

## Online Comment by User: dennis

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Submitted on: 10/29/2006 8:52:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: ,, 98195

**Comment:**

No, No a thousand times No! Drop the Pacific Street Interchange option. The adverse effects on the UW campus and the gorgeous Arboretum are enormous. Please do not destroy what is one of the most beautiful places in the City. And "destroy" is an apt characterization of the impacts of this option. Thank you.

I-0139-001

## Online Comment by User: devra

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Submitted on: 10/31/2006 4:27:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-11

Address: , seattle, washington 98112

### Comment:

We live in the Montlake area (on East Hamlin Street west of Montlake Boulevard) and are directly affected by decisions related to 520. Unlike many of our neighbors, we strongly oppose the Pacific Interchange option for replacement of 520. We oppose the Pacific Interchange for a number of reasons.

First, the environmental impact to the Arboretum, and Foster and Marsh islands, is unacceptable. The footprint over the islands will dramatically increase negatively impacting the habitat areas and the marsh lands, but also destroying the trails that are used by so many people. Additionally, it will force more car traffic to back up on Lake Washington through the Arboretum, which will create similar negative impacts.

Second, the Pacific Interchange will destroy wonderful views from East Montlake Park, Husky Stadium, MOHAI, and the Montlake Bridge.

Third, the Pacific Interchange option will ruin the character of Husky Stadium by putting a large freeway on-ramp over the top of the South parking lot.

Fourth, it will not markedly improve traffic. If the Pacific Interchange option would solve or greatly improve traffic issues in Montlake and the surrounding areas, it would be worthy of more consideration despite all the negative impacts.

Finally, it is far and away the most expensive of the options.

All the Pacific Interchange option serves to do is push traffic to a different area, all the while destroying many of the wonderful features of this neighborhood and at the highest cost to the environment. It is wholly unacceptable, and we strongly urge the Department of Transportation to pursue a different option, preferably the 4-Lane Alternative.

I-0140-001

## Online Comment by User: dex3703

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Submitted on: 9/29/2006 3:33:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-1

Address: 1603 Eagle Ridge Dr S #1, Renton, WA 98055

**Comment:**

I-0141-001 | Given the alternatives, I would like to see the 6-lane alternative developed. It completes HOV lanes for the corridor and allows for the construction of transit.

I-0141-002 | In all cases, the 520 bridge should become a toll bridge. The toll could be reduced for HOV lane users. The toll should be significant (more than a dollar) and should be directed to the development of transit along the corridor, specifically light rail.

## Online Comment by User: dglarson

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**Submitted on:** 10/31/2006 9:30:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-5, Page-1

**Address:** 4024 224th Street SE, No. 9, Bothell, WA 98021

**Comment:**

I-0142-001 | I believe it is essential that bicycle and pedestrian facilities be included, especially bicycle facilities. In addition any bike path must be connected with existing bike pathways on both Seattle and Eastside. Terminating the bike path at a city street may be okay but not if the city street is high traffic and dangerous for bikers.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-2

**Comment:**

I-0142-002 | I don't see where I can down-load the entire EIS in PDF form, even though the login page states there is such a document.

## Online Comment by User: dhall90

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**Submitted on:** 9/9/2006 4:40:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-25

**Address:** 2463 26th Ave E, Seattle, WA 98112

**Comment:**

The Pacific Street Interchange is the option that makes the most sense for us here in Montlake. I have lived here almost all of my life and the traffic makes life absolutely miserable in the neighborhood, backing up traffic as far as McGraw street on 24th Ave. E./Montlake Blvd in the mornings and evenings. On Husky game days, or any time the Montlake Bridge goes up, traffic backs up onto 520. We completely avoid the University Village area during rush-hour, as it can take 45 minutes to make the 1-mile drive to the Montlake Bridge, thanks to the 520 backup. Thank you! Dave Hall, Montlake resident for 26 of my 34 years of life.

I-0143-001

### Online Comment by User: dhills

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Submitted on: 10/23/2006 12:29:00 PM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: ,, 98004

**Comment:**

Please implement the 6-lane alternate and make sure it includes bike lanes.

thank you.

I-0144-001

**Online Comment by User: dholzer**

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**Submitted on: 10/31/2006 11:49:00 AM****Comment Category: Comments on Construction Effects****Comment Location: Chapter-7, Page-8****Address: , , 98112****Comment:**

The six lane alternative is the anti- "everything that is cool about Seattle" plan. The Montlake/Portage Bay/Aboretum area is a special part of Seattle, and this 6 lane option is insanity. Obviously, safety issues need to be resolved, but the 4 lane option appears to have the least (but still unpleasantly significant) effects on the area. It would be a tragic loss to see the area despoiled to such a degree with a six lane freeway when other, less intrusive structures are possible. I prefer more Seattle, and less Houston (or LA, Detroit, etc...), and would support the plan whose footprint is closest to the original 520. Hopefully the area will respond in the same way as it did when the HR Thompson Expressway was proposed (and defeated) by these same issues.

It's as if the person(s) digitizing this option has no connection with the area.

I-0145-001

## Online Comment by User: Diane Holmes

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Submitted on: 10/4/2006 4:44:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , WA 98033

**Comment:**

I strongly support the Pacific Interchange Plan.

I-0146-001 |

## Online Comment by User: Diane Pien

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Submitted on: 10/4/2006 12:57:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-7, Page-12

Address: ,, 98115

Comment:

I-0147-001 |

prefer the 4-lane alternative.

**Online Comment by User: dianeea**

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**Submitted on: 9/18/2006 11:00:00 AM**

**Comment Category: General Comments**

**Comment Location: Chapter-12, Page-1**

**Address: 1824 24th Avenue East, Seattle, WA 98112**

**Comment:**

The Pacific interchange is the only option to really help the traffic problem which is not only the bridge, but the terrible back ups in Montlake.

I-0148-001

## Online Comment by User: djbled

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**Submitted on:** 8/29/2006 12:16:00 PM

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-15

**Address:** , , 98102

**Comment:**

It is simply not accurate to conclude that construction "is not anticipated to substantially affect traffic on the local arterial network" in the Portage Bay/Roanoke area. Projected trips would be significant to residents living on the affected arterials. Traffic trips are already high because the arterials are used to bypass congested intersections. Construction trip traffic plans should be developed to "scatter" trips as best as possible amongst all affected arterials.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-4

**Comment:**

Closing Delmar Drive would have serious traffic impacts on 11th Ave E between Roanoke and Boyer because 11th Ave E would become the primary path through which traffic would move from south of 520 to the north of 520. That is, traffic moving north on Boyer would no longer go west up Delmar but rather would travel north on Boyer, left on Edgar, left on 11th Ave E, and up to Roanoke and on to North Capitol Hill and Eastlake.

As 11th Ave E is a narrow residential street with parking on both sides (as is absolutely needed) and many pedestrians (including children), traffic control will be needed to prevent excessive speeds and congestions, and to limit total traffic counts.

Can 11th Ave E be closed at the corner of 11th Ave E and Roanoke?

I-0149-001

## Online Comment by User: doctor

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**Submitted on:** 10/23/2006 11:21:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98033

**Comment:**

We need the Pacific Interchange. No more debating. Time is money. We need to build for the future. Someone needs to make the hard decisions for growth and pull the trigger on this. Please don't delay anymore.

I-0150-001

## Online Comment by User: Dogbert

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Submitted on: 10/7/2006 2:49:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 2466 24th Ave E, Seattle, WA 98112

**Comment:**

I Support the Pacific Interchange option.

It would ensure no more backups on the Montlake Blvd from U Village to SR520, saving much time and pollution.

Turning the existing Montlake ramps into a new Park is great.

Connecting Light rail to Northgate and downtown and bus rapid transit to the eastside is a must.

This option is way ahead of the others.

I-0151-001

## Online Comment by User: Don Clayton

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Submitted on: 8/30/2006 10:41:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: 4752 34th Ave NE, Seattle, Wa 98105

### Comment:

I have lived above University Village for over 20 years. Daily I commute to Pioneer Square by car or bike. On the weekends I travel downtown to the YMCA. My biggest headache is crossing the Montlake Bridge. Because you do not know if it is backed up until you have passed the Viaduct, I often choose to go up through the UW Campus and out by Campus Parkway and onto the express lanes. It makes no sense that the quickest way is usually to go through the University. It is time that the bridge be bypassed and commuters could directly get onto 520. I would not mind higher traffic density if that meant I could depend on a more reliable commute time. I see this from the Pacific Interchange Plan. Even on weekends a common argument between my wife and I is whether to try Montlake or to go up 45th to the freeway. I always choose to go 45th because if the bridge goes up, you will probably be late to what your trying to get to. This last Saturday around 6:00pm, we had a wedding reception at Broadmoor County Club. The traffic was back up all the way to the University Village. The only way we got there on time was to cut through the UW student parking by the stadium and cut back onto 25th by the bridge. This is silly and needs to change. Now especially with the University Village becoming so popular, we must by pass that bridge. Finally I would really appreciate an easier way to bike through that area. I would rather have a bike lane that it go right along the water through Broadmoor, but I do not have say in that. a

I-0152-001

**Online Comment by User: don stark**

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**Submitted on: 10/31/2006 3:34:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: ,, 98112****Comment:**

I am in favor of the Pacific Interchange alternative. It connects transit in the 520 corridor with ST Link which is crucial from a mobility and cost-effectiveness point of view, but also to maintain credibility with the voting public. I just can't conceive how a department of "transportation" could spend billions of dollars for new facilities that don't connect seamlessly.

I-0153-001

## Online Comment by User: Donald Padelford

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**Submitted on:** 10/31/2006 9:46:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98111

**Comment:**

I favor a 6 lane alternative, possibly with 8 lanes on the bridge per se (per analysis by Jim MacIsaac). However, I am very concerned about the impact on the Arboretum. All reasonable measures should be taken to mitigate that impact, particularly in regard to noise pollution. For instance if the "Pacific Interchange" and approaches to the bridge from the east (Montlake) were tunneled, this would speak to that concern. A high-level viaduct appears to be the worst approach.

I-0154-001

## Online Comment by User: dondon

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**Submitted on:** 10/31/2006 11:54:00 AM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-3, Page-13

**Address:** , , 98052

**Comment:**

Won't there be a high potential for traffic backup on to westbound 520 from the turn required at the end of the Pacific Street exchange? Currently there is a very long off ramp on the westbound Montlake exit to prevent back up on to 520. It appears that this ramp will need to be shortened to accommodate the Pacific exchange.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-6

**Comment:**

Overall I favor the Pacific Street interchange alternative because it shows the shortest travel time.

I-0155-001

## Online Comment by User: Donna Dunning

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Submitted on: 9/30/2006 4:28:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 4223 NE 33rd ST  
, Seattle, Washington 98105

**Comment:**

My husband Dr. David Dunning and I have lived in Laurelhurst in the property at 4223 N. E. 33rd Street for nearly 35 years. We love our home and neighborhood. Ours is an old house on the waterfront that has a view of the 520 bridge and the Montlake Cut. We recognize that there is a need for change and after careful review of the options and receiving information at a community meeting, we strongly support the Pacific Interchange Option. It seems clear to us that other options will create added congestion and other unpleasant environmental effects. Though the University may initially object, we believe Pacific Interchange will greatly improve access to the University and relieve the current traffic problems in both the Montlake and University area.

Another concern is the added noise factor that the new bridge can cause and we urgently request that every specification include ways to limit noise and dirt that can result from increased traffic. We know such materials are available.

We appreciate the opportunity to comment and are available to comment further if it would be helpful. Our home phone is 206-524-9963. My e-mail is (donna@effectiveleader.com) My husband has read and approved these comments.  
Sincerely, Donna G. Dunning

Sincerely,

Donna G. Dunning

I-0156-001

## Online Comment by User: Dorli T Rainey

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Submitted on: 10/30/2006 9:19:00 AM

Comment Category: Ecosystems

Comment Location: Chapter-1, Page-1

Address: 320 W. Roy Street #213, Seattle, WA 98119-4464

**Comment:**

The routing and widening of the 520 corridor will have a devastating impact of the wetlands of the shore of Lake Washington. Not only will paving over the wetlands be disastrous, but the runoff into the water will damage fish and aquatic plants necessary for fish habitat. Currently the dead zones in Puget Sound are very much in the news. Will we add to dead zones in Lake Washington? In the future as more, and better transit becomes available there will be a reduction in cars using the bridges. We need to look at the future and not continue to support past mistakes of catering to single passenger drivers only. The bridge should be repaired and kept at its present configuration, The best way to ensure a reduction in traffic is to put tolls back on the bridge and to expand mass transit.

Sincerely

Dorli T Rainey

I-0157-001

## Online Comment by User: dougarmintrout

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Submitted on: 10/18/2006 10:24:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98105

**Comment:**

I live in the Laurelhurst neighborhood. My house faces Foster Island and the 520 bridge. I would estimate that delays on 520 impacts my driving over 60% of the time I leave and return to my home.

Idling cards create much more pollution and negative environmental impact than do cars traveling at the speed limit. For that reason, I wish the proposal was for an 8 lane bridge.

The resources lost because of people and cars stuck due to 520 is mind boggling to me. I don't know what the exact numbers are, but if the number of cars doubled but moved at something close to the speed limit, my guess is that we'd emit far less hydrocarbons into the atmosphere than in our current situation. The amount of time we'd gain to spend at our jobs or with our families would increase dramatically. For all these reasons I support aggressive bridge expansion.

Foster Island and the surrounding wetlands are an urban treasure and very important to me. The plethora of wildlife and vegetation haven't just survived in the shadow of elevated roadways, they've thrived in their situation. I've got the beaver poop in my boat house to prove it!

Apparently the plan is to use a new "quiet asphalt" material in the construction. Hopefully this mitigates the noise but I support the addition of sound walls as well. Often times there are activities on the lake that cause traffic to slow. Sight seeing is not a requisite of major highway construction. Put up sound walls to mitigate noise pollution and discourage traffic jams.

Thank you.

I-0159-001

## Online Comment by User: Douglas Ramsay

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**Submitted on:** 9/12/2006 1:22:00 AM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-42

**Address:** 1826 East Lynn Street, Seattle, Washington 98112

**Comment:**

The Pacific Interchange option is substantially better than the other alterantives. It will reduce the major traffic delays on Montlake Boulevard rather than make them worse. Further, it will allow more timely commuter connections to the transit hub near the UW stadium which will encourage greater use of public transportation. Proximity of the exit ramp and transit hub to the UW campus is a major strength as the campus is a primary destination. The base-six option with or without the additional Montlake drawbridge is simply too large to empty into a residential neighborhood. The existing Montlake bottleneck from 520 is terrible and causes huge delays and is a problem that needs to be fixed not exacerbated. In contrast, the Pacific Interchange will strengthen the neighborhood while providing optimal traffic flow. The Pacific Interchange is the best option based on all objective criteria. The cost of the Pacific Interchange may be the only legitimate concern, yet Seattle cannot afford to be "penny-wise and dollar foolish" when it comes to making this major decision about one of our critical transportation links. We need to make this investment in Seattle and its future. The benefits far outweigh any added costs.

I-0160-001

## Online Comment by User: douglasreid

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Submitted on: 10/2/2006 11:30:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98826

Comment:

to whom it may concern-

i have been living in seattle (off-and-on) since i was in middle school. i love the area, but traffic is such a huge problem and makes me consider living elsewhere. the new 520 bridge must be forward-thinking and must help to facilitate traffic/transportation as the area continues to grow.

as well as lanes for automobile traffic, it MUST be able to accomodate bicycles and pedestrians! if it does this in an appealing way it can add to the magic of the city and could become an example for the future.

also, i believe that it should be either currently equipped with light rail expansion or have the ability to be added in the near future, as a light rail system across this corridor could significantly reduce auto traffic across the bridge and reduce emmissions, etc.

thanks for your time,

d

I-0161-001

**Online Comment by User: drewhcarlson**

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**Submitted on:** 9/21/2006 10:33:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-11, Page-1

**Address:** , , 98121

**Comment:**

Hi,

I'm in support of a bike lane. More bikes, less cars, less emissions, noise, rage, etc.

+Drew

I-0162-001 |

## Online Comment by User: drlisa

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**Submitted on:** 9/9/2006 3:39:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-10

**Address:** 2231 E Lake Washington Blvd, , 98112

**Comment:**

All intersections are not equal!!

