Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

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

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

You can provide comments using one of the following methods:

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

1. Name jack whisner
2. E-mail eddiew@speakeasy.net
3. Address: 8325 11th avenue nw
4. City: seattle
5. State: wa
*** 6. Zip Code:** 98117

CommentDate: 4/16/2010 5:13
Comment Source: Online Comment Form

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

I-320-001

Ms. Young,

Please consider the following comments.

1. The No Build seems mis-specified, as it does not include tolling. Variable tolling will be implemented in spring 2011 on the existing bridge and its flow will improve. In modeling, it would improve the performance of the No Build.

I-320-002

2. The state mandate for a six lane facility between SR-202 and I-5 takes the main choice off the table before the environmental analysis.

I-320-003

3. To preserve north and central Seattle access to bus routes oriented to and from downtown Seattle, especially ST Route 545, the Montlake freeway stop function should be retained.
•hybrid with four lanes between Montlake and I-5 and six lanes between SR-202 and Montlake should be considered. It would have lower capital cost.
•If six lanes are provided, the inside pair of lanes could be transit only at Montlake interchange, rising to a signalized intersection with Montlake Boulevard NE. On either side of the restricted area traffic would be directed to the outside lanes. So much eastside traffic is oriented to and from the University District that the volumes may match. Tolling would also control demand. The bus stops could be cantilevered out over the mainline lanes and could be east of Montlake Boulevard in both directions (similar to the freeway stops on I-90 at 142nd Place SE). Routes serving the U District could use this intersection to access the center lanes to and from the east.
•There is insufficient service subsidy to mitigate the loss of the freeway stops.

I-320-004

4. The state has not evaluated system wide tolling (e.g., all limited access highways in King

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1. Name	jack whisner	**CommentDate:**	4/16/2010 5:13
2. E-mail	eddiew@speakeasy.net	**Comment Source:**	Online Comment Form

I-320-004 County).

I-320-005 5. Could consider providing eight lanes on two draw bridges of A-plus rather than six. It would allow traffic queues to clear faster. It would allow a transit-only lane in each direction.

I-320-006 6. Due to concern over global warming gases, construction should minimize disruption to electric trolleybus routes 43 and 44. This would factor against options that require the lowering of arterials in the triangle, including that suggested by the UW. Also, lowering the Burke-Gilman Trail to go beneath a land bridge seems counterproductive at its maximum load point. It would become a bit of a roller coaster.

I-320-007 7. State should consider delaying implementation of connection between SR-520 and I-5 reversible lanes until after Link is extended to Northgate in about 2020. There are about 3.5 lanes of traffic on the reversibles. The connection will reduce the facility to three lanes and could lead to congestion, harming the flow of more transit serving north King and south Snohomish counties that would be helped serving East King County. The number of bus trips and their average load in higher going north-south than east-west.

8. I-5
• The SR-520 project could be expanded to help transit go between SR-520 and downtown in the reverse peak direction. It could add a transit lane on the outside of the general purpose lanes between Olive Way and SR-520. This was studied by WSDOT and published in the OUM Central Puget Sound HOV Land Studies, 1997.
• They also could consider adding a southbound T-ramp between the SR-520/I-5 interchange and Lakeview Boulevard with a traffic signal added to handle west to southbound transit. They could also restrict the Stewart Street ramp connecting with the I-5 reversible lanes to HOV only, as the ramps to the south are restricted. It would likely improve flow on Howell and Stewart streets and Olive Way.
• The project includes a reversible peak-direction connection between SR-520 and the I-5 reversible lanes. State should verify that transit from and to the north would not be delayed, as the reversible lanes carry more transit trips with larger passenger loads than SR-520. This part of the project could be delayed until after ST Link reaches Northgate and north Seattle bus service is restructured.

