

ATTACHMENT 5: COMMENTS AND RESPONSES

This attachment presents all comments received during the public comment period and the response to each comment. During the comment period, from December 3, 2009, through January 7, 2010, 3 businesses, 11 agencies, 1 tribe, and 67 individuals provided comments.

Each comment is presented in its entirety in the order shown in the following index. Comments are shown on the left side of the page, and comment numbers have been added in the margins of each comment item to delineate individual comments. Responses to the numbered comments are shown on the right side of each page.

INDEX OF COMMENTS AND RESPONSES

Comment Number	Name/Affiliation of Commenter	Page Number
<i>Federal Agencies</i>		
F-001	Federal Transit Administration	1
F-002	National Park Service	3
F-003	U.S. Environmental Protection Agency	5
<i>Tribes</i>		
T-001	Muckleshoot Indian Tribe Fisheries Division	6
<i>State Agencies</i>		
S-001	Washington State Department of Fish and Wildlife	26
S-002	Washington State Department of Ecology	28
<i>Local Agencies</i>		
L-001	City of Medina, Washington	31
L-002	City of Redmond, Washington	37
L-003	City of Bellevue, Washington	39
L-004	Sound Transit	59
L-005	King County, Washington	66
L-006	City of Kirkland, Washington	75

SR 520, MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT
 FINDING OF NO SIGNIFICANT IMPACT

Comment Number	Name/Affiliation of Commenter	Page Number
<i>Businesses</i>		
B-001	Bellevue Chamber of Commerce	77
B-002	Puget Sound Energy	78
B-003	Microsoft Corporation	79
<i>Individuals</i>		
I-001	Anonymous	82
I-002	Lee, Darrel	84
I-003	Hawkins, Dorothy	86
I-004	Hawkins, D	88
I-005	Hawkins, Dorothy	90
I-006	Nordgren, MaryAnn	92
I-007	Rosebrock, Alan	94
I-008	Rosebrock, Alan	95
I-009	Hawkins, Patrick	97
I-010	Grunkemeyer, Brian	98
I-011	Lykken, Jeff	99
I-012	Johnston, Charles	100
I-013	Alkire, Fred	101
I-014	Stork, Carl	102
I-015	Pollard, Mike	104
I-016	Nickols, Eric	106
I-017	Clark, Tim	107
I-018	Dillon, James	108
I-019	Nordstrom, Sally	110
I-020	Dix, Linda	111
I-021	Reynolds, Greg	112
I-022	Reynolds, Greg	113

SR 520, MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT
FINDING OF NO SIGNIFICANT IMPACT

Comment Number	Name/Affiliation of Commenter	Page Number
I-023	Hett, Kimberly and Jonathon	114
I-024	Edmiston, Robert	116
I-025	Edmiston, Robert	117
I-026	Edmiston, Robert	118
I-027	Edmiston, Robert	119
I-028	Kennedy, Steve	120
I-029	Kruse, Kurt	121
I-030	Mayol, Harold	122
I-031	Nelson, Brad	123
I-032	Parry	124
I-033	Privat, John	125
I-034	Sherman, Heather	126
I-035	Staples, Brian	127
I-036	Phelps, Katie	128
I-037	Harmon, Schell	130
I-038	Greenberg, Steven	132
I-039	Wiseman, John	133
I-040	Wiseman, Judith	135
I-041	Hunt, Jim	137
I-042	Garthwaite, Charlie	138
I-043	Bolton, Jack	140
I-044	McConnell, Lisa	141
I-045	Foster, Georgine	142
I-046	Petrisor, Cornell	143
I-047	Holsapple, Keith (duplicate comment received via Web on 1/7/10)	145
I-048	Gould, Tim	147
I-049	Benaloh, Josh	148

SR 520, MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT
FINDING OF NO SIGNIFICANT IMPACT

Comment Number	Name/Affiliation of Commenter	Page Number
I-050	Barr, Laila	149
I-051	Doud, Sarah	150
I-052	Hesterberg, Tim	151
I-053	Kress, Richard (duplicate comment received via Web on 1/7/10)	153
I-054	Bogue, Diane	160
I-055	Bogue, Diane	161
I-056	Smith, Katherine	168
I-057	Miller, Bonnie	169
I-058	Per-Ola, Selander	170
I-059	Taylor, Pamela	171
I-060	Tefft, Paul	172
I-061	Thompson, Richard	173
I-062	Treadwell, David	175
I-063	Vinella, Mary Jane	176
I-064	Clark, Tim	177
I-065	Marashi, Kamran	178
I-066	Bill	182
I-067	Gundersen, Hans	183



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

December 29, 2009

Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

Re: Comments on Environmental Assessment, SR 520, Medina to SR 202: Eastside
Transit and HOV Project, December 2009

Dear Bill:

Thank you for the opportunity to review the Environmental Assessment (EA). As I understand it, the project would complete the high-occupancy vehicle (HOV) system on State Route (SR) 520 between Medina and SR 202 in Redmond. It would, among other things, add a new eastbound HOV lane, provide standard shoulders in both directions, and rebuild interchanges and crossings with landscaped lids. The purpose of the project is to enhance transit and HOV operations.

The Federal Transit Administration (FTA) would like to offer the following comments on the EA.

F-001-001

1. The project description in Chapter 4 indicates that the HOV lanes and transit stops would be located in the center of the roadway. If not carefully designed, the transit stops could be located in an uninviting environment for transit patrons. Noise, aesthetics and perceived pedestrian safety should be key concerns in the design of the transit stations. FTA recommends that you consult closely with the transit agencies on the station/stop design.

F-001-002

2. On page 4-16, the EA discusses "forward compatibility" for future transit and highway improvements. This corridor is identified in the region's long range transportation plan for high capacity transit, including as bus rapid transit (BRT). The design requirements for BRT may be different than those for express bus service. Therefore, please consult with the transit agencies on the design and operational needs for future BRT service.

F-001-003

3. The sections on transit operations (page 5-84) and non-motorized facilities (page 5-85) discuss station access by pedestrians from the interchange lids and use of the recreational trails. However, we did not find a discussion of access to the transit stations. Because the project would significantly improve transit travel times and reliability, there should be a corresponding increase in transit ridership. Would the stations be accessed primarily by auto, bus, bicycle, or walking and has the station been designed accordingly? To what

F-001-001

The project team has given careful attention to the pedestrian environment and urban design elements of the transit stops in consultation with the local communities and transit agencies. See Chapter 4 of the EA for a general description of the transit station design concept. See Chapters 7 and 8 of Appendix Q, Transportation Discipline Report, for more detailed information about the pedestrian environment on the lids and transit platforms. WSDOT will continue to coordinate with King County Metro and Sound Transit on project details, including the design of transit stops, as the project moves forward.

F-001-002

The project team consulted with Sound Transit and King County Metro regarding the requirements for future technologies, and incorporated these requirements into the design. WSDOT is coordinating with King County Metro through regularly scheduled meetings and will continue to do so throughout the duration of the project. WSDOT will also continue to consult with Sound Transit and King County Metro as plans for high capacity transit are developed.

F-001-003

The requested information is documented in Appendix Q, Transportation Discipline Report, Chapters 5 and 8. The transit data contained in Appendix Q was provided by King County Metro and other transit providers. WSDOT has been and will continue to coordinate with King County Metro and other transit providers to determine the design, including consideration of pedestrian facilities. At this time, no pedestrian facilities are planned for at the transit stations. It is anticipated that the major users of the transit stations will be bus transfer passengers or existing park and ride facility users.

F-001-003 |

extent are pedestrian facilities provided in station areas (up to one quarter mile radius) and are they adequate?

Again, thank you for the opportunity to comment. Please contact John Witmer at (206) 220-7964 if you have any questions.

Sincerely,



for
Rebecca Reyes-Alicea
Director of Planning and Program Development



United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060



IN REPLY REFER TO:
EC-SR 520—Medina to SR 202: Eastside Transit and HOV Project

December 30, 2009

Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101
SR520Eastside_EA@wsdot.wa.gov

RE: Environmental Assessment for the SR 520 Bridge Replacement and HOV Program—
Medina to SR 202: Eastside Transit and HOV Project

Dear Mr. Blaylock:

The National Park Service has reviewed the Environmental Assessment (EA) for the SR 520 Bridge Replacement and HOV Program, Medina to SR 202: Eastside Transit and HOV Project. We offer the following comments:

Section 4(f) of the Department of Transportation Act

General Comments

F-002-001

It would be helpful to see the existing and future Washington State Department of Transportation (WSDOT) rights-of-way on the exhibits contained in the Section 4(f) chapter (Chapter 5.10).

F-002-002

It would also be helpful to see at least the primary, if not all, access points for the parks on the exhibits in Chapter 5.10.

F-002-003

Chapter 5.10 states that Fairweather Park, Wetherill Nature Preserve, Hunts Point Park, and Yarrow Bay Wetlands will be closed up to 12 months. However, the chapter does not indicate the total time needed for project construction. This should be stated to clearly demonstrate that WSDOT is satisfying one of the criteria for the temporary occupancy exemption under Section 4(f).

F-002-004

Fairweather Park

On page 5-123, the EA states that a 0.07-acre section of the southwest corner of Fairweather Park will be permanently converted to accommodate relocation of the Points Loop Trail. On page 5-124, the EA states that an additional 0.07-acre section of the southwest corner of the park will be temporarily occupied for construction. There is no discussion about the southeast corner of the park, yet on Exhibit 5-39, Effects on Fairweather Park, the construction limits are shown as encompassing a portion of the southeast corner of the park. Therefore, the southeast corner of the park should either be addressed in the 4(f) analysis or removed from the construction limits shown on the exhibit.

F-002-001

Existing and proposed right of way lines have been added to each exhibit. The exhibits have been updated and are contained in the errata.

F-002-002

The graphics were updated to note the primary access points for Fairweather and Hunts Point parks. Wetherill Nature Preserve has one primary and many minor access points from Points Loops Trail. Access to the Preserve will be maintained during construction. Yarrow Bay Wetlands can be accessed from the water or local streets; there is no defined primary access point for this resource.

F-002-003

Please see page 4-22, where the text states that construction is anticipated to begin in the spring of 2011 and conclude in the summer of 2014, based on funding.

F-002-004

Exhibit 5-39 incorrectly shows the limits of construction extending into the southeast corner of the park. The limits of construction are contiguous with the park boundary in the southeast corner. The corrected exhibit is shown in the errata.



F-002-005

Yarrow Bay Wetlands

On Exhibit 5-42, Effects on Yarrow Bay Wetlands, the yellow-highlighted area, which represents the temporary occupancy area, appears to incorrectly stop short of the park boundary and not correspond with the limits of construction. It appears the entire construction limits "knob" in that area should be yellow. Also, the temporary occupancy acreage listed on page 5-128 (0.12) is different than the temporary occupancy acreage listed on Exhibit 5-42 (0.07). These items should be corrected as appropriate.

F-002-006

Section 6(f) of the Land and Water Conservation Fund Act

None of the park resources identified in the 4(f) chapter appear to be protected by Section 6(f) of the Land and Water Conservation Fund Act or by Section 1010 of the Urban Park and Recreation Recovery Act.

We encourage WSDOT to contact the Washington State Recreation Conservation Office to determine whether any of the park resources identified in ~~Chapter 5.10 received funding from any state grant~~ program that may have separate protection and conversion requirements. Please contact:

Ms. Kaleen Cottingham
Director
Recreation and Conservation Office
P.O. Box 40917
Olympia, WA 98504-0917
Telephone: 360-902-3000
Fax: 360-902-3026
Kaleenc@rco.wa.gov

Thank you for the opportunity to provide these comments. If you have any questions concerning these comments, please contact:

Ms. Kelly Powell
National Park Service
168 S. Jackson St.
Seattle, WA 98104-2853
Telephone: 206-220-4106
Fax: 206-447-4246
Kelly_Powell@nps.gov

Sincerely,



Rory D. Westberg
Acting Regional Director
Phone: (206) 220-4106
FAX: (206) 220-4159
Rory_Westberg@nps.gov

F-002-005

There was an error on Exhibit 5-42, and in addition, the design has been refined for this location since the EA was published. The acreage quantities and locations have been updated in the text and on the exhibit and are included in the errata.

F-002-006

WSDOT coordinated with the Washington State Recreation and Conservation Office (RCO) during the development of the Draft Environmental Impact Statement for the SR 520 Corridor Program (which covered the current project area) and did not identify any Section 6(f) resources. WSDOT continues to coordinate with the RCO on issues related to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

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

From: Somers.Elaine@epamail.epa.gov
[mailto:Somers.Elaine@epamail.epa.gov]
Sent: Thursday, January 07, 2010 5:44 PM
To: SR520Eastside_EA
Subject: Medina to SR 202: Eastside Transit and HOV Project EA

To: Bill Blaylock, SR 520 Eastside Environmental Manager

Dear Mr. Blaylock:

Thank you for all your efforts to prepare and present the SR 520 Eastside Transit and HOV Project Environmental Assessment -- it is a good document, conscientiously prepared. We have no comments to offer other than to say how much we appreciate that WSDOT will include provisions for wildlife movement/habitat connectivity at stream crossings where culverts will be replaced and enlarged. I was assured at the recent Open House in Bellevue that the stream crossing structures would be large and wide enough to provide upland area for terrestrial species to move through the culvert crossings. This is great news! If available, it would be interesting to see the crossing designs once they are prepared. Wherever applicable, we encourage WSDOT to address ecological connectivity needs routinely for other projects as well.

We look forward to project completion -- thank you again for the fine work!

Sincerely,

Elaine Somers
Environmental Review and Sediment Management Unit U.S. Environmental
Protection Agency, Region 10 1200-6th Ave., Suite 900, ETPA-088 Seattle,
WA 98101
phone: 206/553-2966
fax: 206/553-6984
email: somers.elaine@epa.gov

F-003-001

Thank you for your comment. Please note that the primary purpose for the culvert replacements is to improve fish passage. However, as you indicate, a secondary benefit would be passage of local wildlife.

F-003-002

Thank you for your comment.

F-003-001

F-003-002



MUCKLESHOOT INDIAN TRIBE
Fisheries Division

39015 - 172nd Avenue SE • Auburn, Washington 98092-9763
Phone: (253) 939-3311 • Fax: (253) 931-0752



Received

JAN 07 2010

January 7, 2009

SR520 Document Control

Mr. Bill Blaylock
SR 520 Eastside Environmental Manager, WSDOT
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA)

Dear Mr. Blaylock:

The Muckleshoot Indian Tribe Fisheries Division is offering the attached comments in response to the EA and its appendices for the above referenced project. We forward these comments in the interest of protecting and restoring the Tribe's fisheries resources within the project area.

We appreciate this opportunity to comment. If you have any questions or would like to meet to discuss these comments, please call me at 253-876-3116.

Sincerely,

Karen Walter
Watersheds and Land Use Team Leader

Cc: Randy Everett, FHWA
Mike Grady, NMFS
Emily Teachout, USFWS
Jack Kennedy, US Army Corps of Engineers
Krista Rave-Perkins, EPA
Stewart Reinbold, WDFW
Penny Kelly, WDOE

**Muckleshoot Indian Tribe Fisheries Division Comments –
SR 520 Medina to SR 202 Eastside Transit and HOV Project Environmental Assessment and
Appendices**

I. Environmental Assessment

- T-001-001** | On page 4-15, the EA should discuss if the proposed lighting has the potential to shine on Lake Washington and affected streams. If so, mitigation will need to be provided.
- T-001-002** | On pages 4-19 and 4-12, additional details are needed regarding the proposal to complete stormwater detention offsite and outside of the Yarrow Creek basin.
- T-001-003** | On page 4-21, stream restoration should be conducted as early in the construction sequencing as possible.
- T-001-004** | Exhibit 5-9, page 5-23, please explain how the ecological role information for coho and sockeye/kokanee was determined and its relevance to the project.
- T-001-005** | Exhibit 5-10, page 5-26, there should be a map to correspond with this table. The table should include the data that the MITFD has provided to project staff (more than once before) regarding fish use in the project area streams. See our comments in the Ecosystem DR for information.
- T-001-006** | Page 5-28, the EA should note that fish exclusion and removal activities can result in injury or death to fish, even when following NOAA Fisheries protocols.
- T-001-007** | On page 5-28, the EA should define “temporary” with respect to vegetation removal. The removal of large trees can have impacts lasting decades until the planted trees reach the size of those removed. Construction impacts to riparian buffer areas should distinguish between short and long term impacts. Long-term impacts should be based on removal of trees that are currently 10 years or older since it will be a minimum of 10 years for newly planted trees to reach the same size and provide equivalent functions as those removed. Tree removal cannot be considered a temporary impact.
- T-001-008** | On page 5-31, the EA should note that baseflows will be adversely affected even with stormwater design facilities. As noted in Booth et al (2002)

“Any analysis of flow durations will not address changes to ground water recharge or discharge because no constructed detention ponds, even the largest designed under this standard, can delay wintertime rainfall sufficiently for it to become summertime runoff. Yet exactly this magnitude of delay does occur under predevelopment conditions, because far more of the precipitation is stored as ground water.”
- T-001-009** | Pages 5-32 through 5-34 and page 6-3, the EA fails to discuss mitigation sequencing as it should properly apply to affected culverts. The project will affect 17 culverts, nine of which will be replaced with fish passable culverts using a stream simulation design. As commented previously, each of the new SR 520 crossings should use culvert removal as the first step in mitigation

1

T-001-001

The current lighting design is preliminary and not yet complete for arterials and intersections. The lighting will be generally placed in the median and along the on- and off-ramps of SR 520 based on design standards. The lighting will be directed toward the roadway. At this time, a lighting analysis has not been conducted for this project; however, when adjacent to non-commercial areas, the maximum spillover light allowed shall be 0.2 foot-candles of total light at ground level at the edge of the right of way, unless otherwise noted. WSDOT will install flat lens medium cut-off fixtures to limit spillover light outside of the right of way. WSDOT will use shielding as necessary to limit spillover light. Where feasible, permanent and temporary lighting shall minimize spillover light on the main and side channels of streams to no more than 0.05 foot-candles of total light.

WSDOT will also conduct a photometric analysis to show lighting contours for nighttime illumination. The analysis would show the distances from the light source at lighting levels 1.0, 0.5, and 0.2 foot-candles. Lighting contours of 0.1 and 0.05 foot-candles would be provided for permanent surfaces adjacent to sensitive areas such as streams and rivers. Topographic plan features would be shown at least 150 feet beyond the illumination contours. A copy of the photometric analysis report will be provided to the Muckleshoot Indian Tribe Fisheries Division.

The western extent of the lighting will end at approximately Evergreen Point Way, so there is not expected to be an effect on Lake Washington. Two areas where lighting will be in close proximity to streams are as follows:

- (1) At the outlet side of the culvert for Fairweather Creek where lighting will be placed along the Regional Trail, where the bridge crosses the outlet. The lighting will be shielded, and then as the replanted buffer

- T-001-009** sequencing (i.e. avoiding the crossing). Where a crossing is needed, then a bridge should be considered as bridges generally have fewer impacts to stream channels and wood, water, sediment and fish passage (WDFW 2003). Finally, if bridges are infeasible, then culverts could be considered starting with stream simulation designs as these are considered to have fewer impacts than no-slope or hydraulic designed culverts (WDFW 2003).
- T-001-010** On page 6-4, please clarify how the work windows eliminate or reduce in-water interference with returning adult salmon. It is our understanding that these work windows were created to protect juvenile salmon, not adults.
- T-001-011** On page 6-14, since the conceptual wetland and stream habitat mitigation plans are draft and a newer version is not yet available, we reserve the right to comment further on the project's proposed mitigation and its adequacy to mitigate for project impacts.
- T-001-012** Exhibit 5-12, page 5-33 and page 5-34, please clarify the potential for stream and fish habitat above culvert 15 conveying the unnamed tributary to Fairweather Bay. The Ecosystems DR described a stream upstream of the SR 520 crossing.
- T-001-013** On page 5-34, the EA should note that while the channel improvements at the outlet of culvert 78 will reduce erosion, these improvements will fill existing fish habitat and need to be mitigated.
- II. Specific Comments to Appendices**
Appendix E: Agency Coordination and Public Involvement Discipline Report (DR):
- T-001-014** The EA and the DR should be amended to distinguish between when WSDOT met with the Muckleshoot Indian Tribal Council and departmental staff within the Tribe. For example, many meetings discussed in this DR involved staff from the Muckleshoot Indian Tribe Fisheries Division, and not elected officials from the Tribal government. The MITFD is comparable to a state agency such as WDFW, which works on fisheries issues, but does not necessarily represent the entire state government and its elected officials.
- Appendix H: Environmental Justice DR**
- T-001-015** Page 5. This section should be updated to indicate that WSDOT has been working with MITFD staff to avoid or minimize effects to fisheries resources within the Tribe's Usual and Accustomed Area. We, too, hope that the project will have positive benefits to the fisheries resources that may be realized through increased fishing opportunities for the Tribe.
- T-001-016** On page 24, Fish and Aquatic Habitat section, the DR fails to note that there will be permanent impacts to streams, wetlands and their buffers as a result of this project. For example, per the Ecosystems DR, seven (7.0) acres of wetlands near the existing roadway would be partially or entirely filled under the Build Alternative, which means that the filled wetlands would lose their capacity to provide water quality and hydrologic functions. In particular, Wetlands YCN-1, YCN-2 and YCN-3B will be totally filled and Wetland YCS-2 will be partially filled. These wetlands are riverine wetlands to Yarrow Creek. An analysis is needed to confirm that the proposed stormwater detention facilities will effectively offset the lost water storage from filling

area matures, light spillage onto the stream is not expected to be substantial.

