

Previous Meetings

9-73

The meeting records from these two previous meetings accurately reflect comments by the City regarding the North Renton Environmental Assessment:

- Meeting Record, Agency Scoping Meeting, September 17, 2003
- Meeting Record, City of Renton Meeting, October 14, 2003

City Reviewers:

Staff involved in reviewing the subject document are:

Nick Afzali, Planning and Programming Manager
Shawna Mulhall, Development Manager
Ron Straka, Surface Water Utility Supervisor
Abdoul Gafour, Water Utility Engineering Supervisor
Leslie Betlach, Parks Director

Should you have any questions or concerns, please contact Nick Afzali, the City's point of contact for the I-405 project, at (425) 430-7245.

Sincerely,



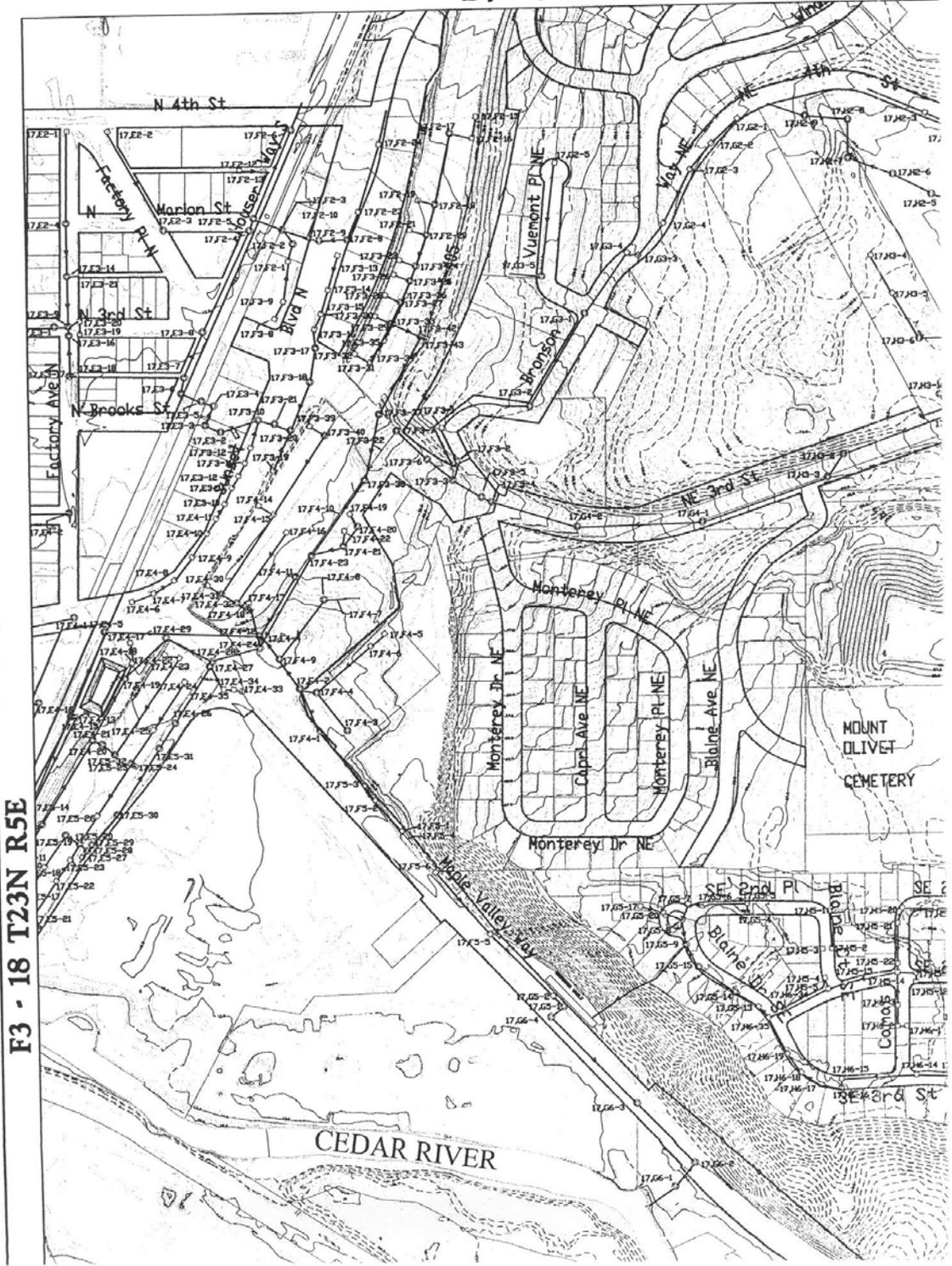
Gregg Zimmerman, Administrator
Planning/Building/Public Works