I-320-008 9. Could add a southbound transit priority lane to Montlake Boulevard NE between NE 45th Street and NE Pacific Street by taking away the left turn pockets and median. Southbound traffic oriented to

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1. Name	jack whisner	**CommentDate:**	4/16/2010 5:13
2. E-mail	eddiew@speakeasy.net	**Comment Source:**	Online Comment Form

I-320-008

Tubby Graves may use signals at NE 45th Street and local roads east of parking lot. This would improve transit access to the ST Link station from northeast Seattle. There is a very long walk for transfers between the ST Link station and Stevens Way.

Thank you

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1. Name David Bledsoe
2. E-mail david.blds@gmail.com
3. Address: 2625 11th Ave E
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98102

CommentDate: 4/14/2010 18:43
Comment Source: Online Comment Form

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

I-321-001

SDEIS Page 3-3, bottom – The document states that local jurisdictions would have to approve haul routes (also stated on 6-6). There is insufficient detail as to the approval process that would be required for each jurisdiction. The implication is that the approval process includes options for withholding approval. Description of the processes should detail the steps and procedures related to notice, hearing, opportunity for public comment, and appeal. This information should be provided for each jurisdiction.

SDEIS Page 3-4, first full paragraph – The document states that several residential streets would be used as haul routes because arterial streets are insufficient to carry required number of truck trips. On page 6-7, there is insufficient detail as to the number and impact of truck trips on the individually noted residential streets. Given the excavation estimates and the projected construction schedules and staging, estimates should be provided of the timing and frequency of truck trips through these residential streets on a per-street basis. Mitigating measures should be described in detail.

I-321-002

SDEIS Pages 3-6 and 6-13 – The document mentions the closure and replacement of the Delmar Drive bridge and refers to alternative routes that could be used for diverted traffic. There is insufficient detail as to the traffic impacts upon these alternative routes. Trips-per-street projections should be provided and detailed mitigating measures should be detailed.

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1. Name Ellen Cole
2. E-mail ellenmcole@hotmail.com
3. Address: 2319 Broadway East
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98102

CommentDate: 4/16/2010 4:37
Comment Source: Online Comment Form

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

I-322-001 We are extremely concerned about the proposed ramp from SR 520 to I5 that is slated to run adjacent to our Capitol Hill neighborhood. The designs we are seeing raise the level of the freeway to a height that will increase the noise and dirt to our homes that will make life next to the freeways even more unliveable. These changes will decrease our property values to an even greater degree than the recent economic downturn has done - in which case our property taxes will decrease, so

I-322-002 government coffers will suffer as well! But our real concern is quality of life. Since the "sound walls" have gone in along I5 in our neighborhood, the noise levels on our side (east of the freeway) have actually increased. We spend almost no time in our yard, and when we do, we cannot speak to one another in normal voices. The ramp design that is being considered will excacerbate not only the noise into our homes, but will invade our view even more than the vast concrete wasteland already there, under our windows.

Try to imagine having your kids and grandkids come to visit in July or August, and not being able to sit in your yard and talk to one another. What is being proposed for the SR520 to I5 connector will simply make it impossible for us to ever enjoy our yard, or even open a window - the noise and dirt are already nearly intolerable and this will make it worse.

I-322-003 In addition, we don't understand why such a monstrosity would be built to accommodate more autos - where is the big-city thinking? We would be far more open to watching a train speed past, but more cars is just not a progressive, thoughtful solution. It's great that buses will have the HOV access, but it will be extremely painful and discouraging to watch a parade of cars - even with more than one passenger in them.

I-322-004 We hope planners will go back to the drawing board on this element of the SR520/I5 scheme, and think hard about the impact on those of us who already tolerate more than our fair share of noise,

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1. Name	Ellen Cole	**CommentDate:**	4/16/2010 4:37
2. E-mail	ellenmcole@hotmail.com	**Comment Source:**	Online Comment Form

I-322-004

dirt, and discomfort due to our proximity to the freeways. Do we really deserve more, when the plans won't reduce traffic, streamline transfers, or mitigate the use or impact of the automobile in our region? Where is the creative thinking?? Thank you.