(2) The second location is Yarrow Creek in the vicinity of the 108th Avenue NE interchange. After the stream restoration is complete, a portion of Yarrow Creek will flow adjacent to the SR 520 westbound off-ramp to 108th Avenue NE. Lighting is currently proposed along the right shoulder, adjacent to the stream. WSDOT will evaluate options as the design progresses to relocate the lighting to the left shoulder and also place shields on the lighting to minimize spillage into the stream.

T-001-002

WSDOT continues to assess the quantity and potential locations for off-site detention. At this time, it appears that the detention requirements of the *Highway Runoff Manual* can be met in the Yarrow Creek Basin. This has been clarified through errata in the project description. WSDOT will continue to work with the regulatory agencies and tribes as a specific site(s) is reviewed for suitability.

T-001-003

WSDOT agrees and will advance fish passage and restoration as early as practicable. However, WSDOT wishes to avoid impacts to stream restoration once it is in place. Therefore, stream restoration will be constructed in such a manner that it does not conflict with other components of the project. This may require some restoration to be built later in the project. More detail about this approach has been added to the errata.

T-001-004

The information in Exhibit 5-9 was taken from scientific literature and was intended to give the reader an idea of the number of fish species within Lake Washington and some general context to these species' life

- T-001-016** | 1.5 acres of depressional wetlands. An analysis is also needed to determine how much of the existing depressional and riverine wetlands to be filled currently contribute to groundwater recharge. As noted in the Ecosystems DR, the project will not provide any wetland buffer replacement if there is a complete loss of wetland area and function -- so there will be combined impact from the loss of wetlands and buffer in streams affected by the project. Consequently, there may be adverse impacts to fish as a result of the permanent loss of water quality and hydrologic functions due to filled wetlands and wetland buffer. Mitigation proposal details to mitigate for temporary and permanent impacts to streams, wetlands, and their buffers are conceptual and have not been finalized. Further, wetlands impacts are proposed to be mitigated off-site in the Bear/Evans Creek subbasin and will not directly benefit the fisheries and aquatic resources in Fairweather, Cozy Cove, and Yarrow creeks. In addition, per the DR "*metals loading would increase or decrease depending on the individual basin.*" Metals such as copper and zinc are highly toxic to salmonids (e.g., Meador et al., 2006). Recent research has found that levels of copper as low as 2µg/l can cause sublethal effects on coho and other salmonids. Low copper concentrations are shown to impair sensory physiology and predator avoidance in salmon (http://www.fish4thefuture.com/pdfs/Copper_Abstracts.pdf). Finally, the project will clear 3.0 acres of existing riparian vegetation and will remove at least 75 trees. When considering all of these potential impacts and the offsite wetland mitigation proposal, it is premature to say that this project will not "*have a substantial negative effect on fish or overall in-stream or riparian habitat.*"
- T-001-017** | On page 27, the DR states "*The Build Alternative would result in new impervious surfaces, but would also treat for water quality all new and existing pollution-generating impervious surfaces within the SR 520 corridor.*" It is our understanding that this project will treat some of the existing pollution-generating impervious surfaces, but not all. Please clarify.
- T-001-018** | Appendix L: Ecosystems DR
Page 39, there should be a map showing the ditches that meet the Corps' jurisdictional criteria in relation to the wetlands and streams in the project area.
- T-001-019** | Page 59, the DR should identify how much excess mitigation capacity will occur at the Keller Farm mitigation site in Bear/Evans Creek and what future potential WSDOT projects would seek to use the excess mitigation available at this site.
- T-001-020** | Also on this page, the DR should elaborate on the potential 1:1 onsite mitigation for construction impacts to 1.6 acres to wetlands. As part of this additional information, the DR should discuss how fish passage improvements are mitigation for construction impacts to wetlands.
- T-001-021** | On pages 60 and 61, the sentence regarding the location of Muckleshoot Tribal fishing is misleading. It should say that the Muckleshoot Indian Tribe has the right to access its fisheries resources within its Usual and Accustomed Areas. We are working closely with WSDOT on this project because of its potential impacts to treaty protected fisheries resources.
- T-001-022** | On page 61, the MITFD has provided WSDOT fish distribution data several times for this project but this data continues to be overlooked or omitted. The DR should make use of the fish

histories and behavior. The last column in the exhibit has been removed and that edit has been included in the errata. Also included in the errata are references for sources that were added as footers to the exhibit.

T-001-005

Exhibit 5-10 is intended to generally classify fish use. All Type F streams are regulated as fish-bearing for the full length of the stream within the project area. Exhibit 5-6 has been updated in the errata with stream types added to the stream labels. In addition, the analysts used a King County Fish Distribution Database (King County et al. 2001), which includes information on fish distribution provided by the Muckleshoot Indian Tribe Fisheries Division to support conclusions in Exhibit 5-10.

T-001-006

WSDOT acknowledges there is a possibility that individual fish could be harmed in the dewatering process, and text was added to the errata to recognize this possibility. By following approved procedures, WSDOT intends to avoid and minimize this possibility. Permits will be obtained and the Endangered Species Act satisfied by the approving agencies.

T-001-007

Tree removal could be considered a long-term temporary impact. Large trees could take two decades to replace depending on species, less for smaller trees. Text was added to the errata indicating this potential as well as potential variance of equivalent function over time. However, the EA described the generally sparse vegetation cover under existing conditions.

T-001-008

Although there is a strong theoretical basis to suggest that increases in impervious surface within a watershed will reduce stream baseflows, empirical data (from outside of Washington State) evaluating this

- T-001-022** | distribution data available from King County (see <http://www.govlink.org/watersheds/8/reports/fish-maps/default.aspx>) provided previously, as it includes known distribution data collected by MITFD and includes some project area streams.
- T-001-023** | On page 74, please provide the scientific basis for defining large woody debris as pieces of wood 12 inches in diameter or greater. The definition we recommend for Western Washington streams is a piece of wood that is 10 centimeters in diameter and at least 2 meters in length. See http://access.nwifc.org/tfw/documents/TFW_Large_Woody_Debris.pdf
- T-001-024** | On page 75, the DR should note that culverts with water velocities that are too high and depths that are too shallow can also impair adult and juvenile salmon passage.
- T-001-025** | Exhibit 24 may need to be updated once the WRIA 8 Fish Distribution maps are consulted.
- T-001-026** | Please clarify the type and extent of stream channel south of SR 520 for the Unnamed Tributary to Fairweather Bay. The text on page 78 suggests that there is no stream channel but page 79 indicates that a stream channel exists and habitat is poor.
- T-001-027** | Page 93, The MITFD found coho in Yarrow Creek and the west tributary of Yarrow Creek. See the WRIA 8 Fish distribution maps provided in the link in comments above. Please elaborate on the recent surveys along Lake Washington and in Yarrow Creek wetlands where juvenile chinook were surveyed but none were found.
- T-001-028** | Exhibit 31 should include a description of the fate of culvert 15 conveying the unnamed tributary to Fairweather Bay.
- T-001-029** | Outlet protection at Culvert 78 may eliminate existing fish habitat downstream of this culvert.
- T-001-030** | Page 105, please see previous comments regarding the project's impacts and proposed stream simulation culverts.
- T-001-031** | Exhibit 33, additional information is needed to determine how the data in this table was derived. The data is based on net values and should probably use true values instead to avoid confusion. For example, Fairweather Creek will have a net decrease in the amount of stream confined in a culvert (-50 lineal feet) and a net increase in open stream channel of 44 lineal feet. These numbers should match or there should be an explanation as to why they do not match.
- T-001-032** | Page 108, the DR's conclusion that there will be no negative effects on stream baseflows because the stormwater ponds will mimic the natural flow regime should be substantiated. As noted in Booth et al (2002)
- "Any analysis of flow durations will not address changes to ground water recharge or discharge because no constructed detention ponds, even the largest designed under this standard, can delay wintertime rainfall sufficiently for it to become summertime runoff. Yet exactly this*

relationship is often confounded by other processes (e.g., water inputs from lawn irrigation, changes in flow due to sanitary sewer connections, and changes to evapo-transpiration rates due to changes in vegetation) that are also associated with urbanization. The amount of increased impervious surface is a relatively small portion of the total basins: for Cozy Cove Creek 3.6%, and for Fairweather Bay 1.7%. It is estimated that any impact to baseflows would not result in a significant impact to the streams. Additionally, geotechnical data near the streams indicate a high groundwater table, and the culvert replacements within the streams will result in 200 to 225 feet of open stream that can accept groundwater, potentially offsetting impacts. The following sentence has been added to the errata: "Potential for impacts to groundwater recharge through the creation of new impervious surface is anticipated to have negligible effects due to local conditions and project design elements."

T-001-009

WSDOT has been able to remove road crossings in the project area, which allows for portions of stream channel to be daylighted that would otherwise be contained within culverts. The removal of two loop ramps at the Bellevue Way interchange, along with design modifications at the 108th Avenue interchange, will result in the permanent removal of five culverts, allowing the portions of stream within those culverts to become open channel.

For the stream locations where current fish passage barrier culverts must be replaced, WSDOT is replacing nine culverts with new fish-passable structures. In addition, WSDOT is replacing one additional barrier culvert that is not otherwise affected by the proposed construction. The new structures will be designed per stream simulation guidelines. Stream simulation is a preferred culvert design, and as such, is a reasonable and practicable design for replacement structures. While much of the Washington State Department of Fish and Wildlife's (WDFW's) *Design of Road Culverts for Fish Passage*(2003) describes

- T-001-032** | *magnitude of delay does occur under predevelopment conditions, because far more of the precipitation is stored as ground water."*
- T-001-033** | Page 109, Exhibit 34, please clarify the information in this exhibit. Exhibit 30 indicates that there will be 3.0 acres of riparian impacts and 75 trees removed. Exhibit 34 indicates that there will be 1.7 acres of riparian impacts and 85 trees removed.
- T-001-034** | Hunts Point, Clyde Hill, and Yarrow Point do not currently regulate riparian buffers for streams in their jurisdiction. In addition, there are substantial differences between the local government buffer regulations. A better approach is to use scientific data and discuss potential impacts to riparian buffers that may occur within 200 feet of affected streams. Two hundred feet distance is based on average soil conditions in the Puget Sound lowlands and the maximum height of dominant conifer species (i.e. Douglas fir, Western hemlock, and Western red cedar) that could grow along the project streams and potentially recruit to these streams over time. This impact assessment method considers dominant tree growing conditions and future wood recruitment, is functionally based, and better suited to meet NEPA regulations and Federal mitigation sequencing requirements because it is based on science. Furthermore, while the Tributary to Cozy Cove Creek; East Tributary to Yarrow Bay Wetlands; and the Tributary of West Tributary to Yarrow Creek upstream of SR 520 may be completely filled, the permanent impact to their buffers should be quantified because the remaining buffer areas will no longer provide direct functions to the filled streams and downstream areas. To do anything less will result in a site specific and cumulative impacts that will occur without mitigation. To address these concerns, we recommend that Table 7 be modified to identify permanent and temporary impacts to riparian buffers within 200 feet of all affected streams.
- T-001-035** | Finally, please explain how it was determined that the Cozy Cove tributary is not fish bearing as shown in Exhibit 34.
- T-001-036** | Page 111, the mitigation sequencing discussion on this page fails to describe how bridges can have less impact than culverts for the long term successful passage of fish, wood, water, and sediment. See previous comments for culverts.
- T-001-037** | Pages 116-117, The DR states:
"Although the area proposed for enhancement is somewhat smaller than the affected buffer area within the project footprint, the mitigation site provide vastly increased functions and values compared with the affected riparian zones."
 It is our expectation that the riparian buffer impacts will be mitigated at a minimum of 1:1 ratio by area as existing trees will be removed and it will be decades before the planted trees replaced the functions that the existing trees provide.

Appendix S: Water Resources DR

culvert design approaches to providing fish passage, WDFW (2003) characterizes the selection of bridges as being appropriate "where the design process leads away from a culvert as a viable crossing structure" and those instances are likely when "the stream width exceeds 20 feet or stream slope is greater than about six percent, or when the movement of large debris is frequent." These characteristics are not relevant to the streams within the project area. The results of a comparison of bridge and stream simulation designs at one crossing in the project area indicated that the two designs provide comparable functions for stream characteristics. WSDOT believes the results would apply to other crossings in the project area as well, because the width between abutments for stream processes would be the same for bridges as they are for stream simulation culverts. Furthermore, the structural dimensions for the culverts have already been sized to avoid impacts to stream processes. WDFW's design document states that for the stream simulation design option, "sediment transport, fish passage, and flood and debris conveyance are designed to function just as they would in a natural channel."

Therefore, analysis of other potential design options for replacement structures, and their associated effects, is not warranted as stream simulation is a viable and preferred culvert design. At the locations where culverts will be constructed, effects due to culvert placement will be avoided as possible. For those effects that cannot be avoided during culvert installation, WSDOT has disclosed the effects and the related minimization and mitigation measures.

FHWA and WSDOT provided a table that shows each stream with its stream gradient and bankfull width as part of the Joint Aquatic Resources Permit Application (JARPA) submission. That information is contained in the Hydraulics Report, Appendix D-2 (Stream Design Technical Memorandum). Tables 3-1 and 3-3 describe the bankfull width. Table 3-1 also has average stream slope information. Culvert

- T-001-038** | Please explain why Exhibits 6 and 7 show significantly different amounts of impervious surface coverage in the Fairweather, Cozy Cove, and Yarrow Creek basins.
- T-001-039** | Please explain why there is no discussion about the unnamed tributary to Fairweather Bay in this DR. It is within the project area. The description on page 21 appears to be the unnamed tributary to Fairweather Bay (as described in the Ecosystems DR) and not Fairweather Creek. Please clarify.
- T-001-040** | Exhibit 10- Both the unnamed tributary and Fairweather Creek are fish-bearing waters. If stormwater is discharged to these streams, it should be treated using enhanced treatment, not basic treatment as proposed in this figure. Ecology's stormwater manual requires enhanced treatment for stormwater discharged to fish-bearing waters.
- T-001-041** | Page 30, as noted in the DR, the details about routing some of the stormwater that would normally go to Cozy Cove Creek directly to Fairweather Bay are still under development. As a result, we reserve the right to comment on this stormwater approach.
- T-001-042** | Exhibit 12 should be modified by using the corresponding facility identification in Exhibit 13 so the reader can determine the location of each proposed stormwater facility.
- T-001-043** | Page 39, it may not be possible to detect specific degradation to the receiving basins from the expanded SR 520 roadway; however, it is reasonable to assume that an increase in impervious surfaces from 1.8 to 5.0 acres, depending on the basin, will add to the cumulative impacts and degradation documented in this basins even with mitigation.
- T-001-044** | Page 42, the DR fails to note that the HRM and Ecology's Stormwater Manual for Western Washington do not necessarily mitigate for all impacts due to stormwater discharges. The standard flow control requirement from the Western Washington Stormwater Manual, or the duration standard does not necessarily protect salmon or their habitat. Ecology's manual states that *"That threshold is assumed to be 50% of the 2-year peak flow. Maintaining the naturally occurring erosion rates within streams is vital, though by itself insufficient, to protect fish habitat and production."* (page 2-34 Volume 1)
- The project is still undergoing design changes and may result in direct stormwater discharges to Yarrow Creek, which may negate some of the mitigation measures if the new stream channel does not have sufficient low velocity habitats to offset the stormwater discharges. Juvenile salmon can still be affected by stormwater discharges that meet the discharge threshold. The proposed stormwater release standard (1/2 of the 2 year through 50 year duration flow control standard) is designed to protect channel form and structure, not to be directly protective of rearing juvenile salmonids. Thus, WSDOT cannot rely upon the stormwater technical standards alone to protect downstream salmonids. The principal impact to rearing salmonids will be due to increased durations of sub-peak flows that occur despite the detention of stormwater because of greater volumes of water discharged from the SR 520 and I-405. These impacts will occur unless the increased runoff volume is infiltrated. The stream mitigation will likely increase the low

8

slopes are provided in Table 4-2. We are providing this report to the Muckleshoot Indian Tribe Fisheries Division for convenience (without appendices for size purposes). Stream and culvert slope information is also contained in the stream restoration profile sheets including sheet SR21 (Fairweather Creek), SR22 (Cozy Cove Creek), SR23 (West Tributary to Yarrow Creek), SR24 (Yarrow Creek, vicinity of culvert D), SR26 (vicinity of culvert E), SR29 (vicinity of Culverts F and G1), SR 30 (vicinity of culvert G2), and SR32 (vicinity of culvert H).

T-001-010

The Washington State Department of Fish and Wildlife (WDFW) has formulated the in-water work windows to minimize effects to a variety of fish species and life stages that occupy a specific water body. The word "eliminate" was struck from the text and is incorporated into the errata.

T-001-011

Comment noted.

T-001-012

This stream starts at the outlet of Culvert 15 on the north side of SR 520. The EA text indicates no habitat upstream (south) of SR 520, which is accurate, as is Exhibit 5-12, which indicates that no open channel is present upstream of SR 520. However, the discipline report incorrectly describes poor habitat upstream of SR 520, where no habitat is present. Exhibit 24 and Page 79 of the discipline report were corrected as errata to correctly identify the extent of stream habitat.

T-001-013

A sentence has been added as an errata at the end of the paragraph to state: "Effects due to the erosion control measures will be mitigated".

T-001-044 | velocity habitats needed to avoid increases in runoff volumes; however, the amount of potential low velocity habitat is unknown at this time. The project may need to add more wood than is proposed and will need to manage wood from upstream sources so that it remains in Yarrow Creek to address this concern. Further, additional mitigation will be needed for the lack of detention for all stormwater generated by the project. Additional stormwater detention should occur within the Yarrow Creek subbasin outside of the project area.

Appendix U: Cumulative and Indirect Effects DR

T-001-045 | Page 24, we disagree with the statement that the project will have a negligible contribution to cumulative effects on wetlands, streams. The project will result in a loss of wetlands and their functions in the affected stream basins, the removal of trees (both permanent and temporary), increases in impervious surfaces and stormwater discharges and potential reductions in baseflows. While the project provides many mitigation measures, it is unknown if these measures will successfully offset the impacts associated with the project and not cause further degradation of fish habitat and reductions in salmon productivity. As we noted previously, reductions in salmon productivity could affect Muckleshoot Tribal members' fishing opportunities.

T-001-046 | On pages 24 and 42, the DR should have discussed the potential for cumulative and indirect impacts to salmon productivity as a result of increases in dissolved copper pollutant loads that will occur with mitigation compared to the no-build alternative.

T-001-047 | Page 43, There is some data that suggests that Lake Washington is increasing in temperature. See http://www.seattlepi.com/local/232047_lakewash11.html Existing summer temperature and dissolved oxygen conditions during adult Chinook and sockeye migration are already poor and very stressful in the Ship Canal, Lake Union, and Montlake Cut.

References

Booth, D. B., D. Hartley, and C. R. Jackson, 2002, Forest cover, impervious-surface area, and the mitigation of stormwater impacts: Journal of the American Water Resources Association, v. 38, p. 835-845.

Fox, M and S Bolton. 2007. A regional and geomorphic reference for quantities and volumes of instream wood in unmanaged forested basins of Washington State. North American journal of fisheries management, 2007, vol. 27(1) pp. 342-359.

Washington Department of Fish and Wildlife. 2003. Design of Road Culverts for Fish Passage Guidelines. http://wdfw.wa.gov/hab/engineer/cm/culvert_manual_final.pdf

T-001-014

The EA and Appendix E, Agency Coordination and Public Involvement Discipline Report, have been updated in the errata to reflect this distinction.