The lake washington blvd interchange is in the Arboretum. The heavy traffic the freeway currently creates reduces citizens' ability to safely and quietly enjoy the precious resource of the arboretum. The narrow, curvey, two lane road was clearly not intended to carry speeding commuter traffic. This is another reason the pacific interchange option is so essential.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-11

**Comment:**

Regarding the effect of the Pacific interchange option on the University.

The University generates a large portion of the traffic that uses our local streets because of the current, poorly designed freeway interchange. They need to work with local residents to solve the community's transportation issues. It is unfair to sacrifice community good for parking spaces.

It seems likely that less parking at the University would be required under a plan such as the pacific interchange that effectively moves more commuters by mass transit.

University employees can feel safer walking/biking to work without the types of volumes and behaviors of traffic that occur from backed up interchanges.

University traffic will also be more directly deposited at the university rather than routed through residential streets.

This is another reason I support the Pacific Interchange option and Beg the state to insist on the University's cooperation.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-6

**Comment:**

I support this option because I believe it is essential to have a plan for handling the increased congestion on the local streets that simply moving more people over the bridge will create. I also believe it is shortsighted if we do not do everything possible to encourage mass transit and allow for its growth. This option allows buses less congestion on portage bay, encourages use of HOV lanes, allows links to light rail, and if properly done, allows continuous bike trails N/S and E/W.

This makes our local streets SAFER (my toddler has several times almost been hit by a car pulling out of LakeWashington Blvd traffic and speeding down our alley to find a shortcut). And more efficient - a freeway should not depend on traffic over a narrow drawbridge- and

I-0163-001

I-0163-001 | local residents could return to using local streets for short trips even during peak periods.  
(for example, montlake to university village)

## Online Comment by User: DRS

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**Submitted on:** 10/31/2006 6:46:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

The Pacific Interchange proposal creates unacceptable adverse impacts on the Arboretium, the Union Bay wetlands, adverse impacts on views from surrounding neighborhoods and increased noise throughout the entire Seattle neighborhoods surrounding the bridge, without increasing traffic capacity or circulation. It also creates unacceptable impacts on traffic traveling along Montlake Boulevard and persons trying to access University Hospital.

The six lane alternative creates increased noise, dirt, deterioration in air quality and congestion in the Seattle neighborhoods, particularly in the Roanoke Park neighborhood while providing for no meaningful increase in traffic circulation since I-5 is already at capacity. As noted above, it adversely affects the arboretium, Foster Island, wetlands in Union Bay, and views. Increased general purpose lanes also contribute to global warming and do not encourage transit use. The six lane alternative contains minimum lids. The lids should be expanded to provide for meaningful mitigation for the Seattle neighborhoods and provide an opportunity to connect Interlaken Boulevard and Roanoke Park, which are both part of the Olmstead park system.

The four lane alternative does not provide for any lids or other meaningful mitigation to the Seattle neighborhoods even though there is no engineering or other reason why lids would be proposed for a six lane alternative and not for the four lane alternative.

The EIS should study a tube/tunnel that would take Eastside traffic directly to downtown. There is no meaningful study of this alternative.

The EIS should also study use of tolls or dedicated HOV lanes on the bridge to manage traffic congestion and increase the capacity of the existing bridge.

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-7, Page-1

**Comment:**

As noted previously the EIS does not provide for any lids or other mitigation for the Seattle neighborhood for the 4 lane alternative - only for the six lane alternative. There is no engineering or other reason why mitigation would be proposed for a larger highway and not for the 4 lane alternative. The lids at Roanoke should be expanded so that they provide more effective mitigation to the neighborhoods and should also interconnect Interlaken Park and Roanoke Park, both of which are part of the Olmstead neighborhood.

only limited sound walls are proposed that will not be effective in mitigating the noise that an expanded freeway will generate. "Quiet paving" should be studied.

A lid should be constructed where 5-20 and I-5 connect in Seattle, which is immediately adjacent to Seward school, which will be adversely impacted by an expanded freeway.

I-0164-001

I-0164-002

I-0164-003

## Online Comment by User: dvanpatten

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**Submitted on:** 10/30/2006 1:45:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2819 E. Interlaken Blvd, Seattle, Wa 98112

**Comment:**

I have two major comments for your consideration, tolling 520 today to jump start replacement funding as well as validate the true capacity needs, and not pushing thousands of extra cars a day through the Gem of Seattle Parks the Washington Park Arboretum.

I suggest that since the 520 replacement will be paid for at least partially by Tolls that the tolls be implemented now, this would help travelers feel more fully the costs of their trips and most likely limit the actual traffic. Once the Tolls have been in place of a year or two we should have a better idea of what the true need for capacity is and can plan and build accordingly.

Attending the 520 Open House at the Museum of History of Industry I was told by a WSDOT employee that the traffic on Lake Washington Blvd would go up 49% under the alternatives under consideration. We already have rush hour backups of over half a mile several times a week through the Arboretum on Lake Washington Blvd. The 520 replacement plan needs to be part of a comprehensive traffic plan for moving people North and South from Madison Park, Madonna and the Central District where there exists an Arterial 23rd/24th which should be used instead of a secondary arterial Lake Washington Blvd which goes through one of the biggest and best in city parks in the U.S.. New York City would not route major commuter traffic through Central Park and neither should Seattle. The ramps to and from SR520 that are in the Arboretum, which would be closed during the years of SR520 reconstruction, should never have been built to start with and should not be rebuilt or reopened. Not rebuilding them would save money, and reduce by about half the unacceptably high traffic on the Arboretum portions of Lake Washington Boulevard.

I-0165-001

I-0165-002

## Online Comment by User: dwales

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Submitted on: 10/16/2006 9:40:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98074

### Comment:

I very much support the Pacific Interchange Plan for SR 520. As a frequent traveler across 520 for the last 32 years, I am completely frustrated by the escalating traffic situation. It's gotten to the point now that I will avoid traveling across the lake altogether due to the huge traffic delays caused by the current bridge configuration.

The Pacific Interchange Plan is the best solution we have to finally address this situation. Among other things, the Plan will provide the following benefits and remedies:

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum - a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

I-0166-001

## Online Comment by User: DWashington

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**Submitted on:** 9/18/2006 2:06:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-10, Page-1

**Address:** , , 98115

**Comment:**

I-0167-001 | I support additional funding for quiet pavement if effective and technically feasible, as a number of residences remain above Federal noise abatement criteria even with the Project's proposed noise mitigation.

I-0167-002 | I support additional funding for translucent and/or curved noise walls, if effective and technically feasible, with a surface treatment that discourages graffiti.

I-0167-003 | I support a modest toll surcharge at the Arboretum ramps to cap traffic volumes through the Arboretum at an acceptable level while raising funds for the Arboretum Master Plan, including restoration of the Foster Island loop trail.

I-0167-004 | I support creating a "northern gateway" to the Arboretum at the Montlake lid.

**Comment Category:** Comments on Construction Effects

**Comment Location:** Chapter-10, Page-1

**Comment:**

I-0167-005 | The entire project needs to be funded and built as one stage. If you try to build it as a partial project, there will be funding for 6 lanes across the lake and then nothing else - no mitigation, no Pacific Interchange. In other words, a disaster for those of us who live north of the Montlake Cut.

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-1

**Comment:**

I-0167-006 | I support the Pacific Interchange option for SR 520, and oppose all other DEIS alternatives.

Advantages of Pacific Interchange:

Pacific Interchange is the only option that offers a fast and reliable link from buses to light rail at UW, linking two \$3 billion transportation projects. Pacific Interchange is the only option that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. Pacific Interchange is the only option that allows for the restoration of a continuous greenbelt with trails from Portage Bay to the Arboretum, including a Montlake lid park that reconnects the Montlake neighborhood. Pacific

I-0167-006 | Interchange offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in Seattle neighborhoods.

Disadvantages of 4 lane alternative:

The 4 lane alternative, which is actually 5 lanes across Portage Bay, would fail to provide HOV speed and reliability. The impacts to McCurdy Park and East Montlake Park, as well as the total number of support columns for the highway, are greater with the 4 lane alternative than with Pacific Interchange.

Disadvantages of Base 6 lane alternative:

The Base 6 lane alternative, which is actually 9 lanes across Portage Bay, has a number of critical flaws. As with the 4 lane alternative, it is impossible to make a lid that reconnects Montlake neighborhood with the base 6 lane alternative. There are also far fewer mitigation opportunities for parks impacts of the Base 6 alternative versus Pacific Interchange.

Disadvantages of Second Bascule Bridge option:

This option has most of the disadvantages of the Base 6 lane alternative, and in addition would cause additional irreparable damage to the setting of historic Montlake Bridge, the historic Olmsted-designed boulevard, and the historic Montlake neighborhood, while failing to provide meaningful benefits for traffic congestion and transit speed and reliability. Drawbridge openings would continue to interfere with transit and cause massive traffic backups. The Portage Bay Viaduct would still be 8 lanes wide.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-8, Page-1**

**Comment:**

I-0167-007 | I support additional funding for quiet pavement if effective and technically feasible, as a number of residences remain above Federal noise abatement criteria even with the Project's proposed noise mitigation.

I support additional funding for translucent and/or curved noise walls, if effective and technically feasible, with a surface treatment that discourages graffiti.

I support a modest toll surcharge at the Arboretum ramps to cap traffic volumes through the Arboretum at an acceptable level while raising funds for the Arboretum Master Plan, including restoration of the Foster Island loop trail.

I-0167-008 | I support creating a “northern gateway” to the Arboretum at the Montlake lid.

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-8, Page-1**

**Comment:**

I-0167-009 | I am concerned over 3-5 year closure of Lake Washington Blvd. ramps. Please seek a way to shrink this timeframe and come up with a detailed traffic mitigation plan.

I support improvements (sidewalk repaving, etc.) to Montlake Blvd. and 24th Ave. E (Montlake neighborhood business district) at least to Boyer St. as a form of mitigation for construction effects from closure of Lake Washington Blvd. and long term effects of increased traffic volumes on this major arterial due to SR 520 expansion.

I-0167-010 | I support improvements to South Portage Bay Park and the Montlake Playfield as mitigation for construction impacts in the Portage Bay area, with a continuous waterfront trail all the way from Everett St. on Portage Bay to Foster Island on Union Bay.

## Online Comment by User: eastsidemom

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Submitted on: 10/31/2006 11:54:00 AM

Comment Category: Comments on Alternatives

Comment Location: Chapter-1, Page-1

Address: , , wa 98052

**Comment:**

I-0168-001 | Hi - Just read the eastside journal article and specifically the lack of Eastside comments received. I talked at length with a couple of college kids at a booth you had set up this summer at the Bellevue farmers market. I couldn't beleive that the new / ideas all boiled down to a four lane multi purpose bridge deck. I asked for a comment card that I could pontificate upon. None were offered. I love to go into "the city" during the day, and spent 14 years covering a downtown Seattle sales territory from Kirkland. I had odd hours - never the same for one day of the week (UW 6 am , often 8:30, sometimes first appt at 10). I couldn't carpool - had zero choice - and we are penalized as a result. When I see the Metro buses with typically 4-5 riders per bus, it makes my blood boil! I know that they are full for 2 hours am and 2 hrs pm for commuters that can do the rapid transit, BUT to make the rest of the population sit in the same two lanes they have now , while leaving the HOV lanes near empty for 18-20 hours a day makes ZERO sense!!!! I am for a SIX General Purpose lane bridge deck, for what it is worth. Forget the pacific street option - a lot of money for one institution!

Mom in Redmond

**Online Comment by User: ebaebler**

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**Submitted on:** 9/12/2006 8:22:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-7, Page-1

**Address:** , , 98112

**Comment:**

I support the Pacific Interchange Option.

I-0169-001 |

## Online Comment by User: eclutz

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Submitted on: 10/31/2006 10:16:00 PM

Comment Category: General Comments

Comment Location: Chapter-12, Page-1

Address: , , 98112

**Comment:**

I am opposed to bike lanes off 520 at either 38th or 43rd Street in Madioson Park for the following reasons:

Cost: The cost of this project could be used better in other areas. Estimated costs from WSDOT is about 10 Million dollars

Safety: The fire boat could not reach areas if the off ramp was at 43rd Street;

Wetlands: Sufficient wetlands are being destroyed by the new bridge. The bike off ramp at 38th would destroy even more.

Access: Many sail boat owners would not be able to sail out of the area if the 43d St off ramp because the design is too low for sailboats to sail under the ramp.

The taxpayers are paying sufficiently for the bike and pedestrian lane, which I do not oppose.

Thank you.

Ed Lutz

I-0170-001

## Online Comment by User: Ed Wittmann

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Submitted on: 8/29/2006 5:36:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-6

Address: 6514 50th Avenue NE, Seattle, WA 98115

**Comment:**

I prefer the 6 - Lane Pacific Street Interchange Option.

Edward J. Wittmann

I-0171-001 |

### Online Comment by User: Edgewater Owner

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**Submitted on:** 9/12/2006 4:35:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** P.O. Box 2397, Kirkland, WA 98033

**Comment:**

As owners of a large property in madison park that stands to be significantly negatively impacted by the demolition of the old bridge and construction of a new bridge, as well as construction of a temporary bridge, we request that a submerged tube concept be studied as an alternative. We strongly feel that any and all options must be studied prior to a determination, and we feel that this option would provide the least impact for all property owners in this area.

I-0172-001

## Online Comment by User: eggars

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**Submitted on:** 10/31/2006 7:01:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98115

**Comment:**

I am strongly opposed to ANY project which will negatively impact the arboretum area, including the Arboretum Park, Foster Island, Marsh Island, the Union Bay Natural Area and the Botanical Garden. This means both 6-lane proposals of which I am currently aware, the Pacific Interchange and the Montlake Interchange. Both will adversely effect these natural areas, which preserve both plant and animal species and are a peaceful retreat for humans. How can you be contemplating taking such a treasure away. Please just make the necessary repairs to the existing 520 bridge and leave.

I-0173-001

## Online Comment by User: ehs3

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**Submitted on:** 10/31/2006 9:54:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

The following Resolution was passed on November 29, 2005 by the Student Senate of the University of Washington. Resolutions reflect standing student opinion of the students of the University of Washington.

Associated Students of the University of Washington  
Student Senate  
Session 12

A Resolution in Opposition to an Arboretum Onramp

WHEREAS expansion plans for State Route 520 between Interstate 5 and Interstate 405 are currently being formulated, and;

WHEREAS an alternative has been proposed to the Washington State Department of Transportation involving construction of a four-lane onramp, that originates at the intersection of Montlake Boulevard and Pacific Boulevard, crosses the parking lot that is immediately south of Husky Stadium, enters Lake Washington near the Canoe House traveling roughly East by South-East; crosses a large island of the Arboretum, and intersects State Route 520 in the heart of the Arboretum, and;

WHEREAS the students of the University of Washington support new roadways in Washington that are developed in an environmentally, socially and economically responsible manner, and;

WHEREAS the arboretum is currently a unique green space frequently enjoyed by University of Washington students and the public alike, and;

WHEREAS the natural environment of the arboretum would be negatively impacted by the noise, pollution, and human presence generated by an arboretum onramp, and;

WHEREAS over a hundred parking spaces would be displaced that service the University of Washington Medical Center, Husky Stadium, and south campus community, and;

WHEREAS the world class Husky crew team would be negatively impacted by an arboretum onramp, and;

WHEREAS to accommodate boat traffic the onramp would be up to 120 feet high, and;

I-0174-001

I-0174-001 | WHEREAS a 120 foot high onramp would obstruct views of Mount Rainier, Husky Stadium, and generally detract from the tranquility of Lake Washington, and;

WHEREAS the Canoe House and Waterfront Activities Center have provided students the opportunity to explore the shoreline of the University of Washington campus for many years, and;

WHEREAS the Arboretum onramp would direct additional traffic to campus, requiring an expansion of Montlake Boulevard and negatively impact the collegiate environment.

BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

THAT the students of the University of Washington strongly oppose the Arboretum onramp alternative.