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1. Name

2. E-mail dmahan@drizzle.com

3. Address:

4. City: Seattle

5. State: WA

*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 15:06

Comment Source: Online Comment Form

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

I-323-001 I think that there should be no rush to put in place a badly designedhighway. I think that more needs to be done about the potential impact of the current design on adjacent neighborhoods, especially Montlake. Design A simply adds more concrete and more noise to the 1962 bridge, while alleviating not at all the Montlake Mess of southbound Montlake Boulevard traffic, and failing to link mass transit

I-323-002 between bridge and light rail. I think that more of the route should be placed underground, or lidded, and that sound walls should be built along the entire above ground length. I agree that the issue of

I-323-003 placing light rail in lieu of HOV lanes should be explored, specifically how to link with planned underground rail.

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1. Name Mary Freiburger
2. E-mail maryfreiburger@comcast.net
3. Address: 2611 25th Ave E
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 6:16
Comment Source: Online Comment Form

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I-324-001

I agree 520 needs to be replaced. I live in Montlake with one house between 520 and my home of twelve years and am very concerned about some aspects being proposed.

1) westbound exit option to Lake Washington Blvd - basically an exit is being put in my neighbors front yard. This exist does not seem well planned. All traffic going south from 520 will take this exit dumping a huge amount of cars on to a two lane road with lots of bicycle and pedestrian traffic. When the light is red at Lk Wash and Montlake it will only be about eight cars in line before the cars are backed up on to the exit and the bridge. I am very concerned about increased air and noise pollution from the additional cars. I am extremely concerned about the air my family breathes. When I have asked the DOT about this in public meetings they have responded that it has not occurred to them to test the air or soil. I grow vegetables in my garden and am concerned about air pollution contaminating my food. I am concerned about traffic cutting through 25th and 26th Ave E to get to Madison Park and other neighborhoods south of Montlake. These streets have an extreme amount of bike traffic and there are already many car bike accidents. There are also many young children in the neighborhood crossing these streets. How are people going to get to Broadmoor and Madison Park? They are not going to go South on 24th and East on Madison. Madison can't handle all the current traffic through Madison Valley

2) second bridge crossing the Montlake cut - when I have asked DOT how the extra traffic will be handled heading north in front of Husky stadium to U. Village, I am told this is out of scope and nothing will be done to improve traffic on Lake Washing Blvd or Pacific. This seems to create more traffic when these streets are not sufficient now during the morning and afternoon commute.

I-324-002

3) No flyer station - this is an easy way for our family to take the bus downtown and to the Eastside. We will now have to walk several blocks to get a bus

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1. Name	Mary Freiburger	**CommentDate:**	4/15/2010 6:16
2. E-mail	maryfreiburger@comcast.net	**Comment Source:**	Online Comment Form

I-324-003

4) It is a shame that 520 and the light rail station at Husky stadium are not connected. Who is going to get off a bus and walk in the dark and rain from 520 to the train station???

I-324-004

5) tolls - this will add $1500+ to our household budget/year and this money does not exist. With three children to get to school and activities, buses are not set up for our family lifestyle. It would take several buses to get to sports practice. Financially it will not make sense for me to meet with clients or drop off merchandise on the Eastside so I expect my business to shrink 20+%. My doctors are in Bellevue so it will cost me $40 a month in tolls to go to my current doctor therefore I will have to find new doctors. I would have to take at least two busses to get to the doctor. Now it is 8 minutes. I am also confused as to why bridge tolls can be used to make improvements to non bridge areas of 520 especially when the vast majority of the Eastside residents don't believe in paying taxes to pay for transportation and infrastructure projects.

I-324-005

6) keep a trail to Foster Island and the arboretum open to the public. A member of my family walks this trail every day

Thank you for considering my comments. I hope a solution will be reached that balances the state economic needs of a bridge, safety, commuters, residents in Montlake, people driving through Montlake to get somewhere else and residents of nearby neighborhoods.

Mary Freiburger (206) 568-0440

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1. Name Barbara Guthrie
2. E-mail bguthrie@nwhsea.org
3. Address: 18531 Ashworth Ave N.
4. City: Shorelin
5. State: WA
*** 6. Zip Code:** 98133

CommentDate: 4/15/2010 20:28
Comment Source: Online Comment Form

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I-325-001 Mitigation must be in place to protect the Arboretum by reducing the traffic on Lake Washington Blvd to 4,000 cars per day, the amount of traffic the Olmsted Brothers designed it for.

