Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina 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.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Edwardo Jaelsm ***E-mail***

Address

City ***State*** ***Zip*** 98108

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, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

B-001-001

Everything seems to be in order. At Houston M. Drayton + Associates, we are primarily concerned about ensuring that DBE and apprenticeship goals are met through proper workforce monitoring by an independent third party.

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Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

From: Mickels, Erik A [mailto:emickels@kpmg.com]
Sent: Monday, February 01, 2010 3:23 PM
To: SR 520 Bridge SDEIS
Subject: STOP A+ ....we can't afford it and it is a bad idea

B-002-001

First, I believe this comment period is form over substance.

To illustrate, the legislative workgroup endorsed Option A+ despite majority opposition. As documented on pg 40 of the report, the drafters ignored the will of the people… of the related public comments received, 291 opposed Option A+ and 88 supported A+.

I anticipate this comment period will also ignore the will of the people…the will of the people being "STOP A+".

Erik A. Mickels

Senior Manager

KPMG LLP-Seattle

cell- 206 579 4142

office-206 913 4929

From: Kent Hickey [mailto:khickey@seaprep.org]
Sent: Monday, February 15, 2010 1:02 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: question from Seattle Prep

Dear Jennifer:

B-003-001

I received word from a parent last week that Delmar may be closed during 520 construction. I shared with her that it has been my understanding that only the very north of Delmar – by the overpass – would be closed. Closing that portion for us would be very difficult as much of our traffic goes in that direction, but if that area is being replaced there is little we could do about it.

Closing all of Delmar would be nothing short of disastrous for us. We have three ways to get to and from our school and closing off Delmar would eliminate two of these options (from the north and south). Do you have any information on this? Obviously this is something we would like to have clarified as soon as possible.

Thank you,

Kent

Kent P. Hickey
President
Seattle Preparatory School

North 'Ave Merchants Association
5512 University Way N.E.
Seattle, WA 98105

March 28, 2010

Jenifer Young
SR 520, I-5 to Medina: Bridge Replacement and HOV Project
SR 520 Project Office25
600 Stewart St., Suite 520
Seattle, WA 98101

RE: Supplemental Draft Environmental Impact Statement

Dear Environmental Manager:

In a telephone survey, our membership recommended that I send in our earlier letter to the Legislative Work Group (enclosed) as our comment on the draft supplemental environmental impact statement. on this projrct. Our review of the Executive Summary indicates that the full statement fleshes out in more detail the information supplied to the Legislative Workgroup and our comments still apply.

Yours truly

Erik Forrey
Owner, Vagrant Records

North 'Ave Merchants Association
5512 University Way N.E.
Seattle, WA 98105

November 23, 2009

SR 520 Legislative Work Group
600 Stewart St. # 520
Seattle, WA 98124-4025

About: SR 520 designs

Dear Legislators:

B-004-001 The North 'Ave Merchants Association supports your recomendation endorsing A+ as the design for State Route 520 through Seattle. It's the best design for motorists and transportation, our business district, the UW Campus, and the environment. We did not discuss the issue of keeping or cutting the Arboretum ramps to SR 520.

B-004-002 The North 'Ave Merchants Association is a loose affiliation of businesses and property owners on University Way N.E. We confer from time to time when a major issue arises of common cencern. In this case, the leadership told me to make a survey of the merchants and, if wanted, call a meeting. The survey showed strong support for a parallel Montlake bridge rather tthan a tunnel design and for keeping project costs to an affordable level. There were also comments that the State should heed the advice of the federal agencies and get on with the Project before a disaster closes the floating bridge. Our consensus coincides with the stand taken by the Greater University Chamber of Commerce.

Yours truly

Erik Forrey
Owner, Vagrant Records

FRED HUTCHINSON
CANCER RESEARCH CENTER
A LIFE OF SCIENCE

April 14, 2010

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

Dear Ms. Young:

B-005-001

The Fred Hutchinson Cancer Research Center has reviewed the *SR-520: I-5 to Medina Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and offers its comments on the analysis. While many of our research staff and employees commute across the bridge and could benefit from the addition of HOV lanes, our comments focus on the project's impacts to our shuttle operations in the Montlake area.

We are disappointed that the SDEIS does not acknowledge or recognize the institutional shuttle services operating at the University of Washington Medical Center. These shuttles form an important link between our partner institutions, including Seattle Cancer Care Alliance, University of Washington Medical Center and Seattle Children's Hospital. The SCCA/UW/SCH shuttles are used to transport cancer patients, staff and care givers between sites. Many of the patients are extremely sick and have compromised immune systems which make it difficult for them to use public transportation. The shuttles run hourly from approximately 7:00 a.m. to 8:00 p.m. providing thirteen runs per day. Additionally, a shuttle between the FHCRC and UWMC operates hourly between 6:40 a.m. and 7:10 p.m. with 15 daily trips, offering convenient travel between research facilities for staff working at multiple locations. This system transports over 8,500 passengers per month, greatly reducing individual vehicle trips between sites and the stress of travel and parking for patients and staff. The shuttles are an essential component of our successful and award-winning transportation management plan.

B-005-001 These shuttles need access to UWMC's main entrance from NE Pacific Street. They also rely on NE Pacific Place and Montlake Blvd. to make their trips to and from Seattle Children's Hospital. Opportunities to use alternate routes are extremely limited and disadvantageous.

Accordingly, for each of the project's alternatives, we are concerned with the future quality of traffic operations on local streets that could affect our shuttle operations. In particular:

B-005-002 1. We note that traffic performance as measured by intersection level of service degrades along NE Pacific Street with options K and L. For example, when discussing the LOS F at Montlake Blvd. NE/NE Pacific Street with options K & L, the text of the Transportation Discipline Report (6-40) simply notes: "The increased congestion would affect adjacent intersection operations to the north, south, and west." How will the operations be affected? How will travel times be affected? How frequent and far will back-ups be?

B-005-003 2. On NE Pacific Street, traffic now frequently backs up to 15th Avenue NE. But the SDEIS, through its Transportation Discipline Report, acknowledges less of a problem: "Congestion can also occur on NE Pacific Street eastbound, extending back through the NE Pacific Place intersection" (Transportation Discipline Report 6-2). How accurate, then, are future projections of traffic operations on NE Pacific Street? What changes in travel time can be expected?

B-005-004 3. Option A shows a small reduction in volume on NE Pacific Street and therefore better levels of service due to removal of the Lake Washington Boulevard ramps. Yet, option A+ as embraced by the Legislative Workgroup retains the ramps. Is it fair to assume that, under option A+, NE Pacific Street would experience levels of congestion comparable to the No Build scenario that includes LOS E at 15th Avenue NE and LOS F at Montlake in the PM Peak Hour? If so, it is disappointing that congestion in this area critical to medical access will be notably worse than today's conditions.

B-005-005 4. Could you please clarify the access routes to UWMC during construction? We cannot yet tell how our shuttle operations would be affected.

B-005-006 It is imperative that we are able to maintain our shuttle services for patients and staff. We are concerned that potential increases in travel time, both during and after construction, may result in significantly poorer service and may result in substantially

B-005-006 | higher costs for us to maintain acceptable shuttle frequency and capacity. We welcome the opportunity to work with you in addressing construction period circulation needs and in developing acceptable mitigation plans for these vital transportation services.

B-005-007 |

Thank you for the opportunity to comment on the regionally significant project.

Sincerely,

Scott Rusch
Vice President
Facilities and Operations