Jenifer Young
Environmental Manager
SR 520 Program Office
600 Stewart St., Suite 520
Seattle, WA 98101

RE: SR 520 SDEIS Public Comments

Dear Ms. Young:

C-026-001 On behalf of the Cascade Bicycle Club and our over 12,000 members, we appreciate the opportunity to provide comments on the SR 520 SDEIS alternatives. We appreciate the analysis and extensive effort by the State Department of Transportation in working to create a design that responds to the needs of the current users and future generations. With a significant percentage of Cascade's membership residing in the affected neighborhoods, we are vested in the outcome of this project. If designed right, we believe the SR 520 replacement will provide much needed opportunities for cyclists throughout the region, while significantly increasing this transportation mode.

However, we do not find the SR 520 alternatives as proposed to present the type of infrastructure design that will be desired 75 years from today (projected project life-span). With this premise, we encourage the State to adopt a preferred SR 520 alternative that demonstrates a stronger commitment to sustainable modes of transportation and the movement of people, while lessening the impact on the surrounding environment and communities.

While we have concerns with all alternatives as proposed in the SDEIS, we are particularly concerned with Alternative A (plus sub options), as this has the least support for bicycling and walking, but also because this alternative is within the direction currently supported by the Legislative Working Group.

C-026-002 **Concerns and Recommendations, particularly in response to SDEIS A plus sub options:**

Bicycle and Pedestrian Access/Safety: Our primary concern with the proposed alternatives, particularly Alternative A, is the lack of support for nonmotorized travel through the project corridor. Of prime concern is the Montlake interchange. The design as proposed under Alternative A significantly reduces mobility for bicyclists and pedestrians by presenting daunting and unsafe intersection crossings. We encourage the State to adopt a preferred alternative that includes an urban (human)-scale interchange that eliminates slip lanes from/onto SR 520. In addition, we strongly encourage the State to include a regional pedestrian and bicycle facility (designed to regional standard) that facilitates safe and efficient movement through the Montlake interchange and corridor.

C-026-003 Project Scale/ Built Footprint: The proposed alternatives present an expansion of the floating bridges and significantly larger interchanges and connecting infrastructure, as compared to the existing design. Under the Seattle City Council's direction, the SR 520 project should seek to minimize the impact especially in sensitive areas such as the arboretum. By reintroducing the Lake Washington ramps into the configuration and potentially adding a second bascule bridge over the Montlake Cut, the project footprint is much larger than it is today. We recommend the State adopt a

C-026-003 preferred alternative that scales back the built footprint of the project in order to reduce the impact on surrounding neighborhoods the environment.

C-026-004 Environmental Impact: The proposed alternatives as designed present significant environmental impacts – both in habitat loss and degradation to air and water quality. In addition to this, the projected traffic volumes through the project corridor fail to support the State's climate obligations. We encourage the State to adopt an alternative that not only seeks to mitigate these environmental impacts, but also significantly reduces them through a context sensitive design.

C-026-005 Transit Access/Integration: A critical oversight in all the proposed SR 520 alternatives is the lack of direct connections between light rail and bus service. With an additional 70,000 daily riders projected on the U-link by 2030, there is a need for better integration between these high-demand transit services (as echoed in HB 3096). In addition to this, the removal of the Montlake Flyer stop further reduces transit accessibility in the proposed alternatives. The adopted alternative should optimize transit connections and opportunities, by providing direct connections and transfers between light rail, bus, and nonmotorized infrastructure and service, while supporting transit priority through key corridors.

C-026-006 We also encourage the State to evaluate additional transit priority opportunities beyond the scope of the project that may reduce the need for current features of the proposed design, such as a second bascule bridge over the Montlake Cut. One project that should be included in this evaluation is the provision of BAT lanes on 23rd Ave.

C-026-007 The adopted SR 520 Bridge design should be configured to allow for a feasible conversion to provide light rail service when appropriate. Given the massive construction effort required to replace the SR 520 Bridge, provisions should be made now to ensure that this does not become impracticable at a later date. We recommend the State consider current research regarding light rail feasibility through the corridor and ultimately adopt a preferred alternative that is configured to support high occupancy transit.

C-026-008 Finally, we strongly encourage the State to review and consider the additional SR 520 alternatives that have been analyzed by the City of Seattle (Nelson Nygaard) prior to selecting a preferred alternative.

We appreciate your attention to our concerns and recommendations. The replacement of the SR 520 Bridge and connecting infrastructure is one of the most significant transportation projects of our time, and we strongly encourage your consideration of the key issues raised by the various stakeholders.

Sincerely,

Tessa Greegor

Principal Planner

Cascade Bicycle Club

Montlake Community Club

Working together to maintain and nurture the natural environment
and history of Seattle's Montlake neighborhood

montlake-board@googlegroups.com

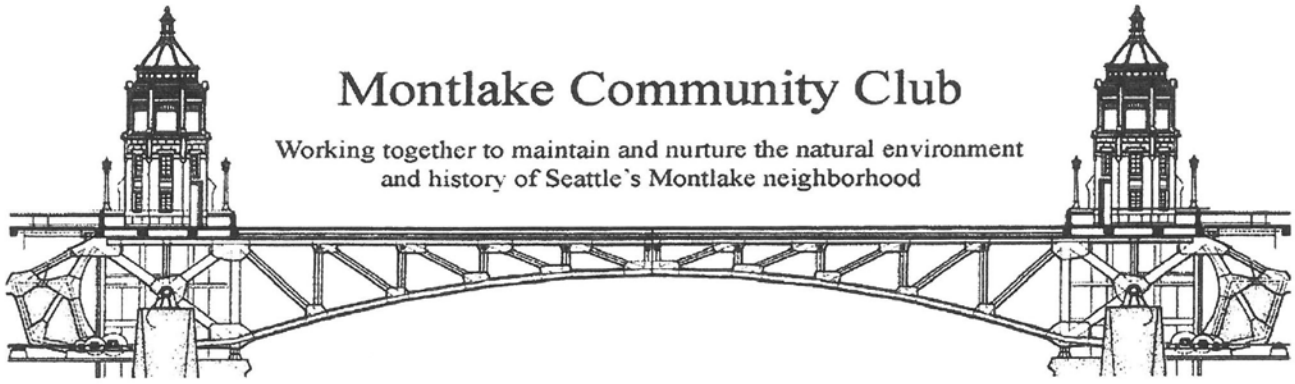
Washington State
Department of Transportation

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement

Montlake Community Response

15 April 2010



Montlake Community Club

Working together to maintain and nurture the natural environment
and history of Seattle's Montlake neighborhood

montlake-board@googlegroups.com

15 April 2010

Washington State Department of Transportation
Ms. Jenifer Young
Environmental Manager
SR 520 Office
600 Stewart Street, Suite 520
Seattle, Washington 98101

Subject: Supplemental Draft Environmental Impact Statement
Re: Review Comments

Dear Ms. Young:

C-027-001

As requested by the Washington State Department of Transportation (WSDOT), the Montlake Community Club has reviewed the January 2010 Supplemental Draft Environmental Impact Statement (DEIS) for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. In general, the Montlake community is most heavily impacted by the project and we believe several fundamental aspects of the project are not addressed adequately in the SDEIS. Members of the community are concerned about both the design of the project and the process of construction.

The Montlake Community Club's highest priority concerns with the current plans are:

- Construction effects – restricted access, impact on businesses, gridlock, and noise.
- The taking of homes in the path of the proposed second bascule bridge over the Lake Washington Ship Canal, parallel to the historic Montlake Bridge.
- Re-routing of the existing Arboretum ramp traffic onto our neighborhood streets.
- The width of the corridor between Foster Island and the Portage bay Bridge.
- Increase in traffic on Montlake Blvd, 24th Ave and other residential streets.

C-027-002

The proposed construction, with a duration of up to 78 months, an average of 13 to 50 truckloads per day, with a peak 120 to 300 truckloads per day on East Shelby, East Hamlin streets and Montlake Boulevard will create a collapse of the neighborhood's access to their homes. For the Portage Bay Bridge with the duration of 72 months with an average of 11 to 12 truckloads per day with a peak of 50 truckloads per day traveling through the community business district on 24TH and turning on Boyer past the Children's Clinic and the St. Demetrious church, the impact would cause the businesses to fail financially, access to the medical center to be conflicted and

C-027-002 the religious activities at the church that is listed as eligible for national registration to be severely impacted, not to mention the fact that 70 foot truck/ trailer assemblies will not be able to turn onto Boyer Avenue from 24TH Avenue.

C-027-003 Following our review of the above conditions, we met with a representative from the WSDOT's program engineering office to confirm the above with the existing site and neighbor conditions. It was confirmed that the proposed plan was not feasible and required major revisions. The attached response substantiates the above findings and further describes the other impacts including noise, air contamination, pedestrian and bicycle routes, and affects on fisheries and wetlands. A basic recommendation to mitigate the above impacts is to pursue the use of barges and conveyor systems to deliver and return supplies equipment and debris. Refer to Jim Harper's statement, response No. 9.

C-027-004 Regarding the design options, the residents of Montlake are concerned about the rerouting of traffic that will be caused by the removal of the existing Arboretum ramps. Approximately 20,000 vehicles per day use the section of Lake Washington Blvd that runs through the Arboretum, and a large percentage of those vehicle use the existing Arboretum ramps to get to and from the east side. Under the current proposals for the westside interchange, some or all of that traffic would be rerouted onto our residential streets. This is unacceptable. The benefits of removing the existing ramps do not offset the obvious harm done by turning existing neighborhood streets into de facto freeway ramps and arterials. We are not proposing that the existing ramps remain, simply that better design options be developed. Whatever the final design is, it must adhere to the "do no harm" principle. It must not appreciably increase traffic volumes or congestion on existing streets, and it must discourage cut-through traffic either by its basic design or by using bollards and turn restrictions. This will require close coordination with the Seattle Department of Transportation throughout the design process since most the existing streets in Montlake belong to SDOT, not WSDOT.

C-027-005 Two other design components of the project, the excessive width of the corridor through Montlake and the construction of a second bascule over the ship canal parallel to the historic Montlake bridge, will have devastating impacts on the Historic Montlake District through the taking of historic homes and the degradation of the area around the remaining homes. The proposed width of the corridor and the addition of a second bascule bridge are strongly opposed by members of the community, and the permanent harm done to the environmental, historical, social and cultural fabric of our community has not been addressed completely or honestly in the SDEIS.

C-027-006 The Community offers the following comments and recommendations for your consideration. These comments have been organized as follows: General comments with respect to 520 Project SDEIS, followed by Discipline Report Comment Summaries as tabbed sections.

Response:

1. Topic: Construction Activities – Chapter 3
Project Area's Environment – Chapter 4
Effects During Construction – Chapter 6

Reviewer: Jon H. Decker, AIA

C-027-006

Summary Statement: The descriptions related to the impact to the Montlake Community requires more specificity in order for the Community to accurately assess the impact, for example the use of neighborhood streets for haul routes, the inclusion of the Montlake Football Field as part of the right-of-way and the construction of the bridge foundation within shallow water wetlands. Refer to Attachments 1A, 1B, 1C and 1D.

2. Topic: Construction Activities – Chapter 3
Haul Routes

Reviewer: Richard D. Dunn

C-027-007

Summary Statement: The Montlake neighborhood streets E. Hamlin and E. Shelby will be the two most negatively impacted streets in any area of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project-under any of the three options described in the SDEIS. Between the staging areas in the UW open area next to the Montlake Cut, Mohai, the Lake Washington Blvd areas and the Montlake Blvd site there will be construction activity in close proximity to houses on these streets for the length of the project. The demolition of Mohai and its removal and the construction of the second bascule bridge on Montlake Blvd will bookend this small community with loud projects at both ends of the streets. Rebuilding the westbound Montlake exit will create tremendous noise for the people on E. Hamlin. To also use E. Hamlin and E. Shelby as haul routes for the Mohai debris removal, materials delivery and the other activities associated with the staging of the project will be overkill. Another route for this activity must be used. Attachment 4 describes the issues and provides the haul route alternative (one that is in the SDEIS) 3-4 in Chapter 3. Refer to Attachments 2A, 2B, 2C, and 2D.

3. Topic: Cultural Resources

Reviewer: Paula Opperman

C-027-008

Summary Statement: In the SDEIS the permanent adverse impacts of the construction of the A+ version of the 520 replacement to the historic neighborhood, building and sites are seriously understated. Discussion of mitigation is unclear, absent or inadequate when discussed. There are no identified benefits for many of the aspects of the project design for example, the addition of a 2nd bascule bridge and the doubling of the footprint of the bridge through the historic Montlake neighborhood.