I-325-002 There are two important steps to take to make this a reality: A traffic management plan to reduce the traffic on Lake Washington Blvd. Elimination of the SR 520 ramps connecting to Lake Washington Blvd. Lake -Washington Blvd. is a park road and its use as a long on-and-off ramp to the highway puts a continuous stream of traffic through the park that severely damages the quiet enjoyment of much of the Arboretum, especially places adjacent to the road like the Japanese Garden.

I-325-003 Minimizing the damage to the wetlands and Foster Island is the second highest priority. There should be minimal taking of park land all along the SR520 corridor, including the Arboretum wetlands and Foster Island. The State should tudy a narrower, four-lane roadway with traffic management through tolling and enhanced transit. Current highway traffic across Foster Island and onto Lake Washington Blvd. has severe noise impacts on the Arboretum. Option A+ will impose even more noise. The SDEIS makes clear that there are no plans for noise mitigation in the Arboretum. This must be remedied. The WSDOT traffic studies do not adequately model the traffic around the Arboretum or the measures that could be taken to manage traffic flow if the Lake Washington Blvd. ramps were removed. The Council should make sure that these studies are done so that the ramps can be eliminated.

I-325-004 If a six-lane roadway is built now, it must be light-rail ready. Option A+ is not designed to accommodate light rail. It is too narrow and its pontoons have neither the load-bearing capacity nor stability to carry light rail. That means that future light rail could only be built at a future time by adding more width. How much more of the Arboretum will we lose? Are we going tear apart the landscape again in 15 to 20 years to do a major rebuild? Can't we get it right, right now?

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1. Name	Barbara Guthrie	**CommentDate:**	4/15/2010 20:28
2. E-mail	bguthrie@nwhsea.org	**Comment Source:**	Online Comment Form

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1. Name	Eldon Jacobson	**CommentDate:**	4/15/2010 21:51
2. E-mail	eldon@reachone.com	**Comment Source:**	Online Comment Form
3. Address:			
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98115		

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I-326-001

Improvements appear to be needed in the Supplemental Draft EIS regarding the impacts to traffic on I-5 as a result of this project. In particular, the "Mercer Weave" will probably get worse if more traffic can get to I-5. WSDOT should not be making traffic on I-5 worse due to this project. WSDOT should do some computerized traffic modeling showing how much worse (or better) traffic congestion will become on I-5 for all possible variations of the reversible lanes (outbound and inbound). There should be some ramps built between 520 and Mercer Street that eliminate the Mercer Weave. I am willing to attend any brainstorming sessions to come up with cost-effective ideas to eliminate the Mercer Weave.

Thanks

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

1. Name Patricia Johnsrud

2. E-mail johnsrud@mac.com

3. Address: 4327 Lake Washington Blvd NE Suite 6113

4. City: Kirkland

5. State: WA

*** 6. Zip Code:** 98033

CommentDate: 4/16/2010 5:45

Comment Source: Online Comment Form

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

I-327-001

There needs to be more than 3 auto lanes each direction on the bridge plus HOV. At least three plus light rail. So in effect there must be four lanes plus shoulders plus .... pedestrian/bike ... Otherwise the bridge is being built and won't handle present traffic much less growth. Four lanes for cars would be useful (3 lanes plus HOV plus light rail plus ped/bike and shoulders ... not two & HOV.)

I-327-002

Thinking that you only need 2 lanes and an HOV is ludicrous!!! Not at all forward thinking much less just being able to handle present traffic. Please do not take away the ease to enter and exit the 520 at Lake Washington & Bellevue way. Please do NOT create stop lights or make one have to cross over traffic which will slow down the ability to access and exit the 520. You will have anarchy on your hands. It is so bad now it will be worse. You will be seen as just plain dumb.