#### History of Legislation

11/1/2005: Submitted for consideration

11/03/2005: Referred to the Off-Campus Affairs Committee

11/15/2005: Reported Favorably by the Off-Campus Affairs Committee

11/17/2005: Placed on First Reading

11/29/2005: Placed on Second Reading

11/29/2005: Passed by the Senate

Resolved by the Associated Students of the University of Washington

Legislation ID:

R-12-6

Date Submitted:

11/1/2005

Sponsor:

Will Rasmussen, Student Regent

Cosponsor(s):

Lee Dunbar, ASUW President

Ben Golden, Office of Governmental Relations Director

Laura Knudsen - Earth Club Co-President

Christine Chan - Earth Club Co-President

Ali Kimbrel - Earth Club Treasurer

Rachel Goldberger - Earth Club Secretary

Erin Mieko Masuda - Earth Club Senator

Erinn Unger - Earth Week Committee Head

Maurine Pasi - Earth Club Webmaster

I-0174-001

Roberta Chien - Earth Club member  
Stephanie Adler - Earth Club member  
Josh Grim - Earth Club member  
Brianna Graham - Earth Club member  
Hannah Dewey - Earth Club member  
Kate Selting - Earth Club member

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The following Resolution is currently being considered within Student Senate at the University of Washington. When the Resolution is ultimately voted upon, the decision will be forwarded to the Department of Transportation. However, it is worth noting that the Pacific Interchange is a topic of much debate within Student Senate.

The proposed Resolution follows:

Associated Students of the University of Washington  
Student Senate  
Session 13

A Resolution In Opposition to the Pacific Street Interchange as Proposed by the Washington Department of Transportation Draft Environmental Impact Statement

WHEREAS, Student Senate passed R-12-6: A Resolution in Opposition to an Arboretum Onramp on November 29, 2005; and,

WHEREAS, the Washington Department of Transportation has recently released a Draft Environmental Impact Statement (DEIS) which outlines several proposals for the future of the Evergreen Point Bridge on SR 520; and,

WHEREAS, public comment on the document concludes on 31 October 2006; and,

WHEREAS, the Faculty Senate of the University of Washington approved the Class C Resolution Regarding SR 520 Bridge Replacement Project on October 26, 2006, as presented by Kathy E. Gill (Chair of the Faculty Council on University Relations); and,

WHEREAS, the University of Washington operates with a set of core principles relative to the proposed project:

- To promote a vibrant, healthy and livable academic, business and residential community at the

University of Washington and in surrounding neighborhoods;

I-0174-001

- To promote carpool, bus, rail, bicycle and pedestrian transportation solutions that improve access to the University and that limit the impact of single occupancy vehicles on campus and surrounding neighborhoods;
- To meet the health care needs of the region and to make in impact on global health, all through the contributions of the professional schools in Health Sciences Center and the affiliated hospitals;
- To preserve and enhance the recreational and educational habitat of the Washington Park Arboretum and UW Botanic Garden;
- To allow for the efficient and effective management of construction projects included in the University's Capital Improvement Program for the Seattle campus; and
- To preserve the ability of the University to meet current and future development needs; and,

WHEREAS, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 violates core University principles in the following ways:

- It does not specifically consider impacts on the Burke-Gilman trail or on neighborhoods north of Montlake, such as Ravenna or Laurelhurst, or those south of the Arboretum, such as Madison Park;
- It promotes the use of single occupancy vehicles due to a) an increase in carrying capacity on the new bridge, b) expanded intersections at Montlake and Pacific and c) two new lanes of traffic heading north along Montlake from Pacific to 45th;
  - o The promotion of single occupancy vehicles increases the region's carbon footprint, in direct opposition to Seattle's Kyoto Challenge and King County's leadership in the Chicago Climate Exchange.
- It further divides the Medical Center from other parts of campus and has both short-term and longterm impacts on patient accessibility to health care services;
- It will reduce pedestrian safety on campus as the result of increased traffic, and attendant vehicle emissions will degrade air quality at the University Medical Center and athletic fields;
- It adversely impacts the Arboretum, through increased shading and degradation of educational habitat. Compared with other bridge alternatives, it will permanently remove the most acres of habitat (DEIS 5-28):
  - o The 6-lane Pacific Interchange takes 2.34 acres,
  - o The 6-lane base plan takes 0.7 acres,

I-0174-001

o The 4-lane plan adds 0.04 acres;

- It adversely impacts the Arboretum through increased traffic; and
- It creates adverse impacts and costs – which cannot be estimated because mitigation plans are not included in the DEIS – on the University’s Capital Improvement Projects, defined by the 2003 Master Plan for the Seattle Campus, the City of Seattle-University of Washington Agreement, and the 2001 Arboretum Master plan; and
- It permanently removes about 18 acres of campus property from any future facilities expansion; and,

WHEREAS, the Pacific Street Interchange as proposed in the Washington Department of Transportation Draft Environmental Impact Statement for SR520 will adversely impact the University in the following ways:

- It adversely affects the health and vitality of the University by increasing traffic volume 30 percent on the streets in Southeast campus;

o Specifically, this plan would increase afternoon peak traffic on Montlake between Pacific and NE 45th by approximately 1,000 cars per hour relative to the base six-lane plan and increase it by 1,200 cars per hour relative to the four-lane plan.

o Specifically, this plan would increase afternoon peak traffic on NE 45th at Montlake by 1,200 cars per hour relative to the base six-lane plan or 1,000 cars per hour relative to the “do nothing” plan.

o One of the most significant threats of the plan and the resulting increase in traffic is the timely and efficient ability of emergency vehicles to access the UW Medical Center as well as the Children's Hospital and Regional Medical Center.

- Approximately half of the 31.6 acres of new right-of-way required for this option comes from the University of Washington (DEIS, 4-31). Most of this would be in parking areas south of Husky Stadium (E11/12) and along both sides of Montlake Boulevard;
- This taking results in the permanent loss of 500-760 parking spaces in E11 and E12 parking lots as well as a larger taking during construction; and,

WHEREAS, the plan provides a minimal benefit for University of Washington faculty, staff and students: approximately 10 percent of the UW population commutes from the Eastside and approximately half of those commute by HOV; therefore,

BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON:

I-0174-001 | THAT, the Student Senate and Faculty Senate support a replacement of the SR 520 bridge that promotes the use of high-occupancy vehicles and transit that enhances transportation modes in our region; and,

THAT, the Student Senate and Faculty Senate oppose any alteration of SR 520 that fundamentally alters the character of campus and interferes with the ability of the University to carry out its mission; and,

THAT, that the Student Senate and Faculty Senate have grave concerns about the adoption of the Pacific Street Interchange as Washington Department of Transportation's preferred option because of its adverse effects on the University and surrounding areas relative to the benefits offered; and,

THAT, upon passage within the Student Senate, this resolution will be forwarded to the Washington Department of Transportation; and,

THAT, the Student Senate commends the Faculty Senate for approving Class C Resolution Regarding SR 520 Bridge Replacement Project, as well as the Faculty Council on University Relations for researching the issue in detail and submitting recommendations to the Faculty Senate.

#### History of Legislation

10/28/2006: Submitted for consideration

Legislation ID:  
R-13-5

Date Submitted:  
10/28/2006

Sponsor:  
Erin Shields, Director of Faculty, Administration and Academic Affairs

Cosponsor(s):  
Cullen White, ASUW President  
Sam E Al-Khoury, Director of Community Relations

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The following Resolution was passed on May10, 2006 within the Graduate and Professional Student Senate of the University of Washington. Resolutions passed by the Graduate and Professional Student Senate reflect standing opinion of all graduate and professional students at the University of Washington.

Title: A Resolution Regarding the SR520 Bridge Replacement and HOV Project

Sponsor: GPSS SR520 Ad-hoc Committee; Kimberly Friese, Chair

I-0174-001 | Resolution Number: 051006-01

WHEREAS the students of the University of Washington support transit and transportation options that are environmentally, socially and economically responsible, and,

WHEREAS the primary goals in the University neighborhood when replacing the 520 bridge should be:

- i) improving intermodal transportation and transit connectivity (bicycle, bus, light-rail, pedestrian and automobile), and
- ii) improving traffic flow on Montlake Boulevard and around the Pacific Street - Montlake Boulevard intersection, and,

WHEREAS the Pacific Interchange Option presents a significant impact to the University campus with respect to parking, its proximity to Husky Stadium, loss of green space, visual obstruction, and a construction presence for many years, and,

WHEREAS the University seeks to balance its own interest to protect land occupied by the University with larger interests that impact our surrounding community, therefore;

BE IT RESOLVED BY THE GRADUATE AND PROFESSIONAL STUDENT SENATE OF THE UNIVERSITY OF WASHINGTON:

THAT the "A RESOLUTION IN OPPOSITION TO AN ARBORETUM ONRAMP"  
(passed by GPSS November 9, 2005) is withdrawn, and

THAT the graduate and professional students of the University of Washington support the Pacific Interchange Option contingent on:

- i) the draft environmental impact statement (to be publicly released late May - early June 2006) showing both primary goals are only achieved by the Pacific Interchange Option and are not accomplished by the 6-Lane Alternative; and
- ii) sufficient mitigation and compensation for the visual, noise, air quality, parking and aesthetic impacts to the University campus being assured before construction begins and sustained through process completion.

Passed by the GPSS on May 10, 2006

## Online Comment by User: eldon

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Submitted on: 10/31/2006 11:22:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-5, Page-1

Address: , , 98115

**Comment:**

First what I like:

Bike lane, full shoulders, high east side bridge to get rid of the opening span. All excellent.

What I don't like:

It appears that all the alternatives are still funneling traffic through the Arboretum via Lake Washington Blvd. The half interchange that feeds into this roadway needs to be relocated. The obvious location for this half interchange is for it to be moved east so that the traffic ties into the Lake Washington end of Madison Street.

Keeping traffic on Lake Washington Blvd. makes the Arboretum noisy and much less attractive as a public park. This large project has the potential to greatly improve the park.

I was unable to see anything in Chapter 3 that covered said anything about removing traffic from Lake Washington Blvd and other alternatives that were considered. The EIS should talk about how the traffic impacts to the Arboretum will be mitigated.

I-0175-001

I-0175-002

## Online Comment by User: Eleanor Freeman

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**Submitted on:** 9/18/2006 9:52:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 453 Lake Wash. Blvd. E., Seattle, WA 98112

**Comment:**

I support the Pacific Interchange Plan! What an opportunity to spread out traffic and relieve the rush-hour bottleneck along Montlake Boulevard over the Montlake Bridge.

P.S. Any kind of tunnel idea is nuts and will cost the taxpayers a fortune in cost overruns.

I-0176-001

### Online Comment by User: Elizabeth Bottman

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**Submitted on:** 9/17/2006 1:18:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 6031 50th Ave. N.E., Seattle, WA 98115

**Comment:**

I support the Pacific Interchange Option. My family and I live in View Ridge, near Montlake, on Montlake Avenue almost every day, to reach downtown Seattle via I-5, or take our son to the UW where he is a student.

I believe that the Pacific Interchange Option would help resolve the "Montlake Mess," while preserving greenspace, and improving access for bicycles and pedestrians.

I-0177-001

## Online Comment by User: Ellen M. Davis

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Submitted on: 10/24/2006 11:10:00 AM  
Comment Category: General Comments  
Comment Location: Chapter-1, Page-1  
Address: ,, 98112

**Comment:**

I support the Pacific Interchange Option!

I-0178-001 |

## Online Comment by User: elmo

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**Submitted on:** 10/31/2006 11:10:00 AM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

It happens to all of us: we get so caught up in trying to find a solution to a problem that we forget about the larger values that brought us there in the first place.

The six-lane option, especially with the Pacific exchange, would seek to mitigate the traffic problem by destroying one of the very things that brings people here in the first place. Please don't let that happen.

As an Eastside resident who works in the U-District, I face the exact traffic problems that concern people. But the reason I'm here at all is because of Seattle's natural beauty, and the Arboretum is such a big part of that. So I take the bus or bike whenever I can. A gigantic, nature-crushing road is not the Solution.

Sincerely,  
Lane Owsley

I-0179-001

## Online Comment by User: emickels

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Submitted on: 9/13/2006 7:45:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98112

**Comment:**

The Pacific Interchange is the only option that makes sense. These sentiments seem to be echoed by everyone with whom I speak. Please do the right thing for Seattle and the environment and select the Pacific Interchange!

I-0180-001

**Online Comment by User: eric Jeppesen**

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**Submitted on: 10/31/2006 6:53:00 AM**

**Comment Category: Other 6-Lane Options**

**Comment Location: Chapter-9, Page-1**

**Address: , , WA 98052**

**Comment:**

Build six lanes with eastside transite centers

I-0181-001 |

## Online Comment by User: Erik Anderson

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**Submitted on:** 9/13/2006 2:43:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** 1608 East Lynn, Seattle, WA 98112

**Comment:**

Dear WSDOT Staff:

I would like to express my full support for the Pacific Interchange option. In my opinion, this is the only viable option. As a life-long resident of Seattle, including Wallingford, Wedgwood, the University District, and now Montlake, I have experienced the traffic in the SR-520 corridor on an almost daily basis.

Having reviewed the various options, the Pacific Interchange option appears to be the only option that: (1) substantially decreases congestion; (2) connects SR-520 with Sound Transit's planned light rail; and at the same time (3) allows for sufficient mitigation for neighborhoods and the environment to allow Seattle residents to continue to enjoy the nature, beauty, and quality of life for which this city is known.

I thank you all very much for your many years of hard work on this difficult transportation issue. I urge you to adopt the Pacific Interchange option as the preferred alternative.  
Erik B. Anderson

I-0182-001

**Online Comment by User: ErikSteinfeld**

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**Submitted on: 10/31/2006 3:34:00 PM****Comment Category: 6-Lane Alternative****Comment Location: Chapter-7, Page-3****Address: 1212 N 88th st, Seattle, WA 98103****Comment:**

I live in the Greenlake area and commute to microsoft every day. the 40lane alternative would not be enough to cover the traffic nor would it be wise for future traffic flow. As someone that spends well over an hour every day to go 15 miles on the freeway along with the thousands of others that do the same I think it's silly to worry about UW. Everyone knows the dangers of property near the freeway and UW should be given no special consideration in this case considering how bad the 520 situation is.

I-0183-001

**Online Comment by User: erstanfo**

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**Submitted on: 10/23/2006 9:20:00 AM****Comment Category: Parks and Recreation****Comment Location: Chapter-4, Page-2****Address: , , 98327****Comment:**

I agree with fixing the SR520 bridge and adding HOV lanes. However, why make new interchange that adversely effects the University of Washington Botanic Gardens and Arboretum just so more people can get to Husky stadium and UW. Keep the existing Montlake exit and ditch the proposal for the interchange over Foster Island.

Or if there is a public safety need for the new UW access, consider the tube-tunnel approach. The University of Washington Botanic Gardens and Arboretum are too valuable to the public to run major freeway across the top. The public puts up with what is their today, and the new design should be held to the existing footprint across the Arboretum.

I-0184-001

## Online Comment by User: Esullivan

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**Submitted on:** 10/31/2006 5:58:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-32

**Address:** 2646 80th Ave. N.E., Medina, WA 98039

**Comment:**

I would really like to see a continuous lid (tunnel) from Evergreen Pt. Rd. to 84th rather than sound walls. Mercer Island has a large park over I-90 and I think that the citizens of Medina would be greatly benefitted by such a lid. The drivers in the vehicles pass through our town in seconds but we have to listen to the noise and look at the unsightly roads all the time. Put them in a Tunnel!

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-33

**Comment:**

I am against doing away with the Evergreen Point Transit station as I and many of my neighbors use this as do many of the children who attend school in Seattle.

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-35

**Comment:**

I do not support the idea of a bike/pedestrian path across the 520 bridge. I support the idea that buses can be used by these people to get across the lake. If tolls are going to be paying for this structure then only tollpaying vehicles and buses should use it.

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-14

**Comment:**

I support the 6 lane option, but am concerned about the location of the toll booth. I could not determine where it would be placed. Most toll booths tend to slow down the flow of traffic so I would not want it to be placed where the first 520 toll booth was because of the slowing of traffic, increased fumes, etc.

I-0185-001

I-0185-002

## Online Comment by User: evaneaton

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Submitted on: 8/27/2006 4:00:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: 1860 NE Ravenna Blvd, Seattle, Washington 98105

**Comment:**

I support the Pacific Interchange Option.

This option seems more likely to disengage 520-bound University/Laurelhurst traffic from the congestion of the Montlake drawbridge. In addition, it seems more logical to connect a transit plaza at the intersection of Pacific and Montlake with the proposed Sound Transit station under the same location.

Please pursue this as one of WSDOT's official options.