4. Topic: Noise

Reviewer: Marie Hagman

C-027-009

Summary Statement: The current SDEIS report fails to adequately fulfill reasonable noise evaluations in its studies. Additionally, it neglects to offer a critical analysis of different noise reduction options to reduce overall output of noise. Although the current report gives reference to a projected radius of area affected by the noise, it neglects to explain why it is reasonable to make 500 feet the extent of the noise study when, clearly, areas beyond 500 feet will also likely be just as affected by construction noise. Additionally, it has been found that areas on the limit of 500 feet already exceed allowable noise limits (dba) for residential areas. Alternatives must be pursued to avoid unnecessary impact to Montlake and its surrounding communities.

C-027-010

As alternatives were discussed in the report, many elements on how to reduce noise pollution neglected to be mentioned. In the event that noise walls, for instance, did not meet "WSDOT reasonableness and/or feasibility criteria" (121), these walls would not be used. However, no other options were mentioned. Furthermore, in reviewing page 169 of the current SDEIS report, it has been determined that neither quieter pavement nor noise walls were financially evaluated. However, it should be deemed necessary to conduct a full cost/benefit analysis before these options are removed.

5. Topic: 24th Avenue Business District

Reviewer: Anita Bowers

C-027-011

Summary Statement: The SDEIS fails to mention the Montlake Business District beyond the Hop in Market and 76 Service Station, leaving out of the assessment 12 viable businesses that reside alongside 84 lovely homes on 24th Avenue. A cursory statement, "there is no impact/damage to adjacent neighborhoods" leads one to believe that WSDOT did not do due diligence in its review of the Montlake Neighborhood.

A neighborhood's local business is an integral part of its community and when it experiences a negative impact, the neighborhood often follows. The failure and loss of a business has a direct financial impact on the owners, their employees, the adjacent businesses, home values and, thus, the vibrancy of the neighborhood. Montlake is totally engaged with their business district which has resulted in 100% occupancy and a wide variety of services. Its proximity, being situated on a Haul Road with projected increased traffic is unacceptable to the Montlake Community.

6. Topic: 24th & Montlake Boulevard – Pedestrian, Bicycles

Reviewer: Don Argus

C-027-012

Summary I reviewed the EIS for the impact of 520 construction activities through

C-027-012 Statement: Montlake on pedestrians (including wheelchair users) and cyclist. I found that the project will be very disruptive – all pedestrian and bike crossings of the corridor will be cut, some for years.

The plan is unacceptable in that the project is planning to allow pedestrian access on only one side of Montlake Boulevard at a time, and does not indicate that the full width of walks and paths will be maintained at all times. We need assurance that disruptions will be minimized and staggered.

7. Topic: Noise

Reviewer: Chuck Budnik

C-027-013 Summary Statement: Noise mitigation measures for the Montlake Community (noted throughout the SDEIS report) are subjective and speculative. Residents of Montlake demand that the FHWA criterion of 67 db must be abated by 10 db, during and upon completion of SR 520 alignment and the Montlake Blvd E expansion.

8. Topic: Fisheries, Wetlands

Reviewer: Tony Opperman

C-027-014 Summary Statement: The SDEIS fails to adequately address the long term construction and permanent impacts of the proposed bridge replacement considering the large scale of the project. This is not just a basic replacement in kind with the addition of two lanes. The SDEIS describes a tripling, and in some areas quadrupling of the width of the roadway. Mitigation for major changes in traffic routing and the huge impacts to the Montlake community are not discussed.

9. Topic: Haul Routes

Reviewer: Jim Harper

C-027-015 Summary Statement: One of the major impacts of the bridge replacement construction will be truck traffic through the community via the designated haul routes and residential streets. We are looking for ways to minimize this traffic impact.

In reviewing the SDEIS it is apparent that there are a number of areas where barges could be substituted for trucks. One shallow draft barge can handle approximately 150 truckloads of material, or construction debris. After all, this is a marine construction project.

Construction materials and debris could easily be barged from various loading

C-027-015

locations at the site to an existing industrial staging and distribution area located on the north end of Lake Washington at Kenmore.

We would appreciate information pertaining to the use of barges and the potential overall impact on reducing the use of neighborhood streets.

10. Topic: Social Elements

Reviewer: Robert Hayden

C-027-016

Summary Statement: 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.

C-027-017

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.

C-027-018

The raising and lowering of the Montlake Bridge is not addressed in this study and how it impacts the Montlake neighborhood neither 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 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.

C-027-019

WSDOT's social elements study is really showing that WDOT 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.

11. Topic: Indirect and Cumulative Effects

Reviewer: Chris Stuk

C-027-020

Summary Statement: Chapter 7 of the SDEIS appears to have omitted some of the major, foreseeable construction projects located within the area affected by the new Westside interchange. Even if some of those projects do not meet all of the stated requirements for inclusion, they could have a significant impact of traffic volumes, congestion, noise and pollution and should be included. A partial list of omitted projects is included in the attached comments on Chapter 7. More work is necessary to ensure all major, foreseeable projects are included in the evaluation of direct, indirect, and cumulative effects.

12. Topic: Montlake Lid, Pedestrian, Bicycle, and Transit

Reviewer: Greg Lindhorst

C-027-021

Summary Statement: The Montlake Interchange is a very complex system, connecting freeway, transit, pedestrians, bicycle paths, and at the same time trying to reconnect the two parts of the Montlake neighborhood. Details matter. Important details of the design are missing from the SDEIS, making it difficult to fully evaluate the proposal, especially for pedestrians where safety is the primary concern. The current interchange design, with its long and numerous entry and exit ramps to 520, appears to favor freeway access over pedestrian, bicycle, and transit use at the very heart of the Montlake neighborhood. The Montlake Lid proposed with Option A falls well short of the goals of creating a useable green space, connecting parks from the Arboretum to the Montlake Playfields, and reconnecting the Montlake neighborhood. There are unanswered questions and conflicting statements make about the impact of removing the Montlake Flyer stop, one of the most used bus stops in the Seattle area.

Sincerely,

Jon H. Decker, AIA
Vice President
Montlake Community Club

Montlake Neighborhood / Response Team Roster

	Areas of Interest	Team Members
1.	Effects During Construction	Jon H. Decker
2.	Haul Routes	Dick Dunn
3.	Historic Cultural Resources	Paula Opperman
4.	Noise	Marie Hagman
5.	24th Ave. Business District	Anita Bowers
6.	24th & Montlake Boulevard – Pedestrians, Bicycles	Don Argus
7.	Noise	Chuck Budnik
8.	Fisheries, Wetlands	Tony Opperman
9.	Haul Routes	Jim Harper
10.	Social Elements	Robert Hayden
11.	Indirect and Cumulative Effects	Chris Stuk
12.	Montlake Lid, Pedestrian, Bicycle, and Transit	Greg Lindhorst

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C-027-022

C-027-023

C-027-024

C-027-025

Comment Summary

Construction Activities - Chapter 3

Section	Page #	Line #'s	Reviewer	Comment
Disposal	3-10	37-40	Decker	The disposal of items in accordance with federal, state and local laws and ordinances is too general Provide reference to specific laws and ordinances pertaining to each authority having jurisdiction (AH
Site Preparation	3-4	12-41	Decker	The Best Managed Practices (BMP) related to the construction of work bridges in Portage Bay requir related to access and working in "shallow water." The use of barges in water that is 3ft. deep is not f from shore a viable consideration without horrific impact to the wetlands and natural environment, ref evaluation regarding the requirement for consideration of other design options to avoid damages.
Montlake Interchange Option A	Exhibit 3-8		Decker	The Option A Map shows a "staging area" larger than the 2 homes scheduled for demolition. This co requires detailed review and confirmation as part of the DEIS Chapter 7 and NHPA Section 106 proc diagram shows "limits of construction" exceeding the Highway Department "right of way." This condit additional review/approval and if legally possible, mitigation and repair to potential damages requires the MOA process.
Pontoon Towing	3-40	33-40	Decker	The schedule for the delivery of the Pontoons through the Lake Washington Ship Canal is not include The NHPA Section 106 process, established that the Ship Canal and Portage Bay was not to be mad the Spring "Opening Day" event week.

Comment Summary

The Project Area's Environment - Chapter 4

Section	Page #	Line #'s	Reviewer	Comment
Historic Properties in Seattle	Exhibit 4.6-1	NA	Decker	The Area of Potential Effect (APE) requires revision to include the "haul routes" that impact all of 24th A Boyer Avenue East.

Comment Summary

Effects During the Construction of the Project - Chapter 6

	Section	Page #	Line #'s	Reviewer	Comment
C-027-027	Transportation	6-1	11-21	Decker	The effects of ramp and road closures have a significant impact on the functionality of the Montlake Co requires as part of the DEIS a plan of interactive involvement between WSDOT and the Community.
C-027-028	Haul Routes	6-5	14-28	Decker	Hamlin and Shelby Streets are local residential streets and because of the need for safety and access homes cannot be considered "haul routes" for other than standard size trucks not requiring ordinance v
C-027-029	Haul Routes	6-7	5-8	Decker	The access ramps into construction zone(s) from SR 520 West/East has been reviewed and approved "may" to "shall."
C-027-030	Land Use	6-19	18-26	Decker	An intrusion on to the Montlake Community by the construction area expanding beyond the WSDOT rig meet the Communities approval as part of the Memorandum of Agreement (MOA) that include mitigatio reference Exhibit 6.2-2. page 6-20. Construction easements must also require the same approval proc Exhibit 6.2-3.
	Minimize Negative Effects	6-26	16-17	Decker	Economic effect on business in the area of Montlake would be large and therefore must be negotiated the Memorandum of Agreement (MOA).
	Social Elements Effects	6-27-	1-30	Decker	The impact to the Montlake Community during construction will be major and must be established throu negotiation prior to construction in order that mitigation is included as part of the bidding process as ge conditions. Also specific conditions regarding the Montlake Community an specifically the Hamlin/Shel included in the MOA, including mitigation.
C-027-031	Recreation Resources Effects	6-41	4-		The impact to Montlake Park and its use, requires additional information regarding the construction pro full understanding in order to develop the terms and conditions of the MOA. As part of the additional in is the use of the area between the existing and proposed right-of-way regarding the use of the Montlake

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The Effects of the SR 520 Project on E. Hamlin/E. Shelby

C-027-032

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

Five staging areas in the immediate vicinity of residences

a. **UW open area adjacent to the UW Light Rail Station**
b. **Mohai parking lot and building location**
c. **Lake Washington Blvd adjacent to 520**
d. **Lake Washington Blvd adjacent to exit ramp**
e. **Montlake Blvd (site of second bascule bridge under A+)**

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that "construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day." "The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project."

For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays , the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident's lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that "peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour

C-027-032

during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods" An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

"The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS." (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS[
"Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust"

C-027-032

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

a) **Many of the mature trees and greenery that define the neighborhood , especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.**
b) **A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.**
c) **The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.**
d) **The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.**

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS , Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the

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preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

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Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

Report	Page	Line #'s	Reviewer	Comment	
SDEIS	3.1		Dunn	The use of E. Hamlin and E. Shelby as haul routes, even intermittently, is an unacceptable plan to the residents of these neighborhood streets. The SDEIS says an access ramp may be provided directly into the construction zone from the SR 520 westbound Montlake off-ramp. Outbound trucks could also re-enter the westbound Montlake near the intersection with Montlake Blvd. These trucks could either go straight to access the 520 westbound on-ramp or turn left and travel to the 520 eastbound on-ramp to reach their final destinations.	
SDEIS	3.1		Dunn	The use of E. Hamlin and E. Shelby streets as haul routes should not be undertaken, even intermittently, for the following reasons: DANGER TO CHILDREN: Thirty eight children live in the 47 houses on E. Hamlin and E. Shelby Streets. This does not count the children who come to the house at Montlake Blvd and E. Hamlin each school day. This house is a daycare/school. Every weekday morning 56 families drop off children ranging in age from three to five at that intersection. Every weekday afternoon the same parents return to pick up the children. Visibility at the intersection is not good because of the high fence around the day care center. Merging traffic coming off the northbound Montlake exit from 520 mixes with bicycle and pedestrian traffic at this intersection. Delivery trucks choosing to use E. Hamlin/E. Shelby instead of the U-turn signal at E. Hamlin and neighborhood traffic also turn right at the intersection. This is already a challenging intersection for safety. Adding haul route trucks to it will increase the danger.	