Attachments

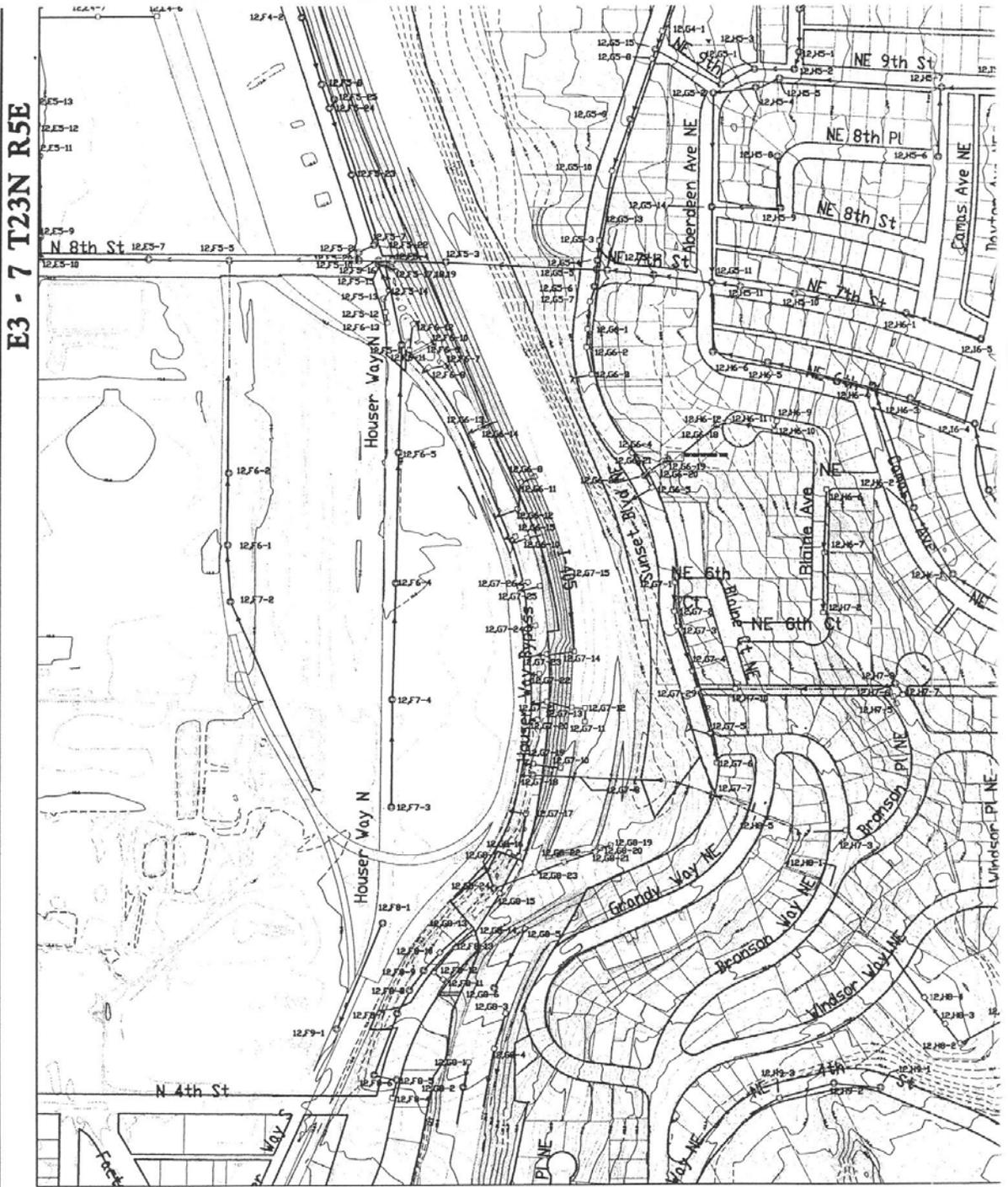
cc (without attachments):