I-0186-001

## Online Comment by User: F.Alliniece Taylor

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**Submitted on:** 10/10/2006 11:30:00 AM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 2521 Lake WA Blvd East, Seattle, WA 98112

**Comment:**

TO: Paul Kruger, Environmental Manager,SR 520 Project Office

FROM; F. Alliniece Taylor, Montlake Resident for 31 years

RE: Support for Pacific Interchange Plan

This plan will be a solution to the bottleneck which already exists and it will also take care of major environmental issues. Similar to the Mercer Island I90 Interchange.

Thank you for your consideration.

Sincerely,

Fritzi Taylor

I-0187-001

**Online Comment by User: Farrokhi**

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**Submitted on: 9/4/2006 11:42:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 2060 23rd Ave E, Seattle, WA 98112**

**Comment:**

We support the Pacific Interchange Option!

For all the reasons listed below:

- No more backups between University Village to Montlake.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum!
- A direct bicycle link from the Burke-Gilman trail to the Eastside.

Thank you,

Farrokh and Ellen Farrokhi

I-0188-001

## Online Comment by User: fastima4

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**Submitted on:** 10/31/2006 10:33:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-1

**Address:** 2704 NE 6th Pl, Renton, WA 98056

**Comment:**

I-0189-001 | I have been driving for Metro for over five years, including many routes the cross the lake using SR-520. It is my opinion that the new bridge should be six lanes, two regular and one HOV in each direction. The HOV lane should be on the inside lane. As it is currently situated, during rush-hour in the westbound, the right-side HOV lane is useless until one passes Lake Washington Blvd. Also the new bridge sould be designed with additional space built to accomodate future rail service.

I-0189-002 | That last part is especially important. My personal observations of passenger load and use of public transit is that more people use the bus system going to the eastside for work that the opposite. Of course, the buses are fuller because there are fewer of them doing the reverse commute. However, my point is that as things currently stand there is a huge number of potential rail passengers in both directions and the bridge should be designed with assumption that a transit rail system will be necessary in the near future.

I-0189-003 | Furthermore, including a bike/pedestrian lane -like the one on I-90- is a must. There are not enough buses to accomodate all of the bike passengers and the sparesity of buses except at rush hour can make commuting by bike so onerous that it discourages potential and trial bikers from using this alternative.

**Online Comment by User: fatejd**

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**Submitted on: 9/26/2006 2:49:00 PM**

**Comment Category: Comment on all alternatives**

**Comment Location: Chapter-1, Page-1**

**Address: , , 98053**

**Comment:**

It needs to be widened to a 6 lane bridge.

I-0190-001 |

### Online Comment by User: femto

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**Submitted on:** 10/28/2006 11:28:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , Seattle, WA 98101

**Comment:**

I waste countless hours every year due to traffic backed up on Montlake avenue and 520 because of the Montlake drawbridge. The only way to solve this is to have an exit that lets westbound traffic off 520 \*north\* of the cut. The Pacific Street Interchange is the only proposed alternative that has potential to make a real, lasting improvement in this congested corner of Seattle, and can do so beautifully.

I-0191-001

## Online Comment by User: fiddlerd

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Submitted on: 10/31/2006 2:42:00 PM

Comment Category: General Comments

Comment Location: Chapter-7, Page-19

Address: 2519 NW 192nd Place

, Shoreline, WA 98177

### Comment:

The SR 520 corridor already imposes a severe burden on one of Seattle's most important urban outdoor undeveloped areas - McCurdy Park, Marsh and Foster Islands, and the Arboretum. It is not reasonable to make further sacrifices in this area. The point is not to provide improved automobile capacity across the lake; the point is to provide improved capacity for people to conveniently move across the lake. The latter goal can be achieved by investments in the transit system and minimizing further impacts on the area immediately east of Montlake Bridge.

I therefore strongly oppose the six lane alternative. I also oppose the Pacific Interchange option. I also reject the description of the four lane alternative as inherently worse for transit than the six lane alternative. It is not impossible to dedicate HOV lanes on a four lane configuration. That would not be popular with those who give automobile access a higher priority, but it is a reasonable solution should it be necessary for transit.

In any vision of a sustainable world for the future, it will simply not be possible for everyone to drive their personal car everywhere. We will need a sophisticated, versatile transit system, a system of a sort not envisaged in the DEIS with its weak descriptions of 'no current plans' to fund the kind of enhanced transit which would actually solve the problems.

In the meantime, there is no need to further impact the natural areas east of Montlake. Any option selected should absolutely minimize such impacts. If the description of a rebuilt four-lane alternative truly represents the minimum impact, a few intrusions may be necessary. But nothing further.

I-0192-001

### Online Comment by User: fisherman60

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Submitted on: 9/13/2006 8:13:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98327

**Comment:**

I believe the best option is the Pacific Interchange option.

I-0193-001 |

**Online Comment by User: flavinator**

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**Submitted on: 10/31/2006 9:01:00 AM****Comment Category: General Comments****Comment Location: Chapter-7, Page-1****Address: 2206 E. Lynn Street, Seattle, Washington 98112****Comment:**

I have lived in the Montlake neighborhood for over 14 years. For as long as I can remember people have been talking about replacing the 520 and fixing the traffic problems on Montlake during rush hour. After reviewing the different options I strongly believe the best and only option for the Montlake area would be the 6 lane with Pacific Interchange option. It seems to have the best combination of easing the traffic issues and not making our neighborhood a parking lot during the rush hour times. Lets finally get started on this! If Seattle (and the greater Seattle area) wants to keep up with the growth in the area we need to accept that fact and start developing infrastrucuters that support the growth and growth potential.

I-0194-001

## Online Comment by User: fmpneuman

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**Submitted on:** 10/23/2006 10:43:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** 2616 - 79th Avenue NE, Medina, WA 98039-1515

**Comment:**

We are firm believers in the need for a new and wider SR 520 floating bridge. We support the six lane approach including transit provisions.

We have lived adjacent to SR 520 for forty-one years. The noise from the roadway has done nothing but get worse over time. We live uphill from the Union 76 station at 84th Avenue NE and NE 28th Street. The sound we get comes uphill at us from this general area of the freeway. We would hope that effective noise abatement solutions will be included in the construction project. Sound barrier walls would probably not do much good due to the elevation differential between our home and this area of the freeway. From our standpoint, it would be ideal if SR 520 could be lidded from east of 84th Avenue NE to the approach to the eastern high rise, much as was done on Mercer Island.

Thank you for your consideration.

Fred & Mary Pneuman

I-0195-001

### Online Comment by User: francesevans

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Submitted on: 10/31/2006 12:45:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: ,, 98103

**Comment:**

I support the Pacific Street Interchange alternative and oppose all other alternatives. In particular, I feel that connection to the light rail station is a must for our next generation transit infrastructure.

I-0196-001

## Online Comment by User: franz\_loewenherz

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Submitted on: 8/29/2006 2:25:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98115

### Comment:

I support the Pacific Interchange Option; because ...

- No more backups between University Village to Montlake. Finally, a solution to the "Montlake mess"! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
  - A direct bicycle link from the Burke-Gilman trail to the Eastside.

Additionally,

We need a master plan for the UW Transit Hub that respects Rainier Vista, provides access to athletic and medical facilities, regional and local buses and Sound Transit light rail, facilitates transfer from buses to light rail, improves pedestrian and bicycle circulation and safety in the area, and provides sufficient parking (mostly structured parking) for UW needs.

Reducing the clearance of the Union Bay Bridge from 110 feet to 70 feet would reduce grades, improve traffic operations (particularly buses), slightly reduce noise and construction cost, and make the bridge much more friendly to bicycles. Only two ships are identified in the DEIS. However, we have heard from the yacht clubs that this may present an issue for very large sailboats.

The design of the Union Bay Bridge must be worthy of its spectacular and historic setting. The views of the Cascade range from the Montlake Bridge should be preserved if possible.

We would like to encourage WSDOT to explore "green" bridge designs through the Arboretum that enhance and promote wildlife habitat even on the bridge structures themselves, to the extent this is feasible. We also encourage WSDOT to use LEED principles (Leadership in Energy and Environmental Design) in the construction of the bridge, including construction techniques, materials and the wise use of resources.

I-0197-004 | We would like to see a tolling study conducted for the Arboretum ramps to determine the feasibility of funding the Arboretum Master Plan through a toll surcharge, while helping to manage traffic levels on Lake Washington Blvd.

I-0197-005 | We believe that the design of all elevated structures, particularly in the Arboretum area, should seek to optimize the under-bridge environment for wildlife and recreation. Perhaps the area underneath can be partially irrigated with lake water.

I-0197-006 | We support a variety of measures to narrow the roadway, such as narrowing lanes and shoulders. However, this should not go beyond the point where safety and operational performance are meaningfully impacted.

I-0197-007 | We support a bicycle/pedestrian connection to Madison Park from the SR 520 bicycle trail. This could save up to 3 miles from a bicycle commute from Madison Park to the Eastside, and up to 2 miles for a bicycle commute from Madison Park to the UW. The connection may make more sense at 43rd Ave. E than at 37th Ave. E, which has greater environmental impacts. The Madison Park bike/ped connection and the replacement ped bridges over Montlake Blvd. on the UW campus will be viewed by hundreds of thousands of people every day and are an opportunity for landmark bridges. Santiago Calatrava would be an ideal architect for these structures

## Online Comment by User: Fred Foster

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**Submitted on:** 8/22/2006 1:42:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-5, Page-1

**Address:** 4535 Providence Pt Pl SE #302, Issaquah, WA 98029

**Comment:**

Build the 6 lane version for the additinal capacity. Consider that the loss of lanes on I90 to transit will need to be implimented elsewhere.

The additional cost can be offset by the tolls on SR520.

There is an anticipated population increase of 1 million people by the time the bridge is built.

I-0198-001

## Online Comment by User: Fred Wemer

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**Submitted on:** 9/20/2006 11:10:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-29

**Address:** 4526 51st Ave NE, Seattle, WA 98105

**Comment:**

I live in Laurelhurst and I favor a 6 lane bridge and the pacific interchange. It now takes me longer to get to either I-5 or 520 in most mornings than it takes to get to Eastgate once I get to the freeway. I came home today at 1 o'clock via I-90 to I-5 to 520. Once I got on 520 the traffic was stopped. The montlake bridge was up and the cars were backed up all the way to I-5. Once we got to the montlake off ramp those going over the bridge went speed limit. It took almost 25 minutes to get from I-5 to the Stadium. Frequently traffic is backed up to u-village at all times of the day. We need a system that is functional first and cosmetic second. A 4 lane bridge will be outdated before it is built. Build a system that will fit with the eventual changes that will be needed on I-5. The cost will never be cheaper than now.  
Fred Wemer

I-0199-001

## Online Comment by User: fredgalkire

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**Submitted on:** 10/31/2006 1:51:00 PM

**Comment Category:** Neighborhood Effects

**Comment Location:** Chapter-4, Page-1

**Address:** , , 98115

**Comment:**

We live in the neighborhoods north of the University and am disappointed that Ravenna-Bryant is not included in the EIS. I commuted to Boeing for 32 years from my house here to Renton and Longacres Boeing sites and experienced firsthand the backups on Montlake, 23rd and 45th during those years. My view is that any increase in capacity will displace the current jams and move them north into the University Village vicinity. For that reason, I am opposed to any increase in the capacity of the 520 corridor. Therefore, all of the 6-lane alternatives are bad ideas.

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-7, Page-1

**Comment:**

Any increase in capacity beyond the four lanes existing today would have a negative impact on the green space on either side of the Montlake canal. Everyone understands that the University Arboretum is a valuable asset to the Seattle community. It is an area designed to be recreational and educational in all seasons. Foster and Marsh Islands are a part of that system. Increasing the footprint of 520 would be harmful to the uses of the area and, therefore, all six lane alternatives are bad ideas.

North of the canal is an ecologically sensitive area as well. The marshlands and open space that are behind the stadia and sports fields and which extend to the University Horticulture Center are valuable recreational and environmental lands. A;; six lane alternatives would be bad for this area.

Lastly, also harmful are the proposals which create additional bridges and add significant concrete to this sensitive area. The Montlake community's idea for Pacific Place exchange trades environmentally desirable open space for protection of four city blocks and a yacht club. The flying bridges they envision is just about the dumbest idea I have heard.

I-0200-001

## Online Comment by User: freeside

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**Submitted on:** 10/1/2006 12:37:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-7, Page-28

**Address:** , , 98105

**Comment:**

I'm really not a fan of the pacific interchange option. As a UW student who frequently uses the WAC, the Burke-Gilman and the arboretum for recreation, I feel strongly that the visual intrusions created by the interchange will greatly detract from the natural beauty of these sites. As a result, it may negatively affect recreational usage.

In general, it seems awful that we need to acquire acreage in so many parks and recreational areas. We should work as hard as possible to preserve these spaces and their natural beauty.

I-0201-001

## Online Comment by User: G. Logan

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**Submitted on:** 10/30/2006 12:55:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98103

**Comment:**

I oppose the Pacific Street interchange and all six lane alternatives.

The PSE and other six lane options have detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little realistic funding ability. These are only a few of the many problems presented by expanding 520 to six lanes.

520 options should encourage transit use while limiting capacity for sov's and minimizing impacts on wetlands, the Arboretum and surrounding neighborhoods. These goals are best accomplished by limiting 520 to four lanes.

Geof Logan  
Seattle

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Comment:**

I oppose the Pacific Street interchange and all six lane alternatives for replacement of the SR 520 bridge.

The PSI and other six lane options have significant, detrimental impacts on the surrounding natural environment, encourage irresponsible expansion of sov traffic, are far too expensive compared to the four lane designs and have demonstrated little funding ability.

These are only a few of the many problems presented by expanding 520 to six lanes.

520 options should encourage transit use, limit capacity for sov's and minimize impacts on wetlands, the Arboretum and surrounding neighborhoods in a manner that accurately reflects financial realities in the face of other, competing transportation needs.

The four lane options represent the best combination of these environmentally and fiscally responsible goals.

Geof Logan  
Seattle

I-0202-001

**Online Comment by User: GailEisenberg**

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**Submitted on: 10/31/2006 10:36:00 AM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: 7316 Bowlyn Place S., Seattle, WA 98118****Comment:**

No matter what is done, it is a no-win situation for the Arboretum. Any additions of lanes or ramps will prove to be disasterous for the preservation of the Arboretum. It's too bad that politicians and planners are short-sighted. Once we embark on one of the plans offered, how long will it take before "that bridge" is clogged with cars, and there's call to do even more!! I propose that we fix the bridge that we have now, and do more things to "require" that people use alternatives. It just seems that people believe that they have a right to take their car anywhere they want!!

I-0203-001

## Online Comment by User: Geoff Briggs

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Submitted on: 10/31/2006 7:45:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 8404 31st Ave NE, Seattle, WA 98115

**Comment:**

Dear Madam or Sir,

I cannot think of a worse way to spend several billion dollars we do not have than to increase the size and impact of the 520 bridge. Especially horrible is the Pacific Interchange option which places the desires of the few above the needs of the many by valuing the demands of the Montlake neighborhood over the public spaces of the Arboretum and Union Bay. The other expansion options are not much better. All add to the shameful legacy of sacrificing precious open space and habitat to road projects. This hideous structure should never have been built, but since there is no Remove alternative I am forced to lend my support to the no-build plan. The \$500 million currently available should be sufficient to repair the existing bridge and remove the Lake Washington Blvd. ramps and the long abandoned ramps to nowhere that blight the Arboretum. If any additional funds are available they should be used to mitigate the deleterious effects of this highway on Foster Island.

Thank you for considering my comment.

Sincerely,  
Geoff Briggs  
Seattle

I-0204-001

**Online Comment by User: geoffosler**

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**Submitted on: 9/29/2006 2:46:00 PM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 3828 49th Ave NE, Seattle, WA 98105**

**Comment:**

Despite the unfortunate position taken on our behalf by the Laurelhurst Community Club's Transportation Committee, we strongly support the SR 520 six-lane option AND the Pacific Interchange.

Geoff and Katty Osler

3828 49th Ave NE

I-0205-001

## Online Comment by User: George D. Holland

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**Submitted on:** 10/23/2006 1:28:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98105

**Comment:**

It appears this is the best alternative that both maximizes traffic flow efficiency and minimizes both environmental and neighborhood impact. I think it would be a mistake not to add the second Montlake drawbridge at the same time, as well as perhaps adding lanes to Pacific. We currently have gridlock on Pacific and it is only going to get worse.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-1, Page-1

**Comment:**

A six lane option is a must, and it appears the original plan has the least impact on neighborhoods and the environment. Add the second drawbridge over the Montlake cut to really get traffic moving on Pacific again.

