
From: YardByrdOne@cs.com [mailto:YardByrdOne@cs.com]
Sent: Monday, October 30, 2006 4:32 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Kathy Kelly
Address: 10525 41st Place NE
City: Seattle
State: WA
County: King County
Zip: 98125
Email: YardByrdOne@cs.com
Phone: 206 367-0328

Comments:

I am outraged that a six-lane 520 is under consideration. To do so would further degrade important ecological systems that we need for human survival and put off human changes toward more efficient transportation systems.

I-1208-001

From: landauer@speakeasy.net
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: SR 520 Project
Date: Monday, October 30, 2006 3:30:13 PM
Attachments:

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, eligible for National Register of Historic Places, and are adversely impacted the proposed 520 alternatives.

As our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Jill Landauer
325 17th Avenue
Seattle, WA 98122

From: [Alex Martin and Freya Wormus](#)
To: [SR 520 DEIS Comments; tim.ceis@seattle.gov;](#)
[jennifer.zeigler@gov.wa.gov; nick.licata@seattle.gov;](#)
CC:
Subject: Protect the Arboretum -- please
Date: Monday, October 30, 2006 9:48:31 AM
Attachments:

TO:
Paul Krueger, Environmental Manager, Washington Department of
Transportation (WSDOT)

CC:
Jennifer Zeigler in the office of Governor Gregoire
Deputy Mayor Tim Cies
Seattle City Councilmember Nick Licata

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region.

If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you for your kind consideration,

-Alex Martin

I-1210-001

Seattle, WA

From: [Kim McCall](#)
To: [SR 520 DEIS Comments; Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
CC:
Subject: Arboretum
Date: Monday, October 30, 2006 10:20:43 AM
Attachments:

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Kim McCall

I-1211-001

From: ednewbold1@yahoo.com [mailto:ednewbold1@yahoo.com]
Sent: Monday, October 30, 2006 11:09 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Ed Newbold
Address: 4972 17th Ave. South
City: Seattle
State: WA
County: King County
Zip: 98108
Email: ednewbold1@yahoo.com
Phone: 206 767 7169

Comments:

I am really disgusted that my beloved city is ready to destroy it's last best freshwater wetland so it can put a California-sized freeway in it. Count me as opposed to everybody's preferred plan. Thanks for hearing my thoughts. Best wishes, Ed Newbold

I-1212-001

From: kolson_fip_interlakenpark@msn.com [mailto:kolson_fip_interlakenpark@msn.com]
Sent: Monday, October 30, 2006 3:10 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Kari Olson
Address: 1911 E. Eaton Place
City: Seattle
State: WA
County: King County
Zip: 98112
Email: kolson_fip_interlakenpark@msn.com
Phone: 206 329-1911

Comments:

Pacific Inter-change and six lane fosters too much concrete and doesn't sacrafice enough in changing for the future. Four lanes is sufficent and best, Transit, HOV lanes, tolls are over-all cost effect - economically feasible and environmetaly sound solution to incorporating improved technology in both futuristic transportation concepts suited for our re! gion.

I-1213-001

From: pprappas@quidnunc.net [mailto:pprappas@quidnunc.net]
Sent: Monday, October 30, 2006 2:27 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Paul Prappas
Address: 4551 33rd Ave S
City: Seattle
State: WA
County: King County
Zip:
Email: pprappas@quidnunc.net
Phone:

Comments:

I cannot support this SR520 expansion. How can this city allow such an expansion, when the future demands that we put resources into alternative forms of transportation? By making it easier for people to drive, you undermine efforts and resources for alternative solutions and destroy the paltry few natural urban areas that continue to make Seattle a "livable place." The SR520 expansion will uglify the only remaining wetlands within Seattle. And to what purpose? More cars funneling in and out of clogged I-5? And, of course, more money into someone's pockets.

I-1214-001

From: [Tom Preston](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Released from eSafe SPAM
quarantine:
Date: Monday, October 30, 2006 7:11:42 AM
Attachments:

I-1215-001

I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.

Really, the Pacific Street Interchange is best for the community, and it's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW.

Thank you,

Tom Preston
1128 22nd Ave. E., Seattle, WA 98112

From: [Michael Ringenburg](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Pacific Street Interchange
Date: Monday, October 30, 2006 2:30:51 PM
Attachments:

I-1216-001 | I'm writing to express my support for the Pacific Street Interchange option for SR 520. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. As a regular bus commuter, I know the importance of good connections. I strongly believe that more people would ride mass transit if connections were more convenient. The Pacific Street Interchange option is also the only plan that addresses the constant bottleneck on Montlake Boulevard between University Village and SR 520 caused by it being the only convenient route to get from many neighborhoods in the Northeast quadrant of Seattle to 520. My wife and I have been planning to move, and have ruled out much of Northeast Seattle because of this traffic nightmare.

Sincerely,
Michael Ringenburg
4116 E. Edgewater Pl #157
Seattle, WA 98112

From: [E R](#)
To: [SR 520 DEIS Comments;](#)
CC: tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: Please protect the Arboretum in Seattle
Date: Monday, October 30, 2006 10:28:04 AM
Attachments:

I-1217-001 | The Arboretum is a jewel in our rapidly growing city and a respite for people and wildlife. The generations of wildlife that still make the Arboretum their home are necessary for our continued survival as a city that is devoted to preserving whatever natural resources we still have. Please don't encroach on this amazing public, natural space.

I-1217-002 | I support a four-lane transit-based plan for the 520 bridge.

Thank you for your consideration!

Elaine Riordan
936 29th Avenue
Seattle, WA 98122

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From: JoAnne Rosen [mailto:joannerosen@hotmail.com]
Sent: Monday, October 30, 2006 2:11 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-1218-001 | *I have lived in Montlake for 44 years on the Montlake Cut. When we moved in we enjoyed a view of the UW Golf Course. As you know, now we see the huge hospital complex that has been allowed to build right on top of the sidewalk on Pacific Street. They are not only overbuilt but extremely noisy due to all the air condition units. Our neighborhood has been greatly impacted by the UW students, more UW buildings, athletic events (often changed at the last minute for more money to the UW) and more traffic.*

I try to leave my house on East Shelby Street every morning at 7:15 AM but it can take 5 minutes to bulldoze my way through the traffic. It seems to be the place where everyone decides to enter to beat all those who have been forming the lines to enter 520. They block the streets, won't let us enter and often run the lights. The Montlake Blvd and Shelby/Hamlin street corners are probably some of the most dangerous in the city.

The noise level from the current bridge is very apparent through our double paneled windows that we are forced to keep closed. I can't imagine what the new plan of 6 lanes (in reality about 12) will do to Montlake, Ravenna and Capital Hill.

For over 10 years I have attended DOT meetings and have heard plans that would not solve the problem because of the insistence of using the existing exits. It appalls me how much money has been spent for those plans. Currently you have a plan that can work: the Pacific Street Interchange. Unfortunately once again the UW is crying NO Way!! They are the ones who have caused the problems, been allowed to build too close to the streets, park busses for football games on a State Road and now they say they want to enlarge the enrollment by 30,000.

It is time to choose an option that can work for all of Seattle and have the University cooperate. It is time to give the general public, Seattle neighborhoods a decent option without once again building the cheapest model that will ruin our neighborhood more and probably be incorrectly designed and worthless in 50 years. It is appalling to think that we are even forced to rebuild something that lasted such a short time. The sad

I-1218-001

thing is that I-5 from 65th through downtown is primarily blocked all the time and where are these cars going to move speedily when they get to I-5.

Please consider the only option that is feasible: The Pacific Street which will hopefully connect with the light rail system and or a better bus system at the UW campus.

*Jo Anne Rosen
1822 East Shelby Street
Seattle, 98112*

From: [Mike Ruby](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Comments on SR520 DEIS
Date: Monday, October 30, 2006 10:07:44 PM
Attachments:

I-1219-001 | These comments are specifically directed to the 4(f) evaluation, contained in an appendix to the DEIS, in particular the 6-lane alternative, specifically the Pacific Interchange proposal. This evaluation says that the 6 lane alternative does not constitute a use or a "constructive use" of the Washington Park Arboretum as none of the noise or visual effects are "so severe". Further it says that there is no "feasible prudent alternative". Although it states there will be "visual intrusion" is also states that there will be "improvement to some views". A series of alternatives was reviewed and found to have insufficient "transportation effectiveness".

The evaluation says that if the 6-lane alternative requires more land than is presently occupied by the bridge in the Arboretum, then other replacement land elsewhere would be identified and that the "potential for" shoreline and wetland restoration "would be examined."

First off, simply replacing new take with other land does not avoid "use". There will be a "use" of Washington Park Arboretum land by the 6-lane alternative. Because there are reasonable and feasible alternatives, which would allow 6 lanes but with much less take, this proposal is an unavoidable conflict with the Section 4(f) intent.

The Pacific Interchange proposal involves the construction of a massive structure above the SR520 mainline and massive ramps in four directions. The structure will be much, much more visually intrusive into the Washington Park Arboretum than the existing already intrusive exit and entry ramps to SR520. Viewed from any angle there is substantially more bulk in the proposed structure. Views north into Union Bay will be significantly degraded, decoupling Washington Park from its northern shoreline.

I-1219-001 | The design of the Pacific Interchange will itself induce added traffic and noise through Washington Park along Lake Washington Blvd., further damaging Washington Park. This is clearly a "constructive use" of the park, contrary to Section 4(f).

The greater number of supporting columns that will be needed for the Pacific Interchange in the vicinity of the park will do greater damage to the lake bottom during construction and disrupt the ecology of the lake shore, doing additional damage to Washington Park.

I-1219-002 | The stated need is to replace the aging floating bridge structure across Lake Washington. This can be done without any need to modify or replace the stationary sections of SR520 from I-5 to the first bridge. If there is a need in the future to replace those portions, they can be separately studied. Such an action would immediately reduce the risk of disruption due to a freak wind storm.

If there is a separate desire to increase traffic capacity, there are several ways that additional lanes can be added to SR520 without the extreme impacts of the Pacific Interchange. The addition of transit only lanes will increase the capacity of the remaining lanes by removing transit from the main travel lanes and by inducing some drivers to switch to transit. The alternative of HOV lanes, rather than transit only lanes, would create even more capacity in the remaining main travel lanes as HOV drivers switch lanes, although it would be less of an inducement for SOV drivers to switch to transit.

One option, that would avoid the need for the proposed braided ramps to carry the HOV traffic out of the center lanes to the outer edge of the ROW would be to install center exit HOV ramps to the Montlake overpass, similar to the ramps that have been installed on I-5 at the Federal Way Transit Center. This would dramatically reduce the bulk of the 4-lane alternative as well as eliminate the need for the Pacific Interchange.

These center westbound exit, eastbound entrance ramps at Montlake could be made to work by making two additional changes to the road design. First, it would be necessary to widen the Montlake overpass to allow the addition of a stacking lane in the middle of the road so buses waiting to make the left turn onto the ramps from the north would not obstruct a lane of traffic. Second, it would be necessary to adjust the signal timing to include a cycle for buses to cross the northbound lanes. This same cycle could be coordinated with greens on the northbound lanes at

the signals north of the overpass to allow easy entrance of all the buses stacked on the westbound exit ramp.

There would be sufficient room in the existing ROW as there would no longer be a need for the "Montlake Flyer" bus stop. Persons going to the University or transferring from a Montlake bus would change at the Stadium Transit Center. Buses to downtown would not need to stop here as more than sufficient capacity to downtown from this part of the city would be available on Sound Transit light rail vehicles. Persons from the east side could change buses to a University- or downtown-bound bus at the toll plaza on the east side.

Although it would mean closing the west half (west of the existing MOHI bridge) of the residential access road immediately to the south of the ROW at the Montlake intersection, it would be possible to add an eastbound entry from Montlake at that point. This would allow the closure of the two ramps in Washington Park. These ramps are particularly problematic for traffic effectiveness. The existence of two entries to the main line so close together is a large part of what causes the eastbound congestion on SR520 at Montlake. If, instead, all of the eastbound entry traffic merged while on the access ramp and was given adequate distance to come up to main line speed, this congestion point could be almost eliminated.

It would also be desirable to construct a westbound entry to SR520 on the northside of the ROW. This could be done, although it would require a limited amount of additional take at that intersection. But this would substantially improve the flow of traffic both north- and south-bound on Montlake Blvd at this point, which is now severely congested by drivers turning 180 degrees and crossing a lane of traffic to get to the westbound on-ramp from the north.

This is only one of several suggestions that have been made for further modifications to the Montlake intersection that could make it work for traffic and avoid any need for the Pacific Interchange.

I-1219-003 | In short, the Pacific Interchange is a substantial imposition on Washington Park, for which there are prudent and feasible alternatives that can improve the operation or safety of SR520.

--

Mike Ruby

4128 Burke Ave N
Seattle WA 98103

From: [Bob Scheu](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: I support the Pacific Interchange Option
Date: Monday, October 30, 2006 2:48:12 PM
Attachments:

I-1220-001 | My wife and I worked in the Montlake neighborhood for 12 years between the two of us, and we pass through the neighborhood on a daily basis in the commute between our home in the Greenwood Park neighborhood in Seattle and Redmond. We have, therefore, had countless hours, in transit, to ruminate on the existing situation as it has grown nearly impassible over the years, as well as to reflect on the various proposals now in play for remediation.

After reviewing many of the proposals, and each of those still under consideration, we support enthusiastically the Pacific Interchange option. There are a number of factors featured by the Pacific Interchange option which we find compelling:

It addresses the terrible congestion on Montlake Blvd between the University Village and SR520 - a situation which causes us to avoid this entire area most trips.

It provides a direct bicycle access across the Lake

It responds to the impending arrival of Sound Transit in the University district

It restores the contiguity of the Montlake neighborhood, one of Seattle's treasured neighborhoods badly damaged in the routing of SR520 and I-5 in the 1960s.

For these reasons and others, we urge you to support the Pacific

I-1220-001

Interchange option.

Thank you for your consideration.

Sincerely,

Robert H. Scheu and Kathleen Henwood
9241 Evanston Ave N
Seattle WA 98103

From: [Grace and Brian](#)
To: [SR 520 DEIS Comments; Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
CC:
Subject: Protect our Arboretum!!!!
Date: Monday, October 30, 2006 1:39:43 PM
Attachments:

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

This project would devastate the arboretum and the surrounding neighborhoods. It would, in essence, removal a vital organ from the city of Seattle.