T-001-015

Comment noted. The second paragraph under the header "What are the key points..." has been revised to read:

"The study area is within the 'usual and accustomed' areas of the Muckleshoot Indian Tribe. However, WSDOT has been and will continue coordinating with the Muckleshoot Indian Tribe Fisheries Division staff to avoid or minimize adverse effects."

T-001-016

Many wetlands in the corridor are small or isolated from the stream systems and were formed on fill or cut slopes of SR 520. This is especially true in the Fairweather Creek and Cozy Cove basins. Little if any groundwater recharge occurs from these wetlands.

In Yarrow Creek, many of the wetlands are fragmented by roadway features. YCN-1 and YCN-2 are small, narrow wetlands adjacent to the straightened Yarrow Creek. They provide limited flood storage and attenuation because they are small and very low in the watershed. These hydrologic functions will be replaced by the stormwater facility built between Bellevue Way and SR 520. YCN-3B is a triangular wetland bounded by fill slopes and adjacent to a short open channel of Yarrow Creek. It has minimal hydrologic function because of its small size, but this function will be replaced by the large floodplain wetland constructed adjacent to the newly constructed Yarrow Creek stream channels.

Of the project area wetlands in Yarrow Creek basin, it is likely that only YCS-2 and YCS-4 contribute to groundwater, principally because of their

larger size and connection to a high groundwater table. Approximately 10% of YCS-2 will be permanently affected; the rest will be enhanced or preserved. Thus, there should be little effect on its hydrologic functions.

The largest depressional wetland that will be impacted is YCS-4, which comprises 0.97 acre of impact or roughly two-thirds of the impacts to depressional wetlands. YCS-4 is a reed canarygrass wetland located on the interior of the 108th Street eastbound on-ramp to SR 520. It currently drains primarily the adjacent road surfaces, and untreated stormwater flows through the wetland and discharges via a culvert to Yarrow Creek. YCS-4 likely has a very minor contribution, if any, to groundwater recharge because of its small drainage area, seasonal surface inputs, and location in a regional high groundwater area. This wetland will be filled for construction of a constructed wetland stormwater facility, which will drain a larger area and discharge larger volumes of treated stormwater at a pre-developed forested rate to a vegetated buffer in a similar location as it does today. The hydrologic functions of YCS-4 for flow attenuation and water quality treatment will be mitigated in place by the project. The proposed wetland mitigation will also restore a large high quality wetland to replace the loss of small, low quality wetlands that are affected within the project area.

Review of the Water Resources Discipline Report, Exhibit 15, page 38, reveals that the total combined effect on pollutant loadings to Lake Washington and Yarrow Creek is a net reduction in total suspended solids (TSS), total zinc, dissolved zinc, total copper, and dissolved copper. TDA 1 (Yarrow Creek) shows a net reduction in all pollutants on an annual mass loading. TDAs 2 and 3 show a net reduction in all pollutants except for dissolved copper, which experiences a net increase of 0.02 lbs/yr. It is worth noting that both TDA 2 and 3 will no longer discharge directly to either Fairweather or Cozy Cove creeks, as all roadway runoff will be treated in a facility that directly discharges to Lake Washington in Fairweather Bay. TDA 4 shows a net reduction in TSS,

total zinc, and total copper. Slight increases are shown for dissolved zinc (0.11 lbs/yr) and dissolved copper (0.04 lbs/yr). The effects are unknown at this time, but are not expected to have negative effects on fish.

TDA 4 has a direct discharge into Lake Washington. In order to achieve the reduction in annual loadings, the overall Build Alternative pollutant concentrations must be below the No Build Alternative concentrations, because of the increased pollution-generating impervious surface (PGIS) associated with the project, and subsequent greater runoff volumes.

In addition, the project area currently does not have stormwater treatment. This project will add 24 acres of new PGIS, but it will treat over 62 acres for water quality and provide detention in the Yarrow Creek basin. Permit conditions for the project will also require that compensatory mitigation be provided to offset impacts to habitat function. When considering all the benefits compared with the impacts, the net result is not expected to have substantial negative overall effects on these resources. If the net result meets expectations and there is no negative overall effect to fish and aquatic resources, WSDOT expects the result to be that there are no disproportionate and adverse effects on Environmental Justice populations.

T-001-017

The statement should have read "...all new and replaced pollution-generating impervious surfaces...", instead of all new and existing. This has been updated in the errata.

T-001-018

Exhibit 12 Existing Wetlands has been revised to "Existing Wetlands and Jurisdictional Ditches". The four ditches that meet the criteria are shown on an updated Exhibit 12. In addition, language on page 39 has been updated to provide more clarity within the jurisdictional ditch discussion. All changes are reflected in the errata.

T-001-019

If any excess mitigation occurs at the Keller Site, that mitigation will only be applied to this project if needed. No other WSDOT project would use the excess mitigation.

T-001-020

The fish passage improvements are not proposed as mitigation for wetland impacts. The errata clarifies the mitigation proposed for construction effects to wetlands that will occur at a 1:1 ratio in the Yarrow Creek corridor and removes language related to stream mitigation.

T-001-021

The language has been revised in the errata to state "...treaty-protected fisheries resources within its usual and accustomed areas". The last sentence in the paragraph was deleted.

T-001-022

Exhibit 24 has been updated in the errata and now includes references to King County et al. 2001, which includes the referenced Muckleshoot Indian Tribe Fisheries Division fish data.

T-001-023

A minimum large woody debris (LWD) size of 10 centimeters (cm) in diameter was included in the stream mitigation plan, and the text on page 74 of the discipline report errata was corrected to indicate this LWD size.

T-001-024

WSDOT acknowledges that these are valid statements and has incorporated the statements into the discipline report errata for page 75.

T-001-025

Exhibit 24 now includes references to King County et al. 2001, which includes the referenced Muckleshoot Indian Tribe fish data.

T-001-026

This stream starts at the outlet of Culvert 15 on the north side of SR 520. However, the EA discipline report incorrectly describes poor habitat upstream of SR 520, where no such habitat is present. Exhibit 24 and Page 79 of the discipline report were changed in the errata to correctly identify the extent of stream habitat.

T-001-027

The statement on page 93 does not refer to specific surveys; rather, that no available information exists on this subject. Text for page 93 has been changed accordingly in the discipline report errata. Exhibit 24 was updated for the errata to include data from King County et al. 2001, which includes the referenced Muckleshoot Indian Tribe fish data.

T-001-028

Culvert 15 is not included in Exhibit 31 because it does not convey a stream (no open channel habitat exists upstream of SR 520), and is therefore not a fish passage concern. Although the culvert will be extended due to roadway widening, and some open channel habitat will be lost, the stream channel impact will be mitigated by the overall increase of open channel provided by the Yarrow Creek realignment and removal of other culverts. This information is summarized in the errata for Exhibit 33.

T-001-029

Construction of a new crossing for the West Tributary to Yarrow Bay Wetlands (Culvert 78) will result in some impacts to in-stream habitat and riparian vegetation downstream of SR 520. Associated in-stream

and riparian impacts have been updated in the discipline report errata, Exhibits 33 and 34, respectively. The impacts that result from this work will be mitigated.

T-001-030

Please see response to comment T-001-009.

T-001-031

Because culvert replacements are longer or shorter than the existing structures, the replacements generally occur on a slightly different alignment than existing, and because reconstructed stream segments have varying degrees of meanders, displaying the "actual" pre- and post-data is somewhat arbitrary and confusing. Therefore, the net change is presented in Exhibit 33. A footnote was added in the errata to Exhibit 33 to clarify this point.

T-001-032

Please see response to comment T-001-008.

T-001-033

Exhibit 30 lists temporary buffer impacts and tree clearing numbers for those areas affected by construction, while Exhibit 34 lists permanent buffer impacts and tree clearing numbers for those areas where buffer area is completely filled. Both exhibits have been updated in the discipline report errata.

T-001-034

For stream buffers that are protected by local jurisdictions, WSDOT calculated the impacts to regulated buffers and described those effects quantitatively in Exhibits 30 and 34 of the EA. For jurisdictions that do not regulate stream buffers, such as Hunts Point, Yarrow Point, and Clyde Hill, WSDOT does not quantify riparian impacts. The project will

result in some clearing adjacent to streams in these jurisdictions, and some areas will be permanently affected due to road widening. Existing vegetation along both streams, particularly downstream of SR 520, is primarily landscaping with little to no overstory component based on field observations. In many cases, the existing streamside vegetation provides a low level of riparian function. Although no quantification of riparian buffer impacts occurs for these jurisdictions, riparian areas that undergo clearing for construction (temporary impacts) would be revegetated following the completion of construction activities with native trees and shrubs. The plans for restoration along Fairweather Creek in Hunts Point are described in the *Conceptual Streams Mitigation Report* in Appendix B (Stream Buffer Revegetation and Planting Plans) plan sheet LS101, while riparian restoration for Cozy Cove Creek in the jurisdictions of Yarrow Point and Hunts Point is described on plan sheet LS102. Fairweather Creek is an example of a creek that flows through multiple jurisdictions, and the quantification of buffer impacts in the Joint Aquatic Resources Permit Application (JARPA) submittal for Fairweather Creek are for that portion (to the south of SR 520) of the creek and its riparian area that are in Medina. No quantification is provided for the jurisdiction of Hunts Point.

The numbering for mitigation plan sheets changed between the 2/12 submittal and the 4/26 update. LS101 is now FPA26 and LS102 is now FPB26. For Fairweather Creek, WSDOT identifies two types of plantings in the riparian area – Stream Buffer and Floodplain Plantings. For Hunts Point, WSDOT is replanting 3,965 square feet (s.f.) (0.09 acre) of stream buffer and 941 s.f. (0.02 acre) of floodplain plantings. There are an additional 2,010 s.f. of stream buffer and 756 s.f. of floodplain plantings depicted in Medina’s jurisdiction. Since there is no overlap in these areas and all of these areas can be considered riparian vegetation, a total of 7,672 s.f. (0.18 acre) will be replanted to replace temporary disturbances in Fairweather Creek. For Cozy Cove Creek, the riparian areas are in the jurisdictions of Hunts Point and Yarrow Point and WSDOT has depicted

7,341 s.f. of planned stream buffer plantings and 325 s.f. of floodplain plantings. As these figures suggest, these categories of plantings do not overlap, so a total of 7,666 s.f. (0.18 acre) of riparian vegetation plantings are planned. These riparian restoration efforts include both stream buffer and floodplain plantings.

These plantings will be placed in areas that currently have extremely limited riparian function that consist primarily of grasses and non-native species. The function of these riparian areas is expected to be maintained or improved post-project due to the revegetation activities. Furthermore, much of the project's mitigation for stream impacts is in the form of an increase in the total length of open stream channels in the project area. WSDOT will establish buffers for those relocated stream segments that serve as mitigation for filled stream reaches within the project area.

T-001-035

The small, entrenched, ephemeral stream is 13 feet in length and generally has no more than 1 or 2 inches of water depth when it is flowing. It has several steep drops at its confluence with the main stem of Cozy Cove Creek, has unstable substrate consisting of silt and mud, and has no gravels. Best professional judgment by a professional fish biologist based on the lack of suitable habitat features informed the assignment of non-fish-bearing status for this tributary.

T-001-036

Please see response to comment T-001-009.

T-001-037

WSDOT will provide 2.13 acres of riparian buffer creation on fish-bearing streams (new buffer areas are associated with the realignments of Yarrow Creek and the South Fork Yarrow Creek) in order to offset 2.13

acres of permanent buffer impact over the project area, including buffer areas on non-fish-bearing streams. In addition, WSDOT will revegetate and enhance 3.23 acres of temporarily disturbed riparian area, much of which currently consists of non-native grass or shrub species. More than 1,900 coniferous and deciduous trees will be planted to replace the 189 trees greater than 6 inches in diameter in the permanent and temporary impact areas. The combination of these activities will result in no net loss of riparian function within the project area. Detailed information on the individual riparian mitigation areas and riparian vegetation mitigation approach is described in the Streams Mitigation Report, which has been provided to the Muckleshoot Indian Tribe Fisheries Division.

T-001-038

Exhibit 6 had incorrect impervious surface quantities. The percent of impervious surfaces in Exhibit 6 has been updated to be consistent with the impervious surface quantities in Exhibit 7.

T-001-039

The errata for the Water Resources Discipline Report includes the Unnamed Tributary to Fairweather Bay.

T-001-040

WSDOT agrees and will provide enhanced treatment if stormwater is discharged into those creeks. However, WSDOT proposes to discharge stormwater collected within Fairweather Basin directly into Lake Washington at Fairweather Bay. Because Lake Washington is an exempt water body, only basic treatment is proposed.

T-001-041

WSDOT looks forward to coordinating with the Muckleshoot Indian Tribe Fisheries Division on this issue.

To prevent the loss of runoff providing baseflow to Cozy Cove Creek, a portion of the proposed roadway will drain to a media filter drain for treatment and be dispersed back into the ground. The media filter drain will be located on the south side of SR 520 and will be sized to match the pre-development 2-year flow rate of 0.111 cubic feet per second (cfs) to the stream from the 5.39 acres of proposed roadway area in the basin. Using MGSflood to model proposed and pre-development flow rates, WSDOT determined that approximately 300 linear feet of media filter drain treatment for 0.426 acre of pavement draining to Cozy Cove Creek are required to match the pre-development flow rates for the 2-year storm event.

T-001-042

The labeling of stormwater facilities has been included on Exhibit 12 of the errata.

T-001-043

Please see response to Comment T-001-008.

T-001-044

The current condition of the Yarrow Creek portion of SR 520 is direct discharge with little to no water quality treatment (a small swale may provide some limited treatment for a minor portion of roadway) and no flow control. The *Highway Runoff Manual* (HRM) provides design standards for water quality and flow control for all water discharged from the project, and the HRM was developed to comply with the WSDOT National Pollutant Discharge Elimination System (NPDES) Permit requirements. The project team has evaluated the hydrologic modeling to ensure accuracy with pre-developed conditions and determined that saturated soils exist within the project limits. The model has been re-run and the resulting detention needs can be accommodated within the project Threshold Discharge Area. The project team has determined that

there are two suitable locations for the approximately 0.6 acre-feet of detention needed and that this can be accommodated between 108th Avenue NE and the I-405 loop ramps. Of further interest is that the total drainage to Yarrow Creek is approximately 1,400 acres while the project will drain approximately 30 acres of those 1,400.

The project will significantly reduce the flow rates below existing conditions for the SR 520 runoff as well as restore much of the lower end of Yarrow Creek. Inventories of the existing Yarrow Creek found no large woody debris (LWD) present, while restoration designs will install LWD in the main stem and South Fork of Yarrow Creek, which will provide habitat refugia during high flows. This restoration will provide habitat features including roughened stream channels and LWD that will provide refugia during storm events and reduce the potential for erosive flows from SR 520. LWD will extend into the low-flow channel throughout the restored stream, providing resting areas during low flows as well as high.

Stormwater discharges to Yarrow Creek and the West Tributary to Yarrow Creek will be to energy dissipation pads prior to reaching the creeks. Energy dissipation combined with enhanced in-stream habitat structure in Yarrow Creek are expected to provide juvenile salmon with refugia during sub-peak flows. Space constraints limit options for providing in-stream habitat structures in the vicinity of the outfall to the West Tributary to Yarrow Creek. The stormwater outfall is immediately upstream of the entrance to proposed culvert C1. Habitat boulders will be placed in the culvert and may provide some refugia. Given that expected maximum discharge rates at pond G4 discharging to the West Tributary to Yarrow Creek are 0.12 cfs for the 100 yr. storm event, and stream flow rates are expected to be 28.9 cfs for the 100 yr. event, discharges from this stormwater facility are not expected to have a significant effect on fish. Although stormwater may be discharged to the stream during a wide range of stream flow conditions, the controlled discharge rate at the stormwater facility (maximum predicted discharge

rate of approximately 0.12 cfs) results in relatively low incremental flows (adding approximately 3% to stream flow at fish passage stream flows) to the West Tributary to Yarrow Creek. Therefore, stormwater discharges are not expected to have a significant effect on juvenile fish upstream movements.

At this time, the standards for stormwater design require reduction of flows in accordance with the HRM at 50% of the 2-year peak flow. However, the Washington State Department of Ecology has determined that this standard by itself is insufficient to protect fish habitat and production. Additionally, all stream design is being conducted in accordance with the Washington State Department of Fish and Wildlife (WDFW) manual guidance and incorporating the elements noted above. WSDOT has also investigated the opportunities for infiltration and found that groundwater is typically high (saturated soils) in the lower reaches of the streams, making infiltration infeasible. With the highly developed urban setting upstream of the project, alternative sites for infiltration and/or detention were not found.

T-001-045

The determination that the project will have a negligible contribution to cumulative effects on wetlands and streams is based on the successful implementation of stream and wetland mitigation plans. These efforts will be implemented according to permit conditions, monitored for 5 to 10 years, and adjusted as necessary through adaptive management to ensure their successful implementation. The mitigation design has been through a rigorous process with agency and Muckleshoot Indian Tribe Fisheries Division input utilized to result in a very detailed and well thought out plan.

The project is improving stream habitat by adding habitat complexity, adding stream sinuosity, decreasing the number and total length of culverts on streams, increasing fish access to existing habitat, and

reducing stormwater pollutant concentrations. These efforts are expected to result in improved fish habitat and are not anticipated to decrease salmon productivity.

T-001-046

Review of the Water Resources Discipline Report, Exhibit 15, page 38, reveals that the total combined effect on pollutant loadings to Lake Washington and Yarrow Creek is a net reduction in total suspended solids (TSS), total zinc, dissolved zinc, total copper, and dissolved copper. TDA 1 (Yarrow Creek) shows a net reduction in all pollutants on an annual mass loading. TDAs 2 and 3 show a net reduction in all pollutants except for dissolved copper, which experiences a net increase of 0.02 lbs/yr. It is worth noting that both TDA 2 and 3 will no longer discharge directly to either Fairweather or Cozy Cove creeks because all roadway runoff will be treated in a facility that directly discharges to Lake Washington in Fairweather Bay. TDA 4 shows a net reduction in TSS, total zinc, and total copper. Slight increases are shown for dissolved zinc (0.11 lbs/yr) and dissolved copper (0.04 lbs/yr). The effects are unknown at this time, but are not expected to contribute to a substantial cumulative or indirect effect.

T-001-047

Two sentences have been added to the errata that acknowledge increasing water temperature in Lake Washington. The sentences include citations for the report "Synthesis of Salmon Research and Monitoring" as well as King County's Major Lakes Monitoring Trends.



State of Washington

Department of Fish and Wildlife

Mailing Address: 1775 12th Ave NW, Issaquah, WA 98027 (425) 313-5660, TDD (360) 902-2207

January 4, 2010

Bill Blaylock
SR520 Eastside Environmental Manager
WSDOT
600 Stewart Street, Suite 520
Seattle, WA 98101

Dear Mr. Bill Blaylock,

SUBJECT: SR520 Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment

After reading the December 2009 SR520 Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment I have a few questions.

S-001-001 | On page 4-20 it mentioned the eastside project would not be able to meet detention requirement of the Highway Runoff Manual for the Yarrow Creek basin. However it does not state by how much?

S-001-002 | On page 6-14 it mentioned no proposed mitigation for wildlife or wildlife habitat was to occur at the proposed offsite mitigation site. This is not the understanding of the Washington Department of Fish and Wildlife (WDFW) from the eastside regulatory meetings.

S-001-003 | Two items are missing from this document: WSDOT commitment to maintaining fish passage thru the proposed culverts and stream work and the likelihood of periodical dredging of the culverts in the sediments deposition areas of these streams.

I would like to thank you for allowing the Washington Department of Fish and Wildlife the opportunity to comment on this document. If you have any questions please contact me at 425-313-5660.

Sincerely,

S-001-001

WSDOT, in consultation with Ecology, has determined that all detention requirements based on the *Highway Runoff Manual* will be met for the project, including those for the Yarrow Creek Basin. Current modeling indicates that the project will be short by about 0.6 acre-feet of detention. WSDOT has identified two candidate sites within Yarrow Creek Basin that will provide the needed detention volume.

S-001-002

The off-site mitigation site includes approximately 30 acres of habitat improvements, including increased habitat structure by planting woody vegetation; installation of snags, large woody debris, and brush piles; and creation of a new side channel for Evans Creek.

Additional wildlife habitat improvements will occur in the Yarrow Creek stream mitigation area.