**Comment Category:** Parks and Recreation

**Comment Location:** Chapter-1, Page-1

**Comment:**

The original 6 lane option seems to get a lot of value in terms of traffic flow and only has a minimal impact on the size of footprint. If one thinks of the footprint as both the ground covered as well as the 50 feet or so to either side, than the addition of two lanes is not that large a percentage.

I-0206-001

## Online Comment by User: George Montgomery

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Submitted on: 9/17/2006 8:19:00 PM

Comment Category: Ecosystems

Comment Location: Chapter-9, Page-27

Address: , , 98039

**Comment:**

Dear Sirs:

The report fails to describe the effects of the new 520 bridge on water flow on the creek that runs through Fairweather park. During rain storms, the flow can be very high, leading to erosion. The large proposed cap may increase water run off and the effect on the creek should be noted. In addition, lack of water flow may effect the ground water in the park leading to loss of trees.

Please evaluate the effect of the new bridge on the creek.

George Montgomery

I-0207-001

**Online Comment by User: Gerald Jackson**

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**Submitted on:** 10/31/2006 9:20:00 PM**Comment Category:** Pacific Street Interchange**Comment Location:** Chapter-1, Page-1**Address:** ,, 98466**Comment:**

The University of Washington campus including Husky Stadium lies in a unique setting. It is complete with history, charm, and ambiance that has withstood decades of change. Any change in major traffic flow in this region including tons of concrete will have a significant impact on the aforementioned. Change to accomodate a new 520 bridge is understood, however, this cannot be accomplished by paving over the campus and specifically incorporating the Pacific Interchange option. One of the other choices is mandatory.

I-0208-001

**Online Comment by User: Gigi**

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**Submitted on: 10/31/2006 6:56:00 PM****Comment Category: Comments on Environmental Effects****Comment Location: Chapter-7, Page-7****Address: , , 98199****Comment:**

The DEIS fails to describe the historical, recreational, and cultural importance of the Washington Park Arboretum to Seattle and the region, and fails to consider alternatives or mitigation measures that would ensure there would be no reduction in the public benefit the Park now provides. The Arboretum is important not only because of its nationally renowned botanical collections, but also because of its original design by the Olmstead brothers, the refuge it provides from urban development, traffic congestion, and noise, the habitat it provides for fish and wildlife habitat, and the educational opportunities it provides to young and old. The Arboretum is an emerald jewel that cannot be replaced, and no amount of mitigation will likely replace the public benefits that would be impacted by the roads, pavement, view obstruction, and noise of the six lane alternative and Pacific Street interchange. The Interchange should not go forward, due to its unmitigatable impacts on wetlands, Marsh and Foster Islands--there are other alternatives that will not forever destroy the Arboretum and the impacts to salmon spawning and migration, birds, and other wildlife that cannot easily be replaced through creation of new habitat. While creation of new habitat as part of mitigation will likely be needed under any alternative, mitigation for Arboretum impacts should occur onsite, at the Arboretum, not in other locations.

I-0209-001

**Online Comment by User: gilcrock**

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**Submitted on: 9/19/2006 11:23:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: ,, 98105****Comment:**

My family has been commuting to Bellevue from Ravenna/ Byant for the past 16 years. Employment has lured us east but we prefer the quality of life in Seattle. I know several families who wish they could live in seattle and commute, but the 520 bridge congestion disuades them. I am in support of the 520 Pacific Interchang proposal because it seem to most realistically address the serious congestion patterns through Montlake where all university, eastside and downtown bound commuters meet to crawl through 2 inefficient traffic lanes of merging and criss-crossing traffic. A stall or accident in either direction of 520 backs up to include everyone else as traffic can not detour to avoid one slow direction.

I encourage all council members to drive twice daily at commute times through Montlake to understand the impact a real solution could have on norteast Seattle.

Thank you for taking the time to consider this question thoroughly,

Nina Crocker

I-0210-001

### Online Comment by User: golfer\_44

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Submitted on: 10/31/2006 4:31:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-1

Address: ,, 98074

**Comment:**

RE: Chapter 5: Environment: i think it is important to smooth the traffic flow in this area; however, subtracting parking around the stadium is not an acceptable alternative. replacing most or all of the parking stalls taken with a structure would be an acceptable alternative. thoughts are expressed for the affect on the native environment, but little thought is given to the "people" who use those facilities for parking. are we destroying a people environment so that more people can continue to stay in their car rather than take public transportation?

I-0211-001

## Online Comment by User: GP999

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**Submitted on:** 10/20/2006 11:22:00 PM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-6, Page-42

**Address:** , , 98033

**Comment:**

The 6-lane option with Pacific Ave interchange is clearly the best alternative. It will maximize the increase in transportation capacity, and if we are to undertake this large a project, we should be sure to do one that will serve out needs for many years.

Construction options that minimize the length and severity of traffic impacts should be preferred.

Tolls would be fine.

I-0212-001

## Online Comment by User: gpbrown

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**Submitted on:** 10/31/2006 11:04:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-11, Page-8

**Address:** 121 21st Ave E, Unit C, Seattle, WA 98112

**Comment:**

The wetlands and park areas around the Arboretum are a rarity in any city. Any damage done to this area is a shame. The height and noise of any of the proposed alternatives is staggering. The six lane option is almost obscene.

The proposals to SR520 seem to run contrary from the 'green' proposals from the city of Seattle and Washington state. How can we 'plant more trees' and 'reduce vehicle emissions' if we will add more capacity to the existing SR520 bridge?

These proposals only encourage people to drive more instead of seeking alternative forms of transportation. Increased capacity will only lead to more cars and that capacity will be reached fairly quickly.

I-0213-001

**Online Comment by User: greenwayb**

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**Submitted on: 10/31/2006 7:14:00 AM****Comment Category: General Comments****Comment Location: Chapter-3, Page-11****Address: 228 130th ave se, Bellevue, wa 98005****Comment:**

Watching the money spent to widen I-405, I find it insane to build a minimal 4-lane bridge. The current cost to provide for the future is minimal compared with the cost to retro-fit more capacity later. Even if only 4 lanes are used until I-5 can handle the traffic, it is still sensible.

To be clear: I am in favor of a 6-lane bridge with the Pacific street interchange. Even if only 4-lanes are used initially, I am still in favor of 6-lanes

I-0214-001

**Online Comment by User: GregKennelly**

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**Submitted on:** 9/10/2006 7:47:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98112

**Comment:**

I support the Pacific Interchange Option

I-0215-001 |

## Online Comment by User: gregli

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**Submitted on:** 10/29/2006 4:36:00 PM

**Comment Category:** 4-Lane Alternative

**Comment Location:** Chapter-5, Page-15

**Address:** , , 98112

**Comment:**

I strongly oppose the 4-lane alternative

Given the traffic now on this vital Seattle/Eastside link, and projected for the future, it would be a mistake to replace this bridge without increasing the capacity. As someone who commutes from Seattle to Microsoft, I live the congestion and headaches every day. With more HOV capacity, I would be more inclined to use the bus.

**Comment Category:** Transportation and Traffic

**Comment Location:** Chapter-5, Page-24

**Comment:**

I strongly support the bike connection to Madison Park

I currently live in Madison Park, on McGilvra Blvd. I enjoy biking, around town such as around Mercer Island, Lake Washington, or along the Burke-Gillman. Each year I do at least one of supported summer tour rides such as the Seattle to Portland, Seattle to Vancouver BC, and charity fund-raising rides. I also work at Microsoft. During the summer, at least once a week, I try to ride to work, which for me means traveling south to I-90, coming across the lake, and coming back up through Bellevue. Needless to say, I am a huge fan of the bike lane planned for the new 520 bridge.

Right now, it takes me roughly 1:45 to bike to Microsoft, and approximately 1:30 to bike home (Microsoft sits atop the "overlake" hill, making it harder to get to than to come from). Because so much time is required, and I'm riding more than 3 hours on these days, I can only manage to find the time and energy once a week. With the 520 bike lane, my best estimates cut these times by at least half. Since the time and physical demands are lower, and the biking time is approaching that of driving in traffic, I expect I will be able to ride to work at least three times a week. My point: reducing the time and physical demands of biking will increase the use of the bike trail and reduce the number of cars on 520, not linearly, but exponentially. This is a strong argument for having the 520 bike lane, which I believe is fairly secure in all of the bridge replacement designs. But it also argues for the Madison Park connection - trimming miles off the journey and a major hill on Madison - which directly translates into more days that bicyclists can leave their cars at home.

But I believe the strongest argument for the Madison Park connection is safety. Without it, cyclists will use Lake Washington Blvd to reach 520. It is a windy, two-lane road, with no shoulder. Cyclists today use this road to reach UW or the Burke-Gillman. And often cars try to pass these bikes - without much visibility or space left for the cyclist, hoping there isn't an oncoming car around the bend. It is not a safe situation today, and for this reason I personally avoid biking on Lake Washington Blvd. There is a "Lake Washington Loop" route marked which avoids this road and is safer, but because it is convoluted and slower, bicyclists often use Lake Washington Blvd anyway. Today, since I'm typically on a

I-0216-002 recreational ride in this part of town, I don't mind using the safer marked route and it taking a little longer. Now consider bike commuting: I want to get to and from work as quickly as possible. In the mornings and evenings, Lake Washington Blvd is a busy road with plenty of commuters in cars coming to and from 520. Having the allure of a bike lane on 520 will only make the safety problem worse, with more bikes, and more bike commuters who are trying to get to work in a timely manner. Given the lack of a Madison Park connection, I would probably use Lake Washington Blvd myself.

McGilvra, the street I live on, has far less traffic and wide shoulders. Cyclists are often seen on this road. On McGilvra, I have never seen a potential bike accident, nor have I felt unsafe myself when on a bike, and I ride this road a couple of times a week. A safe path can be created between Lake Washington Blvd, south of Madison Park where it pulls away from Lake Washington, up McGilvra, and on to 520 with great connections east and west. This would be very attractive to cyclists and will reduce the number of bikes on Lake Washington Blvd from today's levels.

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-5, Page-24**

**Comment:**

I-0216-003 I strongly support the Pacific Interchange Option

There are so many aspects and arguments around this choice, I won't waste the reader's time recounting them all. The argument that resonates for me: if we have the opportunity to fix the traffic issues associated with "the cut," we absolutely should.

The problem is well understood. The Montlake Bridge, being two narrow lanes each way, is a choke point for access to 520 and central Seattle from the north. Making matters worse, the Montlake Bridge is a drawbridge, and it comes up from time to time, completely stopping traffic flow.

The impact of this choke point is huge. I live in Madison Park. University Village, a major shopping area, is less than 3 miles from my home, but across the cut. And most days I would prefer to travel downtown, face the traffic there, and pay for parking, then go across the cut. Recently I was looking for a new house, and working at Microsoft, realtors wouldn't even take me over to Laurelhurst. Great schools, better access to I-5, access to shopping, parks, and Lake Washington - all of it was trumped by the traffic through the cut. If you have ever tried to make your way across the cut at rush hour, you would immediately understand why.

The only other option I have seen that addresses this problem is a second drawbridge across the cut. This would obviously increase the capacity across the cut, and relieve the traffic burden. But, it is still a drawbridge, subject to somewhat unpredictable traffic interruptions, adding uncertainty to everyone's schedule who uses this corridor and especially busses who need to be on a reliable schedule.

A nice side benefit of the Pacific Interchange, over what the second bridge offers, is the reduction in lanes and on/off ramps in the Montlake area. Combined with a green belt lid

I-0216-003

over 520 at Montlake Blvd, it is possible to create a continuous green belt from the Montlake playing fields all the way through to the UW Arboretum. People have their homes here – they live, play, and raise their kids here – and it is in everyone’s best interest to create strong living spaces in Seattle. We don’t often have the chance to relocate traffic and noise away from where people live to where people will never live, south of Husky Stadium and off shore of the UW campus.

**Online Comment by User: gregmu**

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**Submitted on: 9/18/2006 10:31:00 AM****Comment Category: General Comments****Comment Location: Chapter-6, Page-1****Address: ,, 98105****Comment:**

I would like to register my opposition to the Pacific Interchange option. I think it is a horrible idea. The area it would significantly alter is one of the few remaining park-like areas in the city of Seattle. I do not think we need to turn Seattle into one giant interchange. The solution to Seattle's traffic problems is to use public transportation, not build more lanes. The notion of simply being able to hop in your car and go wherever you want in a short amount of time is simply not realistic in the modern world. People need to stop clinging to the past. Traffic congestion is not the problem.

I-0217-001

## Online Comment by User: Grego

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**Submitted on:** 10/11/2006 11:23:00 PM

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-12, Page-4

**Address:** 4821 36th Ave NE, Seattle, WA 98105

**Comment:**

I use the bridge every day as the chief driver of a 4 party carpool that originates at my house (3 seattle drivers park at my house) then commutes to Redmond.

The Montlake mess as we affectionately refer to it does not dissappear with any of the alternatives mentioned in the study. All reasonable people would agree that based on its age and prone to hazzards the 520 bridge should be replaced. There should be incentives to get more people carpooling, taking transit, or rail. That should be a study related to this as that will be critically important during the construction phase when traffic will be at an all time high congested state.

The Pacific Interchange seems to be an attempt to push the traffic problem out of the Montlake/North Capital Hill area while at the same time making that area more park like. I simply find that insulting!

Traffic flows pretty freely along SandPoint way, down the viaduct along the university, down 35th ave ne, and down 25th. The bottleneck is Montlake. Building the Pacific Interchange seems to make the new bottleneck the University Area. This and other negative impacts make the Pacific Interchange concept only that - a concept. It is a non-starter and should be discarded.

I definately think there should be an HOV lane across the new bridge for whichever option is selected. I also am a fan of having the tolls be more punative for single occupancy vehicles. I would hope this would encourage mass mobility but if it doesn't it will at least have the positive externality of paying the bridge off earlier through higher revenues.

Thanks,

Greg Olson

Long Time Seattle Resident and Daily Driver of the 520 Bridge

I-0218-001

## Online Comment by User: Gregory Hill

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Submitted on: 10/31/2006 4:12:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98103

### Comment:

I-0219-001 | The SR 520 project represents both an opportunity to encourage transit use and the potential to substantially increase the numbers of vehicles traveling the streets of Seattle's neighborhoods. Light rail on the bridge offers to good opportunity for increasing mobility while not encouraging additional driving. Unfortunately the 6 lane alternative and the Pacific Interchange focus on sov use at the expense of the livability of our city and the environment.

The Pacific Interchange proposal would increase driving capacity into the city by including a high level viaduct across the Montlake Cut. This is a very grave concern for our neighborhood. The proposed viaduct would deliver a significant increase in additional traffic to Pacific Avenue, according to the little information provided by WSDOT. This additional projection for traffic is problematic for several reasons.

I-0219-002 | First, traffic modeling has been shown to be inaccurate in forecasting real results related to increasing road capacity. Modeling for new projects for the past twenty years has always indicated no additional congestion, when it is clear that there is additional congestion caused by these projects. Similarly, the traffic projections for new and widened roadways always seems to project smooth open-road driving, when the reality is that any new capacity is quickly consumed and new congestion results on all adjoining roadways. The initial studies on SR 520 showed that existing congestion on the eastern end of the westbound facility was merely moved further west by the massive investment with little additional capacity. Then, WSDOT 'adjusted' their model. Now the projections are much rosier. The problem is that there appears to be no real model, only an aid that is adjusted to tell the story WSDOT wishes to tell. We believe there will be far more traffic attracted to a new facility that promises additional capacity.

1. Please provide revised estimates of likely new traffic volumes and levels of congestion for the new facility and roads leading to the new facility.
2. Provide a clearer, simplified design diagram and cost estimate for BRT service into Montlake. Show buses in the center of the bridge rising to the Montlake Boulevard level for a flyer stop/exit from the east and west. (only 6 lanes plus setbacks from retaining walls)

I-0219-003 | Second, the WSDOT projections always stop short of describing the impacts to the local streets leading to the enlarged facility. In this case, WSDOT is adamant that they are not responsible for local streets, and by reference, the impacts they cause to local streets. In this case, the WSDOT traffic model stops at 15th Avenue NE. There is no explanation for where the additional traffic from the west originates. The WCC has too notions of where this is coming from. There is already a steady stream of traffic from I-5 to 5th NE and down past Latona School to NE 40th. This traffic feeds both west and east on Pacific. The installation of a major freeway ramp at the end of Pacific Avenue will have a profound affect on this

I-0219-003 | section of the neighborhood as traffic will be able to shortcut the I-5/SR 520 interchange by driving through east Wallingford.