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Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

SDEIS	3.1		Dunn	BICYCLE TRAFFIC: As stated above, there is a lot of bicycle traffic on E. Hamlin and E. Shelby. These streets are part of the popular Lake Washington Bicycle Loop and every day hundreds of commuters to the UW and recreational bikers ride these streets.	
Discipline Report	32		Dunn	DISPLACEMENT OF ON—STREET PARKING: E. Hamlin and E. Shelby are narrow neighborhood streets—25 feet wide. Many residents along them park their cars on them because their garages are either inadequate or non-existent. Those who are able to use their garages as garages access them via alleys which run east and west behind their houses. The alleys are accessed by shorter north/south alleys at the lends of the streets. The use of E. Hamlin and E. Shelby would eliminate parking for many people who have no option other than to park on the streets.	
Discipline Report	32		Dunn	CONGESTION/EMERGENCY VEHCILES: E. Hamlin and E. Shelby are one-way streets which combine with E. Park E. to form a U. E. Hamlin heading east , E. Park E. Heading north/south and E. Shelby heading west. The exit traffic signal at Montlake Blvd and E. Shelby St. is a bottle neck at times currently. Add 120 to 300 construction trucks per day to what already exists and the backup of vehicles into the U will be severe, effecting emergency and delivery vehicles and everyone who lives on the streets.	

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SDEIS	6.7		Dunn	VIBRATION: Houses on E. Hamlin and E. Shelby were built on uncompacted spoils from digging the Montlake Cut 95 years ago. These houses are especially vulnerable to vibration. One hundred twenty to three hundred large trucks a day will create vibration. Many houses along the proposed haul are within 35 feet of the street. Years of vibration will take a toll on many of these homes—some of serious historical significance and many built in the 1920's.	
Executive Summary	39			NOISE: Mohai is to be used for parking and staging the 520 Project. If E. Shelby is used as a haul route out of the staging area to Montlake Blvd, trucks leaving the staging area will go west up the E. Shelby grade to the traffic signal on Montlake. They will do so in lower and noisier gears. As they stop and start up again at the traffic signal on Montlake they will produce noise that will not meet the 86 dBA standard for noise.	
SDEIS	6.42		Dunn	A major concern to the residents of E. Hamlin and E. Shelby deals with what happens to the neighborhood after the 520 construction project is completed. If E. Hamlin and E. Shelby are used as access/haul routes from Montlake Blvd to and from the staging area at Mohai, this would probably result in taking out the curbs on E. Park E. and opening up direct access to the staging area. This will be terrible for the neighbors. Almost as bad would be a situation at the project's completion where the curbs are not replaced and Hamlin/Shelby become what they are today—an alternate for those who prefer not to use the U-turn light at Hamlin. Or, they could become ingress and egress streets for the new East Montlake Park. That would be bad as well.	

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SDEIS	6-27		Dunn	For the residents of E. Hamlin and E. Shelby the six years of construction on the 520 project will be extremely unpleasant. Haul routes, staging area at Mohai, demolition of Mohai, demolition of the 24th Street bridge, demolition of the Montlake Bridge, demolition of the 520 bridge and then the construction of the lids and bridges that will replace everything that has been destroyed will subject these people to pressures unlike any associated with any other construction project in Seattle's history. What financial mitigation doses WSDOT have in mind for the E. Hamlin/E. Shelby neighbors that can possibly compensate for the loss of property value and health that will come from all of this?	
				On the drawing of new trails, parks, streets, etc. it looks like Lake Washington Blvd or some other street goes north directly into E. Park E. then goes on to E. Shelby St. Can that be? Currently, it is not possible to access E. Hamlin, E. Park E. or E. Shelby accept via Montlake Avenue. It once was,but because so many people who came from Broadmoor and Madison Park used these streets as a shortcut to get to Montlake via E. Shelby, 24th Ave East was divided (the right hand street went into Mohai and the left hand street was closed off). One of the great injustices will be if E. Hamlin/E. Shelby residents endure six years of construction in our front yards and then have E. Hamlin and E. Shelby become access streets to to East Montlake Park or a short cut to Montlake from Lake Washington Blvd.	

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Report	Page #	Line #'s	Reviewer	Comment	
Cult. Res.	ii	3-9	P. Oppermann	Buffer Area "one property deep" doesn't seem enough for the magnitude of this project.	
Cult. Res.	ii	14-16		Reference leaves out Historic Montlake district unless included in the Known or Anticipated construction limits. (Item 1 of APE components)	
Cult. Res.	ii	23-36		Consideration of the Miller Landfill and Foster Island as potential NRHP may have limited consideration of Options other than A+ due to anticipated mitigation	
Cult. Res.	iii	32-34		Quality decisions about the "preferred option" cannot be made without study of all of the potential impacts of construction	
Cult. Res.	iv	10-19		None of these adverse impacts would occur with Options other than A or A+	
Cult. Res.	iv	27-29		Quality decisions about the "preferred option" cannot be made without the Section 106 determination for all Options of the Project	
Cult. Res.	vi	27-29		Transportation of the pontoons WOULD affect Seattle Yacht Club and other boating communities' use of the Montlake Cut on more than the Opening Day of Yachting Season.	
Cult. Res.	1	10-11		Leaves out the Community of Laurelhurst. Or are they deleted because they are not a Cultural Resource. This whole report minimizes the long term effects of construction of this project.	
Cult. Res.	3	32-36		The six lane alternative is a misnomer. The width of the bridge is going to double and in some places more than double. In communities so impacted by the width of the bridge, cut down the shoulder width in the center and on the right. Don't add the auxiliary lane to create 7 lanes on the Portage Bay viaduct.	
Cult. Res.	4	18-21		The lids for Montlake Blvd are only for part of the east side of the Blvd. Add a lid to the West side as well which will reconnect the West side of Montlake to the Montlake Playfield and "blunt" the visual impact of the project from NOAA and Hamlin street.	
Cult. Res.	6	4		West Bound auxiliary lane increases visual impact for NOAA, SYC, Hamlin Street, Roanoke and Queen City Yacht Club, and University community.	
Cult. Res.	6	5-6		Transit only off ramp would increase traffic to Lake Washington Blvd which is going to be severely impacted by all options that close the Lake Washington Blvd on and off ramps.	
Cult. Res.	6	6-7		Adding the 2nd Montlake Bridge does very little to improve traffic and the visual impacts to walkers, bikers, boat traffic, Husky fans of football and especially crew	

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				racing and car traffic that crosses the bridge is **severe** and worst of all is **permanent**. The lane for transit and the two lanes Northbound for traffic on Montlake Blvd would once again Narrow down and the beginning of the backup would move between 300 to 400 feet North. This bridge would provide little gain in moving traffic and would do irreparable harm to the Montlake Bridge, the Lake Washington Ship Canal and the Montlake Historical District.	
Cult. Res.	6	19-24		These options would increase the traffic on Lake Washington Blvd since all non transit traffic wishing to get go North or South Bound would have to exit at Lake Washington Blvd. Now at least the traffic is dispersed with at least two exit choices.	
Cult. Res.	6	26-28		This option would be smart for getting transit onto the bridge and into the HOV lanes. However it would add ANOTHER traffic light to Montlake Blvd for a total of 4 in less than .2 of a mile. Also it would put heavy slow buses into the "fast lane of traffic" or WSDOT would have to add another long merge lane for buses and once again widening the 520 corridor through Montlake.	
Cult. Res.	6	36-38		This part of Option K is preferred and would have less impact on NOAA, Hamlin Street(West of Montlake Blvd), SYC, Roanoke and the Queen City YC.	
Cult. Res.	7	20-21		Adding another right turn only lane eastbound onto Montlake Blvd would add one more lane to an already wide footprint for little gain	
Cult. Res.	10	18-19		This indicates that the towing would be at the height of boating season and would have an impact on the use of the Lake Washington Ship Canal by canoes and boaters	
Cult. Res.	11	14-16		Leave out the construction of the 2nd Montlake Bridge, the auxiliary lane at Portage bay and building the new on ramps on Lake Washington Blvd to get closer to defer costs.	
Cult. Res.	12	5-7		Don't defer the lids	
Cult. Res.	15	21-22		Same comment as Page ii lines 14-16. Montlake not included nor is Laurelhurst	
Cult. Res.	17	14-17		Montlake Bridge and the Lake Washington Ship Canal fit as "objects that possess integrity of location design and setting as NRHP and yet little in the EIS mentions the impact of A and A+ on **permanently severely** impacting the location and setting of these two places	
Cult. Res.	17	19-21		The Montlake Bridge was designed by the Carl Gould the same person that designed Suzzallo Library and the crossing of the cut was meant to be a Gateway to the University of Washington. Altering the setting of the bridge will damage	

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				its significance.	
Cult. Res.	17	31-34		To minimize and to mitigate are only to be done when you cannot avoid impacts. Avoidance should be the first priority. Adding auxiliary lanes, new on and off ramps, adding shoulders that are not on the bridge now and adding more bridges should be **avoided**.	
Cult. Res.	18	3-4		Doubling the width and increasing the height of the bridge plus adding new on and off ramps and a bascule bridge will "significantly affect the quality of the human environment" both during construction but more importantly it will affect the human environment permanently.	
Cult. Res.	19	6		Adding the 2nd bridge next to the current Montlake Bridge and altering the view of it from the street, bridge and from the water is an "unsympathetic change" to a Seattle landmark.	
Cult. Res.	19	6		Changing the view of Montlake Bridge from the street, bridge and the water seems to violate one of the criteria for a Seattle Land Mark.	
Cult. Res.	20	1-2		Reconfiguration of a project may be a mitigating factor for the Montlake Bridge as a Seattle Landmark	
Cult. Res.	48	1-2		This sentence doesn't seem to connect to the previous page or the paragraph that follows.	
Cult. Res.	48	36-37		It needs to be determined if Foster island is to be formally declared as TCP prior to construction so appropriate mitigation could be determined as does site mapping need to occur.	
Cult. Res.	55	11-12		Change caused by building the 2nd bascule bridge in the view of and from the Montlake Bridge, from the bridge and the water meets criteria listed to establish adverse effects.	
Cult. Res.	95	17-19		Included in Montlake Historical District Lake Washington Blvd which was part of the original Olmstead Plan. This area is highly impacted by the addition of off and on ramps. It benefits by the removal of RH Thompson Ramps only to be negatively impacted by the addition of ramps.	
Cult. Res.	96	1-5		Montlake Blvd. was part of the Olmstead Park Boulevard Plan. It was one of the gateways to the Alaska Yukon Pacific Exposition. It shouldn't be affected with the addition of another bridge, increased traffic or widening.	
Cult. Res.	96	26-30		Montlake was compromised by the construction of 520 according to the WSDOT SEDIS. Isn't there something about "Do no more harm" that should be invoked here especially for a recognized historic district.	