S-001-003

The culverts will be designed so that the stream can naturally flush material downstream. No dredging is anticipated. The culverts will become part of WSDOT's maintenance program and subject to periodic review.

Bill Blaylock
January 4, 2010
Page 2 of 2



Stewart G. Reinbold
Habitat Program

cc: SGR:sgr: SR520 EIS Comment Letter
WRIA File, Olympia

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Department of Ecology

2. E-mail

pkel461@ecy.wa.gov

3. Address

PO Box 47600

4. City

Olympia

5. State

WA

***6. Zip**

98504-7600

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

Ecology comments on the Environmental Assessment: SR-520, Medina to SR-202: Eastside Transit and HOV Project: January 7, 2010 WATER RESOURCES DISCIPLINE REPORT Page 6 - "What are the Key Points of this Report?" second sentence seems like a typo – most of the stormwater is not discharged?

S-002-001

Exhibit 6: The percent of impervious surface noted for each basin conflicts with the numbers provided in

S-002-002

Exhibit 7 (and repeated in Exhibit 16). Exhibit 10: Cozy Cove requires flow control, unless discharged into Lake Washington. Fairweather Creek requires enhanced treatment and flow control unless discharged into Lake Washington. At the top of page 28, the report states that the demonstrative approach was used to design a stormwater flow control system. How did the engineers use this approach and what are the results? Page 35 includes a discussion of the treatment facilities in Yarrow Basin but does not make the connection between the demonstrative approach and the facilities. The lack of information leaves the reviewer wondering which components of the design are outside of an approved manual and/or whether they are a new technology.

S-002-003

S-002-004

Exhibit 11 lists the steps for applying either the presumptive or demonstrative approach to stormwater design. It would enhance the reader's understanding if a step were included that clarifies how a design engineer determines when to apply the demonstrative approach. Other related points include whether the total amount of PGIS should be evaluated, as well as the Water Quality Design Storm, when using the demonstrative approach in order to understand how much runoff volume to expect when selecting flow control BMPs.

S-002-005

SHORELINES 1. It is noted that the project is expected to have minor impacts within the Yarrow Bay Wetland Number 1 within the City of Kirkland. This wetland is associated with Lake Washington. As such, nonexempt development within the wetland will require a shoreline substantial development permit. Exhibit 4-11 should be modified to acknowledge this possibility.

S-002-006

2. The Environmental Assessment concludes that the project will have negligible indirect or cumulative impacts. This conclusion was reached even though the project will add a missing link of the eastbound High Occupancy Vehicle lane and redesign the highway to reduce the weave motions common in its present operation. It would be helpful to have some supporting documentation as to why the proposed improvements will not induce additional development within the Highway's service area.

S-002-007

3. It would be helpful if Exhibit 4.1 contained information regarding the total width of the highway alignment for each of the existing cross section and the proposed cross section.

S-002-008

SEPA/NEPA It appears that WSDOT has made a decision to move forward on this project, as they have submitted the official JARPA to the MAP Team (June 3, 2009). Making project decisions ahead of closing the NEPA/SEPA step is counterintuitive and conflicts with the spirit of the two laws. It would be useful to have an explanation of how WSDOT intends to incorporate/reflect EA comments into the permit application.

S-002-001

The sentence is incorrect. The sentence should read "most of the stormwater from SR 520 today is not discharged-treated." The text has been updated in the errata.

S-002-002

In the Water Resources Discipline Report, the numbers shown as percent impervious surface on Exhibit 6 are incorrect. The numbers listed in Exhibits 7 and 16 are correct. Exhibit 6 has been updated in the errata.

S-002-003

Stormwater from all basins except Yarrow Creek Basin will be discharged into Lake Washington following water quality treatment measures based on information provided in the *Highway Runoff Manual*. WSDOT is no longer using the demonstrative approach to identify potential sites for flow control facilities. WSDOT anticipates providing flow control within the Yarrow Creek Basin. Information regarding the demonstrative approach has been revised in the errata.

S-002-004

WSDOT no longer intends to use the demonstrative approach. WSDOT will follow the *Highway Runoff Manual* when designing the flow control facilities within the Yarrow Creek Basin. This has been updated in the errata.

S-002-005

That portion of the wetland where work is proposed is not currently designated as shoreline under the City of Kirkland's shoreline and wetland classification system codes. Therefore, a shoreline substantial development permit is not required. This has been verified by the City of Kirkland and the Multi-Agency Permitting (MAP) Team.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Department of Ecology

2. E-mail

pkel461@ecy.wa.gov

S-002-009 GENERAL. On page 4-23, under state permits, change "CWA Section 404 Permit" to "CWA Section 401 Water Quality Certification." At two lines below, please add "CWA Section 402" to the NPDES line.

Page 4-23: note that Ecology has approval responsibility for Shoreline CUP permits.

Page 5-1, Consider matching the information on laws and regulations with the permits needed; i.e. which law requires which permit.

S-002-010 Page 5-19 Ecology regulates wetlands under the 401 Water Quality Certification and the City does as well. It may be useful to flesh this information out somewhat to avoid confusion over who has permitting authority.

S-002-011 Page 5-25 under, "How will project construction affect Ecosystems" the bulk of the discussion is about the activities and how impacts will be avoided, rather than a discussion about what the actual impacts could be.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

S-002-006

The project is located in a highly urbanized area and is consistent with local comprehensive plans and policies. As described in Appendix U, Indirect and Cumulative Effects Technical Memorandum, analyses conducted by the Puget Sound Regional Council concluded that regional growth will be incremental in nature, and will occur as in-fill in areas that are already urbanized; this development pattern is expected to occur with or without construction of the project.

S-002-007

The width varies throughout the project area due to ramp tapers, shoulders, and transit stops. Exhibit 4-1 is intended to provide only a general representation of the roadway before and after the project.

S-002-008

For this project, WSDOT has been conducting early coordination with the Multi-Agency Permitting (MAP) Team, which includes the Washington State Department of Ecology, to help expedite the permitting process. The submittal on June 3, 2009 was the initial Joint Aquatic Resource Permits Application (JARPA) package, which allows permit agencies advance review. WSDOT continues follow-on coordination with the MAP Team. Final permit submittal has not yet occurred. WSDOT does not anticipate receiving all permits until after the National Environmental Policy Act/State Environmental Policy Act (NEPA/SEPA) process is complete. Therefore, discussions with the MAP Team will continue after the NEPA/SEPA process is completed to address concerns regarding permitting.

WSDOT will not issue a Notice of Action Taken under SEPA until the Finding of No Significant Impact (FONSI) is complete under NEPA.

S-002-009

The text has been updated in the errata as requested. The project team will not be updating the list of permits to add references to applicable laws.

S-002-010

Wetlands are regulated at the federal, state, and local levels. Appendix L, Ecosystems Discipline Report, identifies the federal, state, and local rules and regulations that govern wetlands.

S-002-011

The paragraph on page 5-25 of the EA describes how WSDOT developed the project to avoid effects to wetlands, streams, and wildlife. Effects to ecosystems are described under each subheading. Additional detail can be found in Appendix L, Ecosystems Discipline Report.



CITY OF MEDINA

501 Evergreen Point Road, Medina, WA 98039
(425) 233-6400 www.medina-wa.gov

Bill Blaylock, SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

January 5, 2010

RE: SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment Review

Dear Mr. Blaylock,

The City of Medina as a cooperating agency appreciates the opportunity to comment on the above Environmental Assessment (EA) document. This letter contains a summary of our comments.

Evergreen Point Road Lid:

L-001-001

The configuration of the Evergreen Point Road lid does not reflect the final design presented to the City of Medina. More specifically, the transit stop is configured further to the east and includes a long pedestrian walkway to connect the park and ride lot to the transit stop. It is not clear how the new location of the transit stop and walkway will affect the noise and visual impacts to the Bellevue Christian Elementary School directly to the south. The EA should include some analysis on this subject.

L-001-002

Additionally, while the City understands from discussion with WSDOT that this re-configuration is temporary in nature so that this portion of the overall corridor project can stand alone and reflects the eastside project being completed before the SR 520 floating bridge replacement project, this EA however should include reference to this fact and discuss whether the new configuration is fully compatible with the overall project design.

Evergreen Point Park-and-Ride Lot:

L-001-003

The EA indicates approximately 10 to 15 new parking stalls will be added to the evergreen point road park-and-ride lot. The meaning of this is not clear. According to the original Determination of Nonsignificance issued in 1981 for the park-and-ride lot, it was constructed to hold 38 parking spaces. The Medina Comprehensive Plan indicates 45 parking spaces. The Transportation Discipline Report supporting the EA indicated there are 51 spaces, which is based on counts and not the original design. The Medina City Council at their March 9, 2009, meeting reached a consensus for a preference of 51 stalls. It is worth noting that the park-and-ride lot is located within a residential neighborhood next to an elementary school and the affects of the park-and-ride lot should take this into account.

L-001-001

Designs have been presented to the City of Medina that reflect both the EA configuration and the anticipated SR 520 configuration after the SR 520, I-5 to Medina: Bridge Replacement and HOV Project is completed. That project will modify the location of the transit platform to accommodate the new bridge configuration. This modification is expected to occur after completion of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

Proposed noise walls and visual effects on Bellevue Christian Elementary School were evaluated based on the design presented in the EA, which includes the transit platform and walkway east of Evergreen Point Road.

L-001-002

This configuration is not considered temporary and reflects the full extent of the SR 520, Medina to SR 202: Eastside Transit and HOV Project. However, WSDOT does acknowledge that other projects on SR 520 are currently being planned for, including the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. This is discussed on pages 2-4 and 2-5 of the EA.

L-001-003

WSDOT will maintain the existing parking at a minimum and may add additional stalls. The current design does show the addition of 10 to 15 stalls. The effects are considered in the EA and WSDOT does not anticipate that the additional capacity will have a noticeable effect on the school or neighborhood. WSDOT will coordinate with the City of Medina and local agencies on the final parking configuration.

Fairweather Nature Preserve (Fairweather Park):

L-001-004

In the geological and soils section of the EA, the impact for groundwater flow changes is described when roadway cuts or walls are constructed in proximity to adjacent lands. The groundwater level can be pulled downward. The unnamed stream, the lower wetland areas, and the upland timbered areas of the Fairweather Preserve would be adversely impacted should the availability of water be limited during the dry summer months. Appendix L Ecosystems report on Exhibit 17 summarizes that Fairweather Preserve has educational value and will not be affected. I do not agree. The Fairweather Nature Preserve was developed according to a plan with passive educational resource in mind. Native trees area retained; pathways are natural trails, bridges are of log construction; evasive plant removal has been conducted annually; ecological stream bank erosion control methods have been utilized to stabilize the stream through the Preserve. In fact, that portion of the Bellevue School District property that exists north of the freeway has been utilized and maintained by the City as if it were a part of the preserve. The City would like that portion not utilized for the SR 520 Stormwater Treatment Facility to be turned over to the City to formally become part of the nature preserve.

L-001-005

Medina Creek (Fairweather Creek):

L-001-006

Chapter 5.2 Ecosystems of the EA Exhibit 5-10 on page 5-26 indicates that salmon are not present in the stream south of SR 520. This is not true. The City annually contributes to a private salmon incubator installed on the stream upstream from SR 520 culverts. A report completed by Anderson & Ray in year 2000 concluded that while the stream is degraded, it is feasible to restore the stream if major impairments (culverts under SR 520) are replaced with fish passage culverts. The Anderson & Ray document provided recommendations and conceptual plans for the rehabilitation of Medina Creek south of SR 520.

Chapter 5.7 Transportation and Appendix Q:

Approach to the Analysis

L-001-007

- **Baseline Assumptions** – The City is concerned that the detailed analysis contained in the EA does not assume implementation of tolling or replacement of the SR 520 Bridge. Both projects will likely be implemented before or soon after the Eastside Transit and HOV project is completed. While these projects are considered in the cumulative impacts section of Appendix Q, they are not evaluated in detail as was done in the main body of the document. Therefore little meaningful information related to the possible impacts of the project can be understood from the majority of the analysis presented in the EA. There is reasonable certainty that all the projects will be completed

L-001-004

Studies completed for the project show that Wetland FC Park and the associated groundwater in the area would not likely be affected by the project. The impact analysis found that the wetland, including its social (i.e., educational) values, would not be affected by activities associated with construction or operation of the project.

L-001-005

WSDOT anticipates that the stormwater treatment requirements for this project or for future needs will be accommodated on the 2-acre site and there will be no excess land available for other uses. If this turns out not to be the case, the City may coordinate with WSDOT Real Estate Services concerning potential uses of any remaining land.

L-001-006

A review of pertinent literature, including Anderson and Ray et al. (2001), and field observations did not document any salmonids upstream (south) of SR 520. However, there are anecdotal reports of coho salmon in Fairweather Creek and salmonid use of this reach is presumed.

The project will remove one of the two existing culverts under SR 520, and replace the other culvert with a fully fish-passable culvert adjacent to the existing structure, allowing full fish access to these stream reaches.

L-001-007

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental*

Impact Statement and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

Travel Forecasts

- L-001-008 • **Development of Interchange Forecasts** – We are concerned about using a general growth rate to prepare the interchange forecasts. Operations at the interchanges and the adjoining intersections are directly impacted by specific intersection turning movements. Assuming general growth rates and similar turning movement ratios in developing the forecasts is an overly simplistic approach for such a detailed operations analysis. The City is concerned that growth from specific travel patterns and movements were not directly accounted for in the analysis.
- L-001-009 • **Growth along 84th Avenue** – On page 6-4 of Appendix Q, there is a statement that indicates little traffic growth is expected to occur along 84th Avenue NE between the base year and 2030. However, in the proceeding chapter there is a conflicting statement indicating congestion at I-405 will actually decrease volumes towards the bridge in the westbound direction because fewer vehicles will be able to travel through the congested I-405 interchange area. If this is the case, wouldn't it be appropriate to assume additional vehicles may use local streets to bypass the congestion at the I-405 interchange and instead try to access SR 520 at the interchanges west of I-405, such as 84th Avenue NE? Furthermore, the document accounts for a sizable increase in land use within downtown Bellevue. While the City does not advocate for cut-through traffic, it is likely the downtown Bellevue growth will result in additional cut-through traffic along Lake Washington Boulevard, NE 12th Street, and 84th Avenue NE. The City is concerned that the project will result in higher traffic growth rates along 84th Avenue NE, which have not been accounted for in the analysis of possible impacts.

Freeway Impacts

- L-001-010 • **Westbound SR 520 Operations at 84th Avenue** – The document indicates on page 6-8 of Appendix Q that the Build Alternative would improve SR 520 operations approaching the lake compared to the No Build Alternative. We question this statement because at the point the 84th Avenue NE westbound on-ramp merges into the outside general purpose lane, the HOV lane on the opposite side merges into the inside general purpose lane. Both the HOV lane and the on-ramp are merging into 2 lanes, which is not significantly different than occurs today except now they are merging on opposite sides. It seems that little is accomplished operationally along this specific segment of the corridor since the bridge is assumed to remain in its present condition/configuration. However, the analysis goes on the say on page 6-10 that the Build Alternative will reduce congestion on 84th Avenue NE during the afternoon peak hour. How would congestion be reduced by 1 to 1.5 hours when little has changed at this location along the freeway?
- L-001-011 • **HOV Lane Operations** – We support the continuation of an HOV bypass lane at the westbound on-ramp at the 84th Avenue NE interchange. However the City is concerned about the safety impacts of HOV vehicles merging over to the inside HOV lane once on the freeway. We realize this is not an issue if the existing bridge remains, but under the cumulative impacts analysis, how might such a weaving pattern impact mainline and ramp operations and safety?

L-001-008

Please refer to Appendix Q, Transportation Discipline Report, for a detailed discussion of the methodology. The forecast methodology develops an overall growth rate, which is a sum of two layers of growth/travel patterns. These two layers are local trips (not destined to or from SR 520) and trips to/from SR 520.

The local layer is similar for the No Build Alternative and Build Alternative. The second "layer" is traffic to and from SR 520. This layer accounts for growth to and from SR 520 with the Build Alternative and any travel pattern changes associated with revised access points.

L-001-009

If the diversions described are occurring along local arterials, this is captured in the travel demand model step and is carried forward in the forecasts. Since the forecasts show a growth overall – both through the local system and along the SR 520 corridor – some new route choices may be occurring. However, trips east of I-405 that get "stuck" westbound approaching the I-405 interchange are likely trips that originate too far east to find a quicker path by diverting to local streets through Medina.

Additionally, the traffic forecasts do account for growth in Bellevue accessing SR 520 via 84th Avenue NE or 92nd Avenue NE. The growth to/from Bellevue is not all concentrated at Bellevue Way and 108th Avenue NE. In terms of vehicle volume, the Bellevue Way/108th interchanges will experience larger increases than the 84th/92nd interchanges because the 84th/92nd interchanges are lower volume/lower capacity. In terms of percentage growth, all interchanges between Lake Washington and I-405 will increase similarly.

L-001-012

- **Travel Time Benefits** – In several prominent locations throughout the document, the travel time savings of the project are documented to save 15 to 45 minutes compared to the No Build Alternative for HOV and transit in the WB direction during the afternoon commute. However most of the travel time savings is largely dependent on the extension of the HOV lane under I-405. This one choke point contributes to much of the overall project travel time savings benefit. Little information is provided about the travel time savings to the average user or those vehicles originating or destined for Medina or other communities along the corridor. If travel time savings is a major cost/benefit item, the majority of the project has little to do with providing the travel time improvement.

Local Roadway Impacts

L-001-013

- **Study Locations** – The City is concerned that the analysis does not evaluate locations beyond the interchange at 84th Avenue NE. Specifically the City is interested in understanding the possible impacts the project may have on the entrance to Medina Circle and the operations and safety at the intersection with NE 24th Street, both along the 84th Avenue NE corridor. Existing vehicle queuing from congestion along SR 520 is often observed at these locations and noted in the analysis. Therefore the City questions why the extent of the study area did not include these locations or address the problems that occur for access to Medina Circle.

L-001-014

- **Local Increases in Demand** – Since person demand increases under the Build Alternative at the 84th Avenue NE interchange, and the No Build Alternative person demand already exceeds throughput capacity, wouldn't additional local impacts be expected under the Build Alternative? Any additional vehicles being stored on local arterials due to spillback effects of the SR 520 interchange should be considered a significant impact. Therefore providing the same amount of vehicle storage under the Build and No Build Alternatives is questionable. If the Build Alternative is assuming additional demand, wouldn't a solution be a longer queue storage lane on the westbound on-ramp to lesson impacts to the local arterials?

L-001-015

- **NE 84th Avenue Impacts** – On page 6-10 of Appendix Q, the document states the interchange is reconfigured with a half-diamond ramp. Fundamentally this changes how the two NB travel lanes are utilized along 84th Avenue NE. Furthermore, the analysis indicates vehicle queuing regularly extends to NE 24th Street and will continue to do so under the Build Alternative. Since vehicles will now be stored in the NB inside lane of 84th Avenue, the analysis should evaluate the possible blocking and safety impacts of vehicles trying to ingress and egress from Medina Circle. In addition, vehicle queuing may at times extend past NE 24th Street and block NB left turns from 84th Avenue NE to NE 24th Street. These possible impacts are not disclosed or discussed in the analysis. The City is concerned that solutions to these problems are not reflected in the proposed design.

L-001-016

- **Interchange Operations** – Very little information is presented to adequately explain how the 84th Avenue NE interchange will operate compared to the No Build Alternative. Adjoining intersections at 84th Avenue NE / NE 28th

L-001-010

The Build Alternative will enhance the ramp geometry for all merge locations including improved sight distance, shoulders for refuge, and longer acceleration lengths, all of which will result in improved operations. The Build Alternative will remove conflicts between merging vehicles and higher-speed HOV traffic approaching the merge point.

Improvements at the transit flyer stop merge are expected to allow buses to accelerate close to free flow speeds before merging into the general-purpose lane, improving operations. Today, and under the No Build Alternative, the merge allows buses to accelerate only to about 30 mph, which affects the mainline speeds and the merge at the HOV lane termination and 84th Avenue NE on-ramp.

L-001-011

The Build Alternative will improve safety at the ramp merge areas by providing improved sight distance, sufficient acceleration length, and improved ramp geometry. The merge condition will be a standard configuration for general-purpose and HOV vehicles. This will provide substantially improved safety and operations for all vehicles when compared with the existing configuration in which merging general-purpose vehicles must weave across the fast-moving HOV lane and merge into the slower-moving general-purpose lanes.