Thank you,
Grace Schlitt Lenz

From: [Margaret Schwecke](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: I support the Pacific Street Interchange
Date: Monday, October 30, 2006 1:14:07 PM
Attachments:

I-1222-001 | I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives. The Pacific Street Interchange is the only option that offers a fast and reliable link from buses to light rail at UW, linking these two multibillion dollar transportation projects and providing a convenient alternative to cars. I support optimizing the new UW transit hub for the ease, speed and convenience of bus/rail transfer. I also support Bus Rapid Transit features for SR 520 bus service, including fare collection before boarding, transit signal priority and information screens showing next bus arrival time and providing navigational assistance.

The Pacific Street Interchange is the only option that fixes the Montlake Bridge bottleneck, saving up to 20 minutes for trips from University Village to SR 520. I support widening Montlake Blvd between Pacific Place and 45th St as soon as possible (adding HOV lanes that will be converted to general use after Union Bay Bridge opens) while preserving to the greatest extent possible the woodland buffer of the Burke-Gilman trail. This will achieve some improvements in mobility quickly.

The Pacific Street Interchange is also 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.

I support initiating electronic toll collection on SR 520 as early as possible in order to help manage traffic during construction, while raising additional funds for the project. I support additional funding for quiet pavement if effective and technically feasible.

Sincerely,

Margaret Schwecke

1354 E Interlaken Blvd

Seattle, WA 98102

From: [Deborah Shattuck](#)
To: [SR 520 DEIS Comments;](#)
CC: jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: Protect the Arboretum
Date: Monday, October 30, 2006 8:20:41 PM
Attachments:

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.
Deborah Shattuck
Biomedical Editor and Writer
deborah@deborahshattuck.com
206-285-6499

From: shethars@aol.com
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: SR 520 Project
Date: Monday, October 30, 2006 3:43:36 PM
Attachments:

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,
Megan Shethar

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UNIVERSITY OF WASHINGTON

Department of Mathematics, Box 354350
Seattle, Washington 98195-4350

Paul Tseng
Tel: (206) 543-1177, 543-1150
Fax: (206) 543-0397
Email: tseng@math.washington.edu

Paul Krueger
WSDOT
414 Olive Way, Suite 400
Seattle, WA 98101

October 30, 2006

Dear Paul,

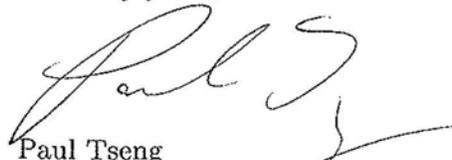
I read with interest a recent Seattle Times article from September 29 concerning the "Pacific Interchange" plan for Highway 520. The plan is shown to include a high-level overpass that begins on Foster Island, through Marsh Island, and ending near Husky Stadium. I am concerned about the negative impacts such an overpass might have on the surrounding environment.

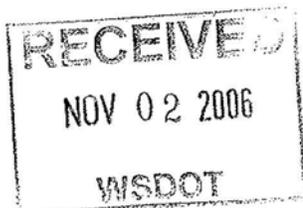
Presumably the overpass will need to have high enough clearance for tall sailboats and be able to withstand major earthquakes, which will make it the dominant structure for miles around. And its impact on the wildlife in that area will more likely be negative than positive (more noise, more columns, more air pollution). Foster Island and Marsh Island are popular with hikers, dog walkers, canoeists, kayakers, and they are unique as a wetland easily accessible within urban Seattle. It is one of the hidden treasures that my out-of-town visitors always remember fondly. Imagine trying to enjoy a quiet afternoon walk/paddle in nature with a noisy concrete overpass overhead! \angle The overpass will also impact the area south of Husky Stadium, where it would run through. This area currently comprises a parking lot as well as the Waterfront Activities Center, the Canoe/Kayak House, and the Climbing Rock. There is also a marsh area a little bit northward, where herons, blackbirds, muskrats, and beavers make their home. This is an area where families come on weekends for picnics on the grassy lawns, after possibly an afternoon of sailing, canoeing, kayaking or rock climbing. An overpass through here will affect that.

I appreciate that there will be no easy solutions to the 520 issue. However, I would like to ask the WSDOT to give careful consideration to the impacts of each plan, with detailed walk-through site visits, before reaching any decision. In our urban environment, open green spaces are few and should be preserved for future generations as much as possible.

Thank you.

Cordially yours,


Paul Tseng
7724 58th Avenue NE, Seattle



From: Paulvonckx@cs.com
To: [SR 520 DEIS Comments;](#)
CC: jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: 520 bridge
Date: Monday, October 30, 2006 9:08:24 AM
Attachments:

Dear Mr. Krueger,

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Paul Vonckx

I-1226-001

From: [Paige Weinheimer](#)
To: [SR 520 DEIS Comments;](#)
CC: jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: Please ~ Protect the Arboretum!
Date: Monday, October 30, 2006 9:23:02 AM
Attachments:

Dear Mr. Krueger,

I-1227-001 | This region has a great future and should be leading the way in community development and environmental stewardship. **I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus.** All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. I understand that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007 -- I support the well-thought out alternative in which we build neither a viaduct nor a tunnel on the waterfront, and instead we implement increased transit service throughout the region. **If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because not only is public transit the only fiscally responsible solution but it's also the most forward-thinking and exciting!!! Think of how beautiful, responsibly developed and creatively envisioned our region can continue to become!**

Thank you.

Paige Weinheimer
Mercer Island, WA

From: swelch@windermere.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Bridge
Date: Monday, October 30, 2006 11:31:36 AM
Attachments:

I-1228-001

I support the Pacific Bridge Project and reject the other alternatives...Please make this happen...Sally Welch

From: swelch@windermere.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Street Interchange
Date: Monday, October 30, 2006 8:51:19 PM
Attachments:

I-1229-001 |

I support the Pacific Street Interchange option for SR 520 and oppose all other alternatives.

Thank you

Lisa Welch

From: [Bokgi Choi and Hunter Wessells](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: SR 520 Changes
Date: Monday, October 30, 2006 10:31:11 PM
Attachments:

Dear Mr. Krueger,

I am writing you as a concerned citizen and Seattle resident to request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

As our urban areas become denser, the need for open space increases. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. This road is already choked with cars in the afternoon. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a special community place. I just yesterday was describing the various pathways and sights to a neighbor with young children. I have also used it as a way to study the right trees to plant here in the PACIFIC NW. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,

Hunter Wessells

3600 E Union St

Seattle WA 98122

From: aw95@comcast.net [mailto:aw95@comcast.net]
Sent: Monday, October 30, 2006 11:40 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: AE White
Address: Madison Park
City: Seattle
State: WA
County: King County
Zip: 98112
Email: aw95@comcast.net
Phone:

Comments:

I-1231-001 | 30 October 2006 Attn: I moved here from Britain a few years back hoping to find a flat close to the city yet still within a quiet, only marginally crowded area. I was successful upon discovering the charming Madison Park. I have enjoyed myself immensely beyond measure here; the forestry, the proximity to Capital Hill, First Hill, Downtown and the UW, plus the excellent bus service to get me wherever, whenever. However, upon reading the proposed ordinance I was left frustrated, and to say, or rather in this case write, more than just a wee bit bothered. Madison Park is a close, and very quiet community just outside, to use American terminology, the 'hustle and bustle' of city life; just the quiet and peaceful way of life I was hoping for. I am exceedingly opposed to 520 access through any and all streets in and around Madison Park; the quality of life I am experiencing here in beautiful Washington state, let alone Seattle, shall become pure ludicrous. After living in the city all my life I know the congested traffic problems very well and all that goes along with it; I have already experienced it in communities here such as Ballard and Ravenna, if not to say Downtown. With the population increasing over the years (and both stealing and destroying the animal's homeland), the small neighbourhood is seeing an influx of families replacing small and quaint one story homes with large atrocious monstrosities sticking out (and again to use American terminology), like a soar thumb. Another increase? Within the past few years there has been a near surge in the amount of cars parked along every street at every hour. I don't care to have constant traffic, students, Husky fans etc, in what is supposed to remain a quiet, remotely secluded small area for those of us who want to be very well near the city, just not IN the city; the new 520 bridge shall be more than enough whence it comes, let alone the construction! Thus, to be blunt, I strongly disagree with any and all propositions to create the Madison area as a corridor to the U District and Montlake neighbourhood, and any where else for that matter. Please take my words into consideration. Thank you, ae white
madison park resident aw95@comcast.net

From: [Christine Wise](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;](#)
Subject: SR 520 Project EIS Feedback - Section 106 Review NOW
Date: Monday, October 30, 2006 1:14:16 PM
Attachments:

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you,
Christine Wise
933 37th Avenue
Seattle, WA 98122
206-709-2089

Citizen and Board Member of the Arboretum Foundation

From: [Barbara Wright](#)
To: [SR 520 DEIS Comments;](#)
CC: dwrightg@artsfund.org; jennifer.ziegler@wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: 520 DEIS Comments
Date: Monday, October 30, 2006 10:32:24 AM
Attachments: [DEIS Comments 520.doc](#)

I have attached my comments regarding the 520 DEIS. Thank you for the opportunity to comment.

Barbara Wright
barbarawright100@msn.com

*** eSafe2 scanned this email and found no malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

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

Re: SR 520 DEIS RESPONSE FROM TRANSPORTATION CHOICES COALITION

Dear Mr. Krueger;

Thank you for the opportunity to comment on the 520 Bridge Replacement Project. In general, I am disappointed about the content of this DEIS because it does not adequately address the environmental impacts to the Washington Park Arboretum nor does it really address that we should be relying more on transit to solve the present and future capacity problems. The 520 corridor is an amazing natural environment and one we should be protecting since it impacts population health, plant material and Lake Washington

In particular, I would like to highlight the challenge we face with climate change. Climate change is no longer a topic of debate: rather, it is our most urgent environmental and social challenge. In Washington transportation is the single largest source of global warming emissions and we therefore cannot afford to build a 520 replacement with a business-as-usual mentality.

The effort to replace the SR 520 Bridge is a singular opportunity to move beyond the status quo – indeed, we must if we want to design a bridge that takes into account climate change, neighborhood disruption, environmental stewardship, and mobility in the face of major population growth.

I-1233-001 | Please take the following comments into consideration:

Protection of the Arboretum and open space

1. **Any alternative should protect the Arboretum and open space.** We are incredibly fortunate to have the Washington Park Arboretum. Not only is it a historic Olmsted Park and part of the City's revered Olmsted Legacy, it is a resource that should be valued. To increase the traffic through this jewel is a disservice to human health and the health of the Arboretum plant material. More specifically, I recommend the following:
 - no net loss of publicly held parkland or currently accessible open space in the Arboretum
 - no net loss or impairment to the plant collection and wildlife or their future health
 - a limited increase of traffic traveling east/west through the Arboretum's wetlands
 - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
 - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-1233-002 | **Mobility**

1. **Any alternative should aggressively maximize the use of transit, active traffic management, congestion pricing and Transportation Demand Management to move people through the 520 corridor.**

I-1233-003 | 2. **A four-lane option with congestion-pricing should be studied.**

I-1233-004 | 3. **The selected alternative should provide great regional and local bicycle and pedestrian connectivity**

I-1233-005 | **Protection of human health**

1. **Provide appropriate mitigation for impacts on human health.** Specifically, the chosen alternative should ensure we don't increase noise levels, adversely impact air quality, and adversely impact water quality.

I-1233-006 | 2. **Lid options should be studied and presented to the community for all alternatives.**

With this project we have the opportunity to dramatically reshape the direction of transportation and make investments that improve our mobility, health, and quality of life and we appreciate opportunity to comment.

Sincerely,

Barbara Wright
2025 23rd Avenue East
Seattle WA 98112
Barbarawright100@msn.com

From: swelch@windermere.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Street Interchange
Date: Monday, October 30, 2006 8:53:24 PM
Attachments:

I-1234-001 |

I support the Pacific Street interchange option for SR 520 and oppose all other alternatives.

Thank you

Chris Wyman

From: [James J. Abodeely](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: consider this
Date: Tuesday, October 31, 2006 2:09:12 PM
Attachments:

Dear Mr. Krueger,

I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases.

This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, the 520 draft EIS strategically limits its scope so as to not trigger a compliance review. One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.

I love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our

I-1235-001

I-1235-001 | options.

Thank you,

JJ Abodeely

From: [Don Anderson](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 5:02:04 PM
Attachments:

To Whom It May Concern:

I live in Seattle in a neighborhood significantly affected by SR 520 traffic. While I strongly support the six-lane alternative with the Pacific interchange, I raise the following concerns and comments:

At least two beaver lodges are clearly visible from SR 520 on the west side of the lake near the Arboretum. More than one heron rookery can be seen with resident great blue herons. Native turtles can daily be seen sunning themselves on rocks and logs. Myriad types of water fowl populate and use our marsh and wetlands there. The natural habitat and high environmental quality of this area sustains a very important and valuable ecosystem, one which supports wildlife (even in an urban environment!), attracts tourism, canoers, kayakers, etc., and makes our northwest parks, wetlands and Arboretum the shining stars they are. This high environmental quality must be maintained and impacts addressed *during and after* construction. Specific mitigations for the wildlife mentioned should be sought and required with the any alternative.

Also, such a great volume of traffic is associated with the UW. With over 20,000 employees, and over 30,000 students, it may be considered its own small city. As a former UW student for both my undergrad and grad degrees, I've commuted to and from the UW Seattle campus, by foot, by car and on the bus. Providing a Pacific Interchange will help travel trips of students, educators, UW Hospital employees *and Husky fans* get there quickly, and without affecting other Seattle neighborhoods who wouldn't need their traffic if the infrastructure was mindful of this.

And, because of the planned Sound Transit light rail station proposed at the UW campus, it just makes sense that new highway improvements should be designed to serve this need best, i.e, provide the Pacific Interchange. Connecting SR 520 traffic through the Pacific Interchange provides also provide the best direct connection to the transit node link there for light rail, an essential need in my opinion.

Whether or not the previous political discussions have preordained the following outcomes:

- The Montlake neighborhood should include a lidded section of SR 520 through its impacted area, with public amenities such as safe and secure public plazas, parks, green landscaped and irrigated areas, and other

I-1236-003

amenities.

- The North Capitol Hill and Roanoke Neighborhoods should include a lidded section of SR 520 through its impacted area, with public amenities such as safe and secure public plazas, parks, green landscaped and irrigated areas, a fully redesigned and rebuilt 10th Avenue East, and other amenities. No additional or new access onto SR 520 or I-5 should be permitted at this location. The current off-ramp from SR 520 should be maintained, although its direction and location may benefit from being sited to deposit traffic directly in a westbound direction onto East Roanoke Street rather than at the intersection at Harvard Avenue.
- Access north-and-south on North Capitol Hill should be improved with lid construction and elevations should be set so as to continue the connections on 10th Avenue East, and on 11th Avenue East. If possible, a remedy to the Seattle Prep one-way infrastructure at East Miller Street should be made. Specifically, more north-south routes off the hill are necessary and essential for neighborhood traffic (not cut-through traffic).