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Cult. Res.	135	17-20		"Construction effects . . . only thorough analyzed when final option is chosen." This hampers making a decision on which option is the best option	
Cult. Res.	136	37-40		Support the construction of lids but the Portage Bay viaduct is too wide. Cut the Auxiliary lane.	
Cult. Res.	141	24-28		Discusses the construction period 72 months. There are conflicting estimates of the construction periods through the whole SDEIS	
Cult. Res.	142	14-16 &30		Oppose the 7 lane plus wider shoulders that would take portion of NOAA property. Potential of the Abandonment of the buildings	
Cult. Res.	145	9-11		Option A would result in an adverse effect on NOAA FSC buildings. Narrow the corridor by abandoning the idea of an auxiliary lane and the wider shoulders in the middle and on the outside of lanes in each direction.	
Cult. Res.	145	20-21		"Constructing a new bascule bridge ...could have an adverse effect on the bridge." It is the permanent impact of changing the setting and view that would cause an adverse effect on the Montlake bridge and the Lake Washington Ship Canal.	
Cult. Res.	146	3-6		What about effecting navigation as well as Yacht Club activities.	
Cult. Res.	146	37-40		Could the buffer be preserved by cutting down on the shoulders on the sides and center of the new bridge.	
Cult. Res.	147	4-5		These houses would be physically affected by increased noise, and dust even after the finish of the bridge	
Cult. Res.	147	14-23		Lowering the main line of 520 would help the visual impact after lidding. No lids are planned West of Montlake Blvd. How will the lid planned East of Montlake Blvd be impacted if the planned transit lane is built?	
Cult. Res.	147	28-35		Previous comments above address the issue of the necessity to do any of these takings.	
Cult. Res.	147	36-37		Is the taking of 3000 square feet of land plus widening 24th Ave East and Montlake place only for the construction period or for the whole project. It is not clear in the SDEIS	
Cult. Res.	148	4-17		The most significant of the adverse effects would be avoided by narrowing and making deeper the footprint of the 520 corridor, installing lids over the as much as possible. The 2nd Montlake bridge should not be installed for so little benefit to traffic. The Historic District has already been seriously compromised by 520.	
Cult. Res.	149	3-4		Adding the HOV eastbound on ramp would install a 4th traffic light on Montlake Blvd. It would also affect the lid that could be constructed to reconnect the	

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				Montlake Neighborhood.	
Cult. Res.	149	6-9		Constructing these on ramps would negatively affect the homes along the Lake Washington Blvd already compromised by 520. Leave the Lake Washington on ramp east bound and off ramp west bound. Do not make the West bound off ramp at 520 transit only. It spreads out the impact of traffic rather than stacking it up all on a short strip of Lake Washington Blvd.	
Cult. Res.	149	4-7		The acquisition of right of way on Foster Island for Option K despite its cost and length of time of construction would be more beneficial to the Montlake Historic District than all of the disruptions caused by new Lake Washington Blvd ramps and the 2nd Montlake Bridge.	
Cult. Res.	149	25-33		Lowering the profile of this bridge across Foster Island is a positive. Construction of K would over the long term have less destructive visual and traffic impact to the Montlake Bridge and Montlake Historic Districts. Changes in the setting of the TCP would be preferred to the changes of the human environment on Montlake Blvd and in the homes along both Montlake and Lake Washington BLVD	
Cult. Res.	156	34-36		Testing of the disruption these University Building would experience could be done as part of the construction of the Sound Transit Tunnel. If they "cope" with the Sound Transit Construction, the tunneling for Option K would most likely be tolerated. WSDOT has determined that "No Adverse effects would be experienced	
Cult. Res.	157	21		Removal of the current Lake Washington Boulevard ramps would increase traffic on East Lake Washington Blvd and Montlake Blvd which should be avoided. Do no more harm with any new construction in the neighborhoods.	
Cult. Res.	157	22-25		Removal of the old RH Thompson ramps would be a positive for both the Montlake Historic District and Lake Washington Blvd	
Cult. Res.	157	29-30		Is this 6.98 acres going to be the same or less with Option A+. It is not clear	
Cult. Res.	164	12-16		This section addresses the construction period but doesn't address noise when the project is complete.	
Cult. Res.	164	34-37		This section fails to mention boat traffic during Husky Football season	
Cult. Res.	167	32		The only reason to add a 2nd Montlake bridge would be if there was a plan to widen Montlake blvd in front of Husky stadium to University Village. To add a second Bridge with only one extra lane on Montlake (transit only in some plans) increases capacity for cars to stack up for an addition 640 ft. In fact why add a 2nd	

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				bridge to get a total of 1416 feet of one lane "car stacking capacity" in a historic neighborhood.	
Cult. Res.	169	24-26		There would be periodic adverse affects to boating as the pontoons are towed through Portage Bay and the Montlake cut. The tow times would include Husky football season.	
Cult. Res.	170	17-19		Unless the new construction significantly reduces idle time on the Pacific Interchange, and Montlake Blvd they will be NO reduction in noise or air pollution. In fact the second bridge and the immediate narrowing down of the extra lanes just north of the 2nd bridge appears to be a "car holding or car stacking plan rather than making the traffic move faster. In addition with the closing of the current Lake Washington ramps the plan brings more cars to the already congested Montlake interchange.	
Cult. Res.	171	5-12		Do no more harm to the Montlake Historic District. At least the no build option would do that. None of the plans would do anything to improve the visual impact or the physical barrier of the freeway to the west of the Montlake Blvd. One WSDOT consultant says it will add an additional 100 feet of corridor to the current configuration. Using the information from the ESDIS it would double the footprint of the concrete from 64 to something like 115+	
Cult. Res.	173	27-39		Portage Bay Bridge would be higher and a whole lot wider with a serious diminution of the view	
Cult. Res.	174	4-7		The construction of a wider higher bridge over Portage Bay might not compromise the NRHP but it would significantly change the visual experience and setting and feeling of the Queen City and Seattle Yacht Clubs and anyone who uses Montlake Playground, Portage Bay, and the West Montlake park.	
Cult. Res.	174	30-34		The EIS says the Portage Bay Bridge would be only 35 feet wider that the current bridge but if you add 3 lanes plus two 10 foot wide shoulders plus 2 4 foot wide center lanes, it adds up to 58 feet. It is too wide.	
Cult. Res.	174	37-39		The EIS says the project will be 111 feet closer to NOAA and that means it will be 111 feet closer to the Seattle Yacht Club. Noise walls will not compensate for the loss of view.	
Cult. Res.	175	19-21		Wider (by a significant amount) Higher Bridge would have a negative visual effect for all communities as well as Roanoke Park.	
Cult. Res.	176	3-5		There is no mitigation conceivable that would not seriously affect the view from the current Montlake bridge and from the Lake Washington Ship Canal. This	

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				view from the water and from the bridge is a treasure to the City, the University, the neighborhood and the thousands of people who walk over and boat under this historic bridge.	
Cult. Res.	177	5		The assumption that the noise at the Canoe House is going to decline with construction of Option A. More noise over the second bascule bridge and a floating bridge that is closer to the Canoe House? Can't prove it but it seems like an outlandish assumption.	
Cult. Res.	177	11-13		The view from the east end of the cut of the Montlake bridge would be destroyed and how is that not adverse. It doesn't affect the bridge but it an adverse effect to the Lake Washington Ship Canal. There is also an adverse affect to the view from the bridge to the east and from the 2nd bridge to the west. The issue is building the 2nd bridge is an enormous adverse effect on the Montlake Neighborhood for no documentable gain for traffic.	
Cult. Res.	177	35-36		The partial lid covers almost nothing west of Montlake Blvd. Also the lid to the east will be smaller if the left hand turn for HOV vehicles into the HOV lanes on the bridge is built.	
Cult. Res.	178	2-4		Same comment as above. Nothing is done to reunite the Montlake Historic District on the West side of Montlake Blvd with a lid. A lid is a preferred option to the trail under 520.	
Cult. Res.	178	11-12		This means the freeway will be 66 feet closer to houses on Hamlin street on the east side of Montlake Blvd.	
Cult. Res.	179	12-13		Strongly support removing the RH Thomson ramps to nowhere.	
Cult. Res.	179	15-17		More work needs to be done to plan so that the impact on the Historic Montlake District is not so adverse.	
Cult. Res.	179	29-32		While removing the HR Thomson on ramps is a great idea, removing the current on and off ramps in the Arboretum changes one bad effect to another. It also increases traffic on East Lake Washington Blvd and does nothing to keep more traffic out of the Historic Montlake District. Do no more harm than is already done	
Cult. Res.	180	13-14		There would be an addition of another traffic light Southbound on Montlake Blvd for a total of 3 within 800 feet and a 4th within another 200 feet. That is 4 traffic lights within 1000 feet. If you count the traffic light at the Pacific Avenue that is 5 traffic lights within approximately 1800 feet. How can anyone think that the expense of tunneling with maybe one traffic light isn't the best long term plan to	

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				move traffic and to spare a neighborhood.	
Cult. Res.	180	17-20		The Montlake Historic District needs no more traffic directed into it. Leave the current on ramps in the Arboretum.	
Cult. Res.	181	25-27		Support lowering the profile of 520 through Montlake to Portage Bay with a lid westbound toward NOAA.	
Cult. Res.	182	11		It seems that creative design and engineering could take care of this problem.	
Cult. Res.	186	13-15		This mentions a lid west of Montlake Blvd but illustrations indicate is very small.	
Cult. Res.	191	27-35		Survey the Miller Street landfill to determine if K is feasible. K disturbs less of the Montlake Historical District and prevents the 2nd bascule bridge and in the long term has less impact that A or A+	
Cult. Res.	192	2-4		Do the studies to determine whether the profile of 520 could be lowered.	
Cult. Res.	194	23-24		Recommend an independent contractor	
Cult. Res.	196	28-29		It may not physically affect the Montlake bridge to construct another but it will **permanently** ruin one of the great sites in Seattle for little or no gain.	

Discipline Report Comment Summary

Discipline Report:_____

Report	Page #	Line #'s	Reviewer	Comment	
Att7_Noise_DRPart1	27		Marie Hagman	The report states that "the noise study area that may be affected by noise from the project includes all lands within 500 feet of the project". Why is 500 feet the extent of the noise study? There are areas on the limit of this area that already exceed the allowable noise limits for residential areas of 55 dba.	C-027-035
	44		Marie Hagman	The report states "The analysts considered taking additional noise measurements. However, they rejected that option because the I-5 to Medina project corridor is currently being used to test several pavement types to determine if pavement could be used to help reduce traffic noise." No areas on the Seattle side of the 520 bridge are using the test pavement. Additional noise measurements should be collected to cover more of the impacted area.	C-027-038
Att7_Noise_DRPart2	121		Marie Hagman	The report states that "In areas where the evaluated noise walls would not meet the WSDOT reasonableness and/or feasibility criteria (for example, between Montlake Boulevard NE and the Arboretum), noise walls are not proposed." But no alternative option is presented for mitigation in these areas.	C-027-036
Att7_Noise_DRPart2	169		Marie Hagman	Noise reduction of quieter pavement was not evaluated the way noise walls were evaluated. A full cost/benefit analysis should be performed before these options are removed.	C-027-037

Discipline Report Comment Summary

Discipline Report: Montlake Business District

Report	Page #	Line #'s	Reviewer	Comment	
Projects Areas Environment	*pg. 4-19*	*Line 6-33*	*Bowers*	*The omission of the Montlake Business District within the description of Montlake is a grave error which is reflected in almost every section of the SDEIS as it refers to the Montlake Community.*	***example***
Project Operation and Permanent Effects.	pg. 5-38	line 37-40	Bowers	The loss of the 76 Service Station will severly impact customer traffic at the Hop In Market and loss of employment for Montlake employees.	
	pg. 5-40	line 29-32	Bowers	The only Montlake Business that would benefit from the efficient movement of goods and services is the 76 Service Station which would be removed in Option A. Again, not recognizing the nature of the Montlake Business District is reflected in all the SDEIS comments regarding business.	
	pg. 5-41	line 11-22	Bowers	There is a parking lot in the front and back of Hop In. To state that 'they are 'rarely used' shows a lack of understanding of Hop In's business and a concern regarding who made the assessments. It is 'grab and go', espresso and light market shopping. Customer's time in the store ranges from 3 to 10 minutes. At any given time you will find the parking pattern to be in movement and should it be lost it would be detrimental to the business. If Option A is chosen,there would be a loss of the front parking lot, impacting customer's decision to stop and therefore the most damaging.	
Effects during construction of the project	pg. 6-2	line 14-15	Bowers	Any increase of non-local traffic on 24th will have a negative financial impact on the Montlake Business District.	
	pg. 6-6	Ex. 6.1-3	Bowers	24th Avenue as a Haul Route would have a negative financial impact on the Montlake Business District.	

Discipline Report Comment Summary

Discipline Report: Montlake Business District

Report	Page #	Line #'s	Reviewer	Comment
	pg. 6-6	14-15	Bowers	To designate Montlake Boulevard as the 'Primary Route' for construction trucks fails to recognize the entire Montlake Business District as an integral part of the community.
	pg. 6-26	16-18	Bowers	All of the Montlake Business's reside on 24th Avenue and an alternative access or detour route is not feasible.
	pg. 6-31	line 6-11	Bowers	A 5year period of construction related traffic on the Montlake Business District could easily cause the failure of many of the businesses.
Indirect and cumulative effects	pg.7-5	line 1-10	Bowers	The assumptions that construction related effects are short term and temporary is incorrect. The Montlake Business District could not sustain financially through the construction period as it is proposed.
	pg. 7-20	line 20-26	Bowers	It is because the project runs through an already 'developed urban area' that it will change land use and development patterns, in particular, the Montlake Business district.
	pg. 7-20	line 26-30	Bowers	The conclusion that the long-term operation of the proposed project would not directly or indirectly affect the economy is incorrect when considering the Montlake Business District. There are close to 100 homes on 24th whose property values are intrinsically related to the Business District's.
	pg. 7-21	line 7-11	Bowers	The Montlake Business District is a gathering place for neighbors. Many of the Businesses are owned or operated by Montlake neighbors and it is that 'cohesion' between business and neighbor that has made it so successful. To state that the negative effects on this 'social element' of Montlake is to lack any understanding of a neighborhood.