Signage in Washington is extremely poor! (Too small and not soon enough ... i.e. traveling on 405 to 520 going towards Seattle) so don't make the same mistakes. Think of individuals new to area.

If you need more input I am happy to review.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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1. Name	Penny Lewis	**CommentDate:**	4/14/2010 23:39
2. E-mail	plewis4040@msn.com	**Comment Source:**	Online Comment Form
3. Address:	1213 E Shelby Street #7		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98102		

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

I-328-001

As a citizen of Seattle who lives on Portage Bay in the shadow of the west ramp of 520, I am more than frustrated with the plan that has been chosen for the replacement of the 520 bridge. It is bigger than needed, dumping even more car traffic onto I-5, which cannot handle the current load. It does not include any of the suggestions that many citizens representing the surrounding and affected neighborhoods made including keeping the bridge low and adding sound deadening features. The design does not include an option for light rail. It rather bases its traffic configurations on traffic patterns from 50 years ago instead of planning for a bridge that we will use and be proud of 50 years from now. We must build something that will discourage the use of single-occupancy vehicles and will move more people safely and quickly. The current system glorifies the automobile and pays little attention to pedestrians and those riding bicycles. It destroys irreplaceable green spaces and if light rail is added to the A+ plan later, will destroy even more.

We have one chance to get this replacement RIGHT. The current plan gets it all WRONG. We can do better!

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

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

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

1. Name Chris Stuk
2. E-mail christopher.j.stuk@boeing.com
3. Address: 2506 E McGraw St
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 22:24
Comment Source: Online Comment Form

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

I-329-001

The SDEIS presentation of Option A with Lake WA Blvd Ramps (i.e., the A+ Option) doesn't capture the full impact of removing the existing ramps and relocating them to the west. The relocation of that traffic onto the local Montlake streets will have a devastating impact on the neighborhood. Noise, pollution, and traffic congestion will increase while safety, quality of life, and property values will decrease dramatically. The Arboretum Foundation's desire to reduce traffic through the Arboretum and the neighborhood's desire to keep extra traffic off its streets seem to be at odds on this issue, but I believe there is an alternate approach would benefit both groups. Since federal law requires studying all reasonable options when historic districts are being impacted by highway projects, please add the analysis of the following proposal to the final EIS. It is likely that very little new work would be required.

The new off and on ramps can be located in the WSDOT right-of-way area that is east of the cottonwood trees lining Lake WA Blvd E, north of the Arboretum entrance, and slightly west of the existing ramps. The ramps would join Lake WA Blvd at the same place they do today. This configuration would still create a minor noise issue and an unsightly view for a few of the neighbors on Lake WA Blvd, but at least it would keep the extra traffic off the neighborhood streets. After all, this traffic runs between neighborhoods south of Montlake and the Eastside. It has no need to use Montlake's quiet, residential streets. This proposal would completely remove the existing ramps from the Arboretum as required by the project.

I-329-002

Taken on its own, this design would not decrease traffic through the Arboretum but two things could be done to improve conditions in the Arboretum. First, the Arboretum could be closed to all non-emergency through traffic on weekends. Traffic would have to use 23rd/24th Ave instead. Second, a turn restriction at the east end of Boyer Ave E could be put in place to prevent left-hand turns onto northbound Lake WA Blvd. This would discourage cut-through traffic on Boyer (which it desperately

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Chris Stuk	**CommentDate:**	4/15/2010 22:24
2. E-mail	christopher.j.stuk@boeing.com	**Comment Source:**	Online Comment Form

I-329-002

needs, anyway) and eliminate some of the daily commuter trips through the Arboretum. Compare to today's traffic situation in the Arboretum, this would be a marked improvement.

I-329-003

Please consider this and any other options related to the removal and relocation of the existing Lake WA Blvd ramps that would mitigate the project's impact on Montlake's neighborhood streets. There's another option that involves a new loop ramp near the Fisheries building that also deserves a look. I don't know the details, but I understand it will be presented to WSDOT shortly.