I-1236-004

I'm confident that engineers, designers, wetlands and wildlife scientists are fully able to mitigate these impacts if planning is incorporated now. Please do so and fully address these comments and concerns, while building the best highway infrastructure alternative, the six-lane alternative with Pacific Interchange for direct access to the UW.

Thank you for the opportunity to comment; please keep me a party of record on this project for all future public notifications.

Sincerely,
Don Anderson
2012 10th Avenue East
Seattle, WA 98102

From: [Noel Angell](#)
To: [SR 520 DEIS Comments;](#)
CC: [Ziegler, Jennifer;](#)
Subject: 520 proposal
Date: Tuesday, October 31, 2006 10:22:21 AM
Attachments:

To:
Paul Krueger, Environmental Manager, Washington Department of Transportation
(WSDOT) SR520DEIScomments@wsdot.wa.gov ;

I-1237-001 | We just wanted to add our voices to protest the exit plans on the west side of the
bridge which would so profoundly impact the Arboretum and the Montlake area.
We've lost so much of what makes Seattle livable; is nothing sacred? I would
think that one of the jewels of our area-The Washington Park Arboretum- could be
saved from further intrusion, and the area around Foster Island is unique in the
city as essential to wildlife. We also object to widening the bridge to six lanes.
I-1237-002 | Four lanes with room for transit and cyclists/Pedestrians will make the present
footprint so much larger anyway. Let's think about urging bridge users to employ
alternatives to the single passenger car.

Noel Angell and Emory Bundy
270 Dorffel Dr. E
Seattle, Wa 98112

SR520DEIScomments@wsdot.wa.gov ;

From: princess_lisalisa@msn.com [mailto:princess_lisalisa@msn.com]
Sent: Tuesday, October 31, 2006 9:29 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Lisa Archdale
Address:
City:
State: WA
County: King County
Zip: 98112
Email: princess_lisalisa@msn.com
Phone:

Comments:

I-1238-001 | As a resident of the Montlake neighborhood for over 12 years, my neighbors and I have frequently discussed the traffic problems that occur daily outside our doorsteps. I support the 6 lane/Pacific interchange option, which on it's face - appears to have the least amount of impact to the stucture of our currently beautiful neighborhood. The Pacific interchange seems to create an option for tho! se drivers desiring to end up at the UW, and a university area, avoiding the current route which forces drivers to exit at Montlake if drivers need to get to the UW. Pacific option would simply "cut out" our neighborhood as the "cut through". The 6 lane / Pacific interchange also option seems to keep the nearby neighborhoods intact supporting the already vast growth and development in the area. I think it has to potential to "preserve" all the projects that are currently underway and allows growth to continue without major disruption. We are all ready to stop talking about it and actually get to it. Just one persons opinion. Lisa A.

From: [Jill Ashman](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Released from eSafe SPAM quarantine: SR 520 Pacific Street Interchange EIS Comment
Date: Tuesday, October 31, 2006 7:27:39 AM
Attachments:

Dear Sir/Madam,

I-1239-001 | As a Montlake resident for over 15 years, I firmly support the Pacific Street Interchange option for SR 520, and strongly oppose all other alternatives. It is the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW. It is the only plan that eliminates the ever-worsening bottlenecks and traffic jams on the Montlake Blvd, both south of the Montlake Cut and from University Village to SR 520.

Thank you for listening to concerned and involved residents of the Montlake neighborhood.

Sincerely,
Jill Ashman
1936 25th Avenue E.,
Seattle, WA 98112



2123 102nd Ave NE
Bellevue, WA 98004
October 31, 2006

RE. SR 520 Bridge Replacement & HOV Project Draft EIS

Mr. Paul Kruger
Environmental Manger
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Kruger

Thank you for the opportunity to comment on the recently released SR 520 Bridge Replacement and HOV Project's ("The Project") Draft Environment Impact Statement.

This Project remains a grave concern to my family and me. We expect WSDOT to make every effort to present a project alignment and design that essentially constructs the new facility in the footprint of the old facility in order to minimize the disturbance of property owners in the neighborhoods on either end of the project.

I have conducted a review of the draft EIS ("The Report") and hereby submit the following comment on that report. Our primary concern remains to be the possible imposition of crossing tolls on the project.

Comment: My son and his family live on Capital Hill. My daughter and her family live in the Greenwood District. I live in Bellevue. The project is an important transportation link to our family. The Report on pages 3-46 and 3-47 identifies the imposition of crossing tolls. I object to the use of crossing tolls as a means of financing the project. These tolls will present a financial burden to me that creates a gulf between our families. My only alternatives are to travel around the north end of the lake (a one hour trip) or to avoid participating in the family network and support group.

I-1240-001

I-1240-002

Recommendation: Upon my review of the Draft EIS, I find the Six Lane Alternative with the Pacific Street Interchange Option to have the least cumulative impacts and the greatest benefit to the surrounding neighborhoods.

I look forward to the SR 520 Bridge Replacement and HOV project to be a safe, quickly built facility that is successful in reducing traffic congestion for the motoring public.

Sincerely,

Jack A. Austin P.E. (Retired)

From: d baker [mailto:dwrightcbaker@yahoo.com]
Sent: Tuesday, October 31, 2006 8:49 PM
To: SR520Bridge@WSDOT.WA.GOV
Subject: Draft EIS Comments of Dwight C. Baker. 10/31/2006.

These are some of my additional comments submitted to supplement my two previous brief informal comments given to the court recorders at the WSDOT open house events at Bellevue, and in Seattle last summer and fall.

Recent news summaries in the Seattle P. I. and Seattle Times have added some public feedback. I agree with the general theme of the Seattle P. I. articles in the issue of 10/31/2006 today. These articles, and their Headlines reflect and confirm my previous observations and comments given to the court recorders.

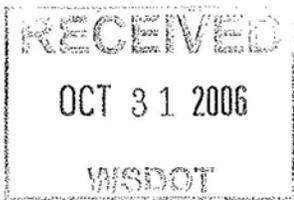
The following are some of my personal views and overall system engineering opinions and comments on the SR 520 Bridge Studies:

As background, I currently volunteer in transit systems active work for King County Transit Advisory Committee (Metro Transit), and the East Side Transportation Sounding Board. I retired from design engineering on various large programs, refinery/chemical projects at Bechtel, and 25 years at Boeing on a number of major missile, space and airplane programs; also on the unique Boeing design/built Morgantown personal rapid transit (PRT) system operating for 30 years of safe, and still "advanced" mass transit operation. similar "up-graded" modes have candidate potential as elements within the Puget Sound transportation environment.

As to the SR 520 Bridge route, and the Seattle downtown Waterfront, and major existing tunnels and interchanges, the preliminary designs of WSDOT Seawall/Cut and Cover Tunnel, and possible SR-99 route changes and improvements, and the I-5 specific connections, and the capacity and lane inter-connections with the SR 520 Bridge route design, I have the following comments and observations:

I-1241-001 | (1) The I-5 connections from SR 520 should have at least three (3) ramp interchange access levels for both cars and buses and trucks. These ramps should merge with vehicle speeds which can merge onto I-5 in both south-bound and north-bound directions onto the best side for driver's ultimate destination off-ramps. The close metro area destinations either to east side of I-5, or west side of I-5 within the high traffic southbound fast downtown to Dearborn and Jackson streets, and northbound to U-district and Ravenna/65th street off ramps. The enforced ("braided-lane" dangerous maneuvers) would be substantially calmed and avoided, to reach the driver's intended exit side of I-5 within that congested fast traffic segment. State and federal money should be sought to correct these original I-5 flaws when SR-520 was built. It would create an upgrade from the original mistake of the I-5 design which forces all traffic from SR 520 to "cross-over" four or five lanes of fast moving south-bound top level southbound traffic.

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16737 NE 5th Place
Bellevue, WA 9808-
4053

October 31, 2006

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

Please include my vote favoring progress on the SR 520 Bridge Replacement and HOV Project. I favor the six lane alternative with the Pacific Street interchange option. We should get this important project rolling !!!

Thank you.

Kenneth J. Barr

I-1242-001

I-1242-002

P.S. An allowance should be provided in the design for future access to East and South Seattle via M.L. King Way extension northward to Montlake.

From: [Rick Barrett](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 comment
Date: Tuesday, October 31, 2006 10:58:20 AM
Attachments:

Fear WSDOT,

I-1243-001 | Please go with four lanes, not six.

Best regards,

Rick Barrett
1711 N 122nd St
Seattle WA 98133-7714

From: [Rick Barrett](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 deis comments
Date: Tuesday, October 31, 2006 7:23:34 PM
Attachments:

I-1243-002 | It is extremely important for future generations of bicyclists and pedestrians that the Madison Park Bicycle/Pedestrian Path Options mentioned in Appendix W, "Madison Park Bicycle/Pedestrian Path Options Technical Memorandum," be carried forward in the FEIS, and that both the 37th Ave. and the 43rd Ave. alternatives be given the highest priority so either could be chosen once all the information is available. I urge you also to study the other avenues between 37th and 43rd, to see if any of them might also be a feasible route for this historic connection.

Sincerely,

Rick Barrett
1711 N 122nd St
Seattle WA 98133-7714

From: Arbutus@aol.com [mailto:Arbutus@aol.com]
Sent: Tuesday, October 31, 2006 6:04 PM
To: Milton, John; Mercedjl@wsdot.wa.gov; Tim.ceis@Seattle.gov
Subject: 520 comments

Gentlepeople:

I-1244-001 | As having a home in one of only two areas **signaled (both in Laurelhurst)** to get more **bang** for the buck in noise, i.e. louder, as shown in the impact statement on the WSDOT's draft, I feel affected.

I-1244-002 | My comments:

Its was frustratingly hard to get a grasp of the visual impact from the two hours I spent trying to find a clear visual representation of the plans. So based on the fog that was produced:

- Oh put it in a tunnel, under water. Right!
- The BIG Six lane proposal is probably too messy and causes too much impact, causing more acrimony and lawsuits to cost WAY more money.
- The 110 foot bridge could be a great selling/rallying point if it worked, that is, if it became a visual wonder, (a la Calatrava), AND somehow was able to reduce noise.
- Montlake needs two bridges, one to 520, one to the 'neighborhood.' Currently it is a ill designed mess, for example @ 7:30 am, twin metro busses, empty, cruise past the Hospital in the HOV lane and into the Montlake Bridge lanes, at which point they try to move out of the right lane, jammed with cars wishing to go East on 520, for two blocks, AND then move back into the right lane to pick up passengers at the 520 bus stop entrance

My vote is the simpler six lane alternative.

A Laurelhurstian,
John Behnke, zip 98105

John Behnke

From: [Angela S. Belbeck](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Please - No Pacific Street Interchange
Date: Tuesday, October 31, 2006 10:07:21 AM
Attachments:

I-1245-001 | *The preferred alternative should be a four-lane SR 520.*

I-1245-002 | *The Pacific Street Interchange should be rejected.*

Additional coverage of Portage Bay, Union Bay, and Marsh and Foster Islands are simply not options--damage to those areas cannot be mitigated anywhere. In addition to affects on the natural environment, we cannot allow the additional traffic flow through the Arboretum. Please remember that Lake Washington Boulevard is a Park Boulevard, not an arterial or alternate state route.

I-1245-004 | Downtown Seattle already has a bottleneck on Interstate 5. Funneling additional traffic volumes onto I-5, whether mainline or express lanes, will magnify this bottleneck exponentially.

I-1245-003 | Finally, please consider tolls on SR 520 during peak hours, including a higher rate for single-occupancy vehicles during those times. A four-lane highway is the only reasonable alternative. Let's make it work. Thank you for this opportunity to comment.

Angela Belbeck
Ravenna Resident, Seattle

From: Wmbmf@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Draft EIS
Date: Tuesday, October 31, 2006 7:36:33 PM
Attachments:

I-1246-001 | We wish to express opposition to the six lane [Pacific St] alternative. It is much
I-1246-002 | too disruptive to the Arboretum and the associated wetlands. We also would urge
| a bicycle-pedestian connection somewhere between 37th and 43rd .

William and Mary Black

3800 E Mc Gilvra St.
Seattle, 98112

From: [Laura Bloch](#)
To: [SR 520 DEIS Comments:](#)
CC:
Subject: SR 520 Comments
Date: Tuesday, October 31, 2006 9:14:27 PM
Attachments: [SR520 Comments.doc](#)

Mr. Paul Krueger –

Please find my comments in the attached document and also repeated in the text of this email below.

Sincerely,

Laura Bloch
10428 NE 28th PI
Bellevue, WA 98004

Mr. Paul Krueger:

Please find below my comments below on the Draft EIS for the SR 520 Bridge Replacement and HOV Project.

Sincerely,

Laura Bloch
10428 NE 28th PI
Bellevue, WA 98004

Comments:

Transit

Maintaining a form of ‘flyer’ or transfer stop at or near the Evergreen Point Freeway Station is critical to providing effective bus transit to Eastside locations. This is the only site on the freeway that has existing park and ride facilities and access to all busses traveling on the SR 520 corridor. Bus passengers with monthly or annual bus passes frequently use this site to transfer among busses to coordinate the most rapid route to their destination. Removing this option would increase travel times for transit users working or living in Eastside communities.

Parking spaces taken for construction of a replacement bridge at the Evergreen Point Park and Ride should be replaced.

Neither of the South Kirkland Park-and-Ride Transit Access proposals (108th Ave NE option nor Bellevue Way option) appear to solve either existing or projected problems accessing the South Kirkland Park and Ride Park-and-Ride.

I-1247-001

I-1247-001 | The Bellevue Way option appears to eliminate the only direct access that vehicles driving north along Bellevue Way have to SR520 by routing traffic onto, or nearly onto Northup Way rather than using the existing (or slightly modified) on-ramps to west-bound SR 520. The benefits from this proposal are unclear and such a redesign appears unwarranted and unnecessary.

The 108th Ave NE option appears to provide a preferable approach to managing transit in this area if one of these two alternatives is to be selected.

Pedestrian facilities

The text (page 3-31) suggests that the Bellevue Way interchange would be similar to the bridge and interchange that exists today. This bridge and interchange currently creates unacceptable risks to pedestrians and bicyclists that should be remedied in any rebuild of this bridge.