C-027-042
C-027-043
C-027-044
C-027-045
C-027-046
C-027-047
C-027-048

Discipline Report Comment Summary

Discipline Report:_____

Report	Page #	Line #'s	Reviewer	Comment	
Montlake Services	Not addressed in SDEIS	Not addressed in SDEIS	Bowers	There are three services in Montlake that will be negatively impacted by both the traffic on the Haul Roads and increased traffic on 24th after the Bridge construction is completed.	
				1. The new Montlake Library on 24th and McGraw. The Montlake Community worked with City to attain this new library along with four parking spaces on 24th for its use. Theses will be lost along with neighbor's ability to access the library and/or send their children for events, to do homework and research. There is a conference room that is used by all Montlake organizations. The proximity to a street that has large truck traffic on it will discourage families and children from frequenting it.	
				2. One block off of 24th on McGraw is the Montlake Elementary School. This Historic Building has served the local community for close to 90 years. A large number of the students must cross 24th in order to get to their school. Even before construction begins it is a dangerous crossing and as a haul road it would not be feasible for children to cross on their own.	
				3. On the corner of 24th and Boyer, where two proposed haul routes meet, is the Boyer Children's Clinic, a nonprofit organization that provides therapy, education, medical and family support for children with Cerebral Palsy and other developmental delays for over 65 years. The clinic sees many patients in a day and they come from the Seattle area and beyond. There is not an option for many of the patients to go elsewhere and forcing these families to fight their way through the haul route traffic is unconscionable.	

Discipline Report Comment Summary

Discipline Report:_____

Discipline Report Comment Summary

Discipline Report:_____

Report	Page #	Line #'s	Reviewer	Comment	
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Discipline Report Comment Summary

Discipline Report:_____

Topic: Impact of Construction on Bicycling and Pedestrians

Reviewer: Don Argus

Summary Statement:

C-027-050

A. Closures: Each of the pedestrian and bicycle crossings of the 520 corridor through our neighborhood will be cut by construction activities:
1. The Arboretum Waterfront Trail on Foster Island;
2. The 24th Avenue Bridge
3. Montlake Boulevard (one side at a time)
4. The Bill Dawson Trail

Delmar Drive will also be cut.

These crossings will be cut for varying lengths of time, from 9 months up to 84 months. As Montlake Boulevard will be the only crossing open throughout construction, foot and bicycle traffic will be concentrated there. It is not sufficient or acceptable to restrict pedestrians to one side only; the sidewalks on both sides need to be open at all times.

C-027-051

No mention is made in the EIS of the width of temporary sidewalks and bike paths. The sidewalk/bike path on the east side of Montlake Boulevard at Pacific is currently restricted in width in front of the Sound Transit excavations, demonstrating the need to specify the width: the narrow path creates conflict between pedestrians and cyclists, and leaves inadequate room for pedestrians to wait for the light to change. The 520 project conditions need to require sidewalks to be open to their full width.

The closures of the other crossings should be staggered, and minimized in duration.

C-027-052

B. Accessibility: no mention is made in the EIS of any provision to maintain the accessibility of pedestrian routes during construction. Of particular concern is the temporary pedestrian overpass to be constructed over Montlake Boulevard at Pacific Street under Options K and L. Pedestrian paths should meet ADA guidelines at all times. The EIS should indicate the location and duration of any gaps in accessibility along pedestrian routes.

C-027-053

C. Widening of ROWs under Option A: East Montlake Place E south to Louisa Street is part of the project area in Option A. No mention is made in the EIS to describe the work proposed along this corridor. Nor is it stated whether or not the right of way will be widened. It is

C-027-053 unacceptable that proposed work along East Montlake Pl. is not described, as adjacent property owners are not able to assess the impact on their environment.

Topic: Impact of Haul Routes

Reviewer: Don Argus

Summary Statement:

C-027-054 Potential obstacles to the passage of truck/trailer combinations exist along the proposed haul routes. It is unacceptable that no mention is made of what modifications will be required for such vehicles to negotiate the large planted traffic island at the intersection of Boyer and Lynn, or to make the sharp turn at 24th and Boyer.

Discipline Report Comment Summary

Discipline Report:_____

Report	Page #	Line #'s	Reviewer	Comment
Chapter 3:	3-5	11, Exhibit 3-3	DwA	Under all design options, Delmar Drive will be closed for nine months during 2015. Comment: pedestrians and cyclists will need to negotiate even steeper hills.
	3-6	13-17	"	"
	3-14	14-20	"	Work bridges will be used across the width of Portage Bay for a period of five years (Fall 2012 to Fall 2017). Question: will the work brideges prevent the use of the new kayak put-in behind the Montlake Community Center?
	3-15	Exhibit 3-7,	"	"
	3-21	Exhibit 3-9	"	During construction of the Montlake lid in Option A, a pedestrian path will be open on only one side of Monlake Blved, first on one side then on the other as sequencing progresses. Comment: this will be inconvenient, frustrating and possibly dangerous to pedestrians, who will have to cross and recross Montlake Boulevard. Comment: No mention is made of wheelchair accessibility. How will wheelchair users be accommodated?
	3-28	7-21	"	Pacific Street closed for nine months in front of UWMC. Question: How will hospital access be preserved, especially for pedestrians and cyclists?
	3-36		"	Option L, Suboption for added Montlake Blvd capacity: three pedestrian footbridges over Montlake Blvd NE of Pacific Street will be removed and replaced. Question: How will pedestrians be accommodated while these bridges are not in service?
Chapter 5:	5-4	9-20	"	Comment: the Montlake Triangle lid in Options K and L is preferable to no-build in

C-027-056

C-027-057

C-027-058

Discipline Report Comment Summary

Discipline Report:_____

				Opt A.
Chapter 6:	6-12	9-41	"	All designs: -Bill Dawson trail under 520 closed for 2 to 3 years -24th Ave Bridge closed during construction -Pedestrian and bicycle access restricted to one side only during construction; greater hazards for cyclists. -Flyer stop will be closed permanently: cyclists will need to board buses at NE Pacific Street. -bike lockers removed. Comment: these closures will severely restrict bicycle and pedestrian connectivity during construction. What phasing and scheduling is being planned to minimize and stagger closures?
	6-12	2-8	"	Delmar Drive detour; longer or steeper routes for pedestrians and bicycles. Comment: pedestrians and cyclists will need to negotiate even steeper hills.
		10-19	"	Montlake Blvd: pedestrian access one side only; pedestrian overpass just south of Pacific Street. Comment: this will be inconvenient, frustrating and possibly dangerous to pedestrians, who will have to cross and recross Montlake Boulevard. Comment: No mention is made of wheelchair accessibility. How will wheelchair users be accommodated?
		20-22	"	Bike routes rerouted. Question: Will the bike route detours be safe?
		24-27	"	During Construction, Arboretum Waterfront Trail cut where passes under 520. Question: What is being done to minimize the length of the closure?
Attachment 7: Recreation		51	"	"Under Option A, periodic construction closures of the East Campus Bicycle Route and the Burke-Gilman Trail

Discipline Report Comment Summary

Discipline Report: _____

				access spur are anticipated as Montlake Boulevard is widened from two to three lanes. Detours would be provided for Option A for the duration of construction." Question: Will these detours provide continuous connectivity?
		51-2	"	"Under option K, Tunnel construction would require permanent relocation of the WAC and the periodic closure of the Canoe House. The East Campus bicycle route, climbing wall, and Burke-Gilman Trail access spur would not be accessible for the duration of the construction of the tunnel and the new intersection at Pacific Street. Detours for the campus access spur of the Burke-Gilman trail would be provided for Option K for the duration of construction." Question: how long will the closures last?
			"	"Under Option L, at the UW Open Space north of the Montlake Cut, the bridge construction would relocate the climbing wall and portions of the East Campus Bicycle Route for the duration of construction. Detours for the campus access spur of the Burke-Gilman trail would be provided for Option L for the duration of construction. Construction of the bridge span and support columns would require the periodic closure of the trails. Question: how long will the closures last?
		52-4	"	Under all design options, construction of the proposed improvements would require the periodic closure of the section of the Arboretum Waterfront Trail located under SR 520 on Foster Island, as detailed below in the discussion of the individual options and as shown on Exhibit 22. The trail segment between East Montlake Park and the northern portion of Foster Island could be accessed from the East Montlake Park trailhead, although this trail access would be subject to closures due to sequenced construction activities at East Montlake and McCurdy parks. During such closures, trail users would be unable to use any portion of the trail between East Montlake Park and the limits

Discipline Report Comment Summary

Discipline Report:_____

				of construction. Question: how long will the closures last?
	56	21-25	"	Option K would not provide a right-of-way to accommodate the continuity of the Arboretum Waterfront Trail until the road widening and land bridge construction were complete. This would leave up to an 84-month span in which there would be no continuity of this trail on Foster Island or within East Montlake Park. Comment: 84 months is a very long time; How could this period be shortened?
	57	2-4	"	Reconstruction of the 26th Avenue East and Lake Washington Boulevard intersection would temporarily affect the park and bicycle and pedestrian access between 3 and 12 months. Question: In what way will access be affected? Will access be cut continuously or periodically?
	57	14-18	"	Option L would not provide a right-of-way to accommodate the continuity of the Arboretum Waterfront Trail until the road widening and bridge construction were complete. This would leave up to a 72-month span in which there would be no continuity of this trail on Foster Island or within East Montlake Park. Comment: 72 months is a very long time; How could this period be shortened?
	57	30-32	"	SPUI construction and reconstruction of the 26th Avenue East and Lake Washington Boulevard intersection would temporarily affect the park and bicycle and pedestrian access for 24 to 30 months. Question: In what way will access be affected? Will access be cut continuously or periodically?
	59	35-6	"	Phased Implementation Scenario: Access to the Bill Dawson Trail and the Arboretum Waterfront Trail would be restricted during construction.

Discipline Report Comment Summary

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				Question: Would access be restricted for a longer period under this scenario than in others?
	66	10-13	"	"The Arboretum Waterfront Trail currently crosses under SR 520 in a low and narrow pedestrian underpass that many trail users find unpleasant and uncomfortable. The new SR 520 structure would allow the trail to pass between columns of an elevated structure, improving the user experience by opening views at ground level. Because the highway mainline would be higher than the existing roadway, the structure would become a more dominant and noticeable feature and would affect the visual environment for trail users. Comment: as the roadway will be wider, the underpass will be longer, offsetting any improvement in openness.
	74	12-21		"How could the project mitigate effects that cannot be avoided? Construction Effects:" "Construction effects that cannot be avoided: Trails and bicycle routes would be temporarily routed around construction sites to minimize trail closures. Trails would be kept open as often as safely possible. Simultaneous closures would be avoided when feasible. "Construction would require periodic closures of the Arboretum Waterfront Trail and the Bill Dawson Trail beneath SR 520 and the Arboretum Waterfront Trail access at East Montlake Park. "Construction would be coordinated to avoid simultaneous closures of these two locations and to maintain trail access from at least one direction." Comment: trail closures are onerous to pedestrians and cyclists, as detours will be longer in length than the trail being closed.
Attachment 7:Cumulative Effects	71	30-34		Trails under SR 520 (for example, Bill Dawson Trail) and adjacent to construction (for example, Ship Canal Waterside Trail, Arboretum Waterfront Trail, and Points Loop Trail) would be closed during construction for varying time periods. Detour routes for bicycle routes would be established.

Discipline Report Comment Summary

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				Comment: trail closures are onerous to pedestrians and cyclists, as detours will be longer in length than the trail being closed.

Report Comment Summary

Report:_____

Report	Page #	Line #'s	Reviewer	Comment
EIS	1-7	17-18	C.S.Budnik	Change "could" to "should"
	1-13	39		change "requested" to "demanded"
	1-26	8-11		Quiet pavement tests and quiet functional roadways in other states and theie jourisdictions on East coast have adequately proven the validity of noise reduction formulations. The fact that WSDOT and their contractors have been incapable of laying quiet pavement for noise mitigation should not preclude its usage. Incompetence is no excuse for ignoring mitigation obligations.
	1-35	36-38		Add to sentence ending on line 38 -- i.e., those benefits and mitigations that have previously not been provided on the existing 520 corridor.
	2-4	10-13		Quiet pavement has been succesfully demonstrated on numerous East Coast corridors and the lack of in-state testing should not preclude its usage on the proposed 520 roads.