Thank you.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

1. Name Victoria Martinsen
2. E-mail vjmsesattle@yahoo.com
3. Address: 2029 E. Miller
4. City: Seattle
5. State: Washington
*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 18:14
Comment Source: Online Comment Form

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

I-330-001

Help our region get transportation right: The 520 project is an opportunity to invest wisely for a greener environment and economy, not a place to save money. Please, work for the good of future citizens: Build a transportation corridor, not a 1950s style highway.

To that end I invite you to focus on these issues:

Build Six lanes with two devoted to transit, or make it four lanes and a train. The 520-bridge replacement must be designed to get people out of their cars. The as-built bridge must accommodate bus rapid transit and light rail connections. Make transit backbone from Ballard to Microsoft possible from the start not as a retrofit. Besides, there's not enough capacity on I-5 to accommodate six lanes of bridge traffic.

There's a University and light rail station north of the ship canal, thus access to 520 needs to be north of the ship canal.

I-330-002

Onramps and exits should be located on the north side of the ship canal where 60,000 students staff and faculty travel each day. Ramps north of the canal offload traffic to the UW and Sound transit. (Ramps south of the canal offload freeway congestion onto neighborhood streets.)

I-330-003

A second drawbridge across the Montlake cut solves nothing. Bridge openings stop traffic. Traffic stops on Montlake Blvd. interferes with bus rapid transit connections to the Eastside, access to hospitals and cause backs-up on the freeway and residential streets.

I-330-004

Link green spaces and protect the arboretum. The Westside 520 solution can reconnect the greenbelt from North Capital Hill to Lake Washington and protect the parkland, especially the arboretum. Note:

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

1. Name	Victoria Martinsen	**CommentDate:**	4/15/2010 18:14
2. E-mail	vjmsesattle@yahoo.com	**Comment Source:**	Online Comment Form

I-330-005 Real traffic lids don't have roads.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

1. Name Richard Meyer and Susan Harmon
2. E-mail meyerhar@aol.com
3. Address: 1213 E. Shelby St. # 9
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98102

CommentDate: 4/14/2010 23:21
Comment Source: Online Comment Form

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

I-331-001 We are opposed to the six lane plan A+ because it will do great harm to the Arboretum, Fischer's Island, Portage Bay and the wildlife who are thriving there.

I-331-002 We support a four lane bridge and highway because the seven lane Portage Bay Viaduct will cause back ups to I-5. Even now there are back-ups to I-5. The second bridge proposed over the Montlake Cut will destroy historic homes and add to pollution in Portage Bay. The six lane bridge will be be an eyesore to views of Lake Washington from the shore. A four lane bridge can have one of the lanes converted to light rail in the future when many people will stop using cars and demand more mass transportation. Remember you are building a bridge and a highway for generations not the 1950s. Please pay attention to the public hearing to the Seattle City Copuncil on April 8. There were over 30 citizens who were against the six lanes and only three for it.

Thank you.

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Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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1. Name Anne E. Nelson
2. E-mail njonanne593@msn.com
3. Address: 1908 E. Blaine St.
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 18:22
Comment Source: Online Comment Form

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

I-332-001 The 2nd drawbridge across the Montlake cut will destroy the view of the original Montlake bridge, which is a Seattle historical landmark. The image of the Montlake bridge is a trademark of Seattle and views of it will be destroyed if a 2nd drawbridge is built. This 2nd bridge will also require the removal of some beautiful, older homes. And won't a 2nd bridge require Montlake Blvd. to be widened? There are multiple reasons why a 2nd drawbridge is terrible idea.

I-332-002 The bus connections do not work for bus riders. The existing 520 (with the flyer stops) works. It doesn't make sense to spend billions of dollars on a new 520 that will not work as well as the existing one. The new 520 design discourages people from riding the bus.

I-332-003 The interchange in Montlake is very intrusive on the Montlake area and does not solve any traffic problems. Montlake area residents, businesses, and the arboretum will be negatively affected. Why are there 6 lanes? When you add lanes of highway, you add more cars. There is not enough room on I-5 and Seattle's streets for all of these additional cars. We should be trying to encourage and motivate (or compel, if necessary, via tolls) drivers to carpool or ride mass transit. The new 520 should solve transportation issues, not make things worse. What is the point of getting across the bridge faster, only to sit in traffic on I-5 or Seattle's streets?