Alex Pietsch
Dennis Culp
Leslie Betlach
Sandra Meyer
Nick Afzali
Ron Straka
Abdoul Gafour
Shawna Mulhall
File

E4 - 8 T23N R5E E 1/2



F3 - 18 T23N R5E



E3 - 7 T23N R5E

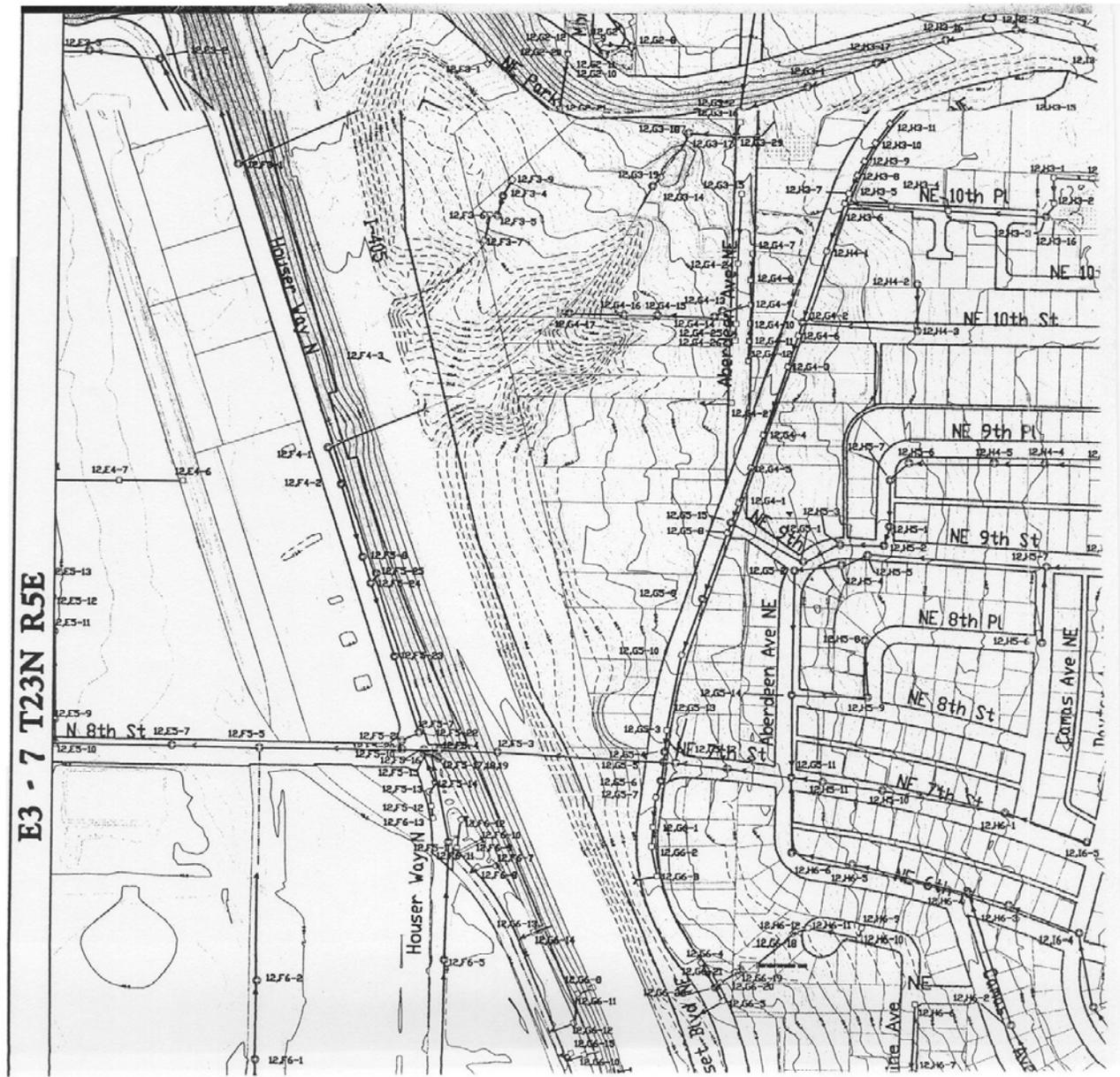
F4 - 17 T23N R5E E 1/2



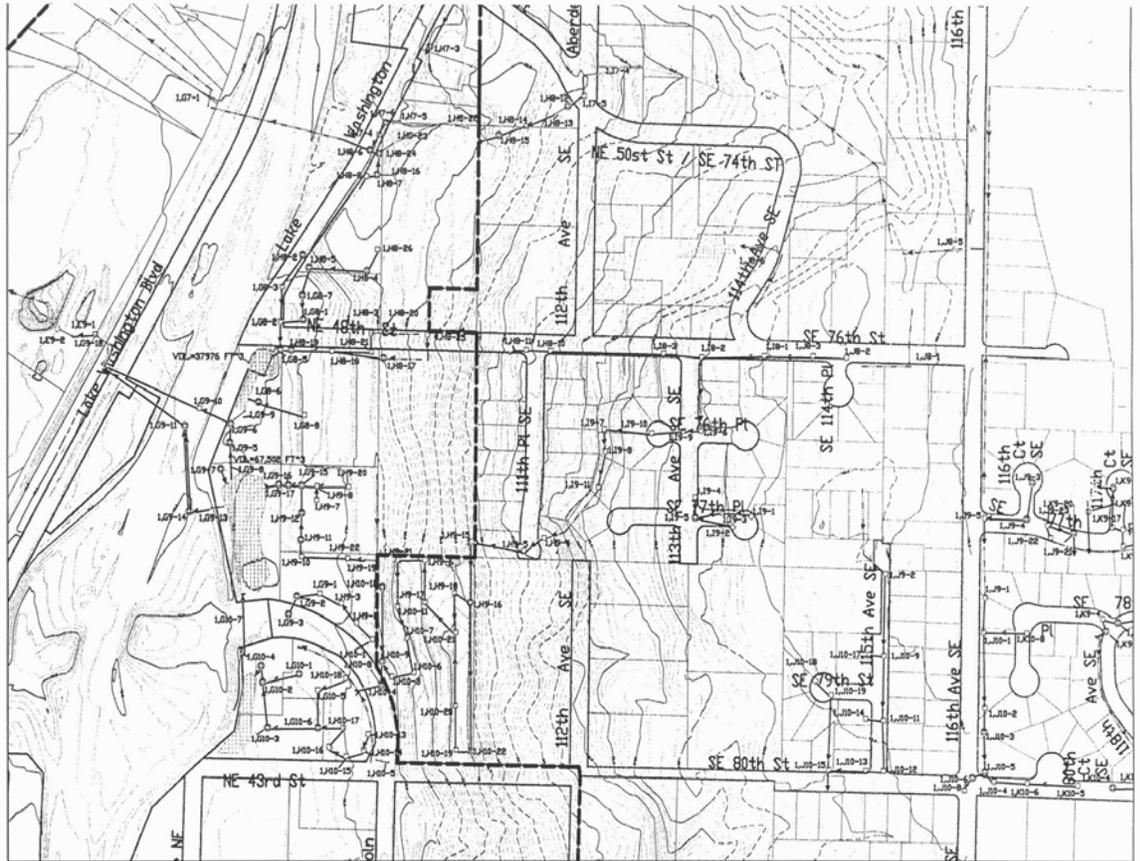
Storm System
 P/B/PW TECHNICAL SERVICES
 11/13/02