I-0219-004 | Similarly, traffic from N 50th and N 45th, which is eastbound, will realize that they can re-route to South Wallingford to the new Pacific on-ramp. Currently, Pacific has become the focus of neighborhood efforts to find ways to cross what is becoming a more hostile street environment with more and faster traffic. Pacific and NE 40 are currently unsafe facilities from a pedestrian safety standpoint during peak hours. Adding additional traffic will only worsen the situation and extend the hours of hostility. The WSDOT representatives who visited our neighborhood appeared bemused and unable to offer any information to us regarding these issues, because 'local streets are not part of the study.' They are however, intimately linked to where we live, and we believe they should be made to address the issue of collateral impacts for all areas east of Aurora. We believe that our neighborhood is at a critical tipping point with regard to auto volumes and speeds, and the ability for pedestrians to move about safely and conveniently.

3. Please provide an analysis of traffic to and from the Pacific Interchange related to Wallingford as far west as Aurora Avenue (Highway 99).
4. Please provide proposed mitigation and cost estimates for that mitigation to eliminate any impacts to pedestrians on Latona, NE 40th, Pacific Avenue NE, Northlake Avenue NE from 5th Avenue NE to Wallingford Avenue North.

I-0219-005 | Third, while not in our neighborhood, the area at the east end of the Montlake Cut and along near the MOHAI is a very beautiful natural shoreline area near which to walk and canoe. Building an elevated viaduct on top of this area will destroy it. We are against any further destruction of parts of our city by highways.

5. Please indicate the specific proposed mitigation based on the present City of Seattle requirements for habitat replacement. Provide detailed plans and cost estimates.
6. Please provide a clear study of the impacts to rowing, recreational power boating and maritime shipping and the combination of the above, that would result from the placement of many large concrete columns in the area east of the Cut that is essentially open water without obstruction today.

I-0219-006 | 7. Please provide an alternative that eliminates the ramps to the Arboretum, instead, combining those vehicles with the Montlake exiting vehicles.

I-0219-007 | 8. Please provide an alternative that uses adjustable tolls to manage traffic.

We think the answer is a No Net Increase in Vehicle policy. We encourage you to help stop the destruction of our city by the notion that bigger highways will lead to a better city.

Gregory Hill  
Transportation Chair  
Wallingford Community Council

**Comment Category: Noise**

**Comment Location: Chapter-1, Page-1**

**Comment:**

The WSDOT has, over the past 25 years, repaved the bridge and 520 east of the bridge on two separate occasions. In the meantime, the concrete surface on the west side of the bridge has continued to deteriorate. This deterioration has led to very high noise levels.

1. Please provide a comparison of a newly paved 4 lane facility compared to the proposed a six lane facility in order to eliminate any built-in prejudice that may have taken place from allowing the road surface to deteriorate or over the past 24 years.

2. Provide a full set of images from the driver's perspective of driving on various points along the proposed bridge and roadways with full height noise walls on both sides.

I-0219-008

I-0219-009

## Online Comment by User: Gregory Johnson

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Submitted on: 10/30/2006 8:02:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 6202 28th Ave NE, Seattle, WA 98115

**Comment:**

I am strongly in favor of the four-lane option, and strongly against the 6-lane options, especially the Pacific Interchange option, which would be an exorbitant disaster. As well as being the most expensive option, the impact of the monstrous Pacific Interchange Option on Arboretum wetlands, the already congested University District area, and surrounding neighborhoods would be enormous. In addition, despite glib assertions that the Pacific Interchange Option will allow integration of light rail from the Eastside with the Husky Stadium stop, it should be pointed out that there is no light rail in the world that can make the 90 degree turn that would be required at the proposed massive 4-lane 6-lane interchange nearly 100 feet above Marsh Island! This interchange will only serve to spread noise throughout the area, and encourage the use of single occupancy vehicles. I am quite concerned that the interests of a well connected and powerful but small community will triumph over the best interests of the environment and the numerous people who live, work, and study around the University District. Please use the second Montlake Bridge option instead, with a 4-lane bridge. Consider converting general purpose lanes on the 4-lane option (and on the approaches to the bridge) to transit only, so as to encourage transit. Global warming is a huge societal problem, and those who can not live near their work, should be strongly encourage to take mass transit.

I-0220-001

## Online Comment by User: gregoryreynolds

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**Submitted on:** 10/26/2006 7:03:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-4

**Address:** 4329 210th place NE, Sammamish, WA 98074

**Comment:**

The EIS is fatally flawed.

The eight lane replacement proposals were not given enough serious study.

Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanoak/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

An Eight Lane replacement is necessary to accomodate the increases in traffic, Business and the growth projected to occur during the lifetime of the proposed replacement bridge.

Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accomodate the increased traffic but we are going to be forced to live with the bridge for 30 to 50 years or more.

We must plan ahead to handle the projected growth in population, business, and traffic.

The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the traffic volumes when construction is completed.

Respectfully,

Thomas Gregory Reynolds

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-6, Page-1

**Comment:**

The EIS is fatally flawed.

The eight lane replacement proposals were not given enough serious study.

Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanoak/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

An Eight Lane replacement is necessary to accomodate the increases in traffic, Business and the growth projected to occur during the lifetime of the proposed replacement bridge.

Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accomodate the increased traffic but we are going to be forced to live with the bridge for 30 to 50 years or more.

We must plan ahead to handle the projected growth in population, business, and traffic.

The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the traffic volumes when construction is completed.

Respectfully,

Thomas Gregory Reynolds

I-0221-001

**Online Comment by User: GregTaylor**

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**Submitted on: 9/20/2006 6:09:00 PM****Comment Category: General Comments****Comment Location: Chapter-1, Page-1****Address: , woodinville, wa 98077****Comment:**

Just an overall comment... I don't know why you think HOV is the answer to everything in this state. You already made a mistake by taking off the 8 lane option. First of all, if you are going to do anything, you need to add more REGULAR lanes. Then, if budget and time permits... add HOV lanes. You are doing this backwards and that is why businesses are leaving this state. You are going to spend a lot of time disrupting traffic, and you won't even solve the problem.

I vote NO BUILD until you get it right.

I-0222-001

**Online Comment by User: gsatterw**

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**Submitted on: 10/31/2006 8:52:00 AM****Comment Category: Parks and Recreation****Comment Location: Chapter-7, Page-7****Address: , , 98105****Comment:**

I dont feel that the Pacific interchange provides nearly enough benefit for the cost of running a wider freeway and wider and more intrusive ramps through the arboretum. The benefits of the Pacific interchange option need to be more clearly defined and studied. Currently I have heard and read varying descriptions of the benefit from the Pacific interchange and it seems the people most in favor of the Pacific interchange also probably have the most to gain. An unbiased cost benefit analysis (financial, environmental, and societal) should be undertaken and then we can make a decision on whether we need the Pacific interchange, or the six-lane option will suffice. I know both will have major impacts on the arboretum, but six-lane imption will have significantly less impact. thanks for your time.

I-0223-001

### Online Comment by User: gwenn sobel

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**Submitted on:** 8/30/2006 4:43:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** Select, , 98102

**Comment:**

I think the only plan that should be considered is the pacific interchange plan. It provides the best solution for the traffic congestion in the montlake bridge area, and enables an appropriate approach for a light rail system that makes sense. I do not support the base 6-lane plan, and believe it would be better to do nothing rather than spend the money on that plan!

I-0224-001

**Online Comment by User: gzikowski**

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**Submitted on: 10/30/2006 2:43:00 PM**

**Comment Category: General Comments**

**Comment Location: Chapter-1, Page-1**

**Address: 3201 Mt. Vista Rd., Centralia, Washington 98531**

**Comment:**

I feel the present plan for the 520 bridge interchange on the east side would be much to disruptive to the University of Washington in several ways. The parking is needed for the hospital and there are many homes in the area as well as the Arboretum. Surely you can come up with a plan to have much less of an impact.

Sincerly,

Alice Zaikowski

I-0225-001

## Online Comment by User: harddrive

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**Submitted on:** 8/23/2006 12:30:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-6, Page-11

**Address:** , , 98105

**Comment:**

I feel it is extremely important the the 520 bridge replacement, regardless of the plan selected, include the following:

- a) provisions for light rail
- b) provisions for HOV lanes
- c) bike/pedestrian trails

The replacement of this bridge will be a legacy we pass on to our grandchildren, and its important that we get it right, and build something that will be viable long term. We CANNOT let short term budgetary considerations cause comprimises in design. I am a tax payer, and more than willing to pay additional taxes (or usage fees) to fund a quality end result.

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-6, Page-2

**Comment:**

The Pacific Street seems far and away the best alternative. The other alternatives just seem to ram more lanes into an already congested and environmentally stressed area. Why destroy a wonderful historic area?

The Pacific Interchange wisely moves the 520 access point away from Montlake Blvd.

I-0226-001

## Online Comment by User: Harriett Cody

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Submitted on: 10/31/2006 8:53:00 AM

Comment Category: 6-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: 1721 35th Avenue, Seattle, WA 98122

**Comment:**

COMMENTS AGAINST ALL SIX-LANE ALTERNATIVES:

To: WADOT

Re: Comments on SR520 Draft Environmental Impact Statement

I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

Personal background and knowledge of this area:

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle. We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R.H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique greenspace, wildlife habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

Summary of comments in opposition to all six-lane alternatives:

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

I-0227-001

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

8. The proposed Pacific Street Interchange will be a disaster for the Arboretum, wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

NO SIX-LANE 520 BRIDGE EXPANSION!  
NO PACIFIC STREET INTERCHANGE!  
CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!

SUPPORT A FOUR-LANE 520 REPLACEMENT!  
SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!

I-0227-001

Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. Don't make our bad traffic worse.

Please keep me on your e-list for further comments and developments. Thank you.

Harriett M Cody  
1721 35th Avenue  
Seattle WA 98122-3412  
(206) 324-2053  
harrietcody@comcast.net

### Online Comment by User: hatchmr

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**Submitted on:** 10/31/2006 2:52:00 PM

**Comment Category:** Comment on all alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** 98 Union St, Seattle, WA 98101

**Comment:**

The Pacific Interchange option would be a scar - along the lines of the Alaska Way Viaduct - for generations to come. I can't believe we are seriously entertaining this idea. Lets rebuild a four lane system or explore a tube tunnel option and explore mass transit. It would be a tragedy to do what is being proposed. The environment and the park must be protected.

I-0228-001

### Online Comment by User: hebardmf

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Submitted on: 10/3/2006 8:10:00 AM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98311

**Comment:**

I support the Pacific Interchange Plan for the new SR520. We need to integrate the Burke Gillman trail with the new 520 if we are ever to minimize green house gas emissions and reduce congestion in Seattle/Eastside. MH.

I-0229-001

## Online Comment by User: herrbrahmsdan

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Submitted on: 10/23/2006 12:51:00 PM

Comment Category: Comments on Alternatives

Comment Location: Chapter-6, Page-1

Address: , , 98105

### Comment:

Considering that the largest part of 520's traffic funnels to either I-5 or Montlake Blvd. north of the bridge, the six-lane bridge with Pacific interchange represents the most sensible alternative. Since the new 520 span is to be a permanent feature in the region's infrastructure, it is important to look beyond pricetags to the costs of continuing transportation bottlenecks. There's only one chance to fix this, so the best solution should be chosen, even if it proves more costly to implement.

The Montlake drawbridge has been a bottleneck in this link for as long as it has existed; a chance to circumvent it would not only free vehicular traffic, but also provide room to ease marine restrictions on the opening of the bridge.

It seems clear that anyone proposing a four-lane rebuild has no conception of the transportation needs of our region. The full six lanes, with high volume exits serving northeast Seattle, represents the best and most permanent solution.

Dan Adams  
Ravenna

I-0230-001

## Online Comment by User: HHCC

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**Submitted on:** 10/1/2006 6:09:00 AM  
**Comment Category:** General Comments  
**Comment Location:** Chapter-1, Page-1  
**Address:** , Seattle, WA 98115  
**Comment:**

HAWTHORNE HILLS COMMUNITY COUNCIL  
Established 1945; Serving over 1900 homes in Northeast Seattle  
6057 Ann Arbor Avenue NE  
Seattle, WA 98115-7618  
206-524-8713

September 29, 2006

Mayor Greg Nickels  
Seattle City Hall  
PO Box 94749  
Seattle, WA 98124-4749

RE: Pacific Street Interchange and SR 520 replacement

Dear Mayor Nickels;

The Hawthorne Hills Community Council Board of Trustees unanimously voted at their September meeting to oppose the Pacific Street Interchange and to endorse an alternative bridge replacement of 4-lanes with a bicycle lane and shoulders.

We are concerned that increasing the width and building a large interchange on the west end of the bridge will encourage commuters and trucks to use both 25th Avenue NE and Sand Point Way NE to the point where those two roadways will become as busy as Lake City Way and will impact neighborhoods in Northeast Seattle in a negative manner.

We are also concerned that the impact of a wider SR 520 bridge and a Pacific Street Interchange will irreparable harm the Washington Park Arboretum. This is a jewel in the City and all efforts should be made to protect and preserve the Arboretum.

Sincerely,

Bonnie E. Miller, President

CC: Seattle City Council  
Governor Christine Gregoire

I-0231-001



### Online Comment by User: Hieronymus

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**Submitted on:** 10/31/2006 12:52:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98250

**Comment:**

I support the Pacific Street Interchange because it will help transportation greatly by decreasing congestion. It will also create new park space.

I-0232-001

## Online Comment by User: HiLarry448

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Submitted on: 10/31/2006 1:03:00 PM

Comment Category: General Comments

Comment Location: Chapter-5, Page-24

Address: , , 98122

### Comment:

As a general comment I think a 6 lanes 2+2+HOV both directions the best way to go out of the options. It give better access to HOV and would hopefully allow for future mass transit (metro, light rail systems).

I think that a huge off ramp to the UW/husky stadium is not worth the eyesore or the environmental impact on the arboretum. When or if a better mass transit system is developed maybe it would be worth pursuing but a 100+ ft bridge for football games is not worth the damage it could cause to the ecosystem, views.

I currently live on capital hill and work in Kirkland. Regardless of what option is chosen, and hopefully NOT the one with the UW overpass, I think I will have to move or change jobs in order to continue working. While it is necessary for the bridge to get rebuilt the hassle that will be involved is going to kill the commute for pretty much everyone in the Seattle metro area. The only good thing about doing it sooner rather than later is that when the bridge collapses on itself we will have some sort of plan.

I-0233-001

## Online Comment by User: hinckley

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**Submitted on:** 10/3/2006 6:35:00 PM  
**Comment Category:** General Comments  
**Comment Location:** Chapter-1, Page-1  
**Address:** , , 98195

**Comment:**  
6037 Princeton Ave. NE  
Seattle, WA 98115

3 October 2006

Mr. Paul Krueger  
WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I wish to comment on the Draft Environmental Impact Statement made available on [www.SR520DEIS.com](http://www.SR520DEIS.com). I am commenting specifically on the Pacific Street Interchange option and its impact to the Washington Park Arboretum. I have attached an artist's rendition of the Interchange that appeared recently in the Seattle Times (provided in written letter sent to Mr. Krueger).

My comments come with the following background:

1. Graduate Student at the University of Washington (1966 - 1971) during which time I participated in several protests over the proposed RH Thompson Freeway and its potential impact on the Washington Park Arboretum. Personnel and resources of the Washington Park Arboretum were often important elements of several courses that made up my required graduate curriculum.
2. A faculty member in the College of Forest Resources at the University of Washington since 1980. Several of the classes I have or I am teaching regularly use the Washington Park Arboretum as an outdoor classroom.
3. The former Acting and then Director of the Center for Urban Horticulture (1999 - 2004) and member of the Arboretum and Botanical Garden Committee (1999 - 2005).
4. Member of the Arboretum Foundation (2000 - present).

It is important to note first that all options impact Arboretum land and destroy valuable plantings; impacts range from minimal to extensive in terms of both land taken, views altered and both natural and specimen plants removed. The combined 6-lane and Pacific Street Interchange will have the most extreme impacts.

Through construction and staging process and the final product, native plants and collections of the Arboretum will be moderately to greatly affected. The collections are what make the Arboretum more than just a beautiful city park. It seems ironic that the recently

I-0234-001 | passed master plan enables the development of new collections at the south end while the proposed replacement of SR 520 will eliminate many if not all from the north end.