I-332-004 In general, the design for the new 520 has not been well thought out at all and does not solve our area's transportation problems. Please do not spend billions of dollars to build something that is so poorly designed. Go back to the drawing board and come up with a good design.

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SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

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

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1. Name Ed Newbold
2. E-mail ednewbold1@yahoo.com
3. Address: 4972 17th Ave. South
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98108

CommentDate: 4/15/2010 0:02
Comment Source: Online Comment Form

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

I-333-001

Thanks for the opportunity to comment.

I find it disturbing that there is no map showing the permanent destruction of wetlands around Foster Island. Only a number--7 acres and 1.3 buffer acres--with no baseline numbers.

It wouldn't have been hard to come up with a graphic of the current 520 and the current marsh, in color, that showed exactly how much will be lost permanently when the current project is overlaid upon it. It's no secret that the DoT prefers a big project, and I think the reason this graphic isn't presented is it would create a strong argument for scaling the whole thing back.

These wetlands are Seattle's last and best, and I personally will be saddened that they will be so degenerated for the rest of my lifetime.

I-333-002

The reality that species displaced are "common" is legalistic. It's interesting that many species that were formally named "Common" in the 1800s are now beginning battles with extinction: the Common Nighthawk, Common Tern and the Common Eider among them. Great Blue Herons, which use the Union Bay marsh would have been considered common in Seattle just 6 years ago. Now there is a real question whether they will survive in the city. Similarly, the Pacific Tree Frog is suddenly embattled. Causes of decline are numerous, but the belief by every jurisdiction that the little best marsh they own is not important enough to save could be a factor.

I-333-003

I don't make the argument that because this project will be ugly,--for that reason alone--that we shouldn't do it. But as a professional artist for the last 27 years, who has painted and issued a limited edition print of Union Bay Marsh, I have a strong feeling about aesthetics--I believe that what aesthetics can do is provide a clue. As I see it this project will degenerate perhaps the most beautiful

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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1. Name	Ed Newbold	**CommentDate:**	4/15/2010 0:02
2. E-mail	ednewbold1@yahoo.com	**Comment Source:**	Online Comment Form

I-333-003

place in Seattle and replace it with the most mind-numbingly ugly substrate in our arsenal --a vast expanse of concrete. And this is the not-so-subtle clue that it's the wrong thing to do.

For me, it would be ashame to go ahead with this project, as it would cost a lot of money and it would make Seattle, in general, a worse place to live. We should do a reasonably-priced safety retrofit over just the in-danger portion of 520 that crosses the lake, and postpone any big project until the Viaduct situation and the finances are resolved. Again, I appreciate the chance to comment.

Sincerely,
Ed Newbold Seattle Wildlife Artist since 1983 at the Pike Place Market

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Stacy Schulze	**CommentDate:**	4/15/2010 20:49
2. E-mail		**Comment Source:**	Online Comment Form
3. Address:	4715 38th Ave NE		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98105		

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

I-334-001

The lack of transit options near the bridge (current Montlake Flyer stop) is short-sighted. The proposed increase in service coming from the U. District to mitigate the removal of a 520-Montlake stop doesn't go far enough (only to Evergreen Point), resulting in the need to transfer buses, meaning a rider from my neighborhood would have to take 3 buses. Also, if I were to visit a friend in Montlake before going to the Eastside, with the proposed lack of a 520-Montlake stop, I'd have to take a bus away from the bridge in order to come back and cross it. I want options that get me to my destinations quickly, not ones that send me out-of-the-way and increase my travel time.

If the transit stop currently at 520-Montlake moves to the area of the stadium light-rail station to create a different transit transfer point, why is light-rail not being considered for the bridge?