Pedestrians are forced to travel on the west side of the bridge and cross the off-ramp from East-bound travel lanes as well as the on-ramp to West-bound travel lanes. The sidewalk on the existing bridge also exposes pedestrians directly to the traffic traveling on Bellevue Way. It is likely that this bridge carries more pedestrian traffic than other areas proposed for lids or other such 'connectivity' mechanisms. This is an important corridor for pedestrians and bicyclists, particularly on summer weekdays and weekends when pedestrians access the running trail along Lake Washington Blvd, and in the future will access the bicycle/running trail on the north side of SR 520. Recreational bicyclists also frequently use Bellevue Way as a route to access quiet streets in West Bellevue, Medina and Clyde Hill. When this bridge is replaced it should be wider than the existing bridge including both grade separation and physical barriers between pedestrians and traffic. Furthermore, pedestrian crossings of on-ramps and off-ramps should be critically reviewed to see if safer alternatives can be found. Perhaps a lid should be considered at this location that would connect the communities of North Bellevue with South Kirkland.

While pedestrian facilities connecting trails and residents should be a central component of any transit planning, the pedestrian overpass between 84th Ave NE and Evergreen Point Rd does not currently get much use due to a couple of critical short-comings. First, the south side access point launches from the parking lot of a school and is not visible from public streets or marked trails. Second, the north-side of this trail entails traveling down a fairly tall set of stairs. These two components make me question the utility of this overpass when the Points loop trail currently passes along Evergreen Point Rd where a traffic lid is proposed. This lid should emphasize connectivity with the park while encouraging pedestrians to use the existing and proposed trail. Unless the overpass becomes more clearly marked and publicly accessible at the south side and the northside connection becomes a gentler connection (e.g., no stairs) to the proposed trails, the project should consider eliminating this pedestrian crossing.

I-1247-002 | I am excited to have a bicycle/pedestrian path along the bridge. Such a facility will be widely appreciated and used by recreational users as well as commuters. Consideration should be made to providing a bathroom facility at the eastern terminus of the bridge in the vicinity of the Evergreen Point lid. Such facilities currently exist in public parks in the western portion of the project area, but are absent in this area. Furthermore, the path along the bridge corridor should

I-1247-002 | consider creating several areas where pedestrians can step out of the travel path for rest or for passing and where slower or uncertain bicyclist may allow passing.

I-1247-003 | The bicycle/Pedestrian path along the eastern portion of the project area is a good component of the project and I strongly endorse the “path to the north option” which provides a simpler path that will maximize its use by the community and through commuters. However, it is unclear how the proposed bicycle trail transitions through the 84th Ave NE and 92nd Ave NE ramps. Optimally the trail and the traffic ramp would be grade separated. Furthermore, it is unclear why the ramp stops at its proposed eastern terminus. This bicycle/pedestrian facility should be continued as a grade-separated, ramped trail running east to Northup Way and NE 24th St intersection. Currently there is no safe, continuous means for bicycles nor pedestrians to travel along Northup Way between Lake Washington Blvd and NE 24th St.

I-1247-004 | Connecting the bicycle/pedestrian facilities serving the eastside communities to the Burke-Gilman trail in the vicinity of University of Washington is an important goal. However, if grades are excessive such a trail will fail. If the Pacific Interchange Option is selected the bicycle and pedestrian facilities may be better served by traveling a route that does not include such steep grades.

Construction Impacts

I-1247-005 | Construction timing should ensure that disruptions to eastside communities are offset from disruptions associated with anticipated construction along the I 405 corridor.

I-1247-006 | Traffic mitigation during construction should include provision for increased transit connections between eastside communities and Seattle via the SR 520 corridor.

Tolling

I-1247-007 | Provide the costs, user fees appear appropriate, however provision should be made to prevent the use of Bellevue Way and similar local roads as a means to transfer from SR 520 to I 90 or SR 522.

Automated tolls sound like an excellent concept, but tolling must make provisions for occasional users. There is a danger that tolling via automated only mechanisms may prevent non-local users from using the roadway.

Peak and non-peak tolling should be considered to continue promoting efficient transportation patterns within the region. Some people will likely be adverse to tolling and may shift their traffic patterns to travel non-optimal routes such as I 90 or SR 522 to their destinations. Regional tolling that includes these routes should be considered to avoid excessive driving patterns and reduce waste of fuels and unnecessary congestion.

Errata

I-1247-008

Resolving evening traffic congestion at Lake Washington Blvd NE and Northup Way should be a critical focus. Congestion at this intersection is currently forcing unwanted traffic to travel south along 108th Ave NE before cutting back to the west on NE 24th. Furthermore, vehicles in this vicinity (principally those traveling westbound on Northup) currently perform a variety of illegal and/or dangerous maneuvers to gain access to the SR 520 westbound onramp.

Page 7-10: A passage discussing the Evergreen Point Freeway Station suggests that “Most of the riders using this freeway station are transferring between I-405 and SR 520 bus service.” While this statement is unreferenced, there is also a significant amount of transit transfer between passengers reaching this point from either the University District or Downtown Seattle and points east as well as vice versa.

Page 7-11: The parking at the Evergreen Point Park-and-Ride is referred to as having an average use rate of 88 percent. Based on recent, personal observations the use rate at this facility is currently exceeding capacity during the academic school year and is running slightly below capacity during school holidays. During September and October 2006 the lot exceeds capacity by 8:00 am on business days. Unlike many park and ride locations this lot is a terminal location, and taking the freeway or traveling to an alternative park and ride location entails a ‘penalty’ of at least 5 minutes drive time. Therefore use of this location likely understates actual demand because the penalty for arriving at the lot after it has filled is quite high.

*** eSafe1 scanned this email and found no malicious content ***
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From: [Bob Bowman](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Planning
Date: Tuesday, October 31, 2006 10:48:41 PM
Attachments:

I-1248-001 | I strongly object to the proposed Pacific street overpass option and the resulting effect on Marsh Island and the Arboretum in general. Keep the bridge at four lanes and don't cause any more damage to our fragile environment.

Bob Bowman
933 N Northlake Way # 4
Seattle, WA 98103

From: [Michael Buckley](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Support for Pacific Street Interchange option for SR 520
Date: Tuesday, October 31, 2006 10:34:34 AM
Attachments:

Dear Governor Gregoire and WSDOT:

I-1249-001 | I just wanted to take a moment and let you know I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives. It is the only plan that makes a direct bus/train connection at the planned Sound Transit light rail station at the UW. And, it is the only plan that provides a way to bike to and from the eastside over a new Union Bay Bridge.

Please again register my support for the Pacific Street Interchange option for SR 520 in advance of all other options.

Best regards,
Mike Buckley
109 N 55th Street
Seattle, WA 98103
Tel: 206-781-8889

From: Rod Cameron [mailto:rodcam@comcast.net]
Sent: Tuesday, October 31, 2006 11:19 PM
To: Milton, John
Subject: Improving 520

The Pacific Street Interchange option is, so far, too vague for meaningful comment. It seems likely to have a profound and negative impact on important parts of the UW campus, on the environment of Husky Stadium and on Marsh Island and other important parts of the Arboretum and Foster Island areas. Foster Island is already profoundly impacted by the current routing of SR520. The road's noise currently impacts and degrades many surrounding neighborhoods including Montlake, Madison Park, Roanoke, North Capital Hill and Laurelhurst. A six lane replacement, without effective mitigation measures, can only worsen these impacts.

I believe any choice should give serious attention to the following:

I-1250-001 | 1. Noise impact: sound absorbing roadway surfaces should be employed even if such surfaces are less durable than concrete which seems to be the the loudest surface, particularly when it ages and becomes worn. Sound barriers should be erected on the sides of the bridge to both absorb sound and direct it away from inhabited areas.

I-1250-002 | 2. As is now established beyond contention, increased roadway capacity simply breeds more cars and trucks until the additional capacity is used up and yet more capacity is needed. The Pacific Street Interchange idea, for example, will simply bring more traffic into a corridor that cannot bear it without far more extensive infrastructure "improvements" north of the Interchange along Montlake Boulevard, 25th Ave. NE, 35th Ave. NE, 40th Ave. NE, NE 45th St., Sand Point Way and west of the Interchange along Pacific St., NE Northlake Way, etc. The choke points currently experienced along Montlake Blvd. and Pacific St. during many hours of every day will simply move northwards, northeastwards, and westwards. When these effects become more widely known, the potential for the Pacific St. Interchange to become another R.H. Thompson Freeway debacle will grow.

The remnants of the R.H.Thompson Freeway still stand in this very area after 35 years, an eyesore and of use only to teenagers looking for a thrill in jumping off the ramps into the Lake. The Montlake neighborhood and many neighborhoods to the south of it brought that project to a halt and those same neighborhoods may again rise up once the impact of improved access to 520 from the south of all the proposals being considered are fully appreciated. The choke points, like those to the north, will simply move southwards along Lake Washington Blvd., 24th/23rd Avenues NE, etc. And this despite the fact that the Pacific St. Interchange idea originated with the Montlake group, Better Bridge. This time, if such south of 520 neighborhoods come into opposition, they will be joined by the neighborhoods to the north and northeast that are already being energised to oppose the Pacific St. Interchange idea.

I-1250-003 | 3. Any new 520 bridge should include extensive built-in compatibility for exclusive bus lanes, rail mass transit and bicycle use. The era of the single occupancy vehicle is, and should be, coming to an end. Bridge tolls should reflect that, charging more for single occupancy vehicles than for carpools, charging more for use during periods of high demand (peak load pricing), etc. And the tolls should pay for a higher proportion of the cost of the Evergreen Point Bridge replacement. Let the users of the facility pay for it. That is simply good market economics.

I-1250-004 | 4. High priority should be given to mitigating the ill effects of this project on the Washington Park Arboretum, Foster Island and Marsh Island and their associated wetlands.

Respectfully,
Roderick A. Cameron
3419 E Laurehurst Dr. NE
Seattle, Wa 98105
206-524-4434

From: [Michele Catalano](#)
To: [SR 520 DEIS Comments;](#)
CC: nick.licata@seattle.gov; [Ziegler, Jennifer](#); tim.ceis@seattle.gov;
Subject: SR520 Project and Draft EIS
Date: Tuesday, October 31, 2006 6:46:06 AM
Attachments:

Dear Mr. Krueger,

As a proponent of parks and open space in our ever-growing City, I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. We are fortunate to have these significant Olmsted cultural landscapes in Seattle, all of which are eligible for National Register of Historic Places, and all which are adversely impacted the proposed 520 alternatives.

We all know that as our urban areas become denser, the need for open space increases. This is why projects receiving federal funds require Section 106 compliance; compliance prevents us from paving our parks. However, **the SR520 draft EIS strategically limits its scope so as to not trigger a compliance review.** One example: the draft EIS looks at street traffic impacts north of Montlake, but does not analyze south-bound traffic along Lake Washington Boulevard through the Arboretum to Madison. As a resident of Madrona, I frequently drive and walk this corridor and know that southbound traffic merits a close look. **It is our responsibility to fully evaluate the impact of this large project and not limit the scope of the EIS in any way.**

I love the Arboretum and enjoy visiting in every season. It is a Seattle treasure, serving as a natural classroom, a living museum and a special community place. I will not vote for any SR 520 Project that does not protect this regional treasure and I urge you not to make irreversible short-cuts in evaluating our options.

Thank you in advance for your thoughtful consideration.

Regards,

Michele Catalano
1127 - 35th Avenue

From: [Joanne Chartier](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Pacific Street Interchange Option
Date: Tuesday, October 31, 2006 10:31:32 AM
Attachments:

To Whom It May Concern,

I-1252-001 | I support the Pacific Street Interchange Option because I think it make sense for people. It is a very difficult area to get around and I think this would be more user friendly, attractive, future oriented and environmentally sound.

Please choose to improve the area with this plan.

Thank you,
Joanne Chartier

From: [Michele Coad](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: KEEP IT TO FOUR LANES
Date: Tuesday, October 31, 2006 4:35:46 PM
Attachments:

I-1253-001 | There are many reasons to keep the lanes on the new 520 bridge to only four:

1. There are 4 & 6 lane options on the table, of which the Pacific Interchange is one of the 6-lane options.
2. **in "acres affected" the Pacific Interchange option leads at 26.8,** the next highest is a different 6-lane option at 14.1. The 4 lane option is 12.6.
3. **the Pacific Interchange option "acquires" 2.34 acres of the Arboretum, the next highest 6 lane alternative acquires 0.7, the 4-lane alternative = no Arboretum acquisition**
4. The Pacific Interchange is the only plan that acquires land from the Burke-Gilman trail (albeit small, at 0.08 acre)
5. the Pacific Interchange has the highest price tag at 4.38 billion, the next highest = 3.9 billion.

also check out the Arboretum & Botanical Garden Committee's site:
<http://depts.washington.edu/wpa/abgc/>

some other info about the Pacific Interchange Alternative:

1. it has no dedicated transit/HOV lanes on the proposed Union Bay Bridge
2. **of the seven lanes of traffic that would exit the 520 at the Pacific**

I-1253-001

**Interchange, 3 lanes plus one HOV lane exit onto Lake Washington
Boulevard/Arboretum**

3. counting ramps, the Pacific Interchange places 16 lanes abreast over the wetlands portion of the Arboretum, including the Wetlands Trail enjoyed by many.

A lot of nature is riding on this decision.

Please do not destroy the arb. Please make people get out of their cars and into mass transit!

Michele Coad

1107 - 26th Avenue East,

Seattle, WA 98112

From: [Harriett Cody](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Opposition to 6-lane SR520 alternatives!
Date: Tuesday, October 31, 2006 12:56:34 PM
Attachments:

To: WADOT
Re: Comments on SR520 Draft Environmental Impact Statement

I-1254-001 | 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.

I-1254-002 | **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

I-1254-002 | 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).

I-1254-003 | **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.

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.

I-1254-003

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!

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
harriettcody@comcast.net

From: [conradbox](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR520 Options
Date: Tuesday, October 31, 2006 10:59:16 AM
Attachments:

I-1255-001

Please approve the SR520 Pacific Street Interchange Plan for the Montlake area. It is vastly superior to the other presented options and a real improvement for the adjoining neighborhoods.

It is the right choice for the future.
Tom and Joanne Conrad

From: mcrowson@locatenetworks.com [mailto:mcrowson@locatenetworks.com]
Sent: Tuesday, October 31, 2006 11:31 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Michael Crowson
Address: 900 108th Ave NE, #510
City: Bellevue
State: WA
County: King County
Zip: 98004
Email: mcrowson@locatenetworks.com
Phone: 206-443-3419

Comments:

I live in Bellevue and work in Seattle. I have been busing more lately. I would like to add my support to the plan entitled "Pacific Interchange." Let's move on this before the existing bridge falls into Lake Washington.