In addition to the loss of collection specimens, there will be the loss of native plants and thus their associated upland and wetland communities will be either greatly altered or altogether lost. This will be especially true in the Foster and Marsh islands complex. Although the proposed replacement structure is taller and the columns will be more widely spaced, the impact to the physical and biological functions of these plant and animal communities will be extensive – to begin to comprehend the impacts, place the structure over any community in Seattle and listen to the complaints – unfortunately, non-human habitats and their associated animal and plant communities are unable to have a voice in this decision-making process, but the impacts will be strikingly similar.

The value of natural habitat, green space and especially green space and habitat featuring strong ecotones or edges (such as wetland – marsh – upland) cannot be minimized whether measured in terms of what natural features will still remain along Lake Washington or the City of Seattle’s and King County’s joint responsibility in meeting ESA – Salmon recovery requirements or the psychological health of local inhabitants or just Sunday visitors.

The six-lane replacement/Pacific Street Interchange option will have dramatic and irreversible impacts on the nature and management of the Washington Park Arboretum (via significant changes to the north end, loss of MOHI for administrative purposes, and continued overuse of Arboretum Drive as a north-south arterial and as a major exit – entrance to SR 520). It seems ironic that the community, city council, Department of Parks and Recreation and the University of Washington worked so hard and diligently to develop and have unanimously approved a master plan for the future and now much of that fine work will be obliterated.

Finally, this design will assure increased use of SR 520, perhaps a subconscious goal of any devote highway engineer. As living space in the city becomes less desirable, people will move to the urban-rural and urban-wildland interfaces in order to recapture green and in the process demand more cement and gasoline. At the same time that the mayor has committed to decreasing our area’s carbon emissions, this project may merely assure that we are less able to achieve that noteworthy goal.

Sincerely yours,

Thomas M. Hinckley, Ph.D., Dr. (h.c.)  
Professor of Ecosystem Science  
Adjunct Professor of Biology

cc. Don Harris, City of Seattle’s Department of Parks and Recreation, Deb Andrews, Arboretum Foundation, Bruce Bare, David Mabberley and Sandra Lier, University of Washington, Tim Ceis, Office of the Mayor, City of Seattle, Richard Conlin, Seattle City Council, Ron Sims, King County Executive



### Online Comment by User: hiram15

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Submitted on: 10/31/2006 1:55:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98008

**Comment:**

Drop the idea of a Pacific Street Interchange Option! Bad idea. This would cut out much needed parking in the South Lot at the UW. Also, it would "dump" traffic into an already very congested area, making it much worse than it is now.

I-0235-001

### Online Comment by User: hmaurice

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**Submitted on:** 10/31/2006 7:29:00 PM

**Comment Category:** Other 6-Lane Options

**Comment Location:** Chapter-5, Page-1

**Address:** , , 98125

**Comment:**

I applaud all who have been involved in the planning of this major undertaking. I support a tube 6-Lane alternative with tube exit and entrance lanes, which can be linked to the planned Sound Transit tube under Portage Bay.

Harry Murphy

I-0236-001

**Online Comment by User: Hollis Palmer**

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**Submitted on: 10/31/2006 11:10:00 AM**

**Comment Category: Parks and Recreation**

**Comment Location: Chapter-1, Page-1**

**Address: 1123 33rd Ave E, Seattle, Washington 98112**

**Comment:**

The impact of the Pacific Interchange on the Arboretum and surrounding Portage Bay green space is unacceptable.

I-0237-001 |

## Online Comment by User: Holly Taylor

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**Submitted on:** 10/31/2006 10:02:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98013

**Comment:**

My two major concerns are protecting the Arboretum and minimizing the impact on historic, cultural and archaeological resources. I hope that project managers and elected officials carefully consider the impacts to this irreplaceable resources when deciding on a plan.

I-0238-001

**Online Comment by User: hollywalkerdavis**

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**Submitted on:** 9/21/2006 6:33:00 PM

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Address:** ,, 98075

**Comment:**

Please add a bike lane!!! (similar to the one on I-90 floating bridge). Thank you.

I-0239-001 |

## Online Comment by User: hundley06

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**Submitted on:** 10/30/2006 11:36:00 AM

**Comment Category:** Comments on Environmental Effects

**Comment Location:** Chapter-1, Page-1

**Address:** P.O. Box 85747, Seattle, WA 98121

**Comment:**

Thanks much for WSDOT's attempts to obtain feedback from interested community members regarding SR520.

Considering the complexity of the matter as well as the range of solutions, although I'm by no means especially knowledgeable on the options, I have a very strong opinion that we mustn't accept a solution that in any way interferes with The Arboretum.

That city park is a national treasure. The relatively short-term, (from a historical perspective), issues facing commuters opting for personal passenger vehicles such as automobiles and SUVs mustn't be allowed to disrupt the livability of the King County's communities.

Rather than catering our transit solutions to single-occupancy vehicle owners, we need to look to the future of mass transit and foot-powered options.

Although I live in Seattle and care a lot about our city's neighborhoods around SR520, I also care about Eastside residents in our county.

We, in my opinion, have to develop options, such as telecommuting, that allow workers and students to attend to their respective responsibilities without the need to travel long distances. In the meantime, SR520, in order to best serve the state's population should, as far as I can tell, simply be repaired and maintained on a regular basis without any substantive changes to its present capacity.

We need to curtail the desire of single occupancy vehicle owners to use their cars on a daily basis. Businesses and educational communities on both sides of Lake Washington need to commit resources to ongoing problem resolution that will work with city, county, and state agencies in a cohesive, goal-oriented manner.

Again, thank you for WSDOT's ongoing effort to gather public feedback.

Tom Hundley  
Seattle, WA

I-0240-001

**Online Comment by User: hylton hard**

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**Submitted on: 10/31/2006 10:07:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 4316 NE 33rd St, Seattle, WA 98105****Comment:**

Dear DOT Folks

I am in favor of the Pacific St. Interchange with its six lanes. With some reservations! I am concerned about the connection with I-5 and I-405. And I am concerned about the bridge proposal of 110 feet. I am certain that you at DOT can come up with a better solution. I also think that the Arboretum bridge link would be better feeding onto 23rd st, instead of using the Arboretum as a throughfare for cars from Madison St. to feed onto the bridge.

I am VERY MUCH in FAVOR of TRANSIT lanes. I believe that two of the six lanes should be designated "TRANSIT ONLY"...not even HOV autos!!!! I live near the Univ. of Washington and use Montlake BLvd whenever it is passable. I expect that Montlake Blvd would be widened down to the Husky stadium where the new bridge would feed onto SR520 and that the historic Montlake Bridge would stay intact as a direct route over the ship Canal. I am certain that if all the old bridge networks at the Arboretum were taken out and that there were proper drainage that Lake Washington, Portage bay and Foster Island would be immensley well served Thank you. WWashington, Portage Bay and Foster Island

I-0241-001

### Online Comment by User: inraincity

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Submitted on: 10/23/2006 1:42:00 PM

Comment Category: Neighborhood Effects

Comment Location: Chapter-1, Page-1

Address: , , 98112

**Comment:**

No on any destruction of wetlands, and neighborhood ambience! Leave the delicate balance of wildlife alone. The people speeding through our quiet area would cause insurmountable destruction of one the oldest neighborhoods of Seattle; Madison Park. After living above I-5 on North Capitol Hill for 25 years, it breaks my heart to think of the same thing happening to this small community!!!!!!!

I-0242-001

### Online Comment by User: Isaac Sheldon

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Submitted on: 10/31/2006 9:00:00 AM

Comment Category: Transportation and Traffic

Comment Location: Chapter-7, Page-12

Address: , , 98115

**Comment:**

As a frequent user of the transit system I must state how important it is to provide a friendly and safe area for transit. Creating additional roadways and difficulties for users of transit (as in the Pacific Interchange option) will only increase the number of cars on the road as fewer people will want to use the transit system.

I-0243-001

**Online Comment by User: J DeMartini**

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**Submitted on: 9/10/2006 6:34:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-5, Page-26****Address: ,, 98112****Comment:**

I strongly favor the Pacific Interchange Option. This option will have the greatest impact for reduction of congestion. Additionally the Pacific Interchange Option will allow for minimum impact on the neighborhoods affected by the proposed SR520 changes (especially Montlake). It is the charm of the quiet, historical, neighborhoods like Montlake which makes Seattle a beautiful and livable city.

I-0244-001

## Online Comment by User: J. Daniel Ballbach

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Submitted on: 9/14/2006 12:19:00 PM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: 2904 W. Crockett St., Seattle, WA 98199

**Comment:**

We have been residents of Seattle for over 30 years and have experienced the growth and growing pains of the community. As residents of Magnolia we have many years of experience commuting to the eastside over 520 and traveling to and through the University, Montlake and related communities.

Transportation realities make this rebuild project a unique and daunting challenge. No alternative is perfect and a balance of impacts must be undertaken. If we keep in mind the cultural and liveability components of this region, the choice of alternatives becomes much easier.

The Pacific Interchange Option offers the superior alternative to achieve transportation goals while recognizing and achieving the best balance of environmental and community goals. The challenges this alternative presents for the University of Washington and for Sound Transit are much more manageable than the consequences which flow from choosing one of the other alternatives.

Thank you for the opportunity to comment.

I-0245-001

## Online Comment by User: Jack Richlen

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Submitted on: 10/30/2006 9:40:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: ,, 98122

**Comment:**

This is a really stupid idea. I commute daily on 520 and this idea does not make sense. It will harm the stadium and marine transportation. I suggest you give it another look.

I-0246-001

**Online Comment by User: jacobg23**

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**Submitted on: 10/31/2006 10:23:00 PM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-1, Page-1****Address: 2276 NE 61ST ST, Seattle, WA 98115****Comment:**

I have to object to the Pacific Street Interchange option in the strongest terms. It will greatly impact traffic near the University and near University Village. It will also create an enormous amount of extra traffic along 25th ave NE between Lake City Way NE and NE 45th St. In summary, the Pacific Street Interchange will help ruin a beautiful Seattle Neighborhood, while at the same time providing few benefits over what we have now.

I-0247-001

**Online Comment by User: Jacqui**

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**Submitted on: 9/25/2006 11:24:00 AM****Comment Category: Pacific Street Interchange****Comment Location: Chapter-3, Page-1****Address: ,, 98115****Comment:**

I am very much in favor of the Pacific Interchange option. I have commuted from Seattle to the Eastside for more than 13 years. This option will eliminate many of the problems that exist, such as the backup at Montlake, and adding better public transportation so that I would be likely to commute. another positive feature of this option is that is is it is recommending 6 rather than 9 lanes. I feel that 9 lanes is just too much concrete, so prefer the 6-lane option.

I-0248-001

**Online Comment by User: Jaflagel**

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**Submitted on: 10/31/2006 8:24:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 16038 160th PL SE, Renton, WA 98058**

**Comment:**

I support the Pacific Street interchange with a six lane bridge.

I-0249-001 |

**Online Comment by User: jamesti44**

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**Submitted on: 10/31/2006 11:04:00 AM**

**Comment Category: Pacific Street Interchange**

**Comment Location: Chapter-1, Page-1**

**Address: 1120 Kirkland Ave, Kirkland, WA 98033**

**Comment:**

I prefer the six lane option with Pacific Interchange. This will reduce distance driven and so help the environment in the long run.

I-0250-001 |

## Online Comment by User: Jan Carlson

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Submitted on: 10/30/2006 5:25:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: Eastlake Floating Home, Seattle, WA 98102

### Comment:

As a resident of the Eastlake Neighborhood and a floating home resident I would like you to know that I am opposed to a six lane alternative on 520 for numerous reasons:

1. Pollution by the Washington Toxics Coalition. Studies show that the most major source of pollution in Lake Washington and Portage Bay comes from automobiles. Rain washes the numerous toxic metals off of the bridge left by vehicles crossing the bridge into the Lakes. Six lanes will encourage more auto traffic and let the city and county governments and the population out of taking responsibility for developing alternative and mass transit options. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange.

2. The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further.

3. Adding more lanes encourages more driving, energy use, pollution, and global warming.

4. I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives.

5. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520 (such as on ramps and local streets,, and on nearby parts of I-5 and I-405), but the draft EIS failed to study this, and the final EIS should.

6. HOV and transit lanes should be converted from general purpose lanes; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock.

7. Noise pollution from freeways already greatly impacts the Eastlake neighborhood. The four-lane alternative creates the least noise, but the EIS ignores noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.

8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, allowing nonmotorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.

I-0251-001

I-0251-001

9. Cost - The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one who financing can be confidently relied on.

## Online Comment by User: Jan Washington

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Submitted on: 10/29/2006 3:09:00 PM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-2, Page-1

Address: ,, 98028

**Comment:**

No on the Pacific Street Interchange.

We have been avid Husky tailgaters for many, many years. What a shame to go thru the south parking lot of the U of W for the use of the 520 bridge as well as the disruption of teh UW Hospital, etc.

What is the State thinking of.....

Perhaps there's a much better alternative to the one that is now being considered.

I-0252-001

## Online Comment by User: Janet Endsley

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Submitted on: 10/26/2006 11:53:00 AM

Comment Category: General Comments

Comment Location: Chapter-1, Page-1

Address: , , 98012

**Comment:**

As a former member of the Arboretum Foundation Board of Directors I feel that the current proposal to expand the 520 bridge and build the Pacific Interchange highway would have a hugely damaging impact on the sensitive ecosystems that inhabit the Washington Park Arboretum, not to mention the ugly blight on the area with noise, pollution, traffic and destroyed views.

Calling this monstrosity of concrete the "Pacific Interchange" connection does not make it any less ugly or damaging. This is an egregious insult on the area. There surely are options that you have not considered or studied that can improve the traffic flow of Highway 520 that would involve far less damaging impact to the Washington Park Arboretum. How can you accept a DEIS that does not offer other options besides this massive interchange?

I ask that you REJECT this proposal and this option in its current form. This does not merit any further consideration. It is anathema to responsible planning and environmental sensitivity.

You need to identify and study other options that are more feasible and prudent and that will not have such a negative impact on the Washington Park Arboretum.

The Washington Park Arboretum is not just a park. It is a living museum of trees and shrubs that has been used for generations, and should continue to be used for generations to come. You are paving paradise and putting up a traffic interchange!

Janet Endsley  
14923 18th Lane SE  
Mill Creek, WA 98012

I-0253-001

## Online Comment by User: Janet McIntosh

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**Submitted on:** 10/29/2006 8:49:00 AM

**Comment Category:** 6-Lane Alternative

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98040

**Comment:**

I support the Pacific Street Interchange Option. One of the main reasons for my support is to alleviate the Montlake congestion and backups. It's time the State stops delaying this decision. Each day, traffic is worse and worse in Seattle and it's time to go forward with the Pacific Street Interchange idea.

**Comment Category:** General Comments

**Comment Location:** Chapter-1, Page-1

**Comment:**

I am in favor of the Pacific Street Interchange Option. This is the most viable solution to an increasing traffic problem. The State and Seattle need to look to the future, stop arguing and studying the issue and proceed with this Option.

I-0254-001

## Online Comment by User: Janice Palm

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**Submitted on:** 8/24/2006 10:32:00 PM

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Address:** , , 98102

**Comment:**

I am in support of the "Pacific Interchange" plan for SR520 - there are many important advantages to this plan, especially the environmental sensitivity, mass transit opportunities, and the addition of more and improved park area. HOWEVER, the most important feature of this plan is the addition of a 6-LANE highway rather than a 9-lane highway. I live and work in the Portage Bay/Montlake area and can hardly fathom the negative impact that a 9-lane 520 would create. PLEASE BE SENSITIVE TO THOSE OF US WHO LIVE AND WORK IN THE AREA AND WOULD BE IMPACTED FULL-TIME BY THE SENSELESS AND IRRESPONSIBLE PLAN FOR A 9-LANE HIGHWAY STREAMING THROUGH OUR NEIGHBORHOOD!

**Comment Category:** Comments on Alternatives

**Comment Location:** Chapter-1, Page-1

**Comment:**

After reading about the proposed changes to the 520 bridge, attending the informational meetings, and considering the possibilities, I am recommending that any changes to the bridge be primarily for stability and safety rather than to ease traffic congestion. I live in the Portage Bay/Montlake area and use the bridge several times a week to get to work - I deal with the traffic congestion both ways and I am STILL recommending that outside of the possibility of adding 1 HOV lane, the bridge not be expanded.