L-001-012

Improved travel time reliability, rather than simply improved travel time, is one of the purposes of the project. Both results are expected for HOV traffic. Currently, reliability is affected from I-405 west to Evergreen Point, particularly in the vicinity of 108th Avenue NE and Bellevue Way, where conflicts between HOV and general-purpose traffic are substantial.

L-001-016

Street and 84th Avenue NE / SR 520 WB On-ramp are simply evaluated using Highway Capacity Manual intersection level-of-service methodology. While this is typically a reliable way to evaluate performance and identify possible impacts, the congestion along SR 520 and the spillback effects of vehicle queuing and ramp metering are not accounted for in the analysis. The document notes this issue, but no other analysis is provided to adequately measure the interchange and adjacent intersection operations. The City is concerned that the reconfiguration of the 84th Avenue NE interchange and its impacts on the local street system have not been truly analyzed in a meaningful way to understand the operational and safety impacts of the proposed design.

L-001-017

- **Construction Impacts** – Exhibit 10-4 lists estimated truckloads to be routed over City arterial streets of 84th Ave NE, NE 24th Street, and Evergreen Point Road as 27 months duration, average of 10 to 20 trips per day and potential peak trips of 40 to 50 per day. This is a major impact to residential neighborhoods and neighborhood collector roadways. The asphalt pavement surface and subbase of these roadways were never designed for this level of use. There is no mention of mitigation associated with this proposed use for noise, dirt on the roadway, pavement deterioration, damage due to limited intersection turning radii, or for construction associated staging areas or parking.

L-001-018

Major utility relocation/replacements associated with the project have not been addressed in the EA.

If you have any questions or require further clarification on any of the above comments, please call me at 425-233-6439.

Sincerely,


Joe Willis Sr., P.E., P.L.S.
Director of Public Works

cc. Donna Hanson, Robert Grumbach, Medina City Council

L-001-013

The intersection geometry and stop control are not the constraints causing congestion on 84th Avenue NE; the source is congestion on the SR 520 mainline. With improved operation of the SR 520 mainline under the Build Alternative, queues on 84th Avenue NE are expected to shorten as well.

The local study area was limited to areas where the project impacts may be measured by Level of Service (LOS) changes at intersections and require geometric/design changes. These changes are usually realized with an increase in traffic of at least 5% or more compared with the No Build Alternative. The analysis indicates little increase in trips (less than 5%) at the two study intersections. This again is reflected in operations analysis – the two intersections nearest the interchange (experiencing the highest increase in volume) operate at LOS C or better under the No Build configuration and improve or operate with the same grade in the Build configuration (see Exhibit 6-6 of Appendix Q, Transportation Discipline Report).

L-001-014

The queue spillback is determined based on the freeway (CORSIM) analysis. Appendix Q, Transportation Discipline Report, Exhibit 5-16, shows that in the year 2030 No Build conditions, the freeway traffic will back onto 84th Avenue NE for the entire peak period, over 4.5 hours. With the project, congestion will be reduced on the mainline, resulting in less queuing on 84th Avenue NE. Exhibit 5-16 shows that congestion from SR 520 will spill back onto 84th Avenue NE for about 3 hours of the evening commute.

L-001-015

WSDOT will continue to work with the City of Medina through the design process to address concerns about traffic on 84th Avenue NE. WSDOT will work with the City to develop access management measures, to and

from the Medina Circle neighborhood, that will fit within the scope of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

L-001-016

The queue spillback is determined based on the freeway (CORSIM) analysis. Appendix Q, Transportation Discipline Report, Exhibit 5-16, shows that in the year 2030 No Build conditions, the freeway traffic will back onto 84th Avenue NE for the entire peak period, over 4.5 hours. With the project, congestion will be reduced on the mainline, resulting in less queuing on 84th Avenue NE. Exhibit 5-16 shows that congestion from SR 520 will spill back onto 84th Avenue NE for about 3 hours of the evening commute.

L-001-017

WSDOT will coordinate with local agencies on project details as the project moves forward. WSDOT will also develop a Transportation Management Plan (TMP) prior to construction. The TMP will contain strategies for managing traffic operation, traffic control, and public information for the project. In addition, WSDOT will include best management practices (BMPs) to minimize effects to residences within the construction area. Please refer to the Mitigation Commitment List in Attachment 4 of this FONSI.

L-001-018

WSDOT has identified major utility providers in the project area and is currently working with them on solutions for utility conflicts. Please see Appendix P of the EA for more details. As design progresses and the need for utility relocations or in-place protections are identified, WSDOT will develop specific plans for construction methods and techniques. Utilities operating under a franchise agreement with WSDOT will be expected to cooperate per the provisions stated in their respective contracts.



January 7, 2010

Allison Hanson
Director of Environmental Services, Mega Projects
SR 520 Bridge Replacement and HOV Program Office
600 Stewart St., Suite 520
Seattle, WA 98101

Subject: City Of Redmond Comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment

Dear Ms. Hanson:

L-002-001 | The City of Redmond strongly supports the SR 520, Medina to SR 202: Eastside Transit and HOV Project (Eastside Transit and HOV Project). Project benefits include needed safety improvements, greater mobility for the public, a new bicycle and pedestrian trail connecting the Eastside with Seattle, near-term jobs and market access for Eastside businesses. The City is working with a broad coalition to ensure that project funding is provided by the Legislature in 2010, which will allow the State to benefit from the current economic environment of low interest rates and capital construction costs.

The City offers the following comments on the Eastside Transit and HOV Project Environmental Assessment (EA):

L-002-002 | 1. In-Line Transit Stations at Evergreen Point and 92nd Avenue N.E.

The Eastside Transit and HOV Project provides the potential for significant transit operational benefits by relocating HOV lanes to the inside of the SR 520 Freeway. It is critical that WSDOT continue working with King County Metro and Sound Transit to ensure that these proposed in-line transit stations are designed to maximize operational efficiencies and increase the movement of transit through the corridor, including construction of bypass lanes in the event a bus experiences mechanical difficulties in or near an in-line station.

L-002-003 | 2. Bicycle and Pedestrian Connections

The proposed Eastside Transit and HOV Project covers an 8.8 mile corridor that includes the SR 520/I-405 Interchange. To complete this project, a 14-foot wide Class I bicycle and pedestrian trail is planned from the SR 520 Bridge east to 108th Avenue N.E. However the project does not include funding and construction of a Class I trail connection to the existing SR 520 trail east of the SR 520/I-405

City Hall • 15670 NE 85th Street • PO Box 97010 • Redmond, WA • 98073-9710

L-002-001

Thank you for your comment.

L-002-002

WSDOT has been engaged in ongoing coordination with King County Metro and Sound Transit during the planning process, and will continue this coordination as the project moves forward.

L-002-003

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

Allison Hanson
January 7, 2010
Page 2 of 2

L-002-003

Interchange. There is a one mile gap through the interchange where the EA identifies an unfunded "off-street path proposed by others" to provide this connection. The City, together with the other Eastside cities involved in the design of the Eastside Transit and HOV Project, has consistently supported construction of a Class I trail through the SR 520/I-405 Interchange that connects with the existing SR 520 trail. The City supports funding and construction of the proposed temporary trail connection identified in the EA as part of this project until a permanent Class I trail connection is built.

Thank you for the opportunity to express our concerns about this project. Please contact Terry Marpert, (425) 556-2428, or tmarpert@redmond.gov, should you have questions about these concerns.

Sincerely,



John Marchione
Mayor



Post Office Box 90012 • Bellevue, Washington • 98009 9012

January 7, 2010

Mr. Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

Subject: SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment

Dear Mr. Blaylock:

L-003-001 The City of Bellevue continues to support the Washington State Department of Transportation (WSDOT) in advancing the proposed highway improvements forward. We further appreciate the opportunity to review and comment on the proposal, and encourage WSDOT to provide as much public opportunity to comment as well.

In review of the EA, please find attached comments provided by the City of Bellevue Transportation and Utilities Department's. We look forward to our continued coordination with the SR 520 team. We will be transmitting staff's findings to the Bellevue City Council as well, and may eventually ask that representatives from the SR520 team provide a briefing to the City Council regarding responses to city comments.

If you have any questions or would like more information, please contact me at 425-452-6858 or via e-mail at rlogwood@bellevuewa.gov.

Sincerely,

Rick Logwood
Capital Projects Manager
City of Bellevue
Transportation Department

Attachments:

- Transportation Department comments on SR 520 Eastside Transit and HOV Project EA
- Utilities Department comments on SR 520 Eastside Transit and HOV Project EA

Cc: Goran Sparrman, Transportation, Director
Kim Becklund, Transportation, Policy Advisor
Diane Carlson, CMO, Director Intergovernmental Relations
Jay Hummel, Utilities, Capital Projects Manager

L-003-001

Your comment is noted.

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments**

Document Name:	Environmental Assessment (EA)
Author:	WSDOT
Document Date:	December 2009
Review Request Date:	Dec 8, 2009
Review to be Completed by Date:	Dec 30, 2009
Reviewer (name/title/dept):	City of Bellevue (Rick Logwood, Capital Projects Manager, Transportation)
Date Prepared:	12/30/09

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code	WSDOT RESPONSE	Date	Book Checked By (Initials)
L-003-002	1-5, 5-79, and Appendix Q		The Build Alternative for this project is not covered by tolling as approved by the Legislature. However, tolling may effect traffic volumes east of the bridge, not only on SR 520 and I-405 but on arterial streets. Chapter 5.7 makes no mention of how tolling was evaluated, considered in the analysis or "acknowledged in the cumulative effects section of Chapter 5". Previous assumptions are no impact to arterial streets, but there has been little analysis provided that fully addresses the cumulative impact with tolling and effects on local arterial streets.							
L-003-003	3-7		It is not yet clear in how the preliminary design guidelines for CSS elements will advance to final implementation, especially in a coordinated approach that addresses phasing and design/build contracting methods. Thus, how are such effects to be addressed meeting community, corridor, and project objectives?							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
Page 1 of 15

L-003-002

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

In the Indirect and Cumulative Effects section of the EA, page 5-145, the text indicates that there would not be a cumulative tolling effect since tolling is not included in the Build Alternative. However, as described in Chapter 1, tolling is considered a reasonably foreseeable future action, so its effects are included in the transportation indirect and cumulative effects analysis (see Chapter 11 of Appendix Q, Transportation Discipline Report). This is a planning-level analysis that does not include arterial streets.

L-003-003

WSDOT plans to incorporate Context Sensitive Solutions into the design of the project. These solutions will be incorporated regardless of the phasing of the project. WSDOT will continue to coordinate with the City of Bellevue to develop urban design criteria to advance preliminary concepts for local streets and guide final design prior to construction.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
 Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-004	4-1		The EA reflects commitments to meeting lane width standards and provisions at lids and other major structures to provide the additional 4' buffer to accommodate future planned High Capacity Transit. It is not clear in the EA if further widening beyond where such provisions are made will require additional right-of-way, significant reconstruction or if such proposed improvements are forward compatible as well and/or if deviations will be necessary. This would be helpful to acknowledge in understanding cumulative effects relative to the overall project and what is proposed.							
L-003-005	4-10		The description for proposed improvements at Bellevue Way and 108th Avenue NE are not consistent with current recommendations or representative of recommended improvements based on the City of Bellevue's review of WSDOT's traffic analysis. The full extent of what is needed should be described to address the effects and associated mitigation, including system performance and how such improvements address community concerns regarding congestion. See comment 34.							
L-003-006	4-12		Relocation of the westbound off-ramp to 108 th Avenue NE to the south will restrict northbound left turns to the new westbound HOV direct access ramp. As described it suggest that all vehicular traffic on 108 th will no longer be able to turn left onto the new ramp.							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
 Page 2 of 15

L-003-004

It is unknown at this time what a design would look like for future high-capacity transit (HCT). However, a 4-foot buffer for HCT has been designed at the major structures to avoid potential future modifications to those structures. See Chapter 4 of the EA for additional information.

L-003-005

The project team is coordinating with the City of Bellevue to address the requested design refinements.

L-003-006

HOV and transit will be allowed to turn left onto the proposed westbound direct-access ramps.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-007	4-15		What is the proposed slope, grade, and surface treatment for the Points Trail and how do both trails comply with ADA requirements?							
L-003-008	4-16		Regarding forward compatibility, describe how termination of improvements at 108 th Avenue NE have been analyzed addressing forward compatibility with future interchange improvements at SR 520/I-405 and southbound braided ramps to/from SR 520 and NE 10 th Street.							
L-003-009	4-21		This page describes potential implementation in stages. If Stage 2 were to occur before Stage 3, what are the significant consequences in having a greater percentage of the 24 acres of added impervious surface constructed before having completed stormwater management facilities? How does the staging provide the required capacities and ability to control the additional runoff without overwhelming the systems and creating significant adverse impact or do the stages need to occur concurrently?							
L-003-010	5-14		Did the analysis consider construction energy usage relative to materials production for the proposed improvement or further provisions for recycling and associated energy reduction opportunities?							
L-003-011	5-14		Did the analysis consider use of other low energy usage for lighting that would also reduce long term impact in addition to Operation and Maintenance costs, i.e., pedestrian scale lighting facilities along							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 3 of 15

L-003-007

The Points Loop Trail will be designed to the American Association of State Highway and Transportation Officials (AASHTO) standards and will comply with Americans with Disabilities Act (ADA) requirements, as described on page 4-15 of the EA. The surface treatment will be paved. There is a section along Wetherill Nature Preserve and in the vicinity of 80th Avenue NE where the existing trail grade exceeds ADA requirements. To comply with the ADA requirements, WSDOT will provide rest areas at prescribed distances. There are also alternative routes available along the regional path and the Points Loop Trail that comply with ADA requirements. This is described in more detail on page 5-126 of the EA.

L-003-008

The SR 520 team has coordinated with the I-405 program team to ensure there are no conflicts with the Bellevue Braids Project. Regarding the I-405/SR 520 interchange, there are no current, planned improvements. However, the SR 520, Medina to SR 202: Eastside Transit and HOV Project will not preclude future designs for that interchange.

L-003-009

The proposed staging strategy is an example of a feasible approach if the project is fully funded. Funding and construction sequencing approaches could alter this strategy. WSDOT will construct the stormwater treatment system as needed to accommodate the requirements as the project is constructed and WSDOT will follow all applicable permit requirements. In addition, the Finding of No Significant Impact (FONSI) includes a Mitigation Commitments List (Attachment 4). Under Water Resources, a Temporary Erosion and Sedimentation Control plan and Best Management Practices (BMPs) will be developed prior to construction to minimize potential effects. The erosion

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	CC Reviewer Initials	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (initials)
L-003-011			trails, on lids, signal heads, pedestrian heads, etc.?							
L-003-012	5-49		Regarding Land Use, the mapping and analysis do not reflect the City's adoption of new land use in the Bel-Red area (May 2009), which substantially changes the industrial zoning to more mixed use and transit oriented development. Thus, the economic analysis of the area based on the rezoned should be representative of the adopted Land Use, including growth, development along the project study limits, as should the associated Exhibits.							
L-003-013	5-61 & Appendix O		This page discusses noise analysis for the study area and east of 108 th Avenue NE. The noise Technical Memorandum terminated noise analysis at Bellevue Way and did not include analysis relative to proposed changes with the new HOV direct access interchange and other intersection modifications at and along 108 th Avenue NE and SR 520. As indicated the work will involve significant improvements east of Bellevue Way and through the 108 th Avenue NE interchange, but this is not addressed in the noise analysis or reflected in the report to complete review of the EA.							
L-003-014	5-61 & Appendix O		While east of 108 th is a re-stripe, with conversion of the HOV lanes to the inside, and moving GP traffic closer to the right-of-way limit, and that GP is the higher percentage of traffic, can this change projected noise levels along the remainder of the corridor or modify the							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 4 of 15

and sedimentation control BMPs will be properly implemented, monitored, and maintained during construction.

L-003-010

Recycling or other energy-reducing opportunities were not included in the calculation. WSDOT uses the industry standard California Department of Transportation (CALTRANS) energy consumption factors for transportation facilities as described in *Energy and Transportation Systems* (1983). Energy consumption during construction was estimated by applying a construction energy consumption factor to the total project costs. Energy will be consumed during site preparation and construction activities including equipment operation and lighting.

L-003-011

WSDOT has investigated the use of low energy lighting that could reduce operational and maintenance costs; however, the EA analysis focused on industry standard materials and practices.

L-003-012

The land use analysis included in the EA was based on a technical memorandum prepared by WSDOT. The technical memorandum was produced during the same time that the City of Bellevue was developing the Bel-Red Subarea Plan. The land use section of the EA discusses the changes and growth anticipated in the Bel-Red Subarea and how the project will accommodate the future demand resulting from mixed uses. Additionally, the indirect and cumulative effects analysis required by the National Environmental Policy Act (NEPA) identified the Bel-Red area infill development as a land use that will likely change in the foreseeable future, with or without the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-014			noise profile, extending noise further beyond the right-of-way limit or increase noise levels along the right-of-way limit? Where and how is this addressed to fully understand the potential effects of such a change?							
L-003-015	5-63		This page references Exhibit 5-21 reflecting noise levels in the Study Area, which again does not address changes east of Bellevue Way and through the proposed work at 108 th Avenue NE. This seems a rather significant need to fully address potential effects of the project.							
L-003-016	5-66		The last paragraph on this page discusses lids that will be approximately 500' long, which are short enough to avoid required ventilation. It would be helpful to understand in this summary the projected air quality within the lid to understand the effects on passengers in those specific locations. Air quality in such locations may further degrade with air temperature inversions during winter months.							
L-003-017	5-67		It may be helpful to summarize what other measures were evaluated to also reduce noise impact other than walls, including WSDOT's evaluation of quieter pavement and test sections implemented within the project limits.							
L-003-018	5-73		Government facilities – should WSDOT's maintenance facility be listed as a government facility located within the study area? Is the City of Bellevue Fairweather pump station considered a government facility?							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form: 520 EA review Dec 2009_122809_jlh.docx
Page 5 of 15

L-003-013

Additional noise analysis has been conducted in the area between Bellevue Way NE and just east of 108th Avenue NE. This information is provided in the errata.

L-003-014

East of 108th Avenue NE the project would not add capacity, would only restripe the highway, and no change the vertical or horizontal alignment of the highway is planned. The restriping is not predicted to result in a 3 dBA change in noise levels. Therefore, the section of the project east of 108th Avenue NE, where there are no physical changes to the highway or local roadways, was not analyzed for traffic noise.

L-003-015

Additional noise analysis has been conducted in the area between Bellevue Way NE and just east of 108th Avenue NE. This information is provided in the errata.

L-003-016

Additional information may be found in Appendix G, Air Quality Technical Memorandum. The project is not expected to cause or contribute to any new violation of the National Ambient Air Quality Standards. The project is expected to have a low potential for mobile source air toxic emissions.

L-003-017

Appendix Q, Noise Technical Memorandum, provides additional details on design measures considered to reduce noise impacts. Quiet pavement is not currently approved by federal guidelines for use as mitigation. In addition, quiet pavement is being evaluated by WSDOT under a separate project for selected highways in Washington state, and the findings from this analysis are still under review.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-019	5-73		Schools – last sentence. Should this read "there are private child care facilities."							
L-003-020	5-84		The City of Bellevue reviewed WSDOT's analysis and forwarded recommendations to improve system operations that are consistent with the purpose and need of this project, in addition with City of Bellevue Transportation Policies. These recommendations are noted below in response 34 to review of the Transportation Discipline Report.							
L-003-021	5-85		The report reflects the benefits to improving and enhancing both commuting and recreational opportunities with construction of the regional trail. This will greatly improve safety for users of such systems. However, in not completing the regional trail connection between 108 th Avenue NE and NE 24 th Street/124 th Avenue NE leaves a significant gap in the regional trail system that would further provide benefit in addressing the purpose and need and policies associated with this project, especially when terminating the regional trail within heavily congested areas. Thus, how is this element of the proposal forward compatible with implementing a complete regional trail facility along SR520 that will improve safety and substantially enhance other commuting transportation choices, recreation opportunities, and address WSDOT and federal goals to increase the total number of non-motorized trips to 15.8 percent by 2028?							

WSDOT 520 EA Comments / P:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 6 of 15

L-003-018

The government facilities listed in Section 5.6 of the EA include service locations such as city halls, libraries, and post offices. The WSDOT maintenance facility and the City of Bellevue's pump station are not typically open to the public or considered locations where the public expects to receive a type of service, and therefore were not identified in this section.

L-003-019

That is correct; "their" should be "there are". This has been corrected in the errata.

L-003-020

WSDOT is reviewing the recommendations submitted by the City of Bellevue regarding transportation policies. WSDOT has been and will continue to accommodate the City of Bellevue's recommendations, where feasible.