8 T2



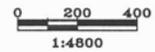




C4 - 32 T24N R5E E 1/2



Storm System
 P/B/PW TECHNICAL SERVICES
 11/13/02



B4
 29 T24N R5E E 1/2
 54

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OCT 17 2003
URBAN CORRIDORS OFFICE

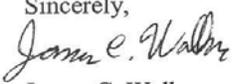
October 15, 2003

Christina Martinez
I-405 Congestion Relief and BRT Projects
Washington State Department of Transportation
6431 Corson Avenue S
Seattle, WA 98108-3445

RE: Environmental Analysis Comments

Dear Ms. Martinez:

- 10-1 | One issue that should be further addressed in the Environmental Assessment (EA) is instability of the slopes above I-405 in the vicinity of Newcastle. Instability in this area was addressed in the original EIS but shifting the lanes further east as currently proposed makes avoidance of landslide hazard areas impossible and instability mitigation measures more critical.
- 10-2 | As noted from the City of Newcastle's original EIS comments, the effect of traffic during construction and at completion along both parallel and perpendicular streets is a concern. Arterial improvement of Coal Creek Parkway in Newcastle prior to start of I-405 construction would help mitigate congestion during construction. We are particularly concerned with pedestrian safety along those roads in the City that would see higher traffic volumes but do not currently have adequate sidewalks. It is my understanding that provision for crossing I-405 at SE 72nd Street will be designed into the I-405 project but no actual work will take place. SE 72nd Street is a local street without sidewalks with no current plans for future improvement.
- 10-3 | City Council wants to see the neighborhood along Lake Washington left as intact as possible. Acquisition of real properties needed for highway system improvement should occur prior to further development on parcels to the extent practical. Thank you for the opportunity to review the EA documents. If you have any questions, please give me a call at (425) 649-4444 ext. 124.

Sincerely,

James C. Walker
Public Works Director



*Kennydale
Neighborhood
Association*

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OCT 17 2003

URBAN CORRIDORS OFFICE

P.O. Box 3115
Renton, WA 98056
www.kennydale.org

REC'D OCT 21 2003

October 16, 2003

Christina Martinez
Environmental Lead
I-405 Project Team
6431 Corson Avenue S
Seattle, WA 98108-3445

Dear Ms. Martinez,

The Kennydale Neighborhood Association Board of Directors would like to take this opportunity to provide our input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. It is our understanding that this analysis is done at a project level and will be substantially more detailed and specific to localized impacts in comparison to the I-405 Corridor Program DEIS.

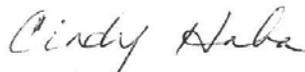
- 11-1 We ask that you include and prioritize analysis of the following areas, including considering innovative mitigating measures that will ensure that this project will improve, not degrade the quality of life in Kennydale.
- 11-2 NOISE – I-405 runs right through the Kennydale neighborhood. The noise generated from the freeway affects hundreds of residences. At this time road noise is considered an annoyance for many. We ask that the recommended mitigating measures result in improved noise levels, or at a minimum, maintenance of existing levels. Along with traditional noise attenuation measures, such as sound walls, we ask that consideration be made to the potential benefits of well-maintained pavement, residential soundproofing, berms, and extensive use of trees and landscaping.
- 11-3 NEIGHBORHOOD CONNECTIONS – It is important to acknowledge that the 30th Street and 44th Street interchanges bridge west Kennydale to east Kennydale. Attention must be given to designing these structures so that they work to increase adhesivness of the two halves of our neighborhood and that they look and function as neighborhood streets. They should not be perceived as barriers. The EA should make recommendations on ways that this can be achieved. Some ideas are installation of wide raised sidewalks on both sides of the overpass, aesthetically pleasing railing, use of smaller scale streetscape features such as ornamental lamp posts and benches, and extensive use of landscaping. These street improvements should be extended a

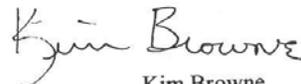
*"The Kennydale Neighborhood Association is dedicated to enhancing the quality of life in
Kennydale and fostering community spirit."*