I-1256-001

From: [Herb Curl](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 Replacement DEIS
Date: Tuesday, October 31, 2006 12:14:52 PM
Attachments:

Sirs:

I-1257-001 | I am opposed to the SR 520 bridge replacement six (6) lane alternative and the "Pacific Street" Exchange option.

1. The Pacific Street Interchange option was generated by the Montlake community to move ramps out of their neighborhood and into a non-voting public amenity: the University Arboretum & wetlands. Running a major highway through both areas is totally unacceptable.

I-1257-002 | 2. The unique wooded wetlands adjacent to the Arboretum are the last such habitat on Lake Washington and cannot be mitigated by constructing a replacement elsewhere. There is no available "elsewhere." Mitigation banking is unacceptable.

I-1257-003 | 3. The six-lane alternative runs counter to the idea of "getting people out of their cars" by reducing capacity, not increasing it.

I-1257-004 | 4. Seattle is on record as supporting the anti-global warming Kyoto Treaty. Increasing capacity runs counter to that objective. It also will add to increased summertime atmospheric pollution.

I-1257-005 | 5. Six lanes and the "Pacific Street" Exchange will discharge into grid-locked I5, I405 and the University District already congested streets.

I-1257-006 | 6. 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

I-1257-006 | lanes, but by bus priority on the way to and from SR520, but the draft EIS failed to study this.

I-1257-007 | 7. Any tolls placed on a rebuilt SR520 should be accompanied by tolls on I90. Toll plazas are unnecessary since electronic transducers can be placed in cars.

I-1257-008 | 8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, not the Arboretum, allowing non-motorized 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-1257-009 | 9. The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one which financing can be confidently relied on. Since SR 520 is a state road the legislature will decide the level and source of funding as it has with the SR 99 Viaduct replacement. Voters will not vote for more than minimal fixes in the future unless they're paid from gas taxes.

I-1257-010 | 10. The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lanes must be scaled back by reducing width of lanes, shoulders, and ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes).

I-1257-011 | 11. This is about more than replacing a bridge. Bellevue, Seattle and businesses need to determine how to get people to live near where they work and not encourage commuting. We are not going to grow our way out of congestion!

12. The WSDOT is planning transportation modalities without taking into consideration the unintended consequences of mere road building. Moreover road-building should not be an end in itself.

Sincerely,

Herbert Curl, Jr.
Joanne Roberts
4616 NE 25th Ave NE
#776
Seattle WA 98105

From: Steve Dahmus [mailto:stvdahmus@earthlink.net]
Sent: Tue 10/31/2006 1:52 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-1258-001 | I couldn't add any comments where it said to so I am putting my comments here: hopefully you will notice them. I live at 908 -14th Avenue East in Seattle's Capitol Hill. This whole proposal is crap - I HATE it. I have lived in the Montlake/Arboretum/North Capitol Hill area since 1989. I visit the Foster Island Walk many times through the year and the Arboretum as well. This 6 lane plan and the Pacific Interchange is a gross disgusting use of public park, irreplaceable public park space in a city where population is getting dense every year by design - which is a good idea. But all these people need QUIET spaces and parks to be in otherwise you are going to ruin the quality of living in this city.

It is unbelievably stupid to ruin one of the nicest areas in the city, mobbed on weekends by city dwellers. NOT for the weekly commute but rather for WEEKEND traffic as reported in this morning's Seattle P-I [10/31/06]. How short-sighted can you get? My God!????! Let those people drive around on I-90 for God's sake - does it really ruin their weekend if they have to drive 10 minutes further south to I-90??? Just so people can shop you want to ruin one of the city's best parks and mar one of the world's most important arboretums. I am a life-long professional garden designer and horticulturist and know what I am talking about when it comes to the Arboretum. Keep your grubby hands off of it!! How dare you put a behemoth freeway right through the middle of it. With the tear-down of the Viaduct this city is trying to CREATE park space, people, and yet you want to mar a park in another area. Perhaps we should install off ramps from the Viaduct into the park near the Pike Place Market so weekenders can get there easier. That would be progress, right?

How about this: keep a similarly slim 520 with a new bridge that is fitted with light-rail. I say this because we should not be promoting more cars into the core area of Seattle - we should be trying to get fewer and fewer cars into the core area like European cities and Vancouver are doing. Have weekenders and weekly commuters come and go on light rail leaving 520 for those who really have to take a car. That is 21st century Seattle thinking where more and more population will be living in the Puget Sound area and whose cars will simply choke that new bigger bridge by the time it's finished. Please think!

Mount Baker got a tunnel when you expanded the road through their neighborhood. Mercer Island got a lowered elevation freeway AND a billion dollar tunnel when you expanded the road through their neighborhood. NOW, in MY neighborhood, you just want to bulldoze your way through with car decks that block out the sun creating large dead vegetation areas under them where once there was park, create massive amounts of noise where once kayakers got respite on Saturday mornings with grebes and pintails, and forever slap concrete right in the middle of what is a national legacy in the form of the Olmstead Brother's plan! Nice plan, guys! Do you really get paid for these suggestions????????????????? How about let's pave over your local park wherever you live.

Steve Dahmus

I-1258-001

- living in Seattle area since 1983
- longtime resident of proposed 520 bridge

PS Did I say how much I HATE THIS IDEA?!?!

From: [Craig Dalby](#)
To: [SR 520 DEIS Comments; Krueger, Paul W \(UCO\);](#)
CC:
Subject: SR 520 Comments: Arboretum Bypass Plan
Date: Tuesday, October 31, 2006 10:07:57 AM
Attachments: [Map 20061004a.JPG](#)
[Map 20060930_nofwy4.JPG](#)

Paul,

[This is my second attempt to email these comments. They failed to go through last night.]

The following are my comments on the SR 520 Draft Environmental Impact Statement. I have serious reservations about all the existing alternatives as they relate to the Arboretum, so instead of commenting on the current options I have instead developed a new plan for part of SR 520. This section of the freeway can be inserted into either the 4-lane or 6-lane alternative beyond the Arboretum/Montlake area, depending on the precise configuration chosen for this plan.

Attached are two maps of the Arboretum Bypass Plan. The first explains the route using color-coded lines, while the second shows how the Arboretum area would look after removal of the old freeway.

Please let me know if you have any questions.

Could you please send me a reply email if you received this email with the attachments?

Thank you.

Craig Dalby

Arboretum Bypass Plan

Overview

The Arboretum Bypass Plan is a new alternative route for part of SR 520, specifically dealing with the Evergreen Point Bridge approach between Portage Bay and Lake Washington. It appears that this option has not yet been considered in the Environmental Impact Statement process. Furthermore, this plan seems to meet the requirements for a prudent and feasible alternative, and should be included as a new, fully-developed alternative in a Supplemental Draft EIS.

Description

This is a conceptual plan at present, showing a route that would restore the Arboretum and improve

I-1259-001

transportation linkages without heavily impacting neighborhoods and the salmon run through the area. It does not specify a particular number of lanes, and the exact layout of ramps is subject to modification.

Briefly, the route is as follows. From the Eastside, the floating section of the bridge would head to the opening to Union Bay midway between Madison Park to the south and Laurelhurst to the north. The floating section would rise gently on its western end, then give way to a section on pilings which would rise to a high bridge across the ship channel. The route then would drop slowly over Union Bay, again on pilings, to the shore just northeast of Husky Stadium. Here a future light rail line could split off and join up with the north-south line to be built from Capitol Hill to the stadium station. Also, two ramps for buses and vehicles would run on the surface (or potentially underground) to the Pacific Street - Montlake Boulevard intersection. The main freeway would proceed underground through a tunnel under the Montlake Cut and would emerge along the current freeway alignment near Portage Bay. Ramps would connect from Montlake Boulevard to the freeway to the west. Additional ramps connecting Montlake Boulevard to and from the tunnel side of the freeway could be constructed if needed.

One possible lane configuration would have two general purpose lanes and one HOV lane in each direction, plus shoulders and a bike/pedestrian lane, over the main bridge. The HOV lane in each direction and the bike/pedestrian lane would peel off from the main freeway at Husky Stadium. The main freeway would continue through the tunnel and over Portage Bay to Interstate 5 with two general purpose lanes in each direction, plus shoulders. If access to and from the Capitol Hill area is needed on the south side of the Montlake Cut, ramps could be added at the west end of the tunnel. One ramp from northbound Montlake Boulevard could enter the tunnel eastbound, and another ramp could exit the tunnel and connect to Montlake Boulevard southbound.

Another possible configuration would carry all six lanes mentioned above, including the HOV lanes, through the tunnel and over Portage Bay to Interstate 5. It would also be possible to have both HOV and general purpose lanes on the ramps to and from the Husky Stadium area. Determining the optimal configuration would require cost estimates for the various options.

All curves and grades needed to construct the route as depicted on the accompanying maps should meet or exceed state engineering specifications. That said, the state may want to adjust some features to provide a greater degree of safety or for other considerations. For example, the tunnel could be lengthened to reduce the grade below 5%, and the radius of the curve leading to the tunnel from the Union Bay could be increased. It should be noted, however, that the curve over Union Bay has approximately a 1700 foot radius, which is considerably greater than the approximately 1000 foot radius on Interstate 90 around the north side of Beacon Hill.

Purpose

The main objectives of this alignment for SR 520 fall into several categories:

Transportation

The Arboretum Bypass Plan offers a way to reconcile differences between residents from the Eastside

I-1259-001

and Seattle over how wide the freeway should be. The main Evergreen Point Bridge could, for example, be designed with the six-lane option without damaging the Arboretum. The HOV lanes could, potentially, peel off from the main freeway at Husky Stadium, leaving two lanes to continue through the tunnel and over the Portage Bay Bridge. This is just one of many permutations of the plan, however.

Under any of the current WSDOT proposals light rail will be effectively precluded from this corridor. An east-west light rail line following the freeway route up to, or through, the Arboretum would have to get to the Husky Stadium station via high bridge or tunnel. The high bridge route would further damage the Arboretum and surrounding wetlands, and probably couldn't be built with a steep enough grade to get underground on the University side of the Montlake Cut. A tunnel route under the ship channel, on the other hand, would be subject to the same cost and environmental problems that WSDOT found prevented them from considering the tube-tunnel proposal for the freeway.

The Arboretum Bypass Plan allows for better transportation connections from the Eastside than any of the current proposals, including the Pacific Interchange option. If bus rapid transit is selected, at least initially, for this corridor buses could exit at Husky Stadium, drop off passengers who would then transfer to light rail to head downtown. The buses would then pick up eastbound passengers and head back over the bridge. This arrangement would reduce the number of buses traveling through Seattle's central business district, increase ridership on the north-south light rail line, and provide a faster commute between the Eastside, the University, and downtown.

When light rail is eventually added it could replace the HOV lane. Where it splits off at the west edge of Husky Stadium it could drop underground to meet up with the planned north-south light rail line at the stadium station. The east-west line could then continue elsewhere, perhaps to Ballard, since the 45th Street corridor has been studied as an area that would benefit from rapid transit.

The Arboretum Bypass Plan will most likely lead to a large reduction in traffic through the Arboretum. This is because the plan removes the Lake Washington Boulevard ramps, while keeping the main interchanges on Montlake Boulevard, a four-lane street with a 30-35 MPH speed limit and the principal north-south arterial in the area. Ramps to and from the east could be added at the present Montlake Interchange site if they are needed to ease traffic flows to and from neighborhoods south of the freeway. The Pacific Interchange option, by contrast, puts all traffic to and from the south side of the freeway through the Arboretum via Lake Washington Boulevard, a winding, two-lane, park road with a 25 MPH speed limit.

Environment

The Arboretum Bypass Plan restores the Arboretum to its pre-1960 appearance. No Arboretum plant specimens are damaged, and the existing freeway is removed from the landscape. Cultural sites on Foster Island are not impacted.

According to the National Marine Fisheries Service, the most crucial zone in this area of the Lake Washington salmon migration route is at and around the Montlake Cut. This is because all the fish must pass through there. The Arboretum Bypass Plan avoids any construction in this zone, except the tunnel under the Montlake Cut. The tunnel, however, is bored deeply enough to avoid any disturbance

I-1259-001

to the ship canal, and, therefore, to the fish.

The Arboretum Bypass Plan impacts a smaller area of wetlands (near Husky Stadium) than any current WSDOT alternative. In addition, wetlands in and around the Arboretum are restored to their pre-1960 state.

If a stormwater treatment area is deemed necessary for the Union Bay section of the freeway, such a facility could possibly be placed just north of the east entrance to the tunnel as shown on the accompanying maps.

Improved transit connections, especially rapid transit in the form of light rail, will be an essential component in reducing greenhouse gasses in the coming decades. Rapid mass transit will also support higher development densities mandated under the Growth Management Act.

Recreation

The north end of the Arboretum, including the waterfront trail, is vastly improved for recreational uses over the current condition or any of the current WSDOT alternatives. The absence of any overhead structures and resultant shading from such structures greatly enhances the visitor's experience.

McCurdy Park is significantly improved over the current condition or any of the current WSDOT alternatives.

WSDOT land near the Arboretum could be converted to park use with no freeway ramps intruding on the landscape.

The former freeway corridor from Montlake Boulevard eastward to the water's edge just south of McCurdy Park could be converted to park use.

Neighborhoods/University

Visual impacts to the Montlake neighborhood under the Arboretum Bypass Plan are less than in any current WSDOT alternative. Noise impacts to the Montlake neighborhood would likely be reduced from current levels, as a good deal of traffic would be redirected away from the present Montlake Interchange.

Visual and noise impacts of the Arboretum Bypass Plan are essentially evenly split between Madison Park and Laurelhurst, with neighborhoods on neither side of Union Bay bearing a disproportionate burden.

The Arboretum Bypass Plan minimizes the impacts to properties owned or managed by the University. While the ramps to and from the Pacific Street – Montlake Boulevard intersection near the stadium may have a larger footprint than the ramps planned under the Pacific Interchange option, they would allow more flexibility for the University's future building plans, because they would be on the surface or underground. Some additional University property would probably be required for

I-1259-001

stormwater treatment and a tunnel ventilation system. This latter feature might be constructed near the climbing rock and could potentially be integrated with that structure.

Cost

While there are no cost estimates included with this proposal, it should be noted that the Arboretum Bypass Plan offers the potential for a substantial cost saving in future years if light rail is placed in this corridor. The cost saving would result from not having to construct a separate bridge or tunnel to get a light rail line from the Arboretum area to the north side of the Montlake Cut where the east-west line could meet up with the north-south line at the stadium station. At the least, the cost of the tunnel in the Arboretum Bypass Plan can be viewed as a down-payment on a light rail line along the SR 520 corridor.

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SR520: Arboretum Bypass Plan

- Surface
 - Tunnel
 - Light Rail
 - Rail Station
 - Elevated on Pilings
 - High Bridge
 - Floating
- 1500 Feet

Exit ramps aid in traffic flow to university.