L-003-021

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-022	5-86		Exhibit 5-26 reflects bike lanes proposed by others along Northup Way east of 108 th Avenue NE to approximately 116 th Avenue NE. While this project is reflected in the City of Bellevue's Pedestrian Bicycle Plan, it is currently unfunded and is only intended to serve local access to proposed regional facilities. It is not intended to serve as a regional trail.							
L-003-023	5-89		Adding the segment of the regional trail and extending the Points Trail also serve to improve roadway safety by maintain separate facilities and reducing points of conflict with vehicles.							
L-003-024	5-91		As part of the Design Build work and prior to construction, a traffic management plan should be developed and coordinated with local agencies. This is essential in evaluating mitigation measures associated with construction of the project, including but not limited to required use of designated truck routes, coordination of signal operations, and communications to the public.							
L-003-025	5-117		The EA reflects an increase of 24.2 acres of pollution-generating impervious surfaces. What is the area of non-polluting generating areas and are other measures being taken to reduce surface runoff or provide detention for such non-polluting generating areas? Example, regional trail and Points Trail.							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2008_122809_jlt.docx
Page 7 of 15

L-003-022

WSDOT acknowledges your comment.

L-003-023

Nonmotorized features and safety are described in more detail in Appendix Q, Transportation Discipline Report, Chapter 7.

L-003-024

WSDOT will coordinate with the City of Bellevue on project details as the project moves forward. WSDOT will also develop a Transportation Management Plan (TMP) prior to construction. The TMP will contain strategies for managing traffic operation, traffic control, and public information for the project. This provision is included in Chapter 6, Measures to Avoid, Minimize, or Mitigate Effects, under the Transportation topic.

L-003-025

The amount of non-pollutant-generating impervious surface associated with the project has not been quantified. WSDOT will employ low-impact development Best Management Practices (BMPs) that are consistent with the *Highway Runoff Manual* for addressing non-pollutant-generating impervious surfaces. These methods include localized infiltration of runoff. Where runoff cannot be infiltrated, it will be collected and conveyed to a detention facility.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
 Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-026	5-55		Exhibit 5-19 appears to reflect changes in right-of-way limits for SR520 that affect existing right-of-way limits under City of Bellevue ownership or other potential changes in limited access rights. The document should disclose what changes in right of way ownership or use is proposed to fully understand the potential effects of the project. Example areas along Northup Way between Bellevue Way and 108 th Avenue NE, 108 th Avenue NE. Does WSDOT propose to retain or turnback certain portions following completion of the project?							
L-003-027	6-7		As described WSDOT "may" coordinate, and develop a traffic management plans to help minimize the effect on transit schedules and other constructed related impacts to traffic and non-motorized access and circulation. To mitigate potential effects, WSDOT "shall" coordinate and develop such plans with local agencies before approval of such plans, as construction is expected to occur under design/build.							
L-003-028	6-9		Emergency vehicle access and services to a number of communities and residents will rely on maintaining bridge and roadway access at all times, especially at Evergreen Point Road, 84 th Avenue NE, and 92 nd Avenue NE, and sections of Points Drive. This section should address how emergency services access will also be maintained in addition to general traffic							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
 Page 8 of 15

L-003-026

Exhibit 5-19 is intended to provide context to the acquisitions described in the text and not to determine right of way ownership. WSDOT has and will continue to coordinate with the City of Bellevue regarding changes in right of way ownership.

L-003-027

WSDOT does intend to prepare a Transportation Management Plan. Please see Attachment 4 of the Finding of No Significant Impact (FONSI) for the list of commitments.

L-003-028

Emergency vehicle access will be maintained at the locations specified in your comment. WSDOT will coordinate with local jurisdictions on project details, such as emergency access, as the project moves forward.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	OC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (initials)
L-003-028			and non-motorized access to operational transit facilities.							
L-003-029	Appendix O - 4		The scope reflects the proposed HOV direct access ramps and improvements at 108 th Avenue NE, but there is no supporting noise analysis reflected for this area to fully evaluate and comment on potential effects.							
L-003-030	Appendix O - Exhibit 17		In reviewing the Exhibit against page 67, there are a number of differences between the two regarding Build Noise Levels with Noise Wall. Some rather significant, for example PB-18 reflects a projected noise reduction of 8 dBA not 3 as shown. Which is correct to fully evaluate potential effects or why are there differences?							
L-003-031	Appendix O - 49		PB-62 reflects a build alternative dBA at 3. What is the correct number?							
L-003-032	Appendix O		If noise walls are proposed for mitigation, what additional mitigation measures are proposed to address the effects of such walls when located in close proximity to existing residential land use? Is there a desirable separation that considers other building setback requirements, emergency perimeter access, and construction requirements or general access and topography for such structures – both walls and adjacent buildings?							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
Page 9 of 15

L-003-029

No noise-sensitive properties were identified that will be affected by the ramps.

L-003-030

The exhibit on page 67 of Appendix O, Noise Technical Memorandum, reflects the correct modeling results. The aerial exhibits have been updated with the correct results and are included in the errata.

L-003-031

The correct number is 53. This has been updated in the errata.

L-003-032

Several factors are considered in the placement of noise walls and in the determination of right of way and easement needs. There is no established setback requirement; however, a principal concern is the placement of noise walls relative to nearby housing and pedestrian uses. During final design of any proposed noise walls, WSDOT will ensure that the wall provides for construction, maintenance, utility access, and emergency vehicle access.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
 Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-033	Appendix D - 68	32	Based on the proposed improvements and modifications submitted by the City of Bellevue at Bellevue Way and 108 th Avenue NE, will such changes significantly change modeled noise levels that would trigger further mitigation? How are the changes that WSDOT will incorporate in the project addressed regarding the noise analysis?							
L-003-034	Appendix D - 71	33	With construction of noise walls or other improvements in immediate proximity to residential structures and land use, WSDOT should monitor vibrations of construction related activities that may have a direct or indirect impact on such structures and occupancies. WSDOT should develop a coordination plan for those most directly affected and further document conditions to address potential effects or additional mitigation measures.							
L-003-035	Appendix Q	34	Based on the City of Bellevue review of WSDOT's modeling the following modifications are recommended that reasonably maintain mobility within the immediate system, facilitate smooth traffic flow through progression and signal coordination, support transit and/or encourage use of other alternative modes of transportation than SOVs, minimize adverse impact, and maintain safety. The recommendations have been discussed and reviewed with the WSDOT project team and City of Kirkland staff following release of the EA:							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
 Page 10 of 15

L-003-033

The updates to the noise analysis included in the errata reflect the currently proposed roadway design for that location. If the roadway design changes in the future, WSDOT will evaluate the need for additional noise analysis.

L-003-034

WSDOT will conduct pre- and post-construction surveys of structures abutting the work zone for vibration. Survey locations will depend on the type of construction activity.

L-003-035

WSDOT has reviewed these proposals with the City of Bellevue and will continue to coordinate with the City to establish concurrence on arterial geometrics, channelization, and traffic signal system modifications.

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments**

Comment No.	Page	Line No.	COMMENT	QC Reviewer "Initials"	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-035			<p>Add a dedicated northbound to eastbound right turn lane at Bellevue Way/Northrup Way of approximately 250' in length.</p> <p>Extend the westbound to south-bound dual left turn lane at Bellevue Way/Northrup Way to provide additional and balanced left turn capacity and not obstruct westbound to northbound movements, and terminate/begin the two-way left turn lane further east. This change may require further access modifications to adjoining properties.</p> <p>Add an additional northbound inside left turn lane to the south leg of the new signal for the eastbound SR -520 off-ramp of approximately 175' in length, improving conditions for vehicles access westbound SR 520 and improving lane balancing.</p> <p>Widen the east leg of the intersection at 108th Avenue NE/Northrup Way to provide dual westbound to southbound left turns and provide for 5' bike lanes that will eventually connect with future arterial street improvements. Maintain westbound thru and thru/right turn lanes. This may require modification to standard lane widths.</p> <p>Widen and modify lane widths on the north leg of the intersection at 108th Avenue NE/Northrup Way to provide a dedicated bike lane in the up-hill direction.</p> <p>Widen and modify lane widths as needed</p>							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlfh.docx
Page 11 of 15

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments**

Comment No.	Page	Line No	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-035			<p>on the south leg of the intersection at 108th Avenue NE/Northrup Way to provide dual northbound to westbound left turn lanes, maintain a thru and thru/right turn lane, and provide for bike lane.</p> <p>Continue the westbound bike lane through the intersection at 108th Avenue NE/Northrup Way should commuter cyclist not desire to cross to the regional trail and extend the proposed taper to improve the transition while maintaining the existing curb line at Burger Master.</p> <p>Extend the southbound two lanes and transition length, south along 112th and south of the eastbound SR 520 on-ramp at 108th Ave NE to improve geometry and transition in proximity of the existing commercial driveway.</p> <p>Modify the transition for southbound cyclist with appropriate striping and signing between the SR 520 ramps at 108th Avenue NE to reduce potential conflict with vehicles making a right turn to the eastbound SR 520 on-ramp.</p> <p>Evaluate additional signing or other curb alignments at proposed traffic medians to improve access and safety for pedestrians or cyclist crossing at turn lanes or yield conditions that may not support striping with cross-walks. Measures should clearly alert motorist such crossings.</p> <p>The above modifications are</p>							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
Page 12 of 15

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-035			representative of concepts reflected in a WSDOT sketch dated 12/15/09. Implement signal system interconnect and coordination for all four traffic signals along Bellevue Way, including signals at new ramp terminals, Northup Way and NE 38 th Place.							
L-003-036	Appendix Q - 7-9		As WSDOT constructs noise walls, retaining walls, and completes grading between the proposed detention pond on the south side of SR 520 west of Bellevue Way and along the eastbound off-ramp to Bellevue Way - complete the trail connection and missing link that would provide a complete Points Trail system improving connecting trails to communities, neighborhoods, and other community resources, along the south side of SR 520.							
L-003-037	Appendix Q		There is little discussion as to alternatives evaluated in the 108 th Avenue NE Direct Access Study as to why northbound GP traffic on 108 th Avenue NE should not have access to the westbound on-ramp south of Northup Way.							
L-003-038	Appendix Q		It is not clear in the EA what measures will be taken to improve safety in proximity of proposed detention facilities or how areas will be restricted from access. Further it is not clear how safety will be addressed for non-motorized							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 13 of 16

L-003-036

The suggested segment of the local trail extension is not part of this project. The SR 520, Medina to SR 202: Eastside Transit and HOV Project will be consistent with regional planning efforts. The currently proposed project will provide new local trail connections at NE 33rd Street and at the old Lake Washington Boulevard. Users can follow the local streets to connect with additional trail access points.

L-003-037

Left turns from northbound 108th Avenue NE to the general-purpose westbound SR 520 on-ramp will be restricted to accommodate proper signal operations at the interchange with the direct access ramps and at Northup Way.

L-003-038

Design of these features will be in accordance with WSDOT design standards. The design standards include measures to restrict public access to detention ponds. The standards for trail design include geometric requirements for clearance and sight distance, and measures such as lighting in the tunnel for trail safety.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
 Environmental Assessment – Bellevue Transportation Dept. Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-038			access along the proposed trail and tunnel as it crosses under Bellevue Way							
L-003-039	Appendix Q 10-6		Arterial street closures or lane closures, and associated detours, should divert traffic to arterial streets, and other measures may be required to further minimize or discourage cut-through traffic in residential areas/streets, specifically when proposed full street closures may occur during off-peak hours and during the nighttime. Example NE 12 th Street, Bellevue Way, Northup Way, and 112 th Ave NE are defined truck routes. NE 24 th is not a defined truck route that crosses through residential areas.							
L-003-040	Appendix Q 10-10		Based on proposed detours, haul routes, and added axle loadings additional impacts may occur to affected streets degrading pavement conditions, and appropriate measures should be taken to protect or restore streets from added impact.							
L-003-041	Appendix Q 11-3		Local Street Network Projects should include for City of Bellevue: 120 th Avenue NE widening – NE 4 th ST to NE 8 th ST NE 15 th Street Extension – 116 th Ave NE to 124 th Ave NE NE 6 th Street Extension – I-405 to 120 th Avenue NE These projects including NE 4 th St							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jfh.docx
 Page 14 of 15

L-003-039

Please see response to comment #L-003-024.

L-003-040

In coordination with the City of Bellevue, WSDOT will conduct pre- and post-construction assessments of proposed haul routes to determine their condition.

L-003-041

The projects indicated in the comment were not identified as meeting the criteria for the cumulative effects transportation network at the time of analysis. The definition of the local street network for cumulative effects was developed prior to analysis in early 2008. The definition included planned, unfunded local street improvements that were included in the City's Transportation Improvement Program at that time.

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Transportation Dept. Comments**

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-041			extension and are partially, but not fully at this time.							

*Status Codes: A = Incorporated, B = Open/Under Review, c = Evaluated / Not Incorporated

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Utilities Comments**

Document Name:	Environmental Assessment (EA)
Author:	WSDOT
Document Date:	December 2009
Review Request Date:	Dec 8, 2009
Review to be Completed by Date:	Dec 30, 2009
Reviewer (name/title/dept):	City of Bellevue (Jay Hummel/Capital Projects Manager/Utilities)
Date Prepared:	12/18/09

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-042	6-2 and 4-17; see also Appx L pg. 94		6-2 Ecosystems, 5 th bullet and 4-17 Improvement of Yarrow Creek System: COB requests approval for vehicle access to sewer manhole from Bell Way off-ramp (vs. from west via Lake Wash Blvd) so that reach of stream (West Trib Yarrow Crk) w/s from culvert C-1 can be daylighted via removal of culvert 99A (i.e. eliminate need for bridge or culvert structure to access manhole from west)							
L-003-043	6-3		Wetlands, 1 st bullet re: retaining walls on S side of 520. Will need to consider potential effects on groundwater/seepage from hillsides and how positive drainage will be addressed. Also, need to consider potential adjustments/casings for ex. water and sewer crossings under walls.							
L-003-044	6-3 and 4-18		6-3 Wetlands, 2 nd bullet and 4-18 Noise Walls: Noise wall locations will need to consider required min. clearances from ex. utilities to remain (e.g. sewer manhole at w/s end of culvert C-1 in Yarrow Cr West Trib).							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 1 of 4

L-003-042

WSDOT is not able to provide access to the City of Bellevue's sewer manhole from the highway. WSDOT will continue to coordinate with the City on other options for access.

L-003-043

WSDOT does not believe the project will have a measurable effect on groundwater. Identified off-site seepage/groundwater along with all other off-site flows entering the right of way will be fully addressed in final design of off-site conveyance, as required. To identify specific design consideration needs, WSDOT will continue to coordinate with local utility purveyors to identify all utility facilities at wall locations.

L-003-044

WSDOT will coordinate with the City of Bellevue on project details, such as utility clearances and noise walls, as the project moves forward.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Utilities Comments

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials	Date	Initial Status Code	Final Status Code	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-045	6-4		4 th bullet: Same comment as #2 above.							
L-003-046	6-16		Noise walls: Same comment as #3 above.							
L-003-047	5-32, 4-17 and 4-21		5-32 Fish and Aquatic Habitat, 4-17 Fish Passable Culverts, and 4-21 1 st bullet: New culverts and culvert extensions need to account for potential impacts and necessary adjustments/relocations to ex. water & sewer pipes (e.g. culverts at 106 th Ave NE will require adjustments to both water & sewer pipes).							
L-003-048	5-34		Culverts and Stream Realignments: Same comment as #1 above (assure both COB and WSDOT collaborate on philosophy of daylighting stream channel)							
L-003-049	5-105		Exhibit 5-33: Isn't view looking NE and not West?							
L-003-050	5-117		Groundwater, 2 nd paragraph: Construction of retaining walls could also have an effect on flow of groundwater, and measures would need to be taken to accommodate such impacts. What sort of investigations/evaluations will be done to address this? (See also comment #2).							
L-003-051	4-7 and 4-12 to 4-14		Interchange Improvements: New lids at Evergreen Pt Rd, 84 th Ave NE and 92 nd Ave NE will require new water mains to be constructed to serve the associated Points Communities, plus any associated services for the new lid (e.g. domestic water, irrigation). Maintaining ex water mains in operation during construction will be critical for both domestic and fire flow							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2008_122809_jfh.docx
Page 2 of 4

L-003-045

Please see response to comment #L-002-043.

L-003-046

Please see response to comment #L-003-044.

L-003-047

Please see response to comment #L-003-043.

L-003-048

Please see response to comment #L-003-044.

L-003-049

This view is looking northeast, not west as stated in the EA. This has been corrected in the errata.

L-003-050

Studies completed for the project found that construction activities, such as installing retaining walls, will have a negligible effect on groundwater resources in the project area, including flow of groundwater. Therefore, no mitigation measures are proposed for groundwater resources. See the Water Resources Discipline Report for more details.

L-003-051

WSDOT understands that these are critical services to maintain. WSDOT will prepare a consolidated utility plan to avoid or minimize construction effects on utility services, and will coordinate with local utility purveyors to identify and address potential utility conflicts.

It is not currently anticipated that public facilities such as restrooms will be included in the design of lids or transit stops. WSDOT continues to

**WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment – Bellevue Utilities Comments**

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-051			demands. All water and sewer utility crossings of SR 520 are critical to supplying these utility services to the areas near the freeway. Therefore, all of these crossings must remain in service at all times. Where the crossings must be removed as part of the project, a replacement pipe will need to be activated prior to removal of the existing pipe. Removal of the water crossings without first providing a replacement pipe will dramatically reduce the amount of water available for fighting fires in areas north of 520 in all cases, and will completely cut off all water supply to areas north of 520 in many cases. Will lids and/or transit stops require need for water and sewer service (e.g. for restrooms)?							
L-003-052	4-14		Regional Bicycle/Pedestrian Path: Path and associated structures on N side of 520 will need to be designed to accommodate ex sewer pump station and PRV (valve) vault (at 82 nd Ave NE), and water and sewer mains re: vertical clearances, maintenance vehicle access, operations, and ability for future replacement and upgrades. Existing 6" AC water main will need to be replaced with 8" DI relocated to outside (north side) of proposed retaining wall.							
L-003-053	4-21		How will the project be constructed and implemented?: Utility relocations may							

WSDOT 520 EA Comments / F:\WSDOT SR 520\EA review comments\Comment Form 520 EA review Dec 2009_122809_jlh.docx
Page 3 of 4

coordinate with Sound Transit and King County Metro on design details such as transit operator facilities. WSDOT will coordinate with the City of Bellevue for utility needs.

L-003-052

WSDOT is aware of this request. WSDOT is in the process of preparing a utility relocation plan. WSDOT will coordinate with local utility purveyors to identify and address potential utility conflicts.

L-003-053

Implementation of the project is discussed on pages 4-21 and 4-22 of the EA. WSDOT agrees with the City's statement and will continue coordination to address utility relocation concerns.

WSDOT 520—Medina to SR 202: Eastside Transit and HOV Project
 Environmental Assessment – Bellevue Utilities Comments

L-003-054

Please see responses to comments L-003-043 and L-003-044.

Comment No.	Page	Line No.	COMMENT	QC Reviewer Initials*	Date	Initial Status Code*	Final Status Code*	WSDOT RESPONSE	Date	Back Checked By (Initials)
L-003-053			need to occur throughout the various stages of the project depending upon requirements for access, operation, and ability to schedule shut-downs and coordinate interruptions to service.							
L-003-054		6-3	1st bullet: Construction of retaining walls will need to take into consideration location of existing water and sewer mains. In general, for mains parallel to proposed walls, mains would need to be relocated to the outside of the walls. For mains perpendicular to walls, mains would either need to be vertically adjusted if possible and/or sleeves (casings) installed around the mains to separate and protect them from the walls (for loadings, for future accessibility, maintenance and possible replacement)							

*Status Codes: A = Incorporated, B = Open/Under Review, c = Evaluated / Not Incorporated

From: Tull, Andrea [mailto:andrea.tull@soundtransit.org]
Sent: Thursday, January 07, 2010 4:26 PM
To: SR520Eastside_EA; Babuca, Daniel
Cc: Walker, Greg; Weinberg, Perry; Irish, James; Beal, David; Kennedy, Steven; McGhee, Leonard
Subject: SR 520 EA: Sound Transit Comment letter

Dear Bill Blaylock,

Attached is Sound Transit's comment letter on the SR 520 Eastside Transit and HOV Improvements EA.

Please contact me if you have any questions about it. Thank you for the opportunity to comment.