- 11-3 Cont. | block or two east and west to integrate the overpass structure into the neighborhood streetscape. Bike lanes should also be considered.
- 11-4 | PEDESTRIAN SAFETY -- Pedestrian safety along the 30th and 44th Street overpasses should also be analyzed and mitigating measures proposed -- this is particularly important on 30th Street as kids cross over the highway to get to school. We suggest including landscaped strips between the sidewalks and roadway, inclusion of in ground lights at crosswalks (similar to what is used at the Renton transit center), and use of medians to slow traffic down. If these, along with additional study recommendations do not provide an adequate level of pedestrian safety, then we ask that a pedestrian overpass be considered.
- 11-5 | AESTHETICS -- The appearance of the roadway including wall system and interchanges is very important to the quality, and perceived quality, of our neighborhood. As demonstrated in the Olympia area and Mercer Island, highways can be made attractive by extensive landscaping, including the use of landscaped center medians and overpasses. In addition to being a defining neighborhood feature, this portion of the I-405 corridor is a gateway to the City of Renton. Aesthetics is of paramount concern.
- 11-6 | STUDY INCLUSION OF LIGHT RAIL -- There has been renewed interest in pursuing use of the BNRR right-of-way for commuter light rail service. We support use of the I-405 ROW for this purpose and request that this study analyze impacts under this option.
- 11-7 | ROW -- The analysis should provide a comparison of residential and business property acquisition under the alternative designs.
- 11-8 | CONSTRUCTION IMPACTS -- The analysis should include measures that will be taken to minimize the diversion of traffic through neighborhood streets, including Lake Washington Blvd. Noise and air quality impacts should also be addressed.
- 11-9 | COST/BENEFIT ANALYSIS -- The study should include an analysis, for each alternative, of the costs and benefits. This should include a discussion on the traffic congestion benefits arising from the project, compared to the No Action or fewer-lanes alternatives.
- 11-10 | OTHER -- Other important areas to study include fisheries, water and air quality impacts.

Thank you for this opportunity to comment. We look forward to continued collaboration on this monumental regional and neighborhood project.

Sincerely,


Cindy Haba
KNA President


Kim Browne
KNA Board Member
I-405 Citizens Committee Member

"The Kennydale Neighborhood Association is dedicated to enhancing the quality of life in Kennydale and fostering community spirit."

October 17, 2003

Christina Martinez
Environmental Lead
I-405 Project Team
6431 Corson Avenue South
Seattle, WA 98108-3445

Re: Comments on the scope of the WSDOT Environmental Assessment of the I-405 Corridor Program 'North Renton Project.'

To Whom It May Concern:

12-1 On behalf of the Transportation Choices Coalition I would like to submit the following comments on the scope of the WSDOT Environmental Assessment (EA) of the I-405 Corridor Program 'North Renton Project.' Although we anticipate that WSDOT is not inclined to analyze alternatives to the four lane widening of I-405 in this EA, we believe it is necessary, and in fact required by changes in circumstance in the I-405 Corridor and the larger Central Puget Sound Region since adoption of the I-405 Corridor Program Preferred Alternative in November of 2001.

12-2 WSDOT and it's co-project leads are required to plan and evaluate projects that can be fully completed with the funding that can reasonably be expected to be available during the 15 year period planned for project implementation. Although there was no strategy for financing the \$6.8 billion of projects and programs contained in the Preferred Alternative in 2001, the plan was adopted. Since that time, the estimated cost (CEVP) of the Preferred Alternative has ballooned up to 60%, to \$10.9 billion. Only \$485 million has been secured for project implementation from the state, and opportunities for local and regional funding over the next 15-years appear to be limited to \$3.1 billion (potential RTID funding). It is therefore, not reasonable to expect more than \$4 billion to be available for project implementation in the next 15-years. The North Renton Project Environmental Assessment must then evaluate alternatives, including those previously rejected in the programmatic EIS study for fulfilling project objectives at lower cost.