There is simply too much negative environmental and life quality impact of increasing the bridge to 6 lanes. It's true that there's traffic congestion now and it's also true that within just a few years of creating a 'super-highway' across the lake, the traffic will be congested. Then we'll have destroyed the Arboretum, created an unsightly and disruptive bridge intersection, ruined the beautiful Montlake Bridge AND we'll have congestion.

I-0255-001

## Online Comment by User: jasonctaylor

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**Submitted on:** 10/31/2006 11:34:00 AM

**Comment Category:** General Comments

**Comment Location:** Chapter-5, Page-8

**Address:** , Seattle, WASHINGTON 98144

**Comment:**

Dear Policymakers,

I live in Seattle and urge you to consider a tunnel or 4 lane build when replacing the 520 bridge.

Our natural resources are precious and limited. To build a six lane highway through an Olmstead Legacy park and a wetland area is an incredibly short-sighted action.

The Arboretum and its surrounding wetland are important for ecological diversity, recreation and tourism. Once these gems are compromised there will be no opportunities for replacing them.

Simply building more lanes does not address our fundamental traffic problems. A 6 lane (or greater) option will make SR 520 less beautiful, destroy wetlands and destroy the recreation opporunities that make Seattle & King County a liveable place.

Short-sightedness in this endeavour will ultimately cost Washington and King County vital taxpayers' dollars. Quite simply people will move to a state that better manages its natural resources and recreation opportunities.

Respectfully,

Jason C. Taylor

I-0256-001

*Harold E. Stack*  
2201 - 6th Avenue South • Seattle, WA 98134 • (206) 622-6288 • FAX (206) 622-6288

August 23, 2006

Paul Krueger  
Washington State Dept. of Transportation  
Suite 400 – 414 Olive Way  
Seattle, WA 98101

Dear Mr. Kruger,

Your brochure of August 2006 suggesting closure and rebuilding the SR 520 Bridge does not make sense and your statement on storm and earthquakes were exaggerated and false. I live in the area and go through the U of W area everyday and will say those are not and will not be serious problems. What we really need is to make more capacity for crossing the lake and strongly suggest you build another bridge from north of Sand Point to the Eastside north of Kirkland. This will provide at least 2 bridges across the lake if your over exaggerated problems of 520 ever did happen.

Yours truly,



Harold Stack

Cc: Seattle Times  
Seattle PI  
Journal American

I-0257-001

RECEIVED

AUG 26 2006

SR 520  
PROJECT OFFICE

August 26, 2006  
2307 – 94<sup>th</sup> Avenue NE  
Clyde Hill, WA 98004  
425-455-1419  
[dennisneuzil@foxinternet.com](mailto:dennisneuzil@foxinternet.com)

Paul Kruger  
Environmental Manager  
WSDOT SR 520 Project  
414 Olive Way South, Suite 400  
Seattle, WA 98101

Page 1/2

**RE: Comments on SR 520 Bridge Replacement and HOV Project  
Draft Environmental Impact Statement**

I offer these numbered comments for the record on the subject DEIS, published July 2006:

I-0258-001

1. Study of the 8-lane alternative should be added to the DEIS. Current bottlenecks at I-5 and I-405 may eventually be removed and therefore should not preempt the cost-effective and most substantial traffic service benefits offered of the 8-lane alternative (3 general-purpose lanes and an HOV lane in each direction between Montlake Blvd or the Pacific Street extension as a Union Bay Bridge alternatives and the east project terminus). This gives recognition to the major westbound-off and eastbound-on traffic movements at the Montlake or Pacific extension alternatives, and the associated daily and peak hour traffic volumes being greater east of those points than west of them.

I-0258-002

In order to remedy several major and long-standing bicycling access and circulation deficiencies in the project corridor and its approaches:

- 2. The project's main bridge pedestrian-bike trail ("path") should be carried west across Portage Bay to extend to a western terminus at Roanoke Ave vicinity 10<sup>th</sup> Ave E.
- 3. A spur trail connection should be added from the bridge south to the shoreline of Madison Park to link up with a long-needed water level routing of the regional-class Lake Washington Loop Bike Route, which would eliminate the circuitous and hilly link through the Montlake/Arboretum area, and provide more direct access for SR 520 bicycle traffic between the Eastside and points south along the lake.

I-0258-003

4. I recommend the adoption of the NE Pacific Street extension (via a new Union Bay Bridge) because its substantial traffic service benefits to the SR 520 bridge and adjacent arterial approaches far outweigh any adverse impacts it may have.

Paul Kruger  
Environmental Manager  
WSDOT SR 520 Project  
414 Olive Way South, Suite 400  
Seattle, WA 98101  
**RE: Comments on SR 520 Bridge Replacement and HOV Project  
Draft Environmental Impact Statement**

August 26, 2006  
Page 2/2

I-0258-003 | 5. With Item 4 in mind, the northbound Montlake Blvd to eastbound SR 520 access should be retained in order to attenuate the potential and most adverse increased traffic northbound through the Arboretum on Lake Washington Blvd. associated with this alternative. The existing loop ramp at Montlake could be retained – even with the lid treatment – or slightly modified to serve this movement. The ramp could join the proposed eastbound off-ramp as an add-lane carried eastward to the Pacific Extension/Union Bay Bridge in order to reduce traffic merging frictions. The subject movement would then enter the bridge eastbound via the Pacific eastbound on-ramp. Similarly, and for the same reasons, existing westbound-520-to-southbound-Montlake egress should be strongly considered for retention. Both of these access movements could be handled by signalized intersections incorporated into the Montlake lid design with little traffic impact along Montlake.

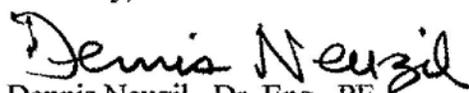
6. With my recommendation of adoption of the Pacific St extension alternative, bicycle flow through the Pacific/Montlake intersection should also be provided with grade separation along with the proposed grade separation for the pedestrian crossings for this location. (Exhibit ES-12a, Part B). This is needed to more efficiently and safely serve the major demands for bicycle movement originating both on the Eastside and south of Montlake and the Arboretum along Lake Washington Blvd – to and from the U.W campus and points north of the campus as well as the Burke-Gilman Trail corridor.

I-0258-004 | 7. The north side option for the project's bike/ped trail should be adopted for the Eastside project segment, thus eliminating two sharp cross-overs in the trail to/from the south-side alignment alternative (at the Medina shore area and vicinity 96<sup>th</sup> Ave NE.) thereby improving the ease and clarity of use and signing for cross-lake bicycle traffic. This bicycle demand is expected to grow considerably when the project is completed owing to the current capacity constraint and inconvenience associated with the bike-on-transit bus service.

I-0258-005 | 8. The "South Kirkland Park-and-Ride Transit Access Option at 108<sup>th</sup> Avenue" is recommended for adoption.

Thank you for your consideration of these comments.

Sincerely,



Dennis Neuzil., Dr. Eng., PE  
Traffic and Transportation Engineer

*Orangedisc2005TranspIssues*

RECEIVED  
SEP 08 2006  
WSDOT

PROJECT:  
CONTRACT:  
PDF FILE:  
FILE CODE:  
LOG NO:

September 1, 2006

Mr. Paul Krueger, WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I support the Pacific Interchange choice for SR 520, as succinctly described in the enclosed paper by Better Bridge.org.

Given the information I have now, this seems to me the best way to improve.

Yours truly,

K. Higgs

Enclosure

K. Higgs  
Appt 2  
1338 Lakeview Blvd. E  
Seattle, WA 98102-4383

SEATTLE WA 981  
07 SEP 2006 PM 8 T



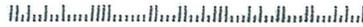
Mr. Paul Krueger, WSDOT  
Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

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make purchase to enter or win)

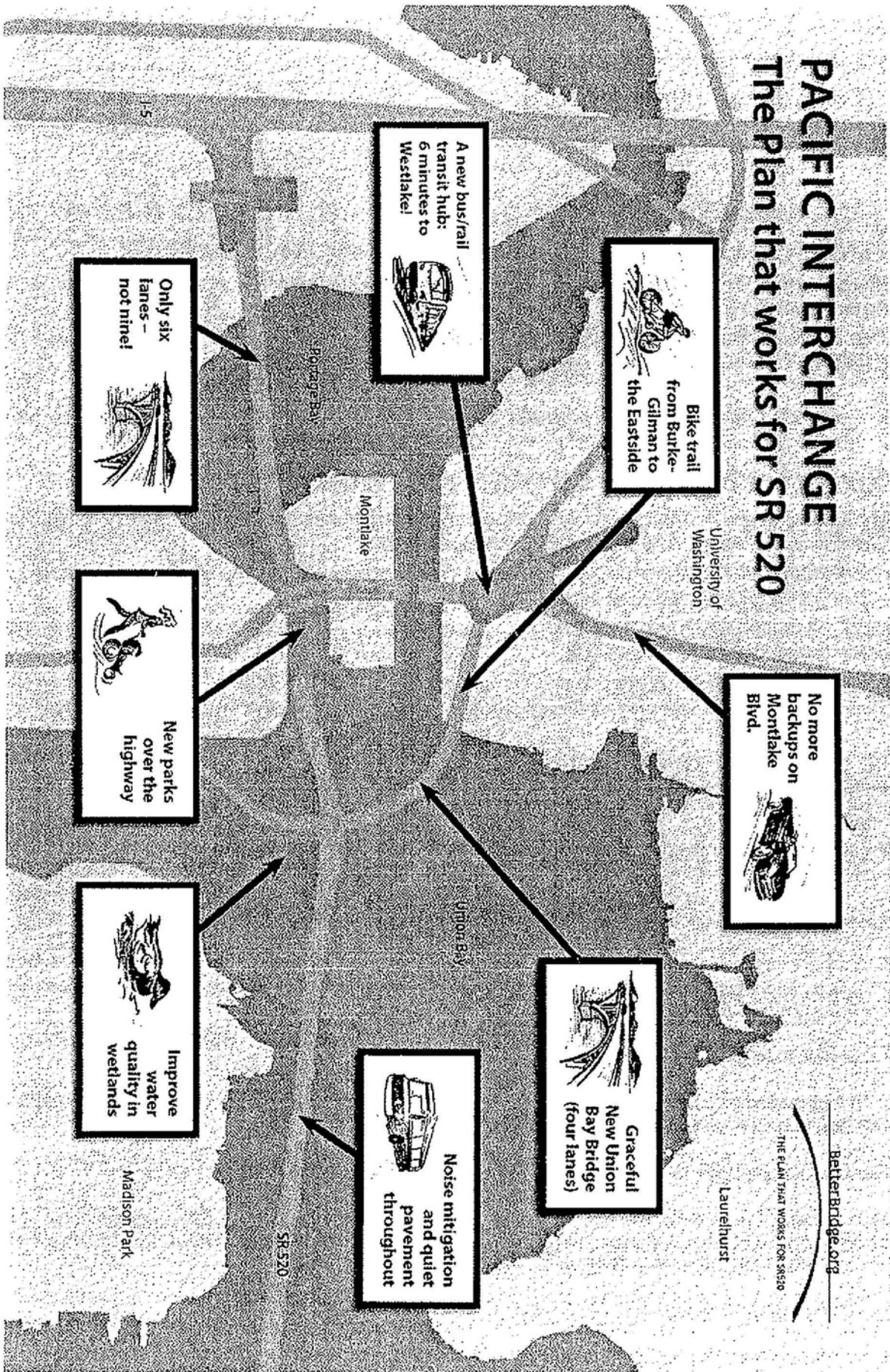
For more information, visit [www.qwest.com/prizes](http://www.qwest.com/prizes) for details.

52101+1203



# PACIFIC INTERCHANGE

## The Plan that works for SR 520



RECEIVED

SEP 18 2006

SAM M. SMYTH  
23 - 101st Place S.E.  
Bellevue, WA 98004

8 September 06

SR 520  
PROJECT OFFICE

Dear Sir:

As an engineer (retired ) I have the following observations and comments on the proposed new 520 bridge.

Making the span with less than six lanes plus emergency-stop lanes will be short-sighted as traffic now fills four lanes and is bound to increase. Stalls now produce backups.

The draw span must be eliminated. The eastern high rise must be high enough to accommodate expected boat traffic or height of boats curtailed.

The curves of the western high rise which now slow traffic and cause backups must be straightened as much as possible.

The Montlake off and on ramps need lengthening to accommodate commuter and game-day traffic.

The 520 to I5 southbound ramp must go under I-5 and join it on the I-5 right-hand lane, avoiding the current very hazardous crossing of lanes to reach the right lane and exits to Seattle businesses and entertainment facilities. This change is imperative !

A look at the Seattle street map reveals that Madison street leads from Madison Park on the lake directly to the center of the downtown Seattle Business District where many are employed, to Capitol Hill, to the First Hill hospitals, and to the ferries. Ideally off and on ramps would connect the 520 route to Madison, without rambling through the Arboretum, and would relieve the current 520-I-5 connection, shortening and simplifying the route to downtown. If direct over-water ramps to the east end of Madison street are found objectionable, the present Arboretum ramps could be extended to Madison with a cut-and-cover tunnel through the Arboretum, joining somewhere west of Lake Washington Boulevard.

Sam Smyth

I-0260-001

September 10, 2006

To Whom This May Concern:

I-0261-001 | I am writing to support the Pacific Interchange Plan for the SR 520 replacement. I am a new member of the Montlake neighborhood and moved here precisely because of its character and feel. It is a gem; one of Seattle's best kept secrets. It is my hope that the 520 replacement will have little negative impact on the neighborhood, but I have been informed that the Base-Six plan will turn some area streets into veritable mini-freeways. It is upsetting that this plan is even being considered.

It is important to me that the traffic congestion on Montlake boulevard is addressed. I have experienced the frustration of sitting in it and understand that it is an issue. However, the majority of those drivers are not residents of the Montlake neighborhood. While I understand the need for things to flow more smoothly, it would be a slap in the face to the residents of Montlake to tear up our neighborhood simply to accomodate the commuters. Please do not turn your backs on us in favor of people who do not make their homes here. It is our streets who host them; please offer us equal consideration. Again, I support the Pacific Interchange Plan.

Thank you for your time,

S. Abell

RECEIVED

SEP 10 2006

SR 520  
PROJECT OFFICE

1851 E Shelley St  
Seattle, WA 98112  
10 Sept 2006

Paul Kruger, Environmental Mgt  
SR520 Project Office  
414 Olive Way, Suite 406  
Seattle, WA 98101

Gentlemen:

My family and I  
support the Pacific Inter-  
change Option.

Sincerely,  
Martha H. Fales  
(Mrs. K.F.)

I-0262-001

9/10/06

RECEIVED

SEP 23 2006

SR 520  
PROJECT OFFICE

Paul Kruger, Enr. Mgr  
SR 520 Project Office  
414 Olive Way, Ste. 400  
Seattle, WA 98101

Dear Mr. Kruger,

I-0263-001

I am writing in support of the  
Pacific Interchange Option for SR 520.

Montlake is already so congested  
and polluted by long lines of  
idling traffic.

Please consider the bottleneck  
in Montlake to commuters and choose  
this option.

Thanks  
Linda Powers

I-0264-001

I support the Pacific Interchange  
Option.

RECEIVED

SEP 10 2006

John Warner

SR 520  
PROJECT OFFICE

9/10/06

9-11-2006

I-0265-001

Dear Paul Krueger, please choose the Pacific Interchange Option for the SR520 project. This is the only option that hits all of the necessities to link transportation routes and keep Montlake and the waterfront pollution free and wild life friendly. The Pacific Interchange option is good for everyone!

Thank you

Renate and Norman Paich  
2211 E. McGraw  
Sea. Wa. 98112

(206) 3231199

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SEP 13 2006

SR 520  
PROJECT OFFICE

RECEIVED

SEP 12 2006

SR 520  
PROJECT OFFICE

9/11/2006

Dear Mr Kruger:

I-0266-001 | I strongly support the Pacific Interchange Option!

Respectfully,



Sallie Teutsch  
1960 26th Ave E  
Seattle 98112 3015

9/12/06

Dear Paul Kruger,

I am an 85 year old lady who still drives a car and needs to access Mantlake Blvd and I 5.

I strongly support the Pacific Interchange option.

Sincerely,

Peggy Anderson

**RECEIVED**

SEP 12 2006

SR 520  
PROJECT OFFICE

I-0267-001