Andrea F. Tull
Senior Transportation Planner
Planning and Development
Sound Transit
andrea.tull@soundtransit.org
206-398-5040

*** eSafel scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***



January 7, 2010

Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

Dear Bill:

Sound Transit staff has reviewed the SR 520 Eastside Transit and HOV Improvements project Environmental Assessment and has the following comments and requests:

- L-004-001** | 1. The section titled *Why do we need the project?* speaks only to the need for improved transit capacity and mobility improvements. While that is considerate, it is inconsistent with the remainder of the document in terms of the benefits being achieved. For example, page 2-1 of the Transportation Discipline Report states that SR 520 does not meet current design standards, so if an outcome of the project is to bring the corridor up to current standard, shouldn't that be referenced in the needs statement. Similarly, the entire discussion titled *How did WSDOT identify the improvements included in the project?* five priorities to meet the need for the project, includes improving traffic safety. We feel the document could be strengthened by broadening the statement of need to include these other benefits and claiming credit for a comprehensive improvement in travel in the corridor.
- L-004-002** | 2. Please identify how and when the transit stations will be affected. Please coordinate the construction of the Eastside transit stations with the closing of the Montlake freeway station to ensure that transit riders have a transit station at which to access service to reach their destinations.
- L-004-003** | 3. Please provide information about the schedule for the project including the four construction phases. The document includes only an anticipated schedule if funds are secured.
- L-004-004** | 4. Please provide information about how the construction schedule for the Eastside relates to the construction schedule for the bridge and Westside and how transit will operate during construction and how transit riders will access service.
- L-004-005** | 5. The review draft of the SDEIS for the Westside and bridge assumed that the Eastside improvements were completed prior to the completion of the Westside and bridge project. What are the effects if they are not? Please describe how the roadway will operate.
- L-004-006** | 6. Please provide information about how transit service will be maintained during construction and how it will operate when the project is complete.

CHAIR
Greg Nickels
Seattle Mayor

VICE CHAIRS
Aaron Reardon
Snohomish County Executive

Claudia Thomas
Lakeside Councilmember

BOARD MEMBERS
Julie Anderson
Tacoma Deputy Mayor
Mary-Alyce Burleigh
Kirkland Councilmember

Fred Butler
Issaquah Deputy Council President

Richard Conlin
Seattle Council President

Dow Constantine
King County Council Chair

Dave Enslow
Sumner Mayor

Paula J. Hammond, PE.
Washington State Secretary of Transportation

John Marchione
Redmond Mayor

Joe Marine
Mukilteo Mayor

Pat McCarthy
Pierce County Executive

Julia Patterson
King County Councilmember

Larry Phillips
King County Councilmember

Paul Roberts
Everett Councilmember

Kurt Triplett
King County Executive

Pete von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER
Joni Earl

L-004-001

A primary component of the purpose and need of the project, as described in Chapter 2 of the EA, is to provide improved mobility to transit and HOV users. However, as you mention, there are indeed additional benefits of the project. These benefits contribute to our overall analysis of impacts, but they are not the main purpose for proposing the project.

L-004-002

Construction effects are described in Appendix Q, Transportation Discipline Report. Chapters 2 and 10 indicate that the transit stations will be closed, one at a time, for periods of 4 to 6 months during construction. WSDOT will coordinate construction of the Eastside freeway transit stations with any future closure of the Montlake freeway station as required to maintain a location for transfers.

L-004-003

Page 4-22 of the EA states the anticipated timing. Once funding is secured and a contractor selected, a more detailed schedule can be developed.

L-004-004

As stated on page 1-4 of the EA, it is assumed that the SR 520, Medina to SR 202: Eastside Transit and HOV Project will be completed before the SR 520, I-5 to Medina: Bridge Replacement and HOV Project is open to traffic. There may be overlap in construction for both projects. WSDOT will work with transit agencies to coordinate potential effects to transit service during construction.

L-004-005

The SR 520, Medina to SR 202: Eastside Transit and HOV Project made assumptions based on the best available information for traffic modeling

- L-004-007 | 7. Please describe how buses will serve the Overlake Transit Center and NE 51st Street and operate between the Overlake Transit Center and West Lake Sammamish Parkway where buses exit/enter SR 520. Inside HOV lanes will not improve transit speed and reliability in that area. Outside transit-only shoulder lanes or some other priority are needed to speed transit operations and ensure connections between the Overlake Transit Center and West Lake Sammamish Parkway.
- L-004-008 | 8. Please ensure that coordination occurs with Sound Transit and King County Metro regarding transit service and ways to improve, minimize or avoid any negative effects of the SR 520 Eastside project to transit operations.
- L-004-009 | 9. Please discuss the SR 520 Eastside project's right-of-way needs east of I-405 and how it will accommodate light rail alignments proposed in the East Link project (www.soundtransit.org/eastlink). In December 2008, the Sound Transit Board released the Draft EIS for the East Link Light Rail Project which identified light rail alignment alternatives in the SR 520 corridor east of I-405 out to SR 202, a portion of the SR 520 Eastside Transit and HOV Improvements project area. In May 2009, the Sound Transit Board identified a preferred alternative for the East Link Project which includes an alignment in the SR 520 corridor east of 148th Ave NE to SR 202. The preferred alternative, as well as all alternatives that will be included in the Final EIS, assumes use of existing WSDOT right-of-way in the SR 520 Eastside Transit and HOV Improvements project area. In the SR 520 corridor the East Link Project is funded east of I-405 to NE 40th Street and includes a light rail station at Overlake Transit Center which is assumed to be served by the existing transit flyer stop accessed by outside HOV lanes. In Chapter 5 the EA states that "Widening of SR 520 will occur mostly within existing WSDOT-owned property...". A Federal Record of Decision on the East Link Project is anticipated in Fall 2010 followed by the adoption of a final alignment, schedule and budget by the Sound Transit Board.

L-004-010 | Chapter 8 of the Transportation Discipline Report includes errors about dates for light rail extensions included in the ST2 Plan approved by voters in November 2008. Pg 8-6: Exhibit 8-3. It also includes errors about bus routes. King County Metro Route 271 provides service all day and weekends, in addition to the peak period service identified. Correct ST Express Route 540 to include all-day two-way service between Downtown Kirkland and the University District (no service between Downtown Kirkland and Redmond). Specifically, page 8-15 of the Transportation Discipline Report contains the following errors:

1. Link light rail opened in July 2009; light rail extension to the University of Washington was initiated in 2009, to be completed in 2016;
2. The projected opening of future light rail extensions is not correct in the document. They should read as follows: light rail extended to Lynnwood by 2023 (delete Ash Way and 2027); light rail extension south to Redondo/Star Lake by 2023 (not Tacoma by 2027); and light rail extended east to downtown Bellevue by 2020 and Overlake transit center by 2021.
3. ST will increase ST Express service by 100,000 annual hours of service starting in 2009, as included in the voter-approved ST2 Plan.

Additional comments on the environmental document, compiled by Sound Transit's Environmental Affairs and Sustainability department are included below.

- L-004-011 | 1. Page1-5. The paragraph at the top of this page states that tolling on the SR 520 corridor is considered as a reasonably foreseeable future action for purposes of cumulative effects and mitigation. Confirm that tolling on the floating bridge portion, which is provided for in ESHB 2211, was included in the baseline assumptions.
- L-004-012 | 2. The Social Element and Transportation Element summaries on page 1-9 should include more specific references to the construction effects on transit, including the need to potentially *relocate* transit facilities and stops. As discussed below with respect to Chapter 6, the need to coordinate with transit service providers, including Sound Transit, in addressing such effects should be referenced.

purposes. If the assumptions change, the traffic modeling results will be revisited. However, if the SR 520, I-5 to Medina: Bridge Replacement and HOV Project were built first, it is assumed that congestion within the Eastside study area would be further improved due to extended HOV lanes across the bridge.

L-004-006

For operational effects, a primary component of the purpose and need of the project, as described in Chapter 2 of the EA, is to provide improved mobility to transit and HOV users. Please refer to Appendix Q, Transportation Discipline Report, Chapters 8 and 10 for information about assumptions for future transit service and for operations during construction. Coordination with the transit agencies is ongoing to address transit operations during construction. This coordination will continue throughout construction.

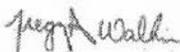
L-004-007

Buses traveling westbound on SR 520 will be able to access the NE 40th Street off-ramp as they do today by exiting on the right side of the roadway. There is little to no congestion forecasted in the area between 124th Avenue NE and NE 40th Street, so buses will have sufficient opportunity to make the lane changes required without affecting their travel times. Once the buses have exited the SR 520 mainline, they will serve the flyerstops along the collector/distributor as they do today. The buses will also re-enter the SR 520 corridor at the NE 51st Street on-ramp merge as they do today. Because the baseline roadway network for the year 2030 includes the completion of the SR 520 Westlake Sammamish Parkway project, congestion is not projected to occur on the segment of SR 520 between the NE 51st Street on-ramp and the Westlake Sammamish Parkway off-ramp. For this reason, the project has not evaluated any other outside transit-only shoulder lanes. The HOV bypass lane on the NE 51st Street on-ramp will be utilized by transit vehicles to gain priority when re-entering the freeway system.

- L-004-013** | 3. The analysis on page 2-5 regarding the baseline condition should clarify for the reader how the 2030 baseline used in the appropriate effects analyses was determined.
- L-004-014** | 4. Page 5-56: additional brief details regarding how the Build Alternative would support local land use plans and regulations, including policies encouraging transit and other non-SOV modes of travel, would be helpful to the reader and would place the conclusion that the No Build would be inconsistent with the same in greater context.
- L-004-015** | 5. Page 5-74: it would be helpful to add details that describe the transit facilities in the Study Area which serve the neighborhoods/study area, including the transit stations located on SR 520. On page 5-76, summarize construction effects on transit.
- L-004-016** | 6. Page 5-80: the analysis of present and future traffic conditions on SR 520 should also include a description of current transit service and facilities in the corridor and increases in service and demand expected. This will place the operational and construction effects analyses that follow in greater context.
- L-004-017** | 7. Page 141 (Ecosystems Indirect and Cumulative Analysis): Consider whether potential indirect effects on ecosystems could result if the project encourages growth within urban centers, consistent with local and regional plans. If appropriate, this indirect effect of growth within urban centers could also be addressed in the Land Use, Economics, and Relocation analysis on page 5-143 and the Social Analysis on p. 5-145.
- L-004-018** | 8. Chapter 6: Project measures to minimize effects related to Air Quality, Geology and Soils, and Hazardous Materials, should be briefly addressed in this chapter. Note that the discussions of the Land Use and Social elements cross-reference a description of measures to reduce dust during construction.
- L-004-019** | 9. In the Social analysis on page 6-8, regarding measures that will be used to avoid or minimize effects on Pedestrian, Bicycle, and Transit facilities, please include a reference to the need to coordinate with transit providers to identify and implement alternative routes and temporary transit stops, if required, and address other construction effects on transit. The description of how construction effects to the freeway transit stations at Evergreen Point Road and 92nd Avenue NE would be minimized should similarly include a reference to the implementation of coordination with transit providers, including Sound Transit, with respect to any closures and alternative services provided.

Please contact Andrea Tull, Senior Transportation Planner, at 206-398-5040 if you would like to discuss the transit-related comments and questions further. Please contact Steve Kennedy, Senior Environmental Planner, at 206-398-5302, if you would like to discuss the general environmental comments and questions further.

Sincerely,



Gregory A. Walker, AICP
Director, Planning and Development

Cc: Perry Weinberg, Director, Environmental Affairs and Sustainability
James Irish, Program Manager, Environmental Affairs and Sustainability
Andrea Tull, Senior Transportation Planner
Steve Kennedy, Senior Environmental Planner

Buses traveling westbound will be able to exit at the NE 51st Street off-ramp and serve the flyerstops at both NE 51st Street and NE 40th Street as they do today. When buses re-enter the SR 520 corridor, they will be able to access the center HOV lane prior to reaching the 124th Avenue NE interchange area. Traveling in the inside lanes from this point west will provide buses with a substantial travel time benefit.

The SR 520 inside HOV lanes between the NE 40th Street and NE 51st Street interchanges continue to provide benefits for carpools and vanpools. Those inside HOV lanes also provide transit agencies with an opportunity to modify or add reliable transit service through the interchange area.

L-004-008

WSDOT is engaged in ongoing coordination with the transit agencies and will continue this coordination through the duration of the project.

L-004-009

The SR 520, Medina to SR 202: Eastside Transit and HOV Project does not propose any additional right of way needs east of I-405, and that portion of the project only restripes existing lanes so that the HOV lane is moved to the inside shoulder.

WSDOT will coordinate with Sound Transit as light rail design concepts within the SR 520 corridor are advanced.

L-004-010

The information and modeling results in the Transportation Discipline Report were based on the most current information at the time the No Build assumptions were developed in early 2008, prior to modeling and

analysis. WSDOT has reviewed the updates provided and determined that they will not have a substantial effect on the findings.

L-004-011

The No Build assumptions and modeling were developed in early 2008 based on the planned and programmed actions in place at the time. Tolling under Engrossed Substitute House Bill (ESHB) 2211 was later authorized in April 2009 and is not included in the No Build, or baseline, assumptions for this project.

L-004-012

More specific effects on transit are described in Appendix Q, Transportation Discipline Report, Chapter 10, and measures to address the effects are discussed in Chapter 12. WSDOT is engaged in ongoing coordination with the transit agencies and will continue this coordination throughout construction. WSDOT will develop a Transportation Management Plan (TMP) prior to construction. The TMP will contain strategies for managing traffic operation, traffic control, and public information for the project. This provision is included in the EA Chapter 6, Measures to Avoid, Minimize, or Mitigate Effects, under the Transportation topic. The Transportation topic in Chapter 6 also identifies how construction effects on transit stations will be minimized through construction techniques.

L-004-013

The year 2030 is the planning horizon identified by the Puget Sound Regional Council's regional transportation study (Destination 2030), which is used as the basis for traffic modeling on this project.

L-004-014

There are numerous instances within the discipline reports or technical memoranda prepared for the project where compliance is identified with

local land use plans and policies for alternative transportation options such as transit. In an effort to minimize the size and bulk of the EA, the reader is often referred to the supporting documents in the appendices for additional detail.

L-004-015

Please refer to Exhibit 8-1 of Appendix Q, Transportation Discipline Report, which displays transit facilities along SR 520. The general description of construction-related project effects included in Chapter 5 of the EA discusses the potential effects to transit users.

L-004-016

Existing and future transit service and ridership/demand are described in Appendix Q, Transportation Discipline Report, Chapter 8.

L-004-017

As described in on page 5-141 of the EA and in Appendix U, Indirect and Cumulative Effects Technical Memorandum, no indirect effects of the project on ecosystems were identified. WSDOT has worked to avoid and minimize direct effects on ecosystems during the scoping and design of this project, and any unavoidable direct effects will be mitigated as part of the project. Project elements such as enhanced stormwater treatment and improved fish passage will make a beneficial contribution to ecosystem health along the SR 520 corridor, helping to reduce the cumulative effects of past, present, and reasonably foreseeable future development.

The project is located in a highly urbanized area and is consistent with local comprehensive plans and policies. As described in Appendix U, analyses conducted by the Puget Sound Regional Council concluded that regional growth will be incremental in nature, and will occur as in-fill

in areas that are already urbanized; this development pattern is expected to occur with or without construction of the project.

L-004-018

The Federal Highway Administration and WSDOT have determined that the effects to those resources are negligible and will be minimized by the use of standard construction Best Management Practices (BMPs). The BMPs referenced under Land Use and Social Elements are mentioned on page 6-2 under "Ecosystems".

L-004-019

Coordination with transit agencies is not considered a mitigation element. However, WSDOT will coordinate with transit agencies on the implementation of mitigation strategies relating to effects to transit during construction. WSDOT will also develop a Transportation Management Plan (TMP) that will include strategies for traffic control, transportation operation, and public information during construction. The TMP is referenced in Chapter 6 in the section describing mitigation for transportation.



King County

Department of Transportation

201 South Jackson Street
Seattle, WA 98104-3856

January 7, 2010

Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

Dear Mr. Blaylock:

Thank you for the opportunity to review and comment on the *SR 520 Eastside Transit and HOV Project Environmental Assessment* (Eastside EA). We recognize that the communities on the Eastside of Lake Washington are continuing to grow, and our efforts to develop transportation infrastructure that includes HOV and transit connections are critical to improve mobility. Your inclusion of such improvements in the SR 520 corridor will help ensure the future economic prosperity of our region.

In addition to our comments included in this letter, I have also attached an October 2008 letter from Kevin Desmond, General Manager for King County Metro Transit Division, to the Washington State Department of Transportation (WSDOT). The attached letter was previously submitted in development of the Eastside EA, and outlines Metro's concerns regarding construction impacts to transit. Specifically, the impacts of facility construction on existing transit service, maintaining reliable paths for transit, and opportunities to use transit service to mitigate construction impacts are priority concerns. Although not all of these issues relate directly to the Eastside EA, they remain important concerns that will affect operations throughout the SR 520 corridor.

Staff from King County Department of Transportation has reviewed the Eastside EA and has provided the following comments:

L-005-001

Page 1-2 and Exhibit I-1: Chapter 1 needs to clarify the limits of this project in order to minimize confusing the differences between this project and the higher profile I-5 to Medina Bridge Replacement and HOV Project, both part of the SR 520 Program. Along with the "What is the Project?" section on page 1-2, a section addressing "What is not covered by this project" would clarify this issue.

This section also needs to clearly define the scope of the project. For example, the section "What is the project?" should also note that transit station facilities will be built on the inside lanes at Evergreen Point Road and 92nd Avenue NE as part of this project. Likewise, the Project Summary discusses completing HOV lanes, but the portion between 108th and SR 202 is only being re-striped. Which sections of new HOV lanes are construction and re-striping

L-005-001

The limits of this project are described in detail in Chapter 4 of the EA and in Appendix F, including the distinction of the project area where existing HOV lanes will be restriped to the inside shoulder. Please see page 2-4 of the EA for a description of how the project was developed and how it relates to other planned projects in the corridor, including the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

WSDOT began construction of the Westlake Sammamish Parkway to SR 202 Project in 2007. This project will add HOV lanes on SR 520 from Westlake Sammamish Parkway to SR 202, among other improvements. This project is expected to be complete by early 2011. The SR 520, Medina to SR 202: Eastside Transit and HOV Project assumes that this project is complete; therefore, only restriping will occur to bring the HOV lanes from the outside to the inside shoulder.



MOBILITY FOR THE REGION



- L-005-001** | projects should be clarified. Currently, there are only four lanes between West Lake Sammamish Parkway and SR 202. It is our understanding that there will be no widening of this portion of SR 520, and this issue needs to be clarified in Chapter 1 of the Eastside EA.
- L-005-002** | Pages 4-8 through 4-11: Exhibits 4-4 through 4-8 are insufficiently detailed. These diagrams should show lane markings, signals, HOV lanes, pedestrian/bicycle facilities, and other transportation related details. Also, inclusion of diagrams or photos of the existing configuration of these intersections would be helpful for comparison purposes.
- L-005-003** | Pages 4-12 and 4-14: In describing the design of the Evergreen Point and 92nd Avenue NE lids, the document states that "additional amenities could include bike lockers ..." The project should commit to providing adequate bike storage at both locations, during and after bridge construction. Because the existing SR 520 floating bridge does not allow for bike passage, safe bicycle storage would greatly enhance the ability of bike commuters to use cross-lake bus service to reach their destinations. Planning for bike storage should include coordination with local bike clubs and King County Metro's bike program coordinator.
- L-005-004** | Pages 5-5 through 5-13: A large and potentially very significant archaeological site (45-KI-839) is located adjacent to or in the Area of Potential Effect (APE) near the confluence of Bear Creek with the Sammamish River and is not referenced in the Eastside EA. This site contains terminal Pleistocene archaeological deposits and is currently the oldest dated site in the county. Some reference to this site is required.
- The APE runs between the site mentioned above and a cluster of well-known and significant sites in Marymoor Park (45-KI-9, 45-KI-10, 45-KI-492, 45-KI-493). The EA should discuss these sites and what measures were taken to determine that no sites exist within the APE at this very sensitive location. There is a mention of areas that could not be surveyed, but these are not identified in the document. Clarification should be included if this area has been surveyed, and if the survey techniques take into account the deeply buried nature of some of these well-known sites.
- L-005-005** | Pages 5-79 through 5-93: The Transportation subchapter focuses on general purpose traffic but does not adequately address existing and project-related transit and HOV usage and impacts. Considering that enhancing "travel time reliability, mobility, access, and safety for transit and HOVs" is the stated goal of this project (page 1-2), the Transportation subchapter needs to document this information. WSDOT is encouraged to contact King County Metro and Sound Transit for current information on transit usage and travel time of the SR 520 corridor.
- L-005-006** | Page 5-80: The discussion needs to address why tolling was not included as a background assumption for the Build Alternative.
- L-005-007** | Page 5-85: The EA should analyze the Eastside project independent of the Westside project components. For example, the EA should also report travel time data within the project limits

L-005-002

The exhibits on the pages referenced are meant to give the reader a general understanding of how the transportation-related improvements operate at major intersections, lids, and overpasses. HOV lanes, pedestrian/bicycle facilities, and transit stops are noted on the exhibits and in the legend. EA Chapter 5.7, Transportation, and the Transportation Discipline Report provide more detail on how the various transportation-related improvements function.