I-334-002

I disagree with adding more traffic to Montlake by adding extra lanes to the street. Montlake is the main street connecting several neighborhoods, and its character is important. Removing the green spaces would make the street more of a concrete landscape, counter to the neighborhoods it passes. To maintain a link between neighborhoods, the bridge should have a separate entrance, such as presented in option K.

The options as presented only look at regular peak and off-peak traffic, but further information should be gathered for the effects of events at Husky Stadium and Hec-Ed Pavilion, which disrupt traffic patterns regularly.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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1. Name	Walter Shostak	**CommentDate:**	4/16/2010 3:42
2. E-mail	weshostak@gmail.com	**Comment Source:**	Online Comment Form
3. Address:	3437 35th Ave W		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98199		

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I-335-001

The SDEIS should include light rail alternatives to the "A+" option.

Light rail is the most efficient way to move people across the bridge. Adding more general purpose lanes that prioritize moving automobiles instead of people is a flawed approach that will impact sensitive areas, neighborhoods, and parks because of a bigger footprint. It would also encourage the status quo of single occupancy vehicle use. This is because, in many cases, it is easier to drive alone and deal with traffic, than to deal with inefficient bus service that requires transferring to one or more routes to get where you need to go in a reasonable time. Light rail is an option that will serve this area far into the future, while automobile use will continue to suffer from clogged freeway and arterials, and contributes to global warming much more than light rail.

The SDEIS should provide as many options as possible for people to move around this area, including light rail.

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SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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You can provide comments using one of the following methods:

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

1. Name Ronald Stenkamp
2. E-mail ronald.stenkamp@gmail.com
3. Address: 2445 E. Lake Washington Blvd.
4. City: Seattle
5. State: WA
*** 6. Zip Code:** 98112

CommentDate: 4/15/2010 6:01
Comment Source: Online Comment Form

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

I-336-001

My wife and I purchased our house on E. Lake Washington Blvd. 25 years ago, knowing full well about the noisy freeway across the street. Over the years, I've attended numerous meetings of the Montlake Community Club and other groups where options for SR520 have been discussed. I found it rather disturbing after all these years of talking to suddenly discover at an Open House a few months ago, that one of the major additions to Option A was transfer of the Arboretum on- and off-ramps to bracket my house. I've skimmed the EIS, looking for information about the effects of these ramps on the noise and traffic volumes around my house, and all I can find are statements along the lines of "None of the additions to Option A will change the effects of SR520". There's also a statement that particular houses, including 2445 Lake Washington Blvd. E, will have their views altered. I have a hard time believing that moving the SR520 on- and off-traffic from the Arboretum to in front of my house won't have more effect on noise, etc than indicated in the EIS. I would appreciate some consideration of extending the lid over the freeway to the east of my house to reduce the freeway noise and make up for the noise from the on- and off-ramps.

I-336-002

(Note: around page 90, Chapter 5, my street is misidentified. It's E. Lake Washington Blvd., not Lake Washington Blvd. E. That street is around the corner from my house. The street that runs parallel to the freeway is E LWB. As it turns the corner to head south to the Arboretum, it becomes LWB E. That should be corrected throughout your documents.)

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

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

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

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

You can provide comments using one of the following methods:

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

1. Name	Justus Stewart	**CommentDate:**	4/15/2010 6:44
2. E-mail	justus.stewart@gmail.com	**Comment Source:**	Online Comment Form
3. Address:	1221 1st ave		
4. City:	Seattle		
5. State:	WA		
*** 6. Zip Code:**	98101		

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

I-337-001 The SDEIS does not sufficiently take into account impacts to the environment from increased traffic on SR 520, in any scenario where automobile traffic volumes are increased. The preferred alternative is in violation of the State's own VMT and GHG reduction goals.

I-337-002 Furthermore, the SDEIS fails to sufficiently address negative environmental impacts to the City of Seattle and the Arboretum. The Arboretum and its wetland areas are essential amenities for all residents of the region, and the State has not provided sufficient evidence that the impacts under the proposed preferred alternative cannot be avoided through better design.

With a modicum of effort on a better design for the bridge, the State could ensure a better outcome for generations. It is your responsibility to do so.

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