Bored tunnel under Montlake Cut.

Future cross-lake light rail can go underground to Husky Stadium station.

No construction near critical salmon migration route convergence zone.

Arboretum is restored.

Image courtesy of WSDOT
Map by Craig Dalby
craigdalby@hrc3.com

SR520: Arboretum Bypass Plan
Appearance of the north end of the Arboretum and
Union Bay after removal of the existing approach
to the Evergreen Point Bridge.

1500 Feet

Tell WSDOT by Oct 31 to add the Arboretum Bypass Plan
as another alternative in a Supplemental Draft EIS
Comment online: www.sr520deiscomments.com

Image courtesy of USGS
Map by Craig Dalby
craigdalby@roadzilla.com

From: John Derrig [mailto:jfderrig@hotmail.com]
Sent: Tue 10/31/2006 3:20 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-1260-001 | I believe the 6 Lane option is best.
Work to quiet the noise will be good.
An interchange to allow better on/off at the UW would be good and reduce the
current slowdowns there, including
A Second Montlake bridge (6 lanes) is good.

John F. Derrig
301 - 128th AVE N.E.
Bellevue, WA. 98005-3222

--

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.409 / Virus Database: 268.13.21/509 - Release Date: 10/31/2006

From: [Robert Dexter](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: better bridge
Date: Tuesday, October 31, 2006 9:01:34 PM
Attachments:

To whom it may concern,

I-1261-001 | I have spent 5 years living in the Montlake neighborhood. I feel extremely strongly that the Pacific Street Interchange option for SR 520 is much superior to any other option. I oppose all other alternatives. The backups on Montlake Blvd from University Village to 520 are a critical issue, and this is the only plan which eliminates these backups. Additionally, it is the only plan which makes a direct connection between buses and trains at the planned light rail station at UW, and provides a direct bike connection to the East side.

The Pacific Street Interchange option will reunite the Montlake Neighborhood which was divided when SR 520 was originally opened in 1962. I hope for the sake of both the Montlake Neighborhood as well as for the City of Seattle that this option is chosen.

Thank you,

Robert Dexter, M.D.

From: [dos Remedios](#)
To: [SR 520 DEIS Comments; Krueger, Paul W \(UCO\);](#)
CC: [Ziegler, Jennifer; Deputy Mayor Tim Ceis; Councilmember Nick Licata;](#)
Subject: protect the Arboretum and our cultural heritage
Date: Tuesday, October 31, 2006 4:30:15 PM
Attachments: [historic Foster Island.jpg](#)

Dear Mr. Krueger,

I-1262-001 During the past year, I have donated over 1,000 hours of volunteer time to bring public awareness to the cultural heritage issues surrounding the replacement of the 520 Bridge.

At the beginning of this year, I conceived of the Grass Routes environmental arts festival. In addition to recruiting artists, researching the site and grant writing, I partnered with the Arboretum Foundation, Seattle Parks and Recreation, the University of Washington, the Museum of History and Industry and 4Culture. It was an amazing experience and a resounding success. We had an outdoor, community dance performance on the WSDOT peninsula; jazz and theater performances in the MOHAI Auditorium; a performance/installation tour that encompassed the entire 2 mile trail loop; an agitprop on the 24th Ave E overpass; photography; a living arts performance with the Duwamish Tribe on Foster Point; and children's educational activities. Appropriately enough, the event took place during a smog-warning and heat advisory; it was one of the hottest days in Seattle history. Much of Seattle shut-down, including the Capitol Hill/Madison Park Farmer's Market and arts performances city-wide. As a community, we have to ask ourselves: Is the convenience of the single-user automobile worth so much damage to our culture and environment?

To me, it is odd that the highway department is being asked to provide a solution for such a complex situation. This is why I request that a multi-organizational, cross-disciplinary committee be formed to think about this issue from different viewpoints. Public health, sustainability, design, technology and usability are all critical elements of this project. These need to be added to the areas studied in the draft EIS: noise, odor, air quality, water quality, habitat, historic, cultural and archaeological impacts, visual impacts, impacts to future plans, environmental justice, transportation and traffic.

I-1262-002 It has been my pleasure to read and study your draft EIS. I have cross-referenced this with the equally lengthy Governor's expert panel notebook. In addition, I have attended City Council meetings and met with individual Councilmembers, in partnership with Parks and Open Space Advocates.

Of the options available in the Draft EIS, I request the:

1. 4-lane option with a dedicated transit/HOV lane and a second Montlake Bridge with transit priority.

In addition, I request that WSDOT:

2. Perform a thorough section 106 review.
3. Remove the Arboretum interchange.
4. Reject any option that includes a bridge crossing-over Marsh Island.
5. To the greatest extent possible, contain expansion of the 520 bridge to already developed urban areas.
6. Remove the construction staging area and temporary bridge from the Arboretum.

- I-1262-002
7. Respect the Arboretum plant collection.
 8. Prioritize design.
 9. Add lids.
 10. Support environmental justice.
 11. Consider public health.
 12. Respect tribal heritage
 13. Study the Arboretum By-Pass Plan.
 14. Provide a holistic regional solution.

1. The Draft EIS makes it clear that capacity cannot be met by catering to single-occupancy vehicles (SOV). There will never be enough capacity for an SOV-based system, yet by trying to appease drivers, we design transportation systems that exacerbate our problems. We cannot pave our way into speed. By 2030, the year for which the EIS projections are being made, in all scenarios, it will take an SOV two hours to travel from 125th St in Bellevue across the bridge. This same trip is projected to take 20 minutes via the HOV lane.

The Governor's Expert Review Panel Notebook states, "Statewide, congestion levels are expected to increase, especially if SOV continues to be the public's most popular travel choice. The annual hours of delay per person (additional time spent in congested traffic) is forecasted to rise nearly 91 percent in the urban centers and 488 percent in rural areas from 1998 to 2020 . . . "Even with the benefits of more fuel-efficient and less polluting vehicles, transportation systems are still the largest producer of smog precursors and greenhouse gas in our society."

During the City Council briefing on the 520, city staff told the Council "It's hard to say which option allows the most congestion. There is congestion in all alternatives." The 6-lane option guarantees continued environmental degradation, and does not decrease congestion.

- I-1262-003
2. I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. I also request to be included as a consulting party to the Section 106 review and any related Memorandum or Programmatic Agreement.

- I-1262-004
3. The portion of Lake Washington Boulevard that passes through the Arboretum is a "Pleasure Drive," not a City road. This means that it should be for Park access only. Instead, it is currently serving as a funnel for 520 Bridge traffic. When the R.H. Thompson Expressway was shut-down as a result of community protest, the interchange onto 520 remained. The latest traffic flow studies from SDOT show Lk Washington Blvd through the Arboretum averaging 19000 cars per day; while 23rd Av. E, the 4-lane city arterial immediately to the west, averages 18700 cars per day. Traffic through the Arboretum is strictly single-occupancy. The Arboretum contains one of the most diverse collections of woody plants in the United States, and should not

I-1262-004 | be a thoroughfare. When I asked you in November 2005 how much more traffic they anticipated through the Arboretum if the Pacific Interchange was built, you stated "6x more per day," but the draft EIS fails to study traffic along Lk. Washington Blvd. The Lk. Washington Blvd interchange will be closed for at least 5 years during construction of the new bridge. It should not be reopened.

I-1262-005 | 4/5. Do not build the Pacific Interchange. As much as I admire the Montlake communities' involvement in the planning process, 8 of 10 neighborhood groups on the SR 520 Advisory Committee vehemently reject the Pacific Interchange, and I concur. The Pacific Interchange moves infrastructure away from the urban area into our wetlands and open water, while it increases the number of single occupancy vehicles (SOV) in Seattle neighborhoods, especially Montlake. This plan is unconscionable. It destroys an area of astounding beauty and heavily impacts a rich ecosystem.

". . . resource agencies indicate that the project could cause negative effects on fish listed under the Endangered Species Act and other aquatic species. These effects would result from wider but higher bridges adjacent to the existing corridor, and fewer but larger-diameter bridge support columns occupying a greater amount of lake bottom. Under the Pacific Interchange option, the new Union Bay Bridge would have large support columns that could provide additional habitat for predators of juvenile salmon within the migration corridor. . . NOAA Fisheries and USFWS are concerned about column effects on fish habitat and are not willing to sign concurrence point two at this time. . . Both alternatives would involve filling and/or shading of wetlands and wetland buffers. In Seattle, these effects would occur to high-quality, lake fringe wetlands, primarily in the Arboretum/Foster Island area."

I-1262-006 | 6. For a period of about 5 years, a temporary bridge, the existing bridge and the new bridge are designed to sit side-by-side, creating a swath of concrete and construction through the Arboretum. This is true for Portage Bay, too; yet there is no temporary bridge shown for Montlake. The construction site is the "WSDOT peninsula" that was previously Park land and is currently considered to be Park land, at least by Park users. It should be respected as part of the Arboretum, since it was previously part of the Arboretum.

I-1262-007 | 7. As previously noted, the Arboretum plant collections have international significance and are irreplaceable. It is not a matter transplanting and replanting - these plants will die. Furthermore, our record temperature highs and lows are wrecking havoc on plantings in general. This summer, we had extensive droughts and forest fires in our state. There is a direct connection between automobile use, paved areas such as roads and parking lots, and global warming. We need to act responsibly in this particular time and place. It is now. It is here.

I-1262-008 | 8. In Daniel Mihalyo's SDOT Art Plan, he asks, "What makes an amazing bridge? There are at least a thousand profound examples around the world and what they share in common is much more than the safe and efficient movement of goods across

I-1262-008 | a divide; they lift the spirit and appeal to the highest ideals of human creativity. A great bridge is a work of art, enhancing and elevating every aspect of the community it serves. Does Seattle have such a bridge? One candidate would certainly have to be the WSDOT-owned Montlake Bridge (1925), designed by University of Washington campus architect Carl Gould and on the National Register of Historic Places and the Washington Heritage Register. The structure fulfills its function linking previously divided neighborhoods and does so with profound artistry, economy, craftsmanship, and elegance." Betterbridge.org has suggested that they are in contact with Santiago Calatrava about the 520 Bridge. I hope that if their Pacific Interchange is not put forward, they will graciously facilitate this type of design involvement for the benefit of the overall project.

I-1262-009 | 9. Mitigation is unevenly applied in the draft EIS, favoring certain projects. Lids should be added to the 4-lane option.

I-1262-010 | 10. Current studies show that the fastest way to get off welfare in King County is to acquire a car, because transit service so poorly supports outlying communities where lower-income populations can still afford to live. Yet, rather than improve transit for everyone, the draft EIS designs around single occupancy vehicles and suggests implementing tolls; and our development patterns remain the same. "Environmental justice is the concept that minority and low-income populations should not suffer disproportionately high and adverse effects from federal projects. . . Results of the evaluation show that the effect on low-income people from paying tolls to cross the bridge would be more severe than the effect on non-low-income people because the toll would be the same amount for all users, regardless of income."

I-1262-011 | 11. King County is a leader in studies showing links between urban design and public health, yet neither the draft EIS nor the Governor's Expert Review Panel Report discuss asthma or the diabetes epidemic. By designing this project around SOV's, the State encourages a 2 hour crossing that results in diabetes; whereas the State could encourage citizens to take a 20 minute bus ride. I request that a portion of the state expense of treating diabetes be analyzed in regards to infrastructure projects.

I-1262-012 | 12. I request that Foster Island be respected as a burial site for the Duwamish Tribe, regardless of whether physical cultural resources are discovered, because if they are not, it is a result of past mistreatment of this land. The Honorable Cecile Hansen considers the Arboretum Foundation to be good stewards, but the Duwamish history is minimized in the draft EIS. This is disappointing, given the enormous contributions of the Duwamish tribal heritage to humanity. Chief Si'ahl, namesake of the City of Seattle, was a member of the Duwamish tribe, and it is he who gave the seminal speech on sustainability 150 years ago: "This we know: The earth does not belong to man; man belongs to the earth. This we know: All things are connected like the blood which unites one family. All things are connected." When will we absorb this truth and act accordingly?

Attached is a map of historic Foster Island, prior to the Montlake cut. Please examine the proximity of the 520 bridge to this burial site.

I-1262-013 | 13. As a solution to many of these concerns, I request that the Arboretum Bypass Plan receive the same amount of study as the Pacific Interchange. It has been my hope that the extraordinarily technology-savvy demographic who commute along this "information

I-1262-013 | superhighway" would start to submit solutions. Craig Dalby is a bus-riding, bridge-crossing GIS expert. I am so pleased to hear that you have met with him and found his plan is to be feasible, at least in terms of engineering. Please continue to study.