Report Comment Summary

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Report	Page #	Line #'s	Reviewer	Comment
EIS	5-66	32-34	C.. Budnik	Negative effects of sound walls on drivers views should not be a priority over negative effects of noise on nearby homes and wildlife. Affected nearby residents whose homes were built 50-60 yrs prior to existing 520 route must have mitigation priority. The statement made regarding in-filling more residences closer to the highway than when it was built (pg 7-28 line 21-24) is clearly not valid to the situationin the Montlake community. Width expansion of the proposed highway to 7+ lanes places the traffic much closer to homes that were built in the 1910's and the 1920's. If sound walls and or lids are not financially feasible as noted in the EIS for specific zones in Montlake, then the triple pane windows mitigation is a must, to reduce the traffic noise.
	5-77	32-35		Negative visual effects should not take precedent over traffic noise. Both demand corrective action.
	5-79	25-29		Same comment applies as above pg 5-77
	5-81	1± -12		Same comment applies as noted for Pg 5-77 and 5-79

Report Comment Summary

Report:_____

Report	Page #	Line #'s	Reviewer	Comment
EIS	6-72	1-22	C.S. Budnik	Listed potential noise mitigation measures should be
				individually quantified to determine achievable sound level
				reductions relative to maximum allowable levels noted for
				operational scenarios in Table 6.7.5 Page 6-68.
	7-28	27-30		Erroneous/contradictory statement---
				The A+ option has a reasonably foreseable future project
				scheduled to be built close enough to SR 520 that will
				contribute to a cumulstive noise increase effect.
				That project is the Montlake second bascule bridge which
				will have major noise impact on the Shelby/Hamlin homes
				during the construction phase (obviously) as well as a
				continueing noise generator with traffic idling along
				Montlake Blvd E. More lames and more traffic on those
				lanes will obviously increase noise by idling automobiles
				when the bascule bridge is up.
				NO SPECIFIC MITIGATION MEASURES ARE QUANTIFIABLY DEFINED
				TO ALLEVIATE THIS DIRECT AND CUMULATIVE NOISE EFFECT.

Report Comment Summary

Report:

Report	Page #	Line #'s	Reviewer	Comment
EIS	7-4	Table 7-2	C.S. Budnik	WSDOT's position position regarding cumulative effect is clearly contrdictory and illogical. 1)WSDOT states (Pg 7-4 Table 7-2 Item 8) that mitigation of cumulative effects is beyond WSDOT'S jourisdiction and therefore has no responsibility for cause & effect. 2) However, the external factors that degrade the Montlake area historic Resources are clearly defined in the EIS, i.e., increased auto traffic volume resulting from a larger capacity bridge & it's effects . 3)Therefore, the increased auto traffic growth caused by the original 520 alignment, coupled with the new capacity of the current proposal, causes a "direct" increase in in noise and chemical pollutants for the Montlake community. IT FOLLOWS THAT THE RESPONSIBILITY FOR MITIGATION OF DIRECT CUMULATIVE EFFECTS RESTS EXCLUSIVELY WITH WSDOT.

Discipline Report Comment Summary

Discipline Report: NOISE

Report	Page #	Line #'s	Reviewer	Comment
NOISE	172	11-34	C.S.Budnik	To confirm probability of compliance to FHWA & SMC
	173	1-35		noise ordnances , listed noise mitigation measures
	174	1-20		should/must be individually quantified for potential
				sound level reductions.
				The "I" inthe EIS reqires firm/quantified values not
				merely speculation of feasibility.

Discipline Report Comment Summary
Discipline Report: Water Resources

Report	Page #	Line #'s	Reviewer	Comment	
Water Resources Discipline	3	Exhibit 1	Tony Oppermann	Not listed that should be: Jurisdiction: WA State Dept. of Fish and Wildlife. Regulations: Hydraulic Code of Washington. Purpose/Intent: Permit to "use, divert, obstruct or change any of the salt or fresh waters of the state.	
"	8	1	"	Many design options have been proposed by the community, clear up to the K, L and M level. The so called "preferred option" is still the WSDOT plan with a + suffix. Since Alternative A is the original WSDOT design, I feel that WSDOT has not made an honest effort to consider any option other than their own.	
"	8	Paragraph 2	"	Project Alternatives. This SDEIS does not really evaluate the real current alternatives!! It should address the A+ and the M alternatives. Much of the information in this document has already been reviewed and determinations made to either include, modify or delete elements of those previous alternatives. I would like to see a document that address the A+ and M alternatives.	
"	10	Paragraph Seattle	"	Removal of the SR520 bus (flyer) stations will just throw X number of buses into the mixmaster at the interchange of SR 520 and Montlake Blvd. Montlake Blvd. between Pacific St. and SR520 will become a huge bus and vehicle parking lot! And will add several minutes to the bus commute from both the eastside and the University into Seattle and also the return routes. Flyer stations should be kept on SR520 and/or modified to provide service for people going to Seattle, to the north (I-5) and into the University area at Montlake.	
"	11?	Exhibit 6	"	The basic problem here is that you have a lot of traffic going north and south intersecting with a lot of traffic going east and west. Alternative A(+) keeps all this traffic in **ONE** location, Montlake Blvd. from Pacific Street to SR520. A giant mixmaster! Options K and L (and M) dilute this mess (thus decreasing the problem) over	

Discipline Report Comment Summary
Discipline Report: Water Resources

				three locations and allows individuals options that will allow them to get to where they want to go without dealing with ALL the other vehicles (including buses that no longer stop on SR520 but have to go into the mixmaster too).	
"	12	5-6	"	A transit only off-ramp from west bound SR 520 would do nothing to help traffic going north on Montlake Blvd. If west bound traffic wanting to go north on Montlake Blvd. (a large volume) is required to exit in the Arboretum, the traffic in the neighborhood of the proposed off ramp will be horrible – likely service level FFF from the day it opens. (Also, the affect on a beautiful old residential area would be devastating.) There would likely be a steady load of traffic on Lake Washington Blvd. during daylight hours from the exit to Montlake Blvd. and then on the Blvd. to the north and south.	
"	12	8-10	"	Another bascule bridge in the middle of this mixmaster would only serve as a parking area for the increase in traffic that will occur in this area, not to mention the destruction of an historical Seattle view point and the loss of two fine homes. Again, traffic would not flow any faster or efficiently because of the intersection at Pacific Ave. and the load of traffic from the bascule bridges to SR 520.	
"	12	24-30	"	A suboption to A proposes, essentially to move the existing on and off ramps to and from SR 520 to the west. This is a horrible proposal!! The existing ramps should remain in the same location as present (and rebuilt in the same location if necessary). Placing these ramps to the west, as shown on some plans, puts them virtually in the front yards of several very fine, older (historic) homes. The present location is in the Arboretum which is not ideal but creative mitigation plans (landscape and vegetation) can be developed that would reduce the present inpact on the site.	
"	12	30-35	"	A suboption to A proposes an eastbound onramp to SR 520 from the Montlake Blvd. bridge over the highway into the (left hand) HOV lane. Left hand on and off ramps have always been traffic headaches (e.g. the Mercer St. off ramp from northbound I-5). This would also	

Discipline Report Comment Summary
Discipline Report: Water Resources

				require installation of another traffic light in an area already burdened with too many.	
"	13	22	"	A suboption for K would construct a 'right turn only' off ramp from eastbound SR 520 to southbound Montlake Boulevard. After casual observation of this intersection for 40 years, it appears this would be unnecessary and would certainly not be cost beneficial.	
"	13	35-38	"	"Suboptions for Option L would include adding a left-turn movement from Lake Washington Boulevard for direct access to SR 520 and adding capacity on northbound Montlake Boulevard NE to NE 45th Street". There is no explanation or diagram that I could find that explains this statement.	
"	77	12	"	Why dissolved zinc would increase only in Options K and L is not explained.	
"			"	General comment. Options K, L and M all provide relief for traffic flowing through this area. They siphon off some of the vehicles from the main heavy flow and allow them to bypass the interchange at SR 520 and Montlake Blvd. thus avoiding having to deal with every vehicle that travels through this intersection. Option A+ pours all the traffic from all directions into one small area which can only slow everything down.	

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Discipline Report Comment Summary

Discipline Report:_____

	Report	Page #	Line #'s	Reviewer	Comment	
C-027-070	SDEIS	3-1	4-9	Harper	What construction activities from barge floating on the lake, and what location?	
C-027-071	SDEIS	3-2	14-22	Harper	Can barges be used for construction staging areas?	
C-027-072	SDEIS	3-3	30	Harper	What materials will be hauled by barge, and can they be increased to eliminate truck trips on the designated haul routes?	
	SDEIS	3-4	11-13	Harper	Residential streets, (11th Ave E. & E. Miller St., E. Shelby, E. Hamlin, and Boyer Ave E.) are not suitable for truck haul routes.	
	SDEIS	3-4	37	Harper	How many haul route trips could be eliminated if barges were used?	
C-027-073	SDEIS	3-9	5-6	Harper	What haul routes would be used for roadway and bridge demolition? Were barges evaluated for disposal and recycling of the debris?	
	SDEIS	3-9	38	Harper	Construction debris does not have to go through the Ballard Locks, but could be offloaded by barge at the industrial complex in Kenmore. Has this site been evaluated for a distribution staging area?	
C-027-074	SDEIS	3-12	15	Harper	Can barges be substituted for trucks instead of utilizing the designated haul routes?	
	SDEIS	3-14	15-17	Harper	Shallow draft barges could be used in Portage Bay and need to be evaluated as a substitute for trucks.	
C-027-075	SDEIS	3-24	6-7	Harper	Where does the excavated soul inside the retaining walls go? Will it be trucked on the designated haul routes?	
C-027-076	SDEIS	3-25	8-9	Harper	Will the Union Bay fill material be trucked or barged? If it is to be trucked what is the haul route?	
C-027-077	SDEIS	6-2	1-2	Harper	This is a major problem for the neighborhoods. The construction corridor delays will force vehicles to use alternate routes that will overwhelm the residential streets.	
C-027-078	SDEIS	6-3	5-8	Harper	Boyer Ave East detour as referenced will increase delays for Metro transit vehicles. Boyer Ave E. will not support transit vehicles in addition to it's roll as a "truck haul route". Please explain Metros use of Boyer Ave East.	
	SDEIS	6-8	7-8	Harper	If barges were used how would that affect the total number of truck trips per day?	

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C-027-079

Reviewer: Robert E. Hayden, Ph.D.

Section: Social Elements Discipline Report

Parenthesis ( ): These are my comments for particular points.
X/: These are comments that I make periodically throughout this report.

Page/Comment

2/Mentions Montlake and U. District neighborhoods being impacted. (What effect does construction have on the U. District? Doesn't mention Roanoke. Confusing the U. District with the UW).

3/Mentions lids in Montlake. (What lids?)

4/Says that project will not create physical impediments to make it more difficult for residents to access community services. (What about having to cross more lanes of traffic and a further distance to access buses using 520? Also second Montlake Bridge will impede traffic even more especially since no more capacity will exist on either Pacific Street or Montlake Blvd. North Pacific Street).

4/Says that project will improve travel time for fire, medical, police, and other public services through the corridor. (How?)

8/Mentions interchange options in Montlake and UW area. Says nothing about the U. District.

9 Diagram A/Shows Westbound to Northbound Transit only ramp with no lid. (How do carpools exit 520?)

16/Under Phased Implementation, lids will be deferred. Says will develop and implement all mitigation to satisfy regulatory requirements. (Not what will be needed.)

19/Study area only within 1/2 mile of 520, except bulge north at UW (15th Ave).

23/Label Laurelhurst as on West Side of Union Bay. (Wrong side).

30-32/Community cohesion is not discussed, just describes the area.

32/Population characteristics only address immediate vicinity: Only used Montlake and McGilvra Schools as comparisons, and (omitted Seward School).

34/Parks are incomplete and contain incorrect information: Lists Ship Canal Waterfront Trail as a paved pathway (when in fact only a portion is paved and only accessible by stairs or along gravel path). (Omitted West Montlake Park completely).

35/Says that recreation areas allow residents to connect socially, (but doesn't address Montlake Blvd. disconnect).

36/Says that 5 schools are in the study area, (but excludes McGilvra School, which they used earlier as a demographic characteristic comparison).

40/Speaks about transit, (but not about connections, nor mentions the Montlake Bridge and the problems associated with it being raised).