12-3 One such low-cost alternative was proposed in 2001 by the Transportation Choices Coalition and it's partners in Sensible Solutions for 405. Through the I-405 Corridor Program public involvement process in 2000-2001, WSDOT and it's project partners received comment from hundreds of residents and other corridor stakeholders. The vast majority of the comments received – well over 1500, according to the WSDOT summary of public comment – expressed support for a hybrid alternative five, as proposed by Sensible Solutions for I-405. Comments cited the proposal's cost-effectiveness (relative to the 'build' alternatives evaluated in the DEIS), reliability resulting from the provision of non freeway-based alternative transportation modes in the congested I-405 corridor, effective demand reduction strategies, and targeted road improvements throughout the corridor. In 2001, the Sensible Solutions for I-405 "Alternative Five" plan for the

- 12-3 Cont. | corridor was estimated to cost \$3.1 billion – well within the \$4.0 billion that might reasonably be expected to be available for corridor improvements by 2020.
- 12-4 | Given the changes in circumstance since adoption of the Preferred Alternative in 2001, these citizen comments should be considered in the formulation of alternatives for the Sub-corridor level North Renton Project.
- 12-5 | To prove an effective tool in assisting decision makers (elected officials and permitting agencies) with alternative selection and effective project implementation, the EA for the North Renton project must include:
1. Evaluation of less-costly TDM/Transit focused alternatives for meeting the project purpose and need, including:
 - a. **Purchase and use of the Burlington Northern Santa Fe (BNSFRR) line between Tukwila and Woodinville for intermediate capacity transit service**, with potential future upgrade to rail based High Capacity Transit (HCT). Although the purchase and use of the BNSFRR line was not included in Preferred Alternative for the I-405 Corridor Program, it must now be included in alternatives analysis because circumstances have changed significantly. It has come to public attention that BNSF has offered the right of way for sale to the Secretary of Transportation. Because the purchase and use of the BNSF corridor were included in the original scope of alternatives analysis for the I-405 Corridor Program, and was left out of the Preferred Alternative largely because the right of way was thought to be unavailable for purchase, the recent change in circumstance obliges WSDOT to include the purchase and use of the BNSFRR in the alternatives analysis to be conducted as part of the North Renton Project EA.
 - b. **Addition of one High Occupancy Toll lane (HOT) lane in each direction**, rather than the proposed addition of two new general-purpose lanes in each direction between I-5 in Tukwila and I-90 in Bellevue.
 - c. **In a TDM focused alternative, evaluate the potential for congestion pricing** on the existing lanes of the I-405 freeway to meet project goals for the reduction of ‘congestion,’ and improvement of transit and auto travel times by reduce demand, and raise revenue to fund:
 - i. Corridor maintenance,
 - ii. TDM programs, including employer-based and entrepreneurial trip reduction, and;
 - iii. Additional local and regional transit service in the corridor.
- 12-6 | 2. **Evaluate the comprehensive performance and impacts of the transit, TDM and road management elements of the adopted Preferred Alternative AS CURRENTLY DEFINED in project implementation plans.** The I-405

12-6 Cont.

Corridor Congestion Relief and Bus Rapid Transit project, and 10-year implementation plans, as described by WSDOT staff in public meetings, and as characterized in program materials, are inconsistent with the package of projects and programs evaluated (for performance and impacts) as the “preferred alternative” in the I-405 Corridor Program DEIS in several ways. Statements about the ‘congestion relief’ benefits and travel time savings of the I-405 Congestion Relief and Bus Rapid Transit project are significantly overstated because they are based on travel demand modeling of the original I-405 Preferred Alternative, which included significantly more focus on transit and transportation demand management strategies than what is currently being proposed. A significant reduction in congestion and improvement in corridor travel speeds for cars and transit riders was assumed to result from the following elements of the original PA, which are modified, reduced in scale, or no longer included in the current corridor implementation strategy:

- i. 100% increase in local transit service throughout the corridor. (Note: shortly after adoption of the Preferred Alternative, I-405 Corridor Program materials called for an ‘up to 50%’ increase in local transit service in the corridor.). The EA for the North Renton Project must evaluate the performance of the freeway, local arterial and transit systems if the current implementation plan, which assumes NO increase in local transit service is carried out;
- ii. BRT operating within a corridor assumption of two HOV lanes in each direction, each of which would require three or more occupants per vehicle for entry. This assumption was used as recently as August 2003 in a I-405 Congestion Relief and Bus Rapid Transit white paper on 405 BRT, despite the fact that neither the ‘nickel fund’ investments already programmed for the corridor, or the 10-year implementation plan adopted by the Executive Committee in October of 2003 include any additional HOV or HOT facilities. The EA for the North Renton Project must evaluate the performance of the freeway, and BRT system operating in the existing congested HOV lanes if that is the current plan for the corridor.
- iii. Transportation Demand Management programs were slated to receive up to \$452 m in investment throughout the 15-year implementation of the Corridor Program. These sensible investments were assumed to take significant pressure off of the freeway corridor, shifting travel times, and increasing transit, pedestrian and cycling mode shares. The current implementation plan calls for over 50% of the PA roadway improvements to occur within the first ten years, but less than 10% of the planned TDM investment. To accurately demonstrate performance and impacts of the proposed project, the North Renton Project EA, must evaluate

12-6 Cont.

system performance if the full TDM program is NOT implemented concurrently, or prior to road construction as planned.

12-7

3. **Measure the cumulative and secondary impacts of all project alternatives on the local and regional:**
 - a. Transportation system,
 - b. Land-development patterns, and:
 - c. Associated transportation impacts of new, project-generated land development on the local and regional transportation system, air quality, water quality, and endangered species habitat.

Thank you for the opportunity to comment on the scope of the EA for the North Renton Project. We look forward to the opportunity to participate further in the design of this study, and will continue to work for investments in the I-405 Corridor that expand transportation choice, while enhancing public health and the environment.

Sincerely,

KMS

Kevin Shively
Policy Director
Transportation Choices Coalition

Martinez, Christina

From: Colleen Gants [cgants@prrbiz.com]
Sent: Friday, October 17, 2003 9:54 PM
To: kaseburg@localnet.com
Cc: martinezc@wsdot.wa.gov; olsonhe@wsdot.wa.gov
Subject: Project at Exit 9

Dear Mr. Kaseburg,

As I mentioned in my previous email, I worked with one of our project engineers, Roland Benito, to assemble a vicinity map identifying your home and the proposed preliminary designs for the I-405 corridor improvements. I am preparing that map to send you in the mail.

I thought I'd also copy our environmental lead, Christina Martinez, on this email so she can review your comments below regarding the environmental features in your area. She may wish to comment on the points you highlighted. If you'd like, you can also contact Christina directly:
Christina Martinez
I-405 Environmental Coordinator
Washington State Dept. of Transportation
office: (206) 464-1225
cell: (206) 713-0247

Sincerely,
Colleen Gants
I-405 Public Information
206-768-5792
cgants@prrbiz.com

-----Original Message-----
From: Scott & Kathy Kaseburg [mailto:kaseburg@localnet.com <mailto:kaseburg@localnet.com>]
] Sent: Sunday, October 05, 2003 10:35 PM
To: i405@wsdot.wa.gov
Subject: Project at Exit 9

I appreciate the review that you hosted on 9/17. There are several things that came up in my discussions where I would appreciate follow-up:

- 13-1 | 1. I would like to volunteer to host a noise monitoring station.
- 13-2 | 2. I would appreciate a copy of the design as was shown surrounding the exit 9 area. I have had conversations with several of my neighbors and I think I can be useful to both them and you if I had that section to show them. Essentially, the Pleasure Point lane area which runs parallel to 405. From the 5200 block to 5900.
- 13-3 | 3. There is a significant design consideration. The western boundary of traffic will move from its current 250 ft away from us to about 120 ft from what I saw on the design. This appears to cause the access road of Lake Washington Blvd SE to be relocated closer to the BN RR tracks, starting right about where my house sits. It appeared from the preliminary design that some encroachment of the BN property/right of way is contemplated. To accomplish the movement of the road, it appears that a substantial retaining wall is required, from the tracks to the access road of almost 80 feet high at the highest point. Secondly, another retaining wall will be needed between the access road and the freeway deck . . . which I did not see on the preliminary design. It appears that the Southbound on-ramp will cause this area to be very crowded. The elevation shift looks to be almost 100 feet. You may be unaware that there are freshwater springs at this same location that