I-1262-014 | 14. I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, and I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach to transportation, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

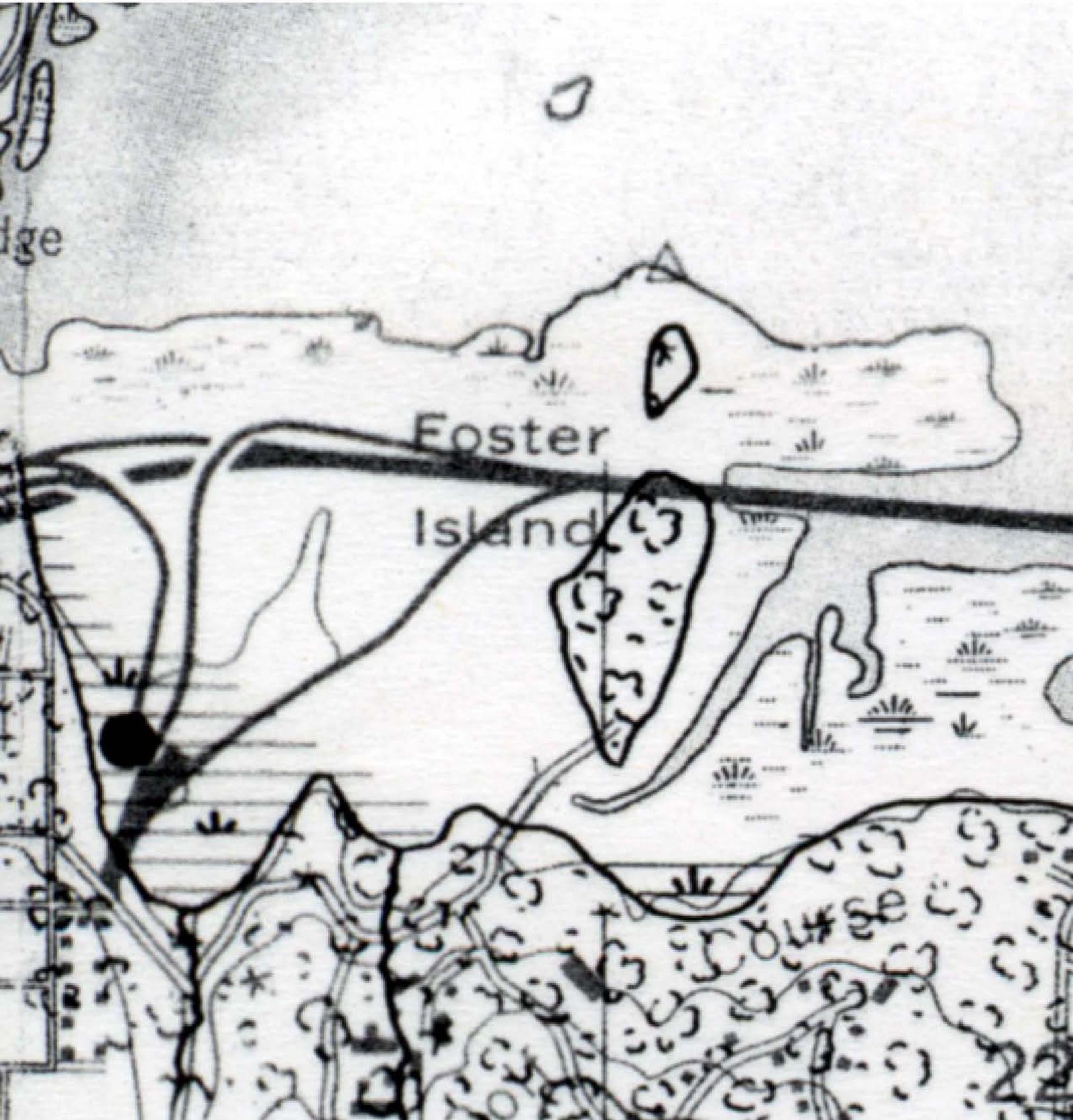
Thank you.

Cheryl dos Remedios
artist, grass routes organizer, Arboretum Foundation Board Member, 4Culture Public Art Advisory Committee Vice-Chair

www.grassroutesarts.org

6220 S Norfolk Street, Seattle, WA 98118

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From: pauldrinkwine@hotmail.com [mailto:pauldrinkwine@hotmail.com]
Sent: Tuesday, October 31, 2006 3:58 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Paul Drinkwine
Address: 422 Yale Ave N. #602
City: Seattle
State: WA
County: King County
Zip: 98109
Email: pauldrinkwine@hotmail.com
Phone: 206-841-8579

Comments:

I-1263-001 | I just saw what you are planning on doing to the Arboretum. HOW DARE YOU???? Do any of
I-1263-002 | you use it? Do any of you realize what a gem it is? How can you even think of destroying such a
large part of such a wonderful asset to Washington State? And to think that you will impose a
toll of over \$6 a day is obscene!!! I would need to move because Seattle would become too
expensive and one of my favorite spots would have been decimated. You are not planning. you
are destroying nature as well as a way of life for many who cannot afford tolls you impose to
build big ugly things that harm the environment. HOW DARE YOU????

From: [Arthur Dubman](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: In support of the Pacific Street Interchange option.
Date: Tuesday, October 31, 2006 6:38:01 PM
Attachments:

Dear sirs,

I'm writing to support the Pacific Street Interchange option for SR520. As a daily commuter over this route, I know that the current situation leaves many commuters, including myself, faced with frequent, unpredictable hour-long bus rides from Nintendo and Microsoft to the Montlake station. After reviewing the various solutions proposed for this project, I feel that the Pacific Street Interchange option will best solve the issues facing commuters on this route.

I would like to voice my full support for the Pacific Street Interchange option over the other proposals.

Thank you,
Arthur Dubman

2014 E. Calhoun Street
Seattle, WA, 98112

I-1264-001

From: [Jeremy Dwyer](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: 520/Montlake Interchange
Date: Tuesday, October 31, 2006 6:33:41 AM
Attachments:

Dear City of Seattle,

I-1265-001 | Having driven the nightmarish Montlake bridge to 520 route every day to work for a while and having come from the north I fully support the Pacific Street interchange option. Building a bridge from the North to allow drivers to bypass the Montlake bridge is a much better option than adding giant holding lanes to the Montlake area itself.

Sincerely,

Jeremy Dwyer
8903 Ravenna Ave N
Seattle WA 98115
206 313-7925

From: [Mark Eliassen](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Build the 6 Lane Bridge
Date: Tuesday, October 31, 2006 7:20:24 PM
Attachments:

Dear Sir or Madame,

Please build the new bridge. It is important to both sides of the Lake. The Washington State economy is highly dependant on the high paying jobs in the Seattle area. Those workers are located throughout the region and the 520 bridge is a critical component of the transportation grid. It is more important than the viaduct and light rail.

Companies will not locate in the region if the transportation system gets any worse. For the sake of our job market, economy and tax base, build the new bridge as soon as possible. Lets not wait until it sinks like I-90 or becomes disabled like the West Seattle Bridge.

The 6 lane option allows for future growth. Please build the highest capacity bridge possible.

Thank you,
Mark Eliassen

I-1266-001

From: elsner@centurytel.net [mailto:elsner@centurytel.net]
Sent: Tuesday, October 31, 2006 5:06 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Linda Elsner
Address: 10229 420th Ave. S.E.
City: North Bend
State: WA
County: King County
Zip: 98045
Email: elsner@centurytel.net
Phone:

Comments:

My vote is for the 6 lane plan-having worked at the U of W for 29 years, traffic has only increased and I doubt that it's going to decrease in this whole area anytime soon! People like it here, therefore they're moving for jobs, family, etc. The more roads and efficiency that can be provided, the better! A bike/pedestrian lane will be so useful! It can't happen soon ! enough!
Thank you!

I-1267-001

From: [Rebecca Engrav](#)
To: [SR 520 DEIS Comments](#);
CC: rengrav@yahoo.com;
Subject: 520 plans/arboretum
Date: Tuesday, October 31, 2006 11:44:26 AM
Attachments:

I-1268-001 | I am very concerned about the proposal to add an off or on ramp to 520 over and through the Arboretum. The Arboretum is a cultural resource and environmental beauty for the region as a whole. I recall going there to see the leaves and trees when I was child living in Bellevue. Now I live just a few blocks away from it in Madison Valley, and we regularly go there with our child. We also have occasion to drive to Bellevue probaby 2-3 times a week and so drive through it on Lake Washington Blvd. to access 520.

I-1268-002 | I understand that the bridge has reached the end of its lifespan and must be replaced. I do understand why that also means we must increase its capacity. It feels like the pro-traffic people are just sneaking in added capacity and everyone's going along with it. Why do we need to increase capacity on 520? It is a never-ending cycle; if you make getting across it a little easier, you'll just have more people trying to cross it. (Incidentally, I don't understand why proposals for increasing the capacity of 520 are being considered without also considering light rail/mass transit across the lake.) There will always be more cars and more people wanting to cross 520; just adding some lanes now will not solve that problem.

I-1268-003 | I do not think it is in anyone's interests to destroy the arboretum. The Commons was voted down. We have so few large-scale green spaces in our city. It strikes me as senseless to destroy one of the few that we have. (And the pictures of the proposals to me demonstrate that the Arboretum as we know it would certainly be destroyed.)

I do not know all the ins and outs of the process, but from what I read in the papers it seems like there was a proposal to beef up the on and off ramps in Montlake

I-1268-003 | and the residents there complained and came up with the new proposals. Undeniably increasing the ramp sizes where they are would affect Montlake. But the new proposal would harm a cultural resource for the whole region. It seems more important to me to protect something that benefits all rather than one neighborhood.

I-1268-004 | Please (1) consider whether we really need more capacity (2) ensure all environmental reviews are done of the effect on the Arboretum's eco-systems and (3) ensure all public comment is solicited. At the end, I hope you will find some alternative other than putting a freeway over the Arboretum, a decision I'm sure time would show to be a colossal mistake.

Thank you.

Rebecca Engrav
133 32nd Ave E
Seattle, WA 98112

We have the perfect Group for you. Check out the handy changes to Yahoo! Groups (<http://groups.yahoo.com>)

From: [Melissa Eriksen](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Pacific Street Interchange plan
Date: Tuesday, October 31, 2006 4:57:51 PM
Attachments:

I-1269-001 | I support the Pacific Interchange option for SR 520, as its advantages over all other DEIS alternatives are numerous and compelling. The Pacific Street interchange will not only reduce traffic congestion, but will yield other positive benefits, such as improvements as the restoration of a continuous greenbelt from Portage Bay to the Arboretum, and better transit options for bicyclists and public transit commuters. These sorts of improvements would make Seattle even more of a beautiful, people-friendly, and world-class city than it is today. I urge you to choose the Pacific Interchange option for SR 520.

Thank you,

Melissa Eriksen
6515 19th Ave NW
Seattle, WA 98117

From: [Carol Eychaner](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 12:08:06 PM
Attachments:

Dear Mr. Krueger,

I understand that the technical Draft EIS commenting process is being (mis)used to gauge the political temperature of SR 520 replacement and expansion alternatives. I am thus compelled to comment on the alternatives, if for no other reason than to add to the growing number of residents who do not want to see the concrete corridor expanded, especially at the expense of an urban oasis.

I DO NOT support any increase in the number of lanes over the SR 520 bridge. I DO NOT support a new ramp over Marsh Island (the "Pacific Street Interchange").

I cross SR 520 once, sometimes twice a week to visit my aging parents. Because I have a home office, it is one of the few car trips I take each week. It is true that I have to time my visits to avoid the worst of the peak commute, and even then I sometimes get stuck in traffic that crawls at a snail's pace. My husband has to deal with the SR 520 traffic on a daily, commuting basis, and there is no doubt that over the years the "rush hour" has evolved into "rush hours". We also live 1/2 block from the SR 520/I-5 interchange. So SR 520 figures prominently in our daily lives.

Everyone would like there to be less traffic and congestion on SR 520. Six lane alternatives and new ramps are not going to accomplish this. Even if increasing lanes and adding ramps could reduce congestion, I would NEVER EVER support a solution to the congestion that adds substantially more concrete, cars and pollution to Seattle's Arboretum and surrounding neighborhoods.

Many who live and work in Seattle think of their city as being on the forefront of environmental stewardship and as providing local leadership

I-1270-001

on the critical issue of global warming. I would like to think so, too. Given the city's pride in the Arboretum, its history with the R. H. Thompson freeway (did we not learn anything from this?), and Mayor Nickel's outspoken and well-publicized position on local global warming initiatives, it is incomprehensible that any government entity (and its EIS document) is seriously considering SR 520 alternatives that would force more lanes, new ramps (including especially the one over Marsh Island that is called "Pacific Street Interchange") and more cars into the heart of the Arboretum's water habitat. I wonder if "Sierra" and "Rolling Stone" and other magazines will continue to feature Seattle's environmental efforts after large parts of the Arboretum are destroyed by expanded lanes and ramps. How could we possibly explain and justify such action and still call ourselves citizens who care about the environment?

There are measures that could be taken to reduce traffic and congestion on a re-built SR 520 bridge that would not destroy urban aquatic habitat. Some of the 4 existing general purpose lanes could be converted to short- or long-term HOV/transit lanes. Existing ramps that should never have been constructed in the Arboretum could be removed. Tunnels under sensitive habitat could be built for essential short segments. These and other environmentally protective measures should be identified and fully studied in the EIS and adopted by decision-makers.

SR 520 is an invasive species in the Arboretum and elsewhere. We may not be able to get rid of it, but we should certainly prevent its growth.

Carol Eychaner
2348 Franklin Avenue East
Seattle, WA 98102
(206-324-1716)

From: [Carol Eychaner](#)
To: [SR 520 DEIS Comments:](#)
CC:
Subject: Additional SR 520 DEIS Comment
Date: Tuesday, October 31, 2006 4:39:08 PM
Attachments:

Dear Mr. Krueger,

I-1270-002 There are many reasons to reject alternatives that would increase the number of lanes and add ramps on SR 520, the most paramount being the destruction of and damage to Arboretum aquatic habitat, which was the focus of my initial comments.

In addition to destroying the natural environment, alternatives that include the Pacific Street Interchange would also permanently destroy public views of a designated historic landmark -- the Montlake Bridge and Montlake Cut. The Bridge/Cut features prominently in Seattle's engineering, maritime and University history, and is the visual focal point of special events (Opening Day, crew races) as well as any stroll through Marsh Island, Foster Island and the trails along the Cut. Unobstructed views of and from the historic Bridge/Cut can be now be enjoyed from many public places, including Foster and Marsh Islands, without any visual clue that SR 520 is only a stone's throw away. These unimpeded views of the Bridge and Cut would be drastically changed by the intrusion of the Pacific Street Interchange.

There are very few, if any, legitimate reasons to destroy aquatic habitat/parkland and views of an historic icon. Providing for more cars is not one of them.

Carol Eychaner
2348 Franklin Avenue East
Seattle, WA 98102
(206-324-1716)

----- Original Message -----

Subject:SR 520 DEIS Comments
Date:Tue, 31 Oct 2006 12:07:51 -0800
From:Carol Eychaner <bluemoon2@qwest.net>
To:SR520DEIScomments@wsdot.wa.gov

Dear Mr. Krueger,

I understand that the technical Draft EIS commenting process is being (mis)used to gauge the political temperature of SR 520 replacement and expansion alternatives. I am thus compelled to comment on the alternatives, if for no other reason than to add to the growing number of residents who do not want to see the concrete corridor expanded, especially at the expense of an urban oasis.

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I cross SR 520 once, sometimes twice a week to visit my aging parents.

I-1270-002 | Because I have a home office, it is one of the few car trips I take each week. It is true that I have to time my visits to avoid the worst of the peak commute, and even then I sometimes get stuck in traffic that crawls at a snail's pace. My husband has to deal with the SR 520 traffic on a daily, commuting basis, and there is no doubt that over the years the "rush hour" has evolved into "rush hours". We also live 1/2 block from the SR 520/I-5 interchange. So SR 520 figures prominently in our daily lives.

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Many who live and work in Seattle think of their city as being on the forefront of environmental stewardship and as providing local leadership on the critical issue of global warming. I would like to think so, too. Given the city's pride in the Arboretum, its history with the R. H. Thompson freeway (did we not learn anything from this?), and Mayor Nickel's outspoken and well-publicized position on local global warming initiatives, it is incomprehensible that any government entity (and its EIS document) is seriously considering SR 520 alternatives that would force more lanes, new ramps (including especially the one over Marsh Island that is called "Pacific Street Interchange") and more cars into the heart of the Arboretum's water habitat. I wonder if "Sierra" and "Rolling Stone" and other magazines will continue to feature Seattle's environmental efforts after large parts of the Arboretum are destroyed by expanded lanes and ramps. How could we possibly explain and justify such action and still call ourselves citizens who care about the environment?