X/Did not mention anything about the yacht clubs: SYC or QCYC, boats, and the houseboats in Portage Bay. Also did not say anything about the Hamlin and Shelby neighborhoods being cut off from the rest of Montlake, but did say the Hunts Pt. is cut off from the rest of Medina.

47-48 Exhibit 14/ (Potential detour routes are highly questionable.)

50 Exhibit 16/Haul Routes will be along Montlake Blvd, Pacific, 15th, and 45th, (problem is that these roads are in gridlock 6 hours per day. Should force trucks to use 520, since WSDOT is not doing anything to improve the traffic in the Montlake area during or after construction).

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51/Say that no effect on relocation of any community services or changes in service area (but omits any impact on the yacht clubs.

52/Says that detour routes may result in traffic congestion. (This is an understatement).

X/Lake Washington Blvd. ramp closures during construction will make Montlake Blvd. nonworking. A standstill.

56/North Capitol Hill Detour route will not work due to the steep grades on residential streets (They should build a temporary bridge over 520 first. Bikes will not be able to go up 11th, and pedestrians and disabled persons will find the route difficult as well.)

57/Say that Portage Bay construction efforts will be the same for all plans. (But should be less for K and L because of smaller footprint through Montlake.) Noise levels will be high within 1000 feet of pile driving, up to 80 dBA which is the equivalent of a garbage disposal.

59/No construction related effects are anticipated for schools, social institutions or government facilities in Portage Bay/Roanoke (excluded QCYC).

60/Construction activity in Montlake will last from 45-78 months.

61/(They need a way to mitigate the pile driving on the Portage Bay viaduct before the noises are made. Closure of the west bound Lake WA Blvd. ramp will pile cars onto Montlake for up to 2 yrs, but say that they will put something in place that will help minimize the delays, (however in the Transportation Discipline Report it just states that it will not effect traffic on 520, and it will maintain the Montlake Westbound ramp exit at a grade E throughout the construction process (Grade F is gridlock).

62/Option A Montlake Blvd. 45 months of noise, dust and traffic congestion including new bridge and up to 90 trucks per day.

64/Bill Dawson trail closed for up to 3 years, and Arboretum Waterfront Trail closed 30-54 months.

65/Community services in Montlake will be effected. Says that school kids from North Montlake will find that it is harder to get to school. Says that Montlake's Seattle Public Library will not be impacted by additional traffic congestion associated with the closure of the LWBlvd ramps. (What they mean is that the increased traffic will not be noticeable since the area is already at a standstill). (Also they do not say anything about the effects on the SYC).

68/Longer travel time for students who use 520 and Montlake Blvd. to get to and leave school. Says that there will be no additional travel time for option A. (How so, since they will not be adding capacity to roadways North or West of the Pacific St. interchange, yet they will be dumping two more lanes of traffic from the South to this point).

74/Says that transporting pontoons to Lake WA will have no effect on social elements because no social elements are located in water bodies (excluding the SYC, QCYC, houseboats, Aqua Verde Kayak Rentals, and all other boats in Portage Bay). Says that it will temporarily effect recreational users in the Montlake Cut. (What about the impact of raising the Montlake Bridge for each pontoon to pass under?)

X/Study does not address the issue of the raising and lowering of the Montlake Bridge, and what impact a second bridge will have on the neighborhoods and all the social elements connected to this element.

78-80/On Community Cohesion the study says that the footprint of 520 will be as narrow and low as possible. The project will not negatively effect community life, persons, groups, or impede access for those who live and work in the area. Says that project would result in no

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noticeable change in air quality, and says that lids will bring communities back together and art will be incorporated into the design of the lids.

80/Noise modeling indicates that the project would result in beneficial effects on noise levels (What the…?) (And doesn't include the yacht clubs as effected elements.)

82 Exhibit 23/Number of residences where noise levels exceed the NAC=Noise Abatement Criteria in Montlake north of 520: Existing 37, No Build 47 (Do not say why this number would increase. Why would this increase if nothing were built?), 6 Lane Alternative 28 (Do not say why this would decrease).

83/Says project would improve travel time for transit, carpools, and vanpools (not SOV's Single Occupancy Vehicles).

84/Says that switch to more HOV's would reduce congestion for fire, emergency vehicles, and police (but still could have as many or more SOV's because of higher capacity to exit onto Montlake). Says that project does not result in any negative changes to pedestrians, bicycles, and transit facilities.

87/No effects associated with any community service or transit facilities in Portage Bay/Roanoke (omit QCYC).

88/Will remove one house in Montlake. (Which one?)

89/Says that taking 2 houses for Montlake Bridge will not effect community cohesion (but doesn't mention wider Montlake Blvd and loss of yards and sidewalks and buffer to road). Says that taking gas station will effect community. Says that no negative effects will occur along Montlake Blvd. (What the …?)

90/Says that operating the new project will not result in effects on schools, religious institutions, social institutions, or government facilities in the Montlake neighborhood (but omits some of the main social institutions from consideration).

91/Says that the project results in improvements in connections between transit improvements and improves transit travel times (but mentions nothing about the raising of the Montlake Bridge). Says that the new bascule bridge will benefit buses by reducing congestion and delay (except when bridges go up).

92/Improvements in transit would improve travel time to UW (but says nothing about travel to the University Village or Seattle Children's Hospital, because it does nothing along this corridor).

X/No change in transit connectivity to Northeast Seattle, nor a decrease in car travel time along Montlake Blvd. from NE Seattle. How will employees travel to and from NE Seattle along a corridor that has no transit and cars stand in traffic?

100/Will use measures to minimize disruptions to access to businesses and properties. Says that they could use barges for construction mitigation.

103/Says that they can make transit stops accessible for people with disabilities. (Why have they not done that before?)

X/Throughout the report they say that soundwalls are only in option L and can potentially be used under A, but not under K. This is a biased assumption. Not initially included in K because wanted to use quiet pavement instead, but ruling by WSDOT is that quiet pavement is not a proven abatement method because it wears away. So why can't noise walls also be incorporated into K?

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Discipline Report Comment Summary

Discipline Report: Chapter 5, Project Operation and Permanent Effects

Report	Page #	Line #'s	Reviewer	Comment	
Chapter 5	5-90 (and 2-28)		C. Stuk	The additional ramps shown page 2-28, Exhibit 2-16 affect far more houses on Lake WA Blvd than are listed on page 5-90. As designed, these ramps will route all of the traffic that uses the existing Arboretum ramps onto the residential section of Lake WA Blvd, and this is not acceptable. If new Lake WA Blvd ramps are deemed necessary to get traffic from SR 520 to the roadway that runs through the Arboretum, there should be a new access road to the east of the residential section of Lk WA Blvd to accommodate that traffic. It could be contained completely within the WSDOT right of way and it would not adversely impact the Arboretum.	

Discipline Report Comment Summary

Discipline Report: Chapter 5, Project Operation and Permanent Effects

Discipline Report Comment Summary

Discipline Report: Chapter 7, Indirect and Cumulative Effects

Report	Page #	Line #'s	Reviewer	Comment	
Chapter 7	see comment for page numbers		C. Stuk	Page 7-8 of Chapter 7 states that the start of the time frame for the cumulative effects analysis is the middle of the nineteenth century, and page 24 of the Indirect and Cumulative Effects discipline report (in Attachment 7) implies that it's the start of the proposed action. What are the implications of starting the study at those different times? Presumably the outcome of the analysis could change if the time frame changes dramatically.	C-027-081
Chapter 7	pg 7-11, Exhibit 7-4a		C. Stuk	This exhibit shows Montlake and U District development projects. It doesn't show major projects like the addition to Childrens' Hospital, the expansion of U Village, the possibility of 350 condo units being built as part of QFC project 3009681, the Sound Transit light rail station at 65th St and 25th Ave E, forseeable effects of UW being classified as an urban village (increased density, taller buildings, etc). Even if these projects and others like them don't meet all of the stated requirements for inclusion in the SDEIS, they are forseeable and should be included because of their potential impact. More work is required to identify such projects and include them in the direct, indirect and cumulative effects.	C-027-082
Chapter 7	7-23		C. Stuk	The report states that the indirect effects on recreation are generally positive and that connectivity and linkages to parks are improved. Any plan that re-routes the vehicles that currently use the arboretum ramps onto the residential section of Lake WA Blvd will turn that stretch of road into a virtual barricade between the neighborhood and the recreation area across the street. This will also greatly impact the livability of that area of the neighborhood.	C-027-083
Chapter 7	7-18		C. Stuk	The last paragraph states that cumulative contruction-related effects could be mitigated by developing a plan to control traffic, etc. Given the duration and invasiveness of this project, such a plan is a "must."	C-027-084
Chapter 7	7-19		C. Stuk	The second paragraph claims a range of benefits the project would provide. Page 5-13 (last para) and 5-14(first para) suggests no improvement in operations on local streets during the AM commute and	C-027-085

Discipline Report Comment Summary
Discipline Report: Chapter 7, Indirect and Cumulative Effects

				only slight improvement in 2 out of 39 local intersections during the PM commute. And with some of the options, congestion actually increases. With the removal of the existing Arboretum ramps, it's hard to believe that access improves. This paragraph is not supported by WSDOT's own data.	
Chapter 7		7-20	C. Stuk	Detours and construction traffic will have a negative effect on the local businesses. Some have even mentioned closing if the effects are severe. One of the plans removes our only local service station. Closure of these businesses will have a long-term negative effect on the community.	

Discipline Report Comment Summary

Discipline Report:__Attachment 7, Air Quality_____

Report	Page #	Line #'s	Reviewer	Comment	
Attachment 7, Air Quality DR	pg 25 and Attachment 2		C. Stuk	Air quality was modeled at several intersections in Montlake, and those were chosen because of poor level of service (LOS). The main insection in Montlake (Montlake Blvd and SR 520) has worse LOS than some of the other intersections chosen for modeling, yet it wasn't included in the comparative study. This will be the hub of the construction activity and the busiest intersection once the project is finished. Air quality should be modeled at that location.	

Discipline Report Comment Summary
Discipline Report: Chapter 7, Indirect and Cumulative Effects

Discipline Report Comment Summary

Discipline Report:___n/a (Miscellaneous Comments)_____

Report	Page #	Line #'s	Reviewer	Comment	
n/a (misc comments)			C. Stuk	Tolling the segment of SR 520 from I-5 to Montlake will lead to cut-through traffic because some drivers will want to avoid the toll. This cut-through traffic has a negative impact on livability that doesn't appear to be addressed in the SDEIS. Charging a single toll paid as vehicles cross the floating span would eliminate this.	C-027-088
n/a (misc comments)			C. Stuk	Montlake currently has two streets functioning as north-south arterials for vehicles traveling through Montlake: 23rd/24th/Montlake, and Lake WA Blvd. It also two SR 520 interchanges: Montlake Blvd ramps and Lake WA Blvd ramps. The SDEIS states neither of the two streets can accommodate all the north-south traffic alone, so both routes must be preserved. By eliminating the existing Lake WA Blvd ramps in the Arboretum, all of the traffic from both north-south routes is dumped into the residential part of Montlake. This may improve an area of the Arboretum by removing the existing ramps, but it will have significant negative impact on the residents living in the northeast corner of the neighborhood. A better design must be developed. The unofficial "M" plan (a derivative of Plan K presented to WSDOT in 2009) had a configuration worth studying.	C-027-089
n/a (misc comments)			C. Stuk	The designs don't appear to be developed enough to make a fair and reasonable assessment of the impacts on local traffic patterns, cut-through traffic, social elements, noise, safety, air quality, recreation, etc. All of the drawings of the various interchange options stop at the edge of the WSDOT right of way which makes it appear that there are no impacts to the SDOT streets. Before a decision can be made on a preferred option, the designs must be developed further and shared with the public.	C-027-090

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Discipline Report:___n/a (Miscellaneous Comments)_____

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Discipline Report Comment Summary

Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	2-3	12-19	Lindhorst	Please clarify that the bike lane not only travels through the Montlake interchange, but below the interchange, allowing pedestrians and cyclists to cross Montlake Boulevard freely without needing to stop, as suggested by the elevation cross-section of Exhibit 2-9. Also, because of the elevation differences, please clarify how the connection between the Montlake lid and the 520 bicycle lane would work. Cyclists coming from the UW should be able to enter/exit the 520 bike lane from the Montlake Boulevard bike lanes without needing to dismount. Likewise Cyclists coming from south of 520 will need an option for entering the 520 bike lane, be it Montlake Boulevard or a bike lane across the lid that connects further east.	C-027-093
SDEIS	2-14	27-28	Lindhorst	The bike lanes across the draw bridges of Option A are most welcome. However, these bike lanes need to continue on Montlake Boulevard until they reach the 520 bike lane. Bicyclists must also have a safe way to travel on Montlake Boulevard, south past the 520 interchange, making use of lanes on the street or bike trails on the Montlake lid. There must be clear and easily navigable bike paths between 520 and the Burke-Gillman trail.	
SDEIS	2-14	7-9	Lindhorst	With Option A and suboptions, an emphasis is placed on getting busses on and off of 520, and to the UW Montlake Triangle. This requires crossing a draw bridge, with both predictable and unpredictable openings and subsequent delays. What impact has the drawbridge had on today's Metro bus scheduling and on-time performance? If the drawbridge goes up, HOV/transit traffic will back up to the Montlake interchange and quickly block the HOV lane heading to I-5. Has this been modeled? How long would it take to return the HOV lane to full speed operation after the drawbridge opens?	C-027-092
SDEIS	2-14	13	Lindhorst	With Option A, a new signal will be placed on Montlake Boulevard. Has the traffic flow analysis for this additional light been done? This section of Montlake Boulevard is notorious for backing up, in either direction, the addition of another light may make the situation significantly worse.	C-027-093

Discipline Report Comment Summary
Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	2-14	37	Lindhorst	Option K utilizes a tunnel under the Montlake Cut for all general purposes lanes and HOV/transit traffic that come on and off of 520. We should also evaluate taking only the HOV/transit traffic through a tunnel, and leaving the general purpose lanes to the ramps and interchanges of Option A+. Taking the HOV/transit traffic through a tunnel better connects it to the U-Link station at Husky Stadium than in Option A+, making transit connections much more efficient. This tunnel would be considerably smaller than the tunnel required for all traffic to/from 520, and should therefore be much cheaper and easier to put in place, similar to the tunnel being dug for the U-Link line.	C-027-094
SDEIS	2-14	28	Lindhorst	The new bascule bridge should be wide enough to accommodate a bike lane separated from the vehicular traffic lanes by a physical barrier, as well as being separated from the pedestrian sidewalk. When restriping the old bascule bridge, a physical barrier should be put in place to separate the bike lane from vehicular traffic. Please clarify the width of both bike lanes, ensuring they are not any narrower than the bike lane currently on I-90.	C-027-095
SDEIS	2-16	Exhibit 2-9	Lindhorst	Please clarify the need for a road across 520 at 24th Ave E. Obviously MOHAI uses this road today, as do many cyclists. But with MOHAI leaving, is there a need for vehicular travel across the lid here? I believe a pedestrian/cyclist trail would suffice, leading to greater safety on the lid. Service vehicles could still reach the water treatment facilities from Hamlin and Shelby streets.	C-027-096
SDEIS	2-16	Exhibit 2-9	Lindhorst	The HOV/transit ramps coming on/off 520 to Montlake Boulevard forces the "hole" in the lid between Montlake Boulevard and 24th Ave. Instead, we should have the HOV/transit lanes come on/off 520 east of 24th Ave, roughly where MOHAI is now, and travel north of 520 to reach Montlake Boulevard. This would allow us to close the hole in the Montlake lid, making it a much more desirable green space, reconnects the neighborhood better, and reduces noise.	C-027-097

Discipline Report Comment Summary
Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	2-16	Exhibit 2-9	Lindhorst	With respect to the Montlake Interchange, the Nelson\Nygaard's report to the Seattle City Council proposes a more "urban" interchange, optimized more for pedestrians than for long and wide entry/exit ramps (called "slip ramps" by the consultant) to and from the freeway. The urban approach results in less lanes needing to be crossed in order to move across 520. I strongly support a more "urban" approach to this interchange.	C-027-098
SDEIS	2-19	Exhibit 2-10	Lindhorst	Please clarify the pedestrian crosswalks that will be available at the Montlake interchange with 520. In particular, will it be possible to walk across the east side of the intersection between Montlake Boulevard and Lake Washington Boulevard, onto the Montlake lid, and to the west bound bus stop at the HOV lane off ramp? Is it possible to walk further, to Hamlin street from here? How will west bound bus commuters who get off at the Montlake lid travel to the southbound busses on the other side of Montlake Boulevard? Also please clarify the pedestrian safety impact of adding more lanes to these intersections.	C-027-099
SDEIS	2-21	Exhibit 2-12	Lindhorst	Option L utilizes a bridge across the Montlake Cut for all general purposes lanes and HOV/transit traffic that come on and off of 520. We should also evaluate taking only the HOV/transit traffic through a tunnel, and leaving the general purpose lanes to the ramps and interchanges of Option A+. Taking the HOV/transit traffic through a tunnel better connects it to the U-Link station at Husky Stadium, making transit connections much more efficient. Since the bridge only carries two lanes, it should be considerably cheaper and a smaller footprint than the bridge described for Option L.	C-027-100

C-027
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SR 520 Bridge Replacement and HOV Project
2010 SDEIS Comments and Responses -- Comments Only
C-027-10

Discipline Report Comment Summary
Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	5-22	31-34	Lindhorst	There are conflicting statements in the SDEIS concerning the ability for Eastbound commuters to board busses at the bus stop near the onramp for East 520. Page 5-22 states "Access to SR 520 bus service in the Montlake interchange area would be reduced, and transit riders that currently use the Montlake Freeway Transit Station would be required to use bus service that operates directly between the Eastside and the University District and light rail between downtown Seattle and the Montlake Triangle." Page 5-23 states "With Option A, riders could board an eastbound bus at the traffic island located at the entrance to the eastbound SR 520 on-ramp or at the Montlake Triangle, and, if required, transfer at Evergreen Point Freeway Transit Station." Please clarify the plans. If direct access to SR 520 buses at the on ramp is not allowed, this poses a problem for the many Eastbound commuters who live south of 520. Not only have we added 10 minutes more walking and 5 minutes more bus riding time to their commute, commuters are not susceptible to two unpredictable draw bridge openings. Instead of forcing Montlake, Madison Park, and North Capitol Hill commuters to travel to Pacific, allow boarding of some set of 520 Eastbound buses at the top of the East 520 on ramp.	
SDEIS	5-23	38	Lindhorst	One advantage of the existing Flyer station is that many Eastbound and Westbound busses stop at the station, providing many opportunities for crossing the lake. If instead, Eastbound riders load on the Montlake Lid, these riders would only have the option of the busses coming from the University/Montlake Triangle/U-Link area. Please clarify the impact on the wait time for an Eastbound bus. This would also have an impact on the wait time for Westbound busses that would stop at Montlake, as experienced at stations east of Lake Washington along the 520 corridor.	

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Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	5-26	31-32	Lindhorst	Many bus commuters who use the Montlake Flyer stop live south of 520. One of the main concerns for commuters is predictability - if they leave their home at a certain time, they can expect to be at their office at a certain time. By forcing these commuters to travel up to Pacific to catch the bus to cross the lake, they not only need to cross one drawbridge while walking/cycling Northbound, but they then have to cross another drawbridge while traveling on the bus Southbound to get on 520. Drawbridges go up and down and stop pedestrian and vehicle traffic, sometimes at unpredictable times. Not only have we added 10 minutes more walking and 5 minutes more bus riding time to their commute, commuters are now susceptible to two unpredictable draw bridge openings. Instead of forcing Montlake, Madison Park, and North Capitol Hill commuters to travel to Pacific, create a bus stop at the top of the Eastbound HOV onramp to 520.	C-027-101
SDEIS	5-30	7-8	Lindhorst	Please clarify how an additional 100 vehicles per hour is possible in the morning, with no additional volume in the afternoon.	C-027-102
SDEIS	5-39	11-24	Lindhorst	The Lake Washington Boulevard ramps do have an impact on the ability to get to and from the Montlake lid. Because of the ramps, there would be significantly more traffic on Lake Washington Boulevard, making it more treacherous to cross and making it more difficult to connect our parks (walk from the Arboretum, across the Montlake Lid, and then to the Montlake Playfields).	
SDEIS	5-44	35-39	Lindhorst	In this passage the SDEIS states that the "The lids would benefit community cohesion by reconnecting neighborhoods originally bisected by SR 520 and I-5, providing linkages between adjacent and nearby parks, improving views toward the highway from nearby residences, and providing safe passage across I-5 and SR 520 at these locations." Under Option A this goal is not attained in a practical way as the lid is broken up and bisected by the HOV ramps and the option for the new Arboretum ramps. Option K and L provide a much larger and useful green space, that is safer to access. If we stick with Option A (or Option A+), we need to find a way to close the hole in the Montlake Lid and make this space more usable.	C-027-103

Discipline Report Comment Summary
Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

	Report	Page #	Line #'s	Reviewer	Comment	
C-027-103	SDEIS	5-106	Exhibit 5.7-3	Lindhorst	Based on the expected benefits presented in the SDEIS, I strongly support including noise walls in the final design. I understand that there is a tradeoff with visual aesthetics, but believe the benefits to the overall region outweigh this concern.	
C-027-104	SDEIS	5-112	20-33	Lindhorst	Why was the air quality at the intersection of Montlake Boulevard and Lake Washington Boulevard not modeled? There are homes and businesses close to this intersection, not to mention commuters who will use the bus stops on either side of Montlake Boulevard here. With the many lanes of traffic roaring nearby, we should model the air quality at this intersection.	
C-027-106	SDEIS	5-153	12	Lindhorst	Lids should be considered an integral part of the redesign of the Montlake and other interchanges. Under the phased implementation plan, the lids should not be deferred if the roadways in proximity to the lids are being rebuilt. In the case of the Montlake interchange, the lid is designed to help mitigate the extra traffic flowing in/out and under this interchange, and it is unacceptable to rebuild the interchange without the associated lid.	
	SDEIS	5-153	21-34	Lindhorst	The bike lane is a welcome addition to the 520 bridge, and can help relieve traffic congestion. If a phased implementation is used, if possible, we should create the bike lane across the lake and connect the bike lane on both ends of the bridge with paved ramps that connect to existing streets or bike trails. On the Westside, cyclists are already very familiar with the area around MOHAI, as this is part of the Lake Washington Loop bike route, or the bike lane could be reached from Marsh or Foster Islands, until the rebuild of the Montlake interchange and lid was complete.	
C-027-107	SDEIS	5-154	9-10	Lindhorst	If Option A is selected, the Montlake Freeway Transit station should not be closed until construction begins on the HOV/transit onramp off of Montlake Boulevard. Being one of the most heavily used transit stops in our bus system, it is important to minimize the time that bus commuters need to work with interim, and likely less efficient, solutions to get across the lake.	

Discipline Report Comment Summary
Discipline Report: Montlake Lid, Pedestrian, Bicycle, and Transit

Report	Page #	Line #'s	Reviewer	Comment	
SDEIS	6-12	34-36	Lindhorst	Many bus commuters who use the Montlake Flyer stop live south of 520. One of the main concerns for commuters is predictability - if they leave their home at a certain time, they can expect to be at their office at a certain time. By forcing these commuters to travel up to Pacific to catch the bus to cross the lake, they not only need to cross one drawbridge while walking/cycling Northbound, but they then to cross another drawbridge while traveling on the bus Southbound to get on 520. Drawbridges go up and down and stop pedestrian and vehicle traffic, sometimes at unpredictable times. Not only have we added 10 minutes more walking and 5 minutes more bus riding time to their commute, commuters are not susceptible to two unpredictable draw bridge openings. Please find another solution during construction.	C-027-108
SDEIS	6-12	36-38	Lindhorst	Bike rack space on busses to cross the lake is already well below the need, sometimes forcing 30 to 40 minute wait times for cyclists (SDEIS page 5-27). It is unacceptable to reduce this further, even if it is only during construction. Additional buses should be added, or a bicycle specific bus should be added (Similar to Microsoft's Bike Connector that travels to/from the Hop-In Market).	C-027-109
SDEIS	6-12	28-30	Lindhorst	It is important the pedestrians and cyclists are able to safely cross 520 during the entire construction period. This statement is the SDEIS is very much appreciated.	C-027-110
SDEIS	6-75	8-10	Lindhorst	Pedestrians and cyclists will need to cross 520, at the Montlake interchange, throughout the construction period. For their health, it is critical that air quality be maintained at acceptable levels throughout the construction period. As people will be coming into close proximity with construction activities at choke points such as the 520 crossing, monitoring and reporting of air quality should be a part of the construction plan. Monitoring and reporting should be provided by an independent party, not under contract by the general contractors.	C-027-111