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SR 520 is an invasive species in the Arboretum and elsewhere. We may not be able to get rid of it, but we should certainly prevent its growth.

Carol Eychaner
2348 Franklin Avenue East
Seattle, WA 98102
(206-324-1716)

From: [Suzan Fant](#)
To: [SR 520 DEIS Comments](#);
CC:
Subject: Released from eSafe SPAM quarantine: Arboretum
Date: Tuesday, October 31, 2006 7:27:39 AM
Attachments:

Dear Mr. Krueger,

I've gone to the WA gov. website and written before on this topic with no reply from anyone. I hope that someone will take note this time.

Once again.....

I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

I-1271-001

From: heidimf@juno.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: YES on the Pacific Interchange Option
Date: Tuesday, October 31, 2006 11:10:37 AM
Attachments:

I-1272-001 | The Pacific Interchange Option for SR520 is by far the smartest,most forward-thinking plan.

1.The planned light rail station at the UW would have direct connections to buses and trains.

2.It provides a direct bicycle connection to the East side via a new Union Bay bridge. 3.It eliminates the horrendous backups on Montlake Blvd from University Village.

There is much, well-deserved support for this thoroughly thought-out plan. I look forward to its completion.

Heidi Federspiel
4621 Greenwood Ave N
Seattle 98103

From: [Eric Feigl, M.D.](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: Released from eSafe SPAM quarantine: 520 bridge plans
Date: Tuesday, October 31, 2006 7:27:43 AM
Attachments:

Dear DOT

- As a commuter over the Montlake Cut Bridge I am very familiar with the west end of the 520 bridge problems.
- What ever plan you come up with I think the common sense requirements are as follows:

- 1) There need to be 4 more bridge lanes over the Montlake Cut. -- Not just access lanes to 520. By definition bridges are bottle necks. The city has a problem with crossing the ship canal independent of access to the 520 bridge.
- 2) There should be a bicycle path through the arboretum to connect to the Burke - Gilman trail at the University. The narrow curving arboretum road is a hazard to both cyclists and motorists. (Please do not make a 4 lane road through the arboretum.)
- 3) There should be no 520 access ramps into or out of the arboretum. The arboretum road can not handle the traffic load, and much of the arboretum experience is spoiled by the heavy commuter traffic.

Thanks
Eric Feigl MD
Physiology Dept. 357290
G424 Health Science Building
University of Washington
Seattle WA 98195-7290 USA

Tel. 206 / 543-1496
FAX 206 / 685-0619
email: efeigl@u.washington.edu

From: [Greg Flood](#)
To: [SR 520 DEIS Comments;](#)
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 11:29:24 AM
Attachments:

Greetings

I-1274-001 | The six-lane option and Pacific Interchange option appear to neglect the impact that a \$3.50 toll will have on traffic. Many will elect to shift to I-90 rather than pay \$1800 a year to commute. This would seem to be a significant number of vehicles and the six lanes overkill for the amount of traffic.

I-1274-002 | Also, it seems the footprint could be significantly reduced by using narrower lanes and allowing smaller or no breakdown lanes. Or let the breakdown lane serve double duty with the bike lane.

I-1274-003 | In community meetings, WSDOT stated that all of the vehicle traffic served by the Pacific Interchange option originates from NE Seattle. Therefore, it would seem to make more sense to leave the existing Montlake interchange intact and shift the new interchange intended to serve this NE end traffic to Mary Gates Way, on the east side of Husky stadium. The interchange could be smaller and the impacts to the natural areas of Marsh and Foster Island eliminated.

Similarly, for traffic originating from the south, route the new interchange along the west edge of the golf course, turning east to run between Foster Island and the golf course. Again, the valuable open space of the arboretum will be significantly less affected.

Thank you

Greg Flood
Seattle, WA

From: [Larry Fogdall](#)
To: [SR 520 DEIS Comments;](#)
CC: [dfogdall@msn.com;](mailto:dfogdall@msn.com)
Subject: Public Comment on 520 Bridge Draft EIS
Date: Tuesday, October 31, 2006 4:46:56 PM
Attachments: [FogdallWSDOT520 -31Oct2006.doc](#)

To: WSDOT Environmental Manager, SR520 Bridge Replacement and HOV Project

Subject: Public Comment on 520 Bridge Draft EIS, October 2006

I-1275-001 | We appreciate this opportunity to comment on the DEIS for the State Highway 520 Bridge Replacement Project. These comments are provided in October 2006:

We support the “Pacific Street Interchange” concept for improvement[s] to SR 520. Major destinations for traffic on highway 520 at and near its Seattle “end” include the University of Washington and NE Seattle where great amounts of growth are being planned for, are therefore expected and are already being accommodated. Highway 520 traffic will require better and more direct access to these destinations in the future. The concept for improving 520 known as Pacific Street Interchange best accommodates these needs.

We deplore those options and alternatives that retain and/or widen any Montlake interchange.

In addition, it would be foolhardy to spend money on a “roads-only” project. Instead it is prudent and wise to provide for advancing overall movement of people by integrating highway transportation (including HOV) and public transit more than has been done previously. In the Montlake area of Seattle this is very difficult to accomplish, given the way[s] that roads and the lay-of-the-land now run.

The Pacific Street Interchange version of a revised highway 520 provides an opportunity and a reasonable location for appropriate and superior intermodal public transportation, with transfers at the “Husky Stadium” station. Seattle residents near 520 in Montlake were alarmed by plans to tunnel the Central/University Link light rail rather shallow under homes, without stops, station, or service to mitigate damage. As highway 520 engineering proceeds, a significant emphasis should be placed on ensuring that local transit, Link light rail, cross-lake transit, and other forms of advanced transportation are promoted. By “promoted” we refer not to later publicity about using services, but we do refer to having a well-integrated multi-agency engineering staff that is well funded, fully authorized, and dedicated to accomplishing the aims of this paragraph. In particular, we expect the State of Washington, its relevant agencies including the University of Washington, and other relevant, local and regional agencies associated with the project, to cooperate and carry out a very pro-active emphasis in making best use of a “South Campus” / “Husky Stadium” station location for planning, and execution of plans: to install public transportation features including a modern station with superior access; interchangeability among several modes of transportation from foot-traffic and bicycles to advanced rapid transit; and ancillary services for the using public. WSDOT should continue to advocate multi-modal transportation; the “high” use of land and/or facilities already in the control of a State agency such as the University of Washington should not be impacted negatively by earlier uses of such land.

I-1275-001 | Since the original opening of highway 520 in 1963, the Montlake neighborhood has borne severe impacts totally out of proportion to any benefits. Very little 520 traffic originates at or is destined for Montlake businesses and residences. The existing, often-raised Montlake Bridge is a bottleneck in the area, and can be freed from significant fractions of the total traffic by the selection of “Pacific Street Interchange.”

Sincerely yours, (signed) *Lawrence B. Fogdall* and *Diane H. Fogdall* October
31, 2006

1908-21st Avenue East , Seattle WA 98112-2906

I-1275-002 | P. S.: An historical note: In April 1965 the Seattle area was impacted by a “significant” earthquake. Highway 520 had been open approximately 2 years, and the R. H. Thompson Expressway crossing Union Bay in some manner was contemplated (the Arboretum ramp-stubs suggested a tunnel). The daily newspapers noted that the State Highway Dept. was pleased that accelerometers or similar sensors had already been placed in the Union Bay area, and had successfully collected data from the earthquake. It is hoped that the WSDOT institutional memory and the actual archives can still provide relevant data that benefits this project.

{The text above is also attached to email as a Word document.}

*** eSafel scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

10-31-06

To: Paul Krueger

These are my preferences in the following order:

- 1) Build the bridge somewhere else
- 2) Build the 4-Lane
- 3) Build the 4-Lane with the Pacific Street Interchange

Beverly Fox
206-323-6884

RECEIVED

OCT 31 2006

SR 520
PROJECT OFFICE

I-1276-001

From: LesGldst@aol.com
To: [SR 520 DEIS Comments;](#)
CC:
Subject: sr520
Date: Tuesday, October 31, 2006 10:00:51 AM
Attachments:

I-1277-001 | The environmental threat of a 6-lane sr520 replacement is too great for the Arboreteum and Union Bay wetlands to bear. A 4-lane replacement is the only acceptable one. Also the Pacific Interchange idea is a bad one for traffic impact on most affected neighborhoods. Don't make them suffer to satisfy the demands of one minor neighborhood.

Lester Goldstein
3735 Meridian Ave. N
Seattle WA 98103
Tel. 206-632-8284 (daytime or evening)

Kim V. W. Gould

October 31, 2006



Mr. Paul Krueger
Washington State Department DOT
414 Olive Way
Suite 400
Seattle, WA 98101

Re: Comments on the SR520 Draft EIS

Dear Mr. Krueger,

I want to thank you for such a comprehensive draft EIS, with its simulations of the visual impact the various options would have, from different vistas. It is from considering these that I decided to write this letter.

Early on, the EIS states that a cable-stayed bridge was briefly considered, but dismissed because, among other things, it would not fit in visually with the traditional look of our existing surroundings. I'm referring here to the structures from I-5 to beginning of the Lake Washington portion.

But upon studying the various visual simulations of the 6 lane alternatives, I was struck by their bulk and, despite having a fewer number of columns than the existing SR520, they still present a huge negative visual impact. This is most obvious from any viewing angle other than 90 degrees to the structure. This will be true for many vistas from Portage Bay and looking south from the University Area, as well as vistas in and around Foster and Marsh Islands.

Given this, what a cable-stayed design could offer is a less impacted view from eye level up to tree level, owing to its fewer support towers. Further, it would place the bulky new roadway and sound wall structure up in the air where it may have less visual impact. I realize that the tradeoff is that it can be seen from further away, but the advantage of cable-stayed bridges is they can be designed to be sleek and attractive. It is worth doing the visual tradeoff.

I appreciate that this would present difficulties with the interchanges. But perhaps the Pacific Interchange option could benefit the most, by requiring fewer new support towers for the Union Bay bridge portion, with the segments over Foster Island now held by cables from above.

In addition to possibly improving the visual impact, such an approach could take up less land at ground level over the marsh areas, possibly reducing even further the impacts there.

I-1278-001

I-1278-002

Kim V. W. Gould

I-1278-002 | Could such a structure also generate less noise at ground level, thereby allowing lower and less bulky sound walls?

I realize this is an 11th hour suggestion, but we are making decisions here that impact our city for the next few generations. Please at least give it some further engineering consideration.

Regards,



Kim Gould
3rd generation Seattle resident, currently residing at edge of Montlake.

From: albinonegro@comcast.net
To: [SR 520 DEIS Comments;](#)
CC:
Subject: 520 Replacement plan
Date: Tuesday, October 31, 2006 3:58:46 PM
Attachments:

I-1279-001 | As an Eastside resident (Kirkland) it alarms me how little the Eastside seems to care
about this. I know I would go into Seattle a a lot more if traffic wasn't so bad. Both as a
person who loves the city's night life with the sports and dining, but also as a twenty
something family with a child. We just don't go that often because it seems like 520 and
405 south from 520 to I-90 are always backed up. That's why it concerns me a little that the
eight lane option hasn't been explored or considered more. I think with the rate of growth
this area has seen in the past twenty years, a six lane option will be the same traffic snarl it
is now, only twenty years down the road and \$4.38 billion later. I was always taught to
measure twice and cut once, but here it seems like we measured once and said "That's a
good fit, lets go with that." rather than measuring again to see if there was a better fit. But
I-1279-002 | since the eight lane version probably will not happen, I would have to say
the six lane Pacific Street Interchange would be the best scenario. I do believe that needs to
be along with the replacement of the Montlake bridge. I think this would greatly help
relieve the traffic congestion around the university and the two western "high rises".
Hopefully this will also help the free flow of traffic all the way to the Eastside.

Sincerely,

Forest Graham

From: Deborah Green [mailto:debgreen11@comcast.net]
Sent: Tuesday, October 31, 2006 10:17 AM
To: SR 520 Bridge Replacement & HOV Project
Subject: comment due today on 520 project

Please read the attached comment from an resident of Montlake Blvd, 5 houses south of the Montlake Bridge, whose pleas to the DOV have long been dismissed (over 38 years).

Please pay attention now.

thank you

deborah green

*** eSafe2 scanned this email and found no malicious content ***
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*** eSafe1 scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

31 October 2006

To DOT committee re 520 choice, and government officials including the state governor:

I-1280-001 | Perforce, I will be brief. My property, a double lot, is at the NE corner of the intersection of Montlake Blvd and East Hamlin. Of the seven residents along the car exit from 520 heading north to the Montlake Bridge, I am the longest survivor, having lived here since 1968. Further comments about this may follow below. For now, I would ask you to supply a rational reason why cars heading north to the University, or to the expensive U. Village, or further north, should exit 520 onto Montlake to add to the bottleneck leading to and over and beyond the Montlake Bridge. No cars should exit 520 on the south side of the bridge in order to head north. Of course the Pacific Interchange makes more sense. (With no damage to the arboretum, please, visually, aesthetically, view-wise and otherwise.)

I-1280-002 | The big issue for me is this. I attended a "debate" at the Queen City Yacht club in late September. I happened to sit next to a woman (Judith/Julia?) who said she was the director or deputy director of the DOT 520 project. I asked her by note how much of the 520 bridge traffic is commuters going directly to and from work on the east side (or perhaps the other way). **She said, "I don't know. We did not look at that."**

This is astounding, shocking. With the time and money spent supposedly thinking through this project, there has been no vision. What about motivating the drivers to get to work and home another way? No one thought of that? Instead you want to build more road for more such traffic?

Thought and vision were required and apparently lacking throughout this process. An elected city government official said at that September meeting, "Seattle people won't change their habits." **The problem is what makes the traffic**, the single drivers driving to and from work. Another way is needed. Probably light rail. The elected official said Seattle is not ready for that.

Thought and vision were required. They still are. Change the driving patterns, not build unwanted roads that damage one environment or another.

I-1280-003 | **Four lanes maximum. The same or smaller footprint, but in a rational place, one end the Pacific Interchange.**

But do not do a thing until someone somewhere starts thinking with actual vision that is rational and productive and good for all.

Thank you for attention to this plea.

Deborah Green
2810 Montlake Blvd East
Seattle WA 98112
debgreen11@comcast.net fax 206 322 6484 *51