L-005-003

WSDOT will coordinate with King County Metro and local agencies on project details as the project moves forward.

L-005-004

WSDOT established an area of potential effects (APE) in consultation with the Department of Archaeology and Historic Preservation (DAHP) and with interested Native American tribes. The APE was generally limited to the footprint of the project for analysis of direct effects and usually a city block beyond the right of way for indirect effects. DAHP concurred with the APE for the project. In addition, the confluence of the Sammamish River with Bear Creek and the Marymoor Park area is adjacent to that portion of the SR 520, Medina to SR 202: Eastside Transit and HOV Project where only restriping of the HOV lanes is proposed and no right of way expansion will occur; therefore, no archaeological investigations occurred in that area as part of this project.

L-005-005

The requested information is documented in Appendix Q, Transportation Discipline Report, Chapters 5 and 8. The transit data contained in Appendix Q was provided by King County Metro. WSDOT has been

- L-005-007** (Medina to SR 202), not just the entire corridor from I-5 to SR 202. The EA should also provide greater clarity regarding modeling assumptions and the specific alternative assumptions of the Westside project. The potential effects of tolling on travel times in the corridor should also be noted if the background assumption were to be changed.
- L-005-008** This section should also note that the Evergreen Point and 92nd Avenue NE freeway transit stations will need to accommodate additional passenger transfer activity due to the permanent closure of the Montlake Freeway Station, as part of the I-5 to Medina SR 520 Bridge Replacement and HOV Project. The section should address the need for improvement to transit facilities, such as the Evergreen Point and 92nd Avenue NE stations, as part of this project in order to accommodate the growth in ridership anticipated due to tolling, regional growth, and completion of six lanes across Lake Washington.
- L-005-009** The fourth bullet on this page, “movement of the HOV lane to the inside of SR 520 and the addition of a HOV direct access ramp at 108th Avenue NE,” should mention improved transit connections between SR 520 and the Bellevue Transit Center and South Kirkland Park-and-Ride.
- L-005-010** Page 5-91 and 92: Due to the scale of construction and reconfiguration needed for this project, transit operations are likely to be heavily impacted, yet the transit impacts in the impacts analysis is limited to two bullets on “Freeway Transit Stations.” This section also needs to address construction-related transit service impacts including the following examples:
- As a construction detour route, Northup Way will be impacted by traffic delays that affect transit service on Northrup Way and access to the South Kirkland Park-and-Ride. As noted in the Transportation Discipline Report, significant congestion on the single-lane Northup detour is projected during project construction when the west-bound ramps from 108th Avenue and Bellevue Way are closed (6 to 9 months and 2 to 3 months respectively). The intersection of Bellevue and Northup Way will be particularly impacted, which is projected to degrade to level-of-service ‘F’. Metro operates several busy routes through this intersection that will be delayed by construction and increased congestion in the area.
 - Multiple full-weekend and night-time lane closures will likely result in periods of increased congestion that will affect transit service. Transit will experience increased travel times due to these closures, which will increase the cost of providing service. Bus routes may also be forced to reroute during these periods of closure. As discussed in relation to Chapter 6 below, the project should include funding to mitigate the impact of slower transit operations on existing schedules.
 - The closure of the 108th Avenue NE on-ramp in the westbound direction will significantly impact several routes serving the South Kirkland Park-and-Ride, including an all-day transit route between Kirkland and downtown Seattle. More information is needed on the detour route expected via Northup Way. WSDOT should consider transit priority measures to address congestion in this area during the planned ramp closures.

coordinating with King County Metro on an ongoing basis and will continue to do so through design and construction.

L-005-006

Tolling is addressed in the EA under Chapter 1, Summary Section, page 1-4.

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

L-005-007

The Build Alternative analysis is independent of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. The results included in the EA were reported to represent all effects of conditions within the project limits for the SR 520, Medina to SR 202: Eastside Transit and HOV Project. The effects often extend beyond the project limits due to typical traffic conditions such as queuing. Appendix Q, Transportation Discipline Report, Chapters 4 and 5, describe the methodology and more detailed information regarding analysis.

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental*

- L-005-010** |
 - More information regarding the timing of the closure of the Evergreen Point Road and 92nd Avenue NE freeway stations for 4 to 6 months is needed. It is crucial that at least one eastside transit station remain open, especially if the Montlake Freeway Station, as part of the I-5 to Medina project, is closed prior to the start of, or at any time during, construction of the Eastside project.
- L-005-011** | Page 5-137: The first paragraph states “Many land development and transportation projects are under construction or planned for construction in the reasonably foreseeable future, as shown in Exhibit 6.” No such exhibit is listed in the exhibits table or elsewhere in the document.
- L-005-012** | Page 5-145: The Transportation discussion of the Cumulative Effects section does not address the effects of planned changes to the SR 520 corridor such as tolling and construction activities related to replacement of the Evergreen Point floating bridge and other westside bridge components. For example, all three design options under consideration for the I-5 to Medina Project remove the Montlake Freeway Station. This will increase bus transfer activities at the stops at Evergreen Point Road and 92nd Avenue NE, both covered by this EA. This change will significantly alter transit usage patterns within the study area of this project and needs to be addressed as a cumulative effect.
- L-005-013** | Page 5-146: This section should more thoroughly address the impacts of tolling in the SR 520 corridor. Although tolling was not assumed for the Build Alternative, it is important to address this new condition and its potential impacts on the Eastside project.
- L-005-014** | Pages 6-8 and 6-9: The EA describes several changes to how the transit system will function during construction. WSDOT should work with transit agencies to ensure they have adequate time to prepare revisions to transit operations and inform transit patrons and transit operations staff of the transit changes necessary to address construction activities. WSDOT should also give transit agencies opportunities to review the traffic control plan and construction staging plan.
- L-005-015** | Page 6-9: This section needs to identify specific mitigation measures for impacts to transit riders using facilities impacted by construction activities in the SR 520 corridor, including this project. According to NEPA documentation on the I-5 to Medina Bridge Replacement and HOV Project, the Evergreen Point Freeway Station is a heavily used facility that would be closed for up to half a year:
- “Under all options, during construction of the east approach, the freeway transit stations at Evergreen Point Road would close (sic) for a period of 4 to 6 months when traffic on SR 520 shifts to the newly constructed westbound east approach bridge and construction continues on the eastbound east approach bridge. There are approximately 450 westbound and 60 eastbound boarding and alighting passengers in the morning peak period, and 100 westbound and 270 eastbound in the afternoon peak period. Approximately 65 to 75 passengers arrive at this station by walking or being dropped off during morning peak

Impact Statement and the Lake Washington Congestion Management Projects for more information about tolling along the SR 520 corridor.

L-005-008

The closure of the Montlake Freeway Station and tolling on SR 520 are part of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project and would not be described as direct effects of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

L-005-009

WSDOT acknowledges that the direct access ramp will improve other transit connections in addition to the nearby South Kirkland Park and Ride.

L-005-010

WSDOT is coordinating with King County Metro to develop a strategy to address the reported effects during construction, such as traffic delays, congestion, and increased travel time to transit service. Coordination between the agencies is ongoing and will continue through construction to ensure adequate planning for closures and other construction conditions that might affect transit. Please see Appendix Q of the EA, Transportation Discipline Report, for additional detail.

L-005-011

The reference to "Exhibit 6" refers to an exhibit included in Appendix U, Indirect and Cumulative Effects Technical Memorandum. This reference was included on page 5-137 of the EA by mistake. The text on page 5-137 has been corrected in the errata.

L-005-012

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR

L-005-015 period and 40 to 50 in the afternoon peak period.” (*I-5 to Medina Bridge Replacement and HOV Project Transportation Discipline Report*, page 10-40).

In addition to current usage, planned closure of the Montlake Freeway Station will significantly increase transfer activity at Evergreen Point. As a result, closure of this key transit system component needs to be addressed by WSDOT. For example, WSDOT’s documents on that project suggested “a shuttle service between the Evergreen Point Road transit stop and the transit stop at 92nd Avenue NE” as a potential impact mitigation (*I-5 to Medina Bridge Replacement and HOV Project Environmental Justice Discipline Report* page 69). Whether or not such mitigation is feasible, its inclusion in earlier WSDOT environmental documentation underscores the significance of the impacts and the need to mitigate them.

Pages 6-8 through 6-16: Impacts on transit speed and reliability caused by increased congestion due to periodic lane closures related to construction is another impact that needs to be mitigated. Increased congestion and lane closures will lead to increased travel times for buses crossing Lake Washington, such delays will increase the cost of providing service. The project should include funding to mitigate the impact of slower and less reliable transit operations on existing schedules.

L-005-016 **General Comments on the Eastside Project:**
Although not specifically addressed in the EA, design considerations including station design, Intelligent Transportation Systems (ITS), and roadway design are critical concerns for King County Metro.

Transit Station Design: King County Metro staff is working with WSDOT staff to ensure there is adequate passing ability for buses, pedestrian facilities, intelligent transportation system elements, and bus bay capacity.

Intelligent Transportation Systems (ITS): Inclusion of transit ITS elements is critical to this project’s success for transit enhancement, especially the fiber communication infrastructure at the station platforms. Transit ITS elements need to be incorporated into planning for reconstruction of SR 520 and other major transit corridors.

L-005-017 Roadway Design: Shoulder transit lanes between the 40th and 51st interchanges and West Lake Sammamish Parkway are desired since buses needing to service these interchanges would have to merge out of the center HOV lanes to access the off- and on-ramps as currently proposed in the Build Alternative. Adequate right-of-way widths should also be provided at the interchanges to accommodate future direct HOV access ramps for improved access for transit and HOV and to eliminate merges between the HOV lane and the ramps.

L-005-018 We appreciate WSDOT’s commitment to enhancing SR 520 as a transit and HOV pathway by adding some long-needed improvements to this critical corridor. If you have questions related

520 corridor. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* addresses cumulative effects associated with tolling and removal of the Montlake freeway transit station.

The SR 520, Medina to SR 202: Eastside Transit and HOV Project will have a beneficial effect on transit and HOV operations by implementing regional planned transportation improvements and improving traffic conditions along the SR 520 corridor. For example, the project will result in positive effects to transit service. The proposed closure of the Montlake freeway station under the SR 520, I-5 to Medina: Bridge Replacement and HOV Project is likely to increase transfer activity at SR 520 freeway stops on the Eastside. The Eastside Transit and HOV Project will benefit more users in the cumulative effects scenario by providing improved transit access and transfer environment to people who would previously have used the Montlake freeway station.

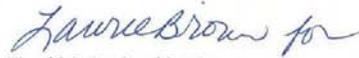
L-005-013
Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

L-005-014
WSDOT is engaged in ongoing coordination with the transit agencies regarding construction effects. This coordination will continue throughout construction.

Bill Blaylock
January 7, 2010
Page 6

to these comments, please contact Ron Posthuma, Assistant Director, King County Department of Transportation, by email ron.posthuma@kingcounty.gov or by telephone, at 206-684-1007.

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Victor Obeso, Manager, Service Development, Metro Transit Division, King County Department of Transportation (KCDOT)
David Hull, Supervisor, Service Planning, Service Development, Metro Transit Division, KCDOT

L-005-015

The effect described in the original comment is a result of closure of the Montlake freeway station, a separate action associated with the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. Therefore, mitigation for the effect is not described in the SR 520, Medina to SR 202: Eastside Transit and HOV Project EA.

Pages 6-8 and 6-9 of the SR 520, Medina to SR 202: Eastside Transit and HOV Project EA describe construction requirements that will be in place to minimize effects during construction. Page 10-15 of the Transportation Discipline Report also describes specific measures for transit effects of this project. Attachment 4 of the Finding of No Significant Impact (FONSI) also includes a Mitigation Commitment List.

L-005-016

As the design process evolves, WSDOT will continue to work with the transit agencies on design considerations (e.g., ITS/Transit Station Design). The project will be designed with several priorities in mind to meet the need for the project, including supporting transit demand and planned service improvements.

L-005-017

For safety reasons, the HOV lanes will remain on the inside shoulder in this area to maintain a continuous HOV lane throughout the SR 520 corridor. Future direct-connect access ramps on SR 520 are not currently planned for the area east of I-405.

L-005-018

Thank you for your comment.



King County

**Department of Transportation
Metro Transit Division**

201 South Jackson Street
M.S. KSC-TR-0415
Seattle, WA 98104-3856

October 22, 2008

SR 520 Eastside Transit and HOV Project
600 Stewart St, Suite 520
Seattle, WA 98101

Dear Mr. Baylock,

Thank you for the opportunity to review and comment on the SR520 Eastside Transit and HOV project. I appreciate that WSDOT is moving this project forward to enhance speed and reliability for transit and carpools along the SR520 corridor east of Lake Washington. This project will be the first steps towards providing transit priority throughout the corridor. When the SR520 Bridge Replacement and HOV Project is complete, the new facility will support the implementation of service identified in the SR 520 High Capacity Transit Plan, services that will accommodate the projected increase in transit demand, in part caused by tolling the corridor. Our comments relate to the impact of construction on existing transit service, maintaining reliable paths for transit during construction, opportunities to use transit service to mitigate construction impacts, inclusion of a shoulder transit-only lane between 51st Avenue North East and West Lake Sammamish Parkway as part of the project and adequate merge distances for buses.

Mitigation of Construction Impacts on Existing Transit Service

The Eastside Transit and HOV Project construction activities will affect transit operations even if the westbound HOV lane is kept open. The project will result in increased congestion and we understand that lane closures will be necessary from time to time. Increased congestion and lane closures will lead to increased travel times for buses crossing Lake Washington; such delays will increase the cost of providing service. The project should include funding to mitigate the impact of slower transit operations on existing schedules.

Transit Mitigation Program

The SR 520 Eastside Transit and HOV Project should fund additional transit service in the corridor during construction to help reduce congestion. Although the most severe congestion is expected during the peak periods, adding more transit service throughout the day will encourage use of transit, reducing the impact of the construction to communities on both sides of Lake Washington. The project should also consider developing temporary park-and-ride lots to accommodate an increase in auto-access transit users.

Marketing and incentive programs, also referred to as Transportation Demand Management (TDM), should also be included in any construction mitigation package to help increase the person carrying capacity of the corridor; this includes incentive programs to use buses, vanshipare, vanpool, carpool and biking, and outreach and promotions designed to move more people to non-SOV travel options.

Reliable Paths

Transit can be most effective if there is a tangible travel time and reliability benefit over driving alone. To accomplish this, transit needs a reliable pathway. The SR 520 Eastside Transit and HOV Project should take all reasonable steps to keep the existing westbound HOV lane open during construction and give priority to opening the eastbound HOV lane as soon as possible. Fast and reliable transit and HOV travel times will limit the impact of construction on existing transit riders and support investments in increased transit service designed to mitigate construction impacts by reducing traffic volumes.

Evaluate inclusion of a transit shoulder lane between 51st Ave NE and West Lake Sammamish Parkway

Without direct access at Northeast 40th Street and 51st Avenue Northeast, Metro and Sound Transit buses will need to merge across traffic lanes to serve the freeway stations when the HOV lanes are moved to the center of SR 520. As buses do today from the outside HOV lanes, buses will take the Northeast 40th Street exit, stop on the off-ramp, cross Northeast 40th Street, use the collector distributor lanes to the 51st Avenue Northeast exit, cross 51st Avenue Northeast and stop on the on-ramp. Buses then continue down the on-ramp where they mix with other traffic from the on-ramp and the collector distributor before merging back into SR 520 mainline. This is often a slow process as SR 520 is often congested along this segment, particularly eastbound in the p.m. peak period. With the center HOV lane configuration, transit will not be able to take advantage of the priority it offers along this segment before exiting at West Lake Sammamish Parkway.

Alternative transit priority could be provided via a transit shoulder lane between 51st Avenue Northeast and West Lake Sammamish Parkway. This would allow transit to bypass congestion and speeding buses on this section of SR 520.

A shoulder transit lane seems feasible within existing highway right-of-way. It may require no more than reallocation of existing pavement through restriping to create the lane. However, even if restriping is not possible, the benefits of a transit shoulder lane would justify construction as part of the greater project.

Right Hand Merge at Evergreen Point

Upon completion of the Eastside Transit and HOV project buses leaving the Evergreen Point Freeway Station will need to merge right into a general-purpose lane to continue across the bridge until the bridge section is completed. Merging from the right tends to be more difficult for transit drivers due to limited visibility. The right hand merge is primarily an issue when traffic is heavy, yet flowing near the speed limit. Metro is concerned that adequate distance for the merge is provided to assure buses can merge safely. Consideration should be given to special signage informing drivers to yield to the bus as direct by RCW code 46.61.220.

SR520 Eastside Transit and HOV Project
October 20, 2008
Page 3

Another concern is that prior to the bridge accommodating an HOV lane is the need for buses to move one lane to the right to reach the Montlake Flyer Stop on the Westside of the 520 bridge. Metro recognizes that there is a long distance over which buses may change lanes to reach the flyer stop; however, a good portion of that distance is on the bridge itself, where lane changes are prohibited.

If you have questions related to these comments, please contact David Hull, Service Planning Supervisor by email at david.hull@kingcounty.gov or by telephone at 206 263-4734.

Sincerely,

Kevin Desmond
General Manager

cc: Victor Obeso, Manager, Service Development, Metro Transit Division, DOT
David Hull, Supervisor, Service Planning, Service Development, Metro Transit Division



January 6, 2010

Mr. Bill Blaylock
SR 520 Eastside Environmental Manager
WSDOT
600 Stewart Street, Suite 520
Seattle, WA 98154-1192

Dear Mr. Blaylock:

L-006-001 Thank you for the opportunity to comment on the SR 520 Eastside Transit and HOV project Environmental Assessment. The project will bring numerous benefits to the SR 520 corridor and to Eastside cities. Direct access ramps at the South Kirkland park & ride, along with other improvements will increase transit and HOV speed and reliability. Reconstruction of interchanges will provide travel benefits to all users and to the environment. The project also makes important improvements for cyclists and pedestrians. We appreciate the many years of work that have been spent by WSDOT both in developing the project and working with the City of Kirkland and other Eastside cities.

L-006-002 We are disappointed that the project does not include a connection between the proposed regional bicycle and pedestrian trail and the existing SR 520 trail. When the entire 520 project is completed, a connected path would provide a relatively flat route between Overlake on the east and the University of Washington on the west. This trip of about eight miles would be well within the range of many cyclists. Connections to the north and south would lead to Bellevue and Kirkland. We appreciate the fact that the path which was once planned to end at Points Drive has been continued to the 108th NE vicinity. During the 2007 eastside design process, WSDOT offered several alternatives for connecting the two trail segments but none of those ideas has been advanced further. Funding should not be a barrier because of the small cost of the trail connection relative to the entire project coupled with the fact that project funding has not been secured. Cities in the northwest, throughout the US and around the world have documented significant increases in bicycle use when facilities, particularly key regional facilities, are constructed. We cannot let this opportunity to connect the regional trail be lost. To that end, we remain available and willing to discuss how we can help WSDOT complete the trail connection.

L-006-003 Three other connections for bicyclists and pedestrians need further examination.

- The proposed separated path on the eastside of Bellevue Way ends at the intersection of Northup Way and Lake Washington Boulevard. There are good connections for those seeking to use the regional trail to the west, but no facilities for those wishing to head north to Kirkland. At a minimum, a crosswalk with a pedestrian activated warning device must be constructed on the eastside of the intersection.

L-006-004 Similarly, where the regional path ends at the Northup Way/108th NE intersection, there is no convenient way for cyclists to move from westbound Northup Way to the regional path or from the path to northbound 108th NE. Expecting cyclists to dismount to make these connections is unrealistic and not in keeping with good design practices.

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.587.3000 • TTY 425.587.3111 • www.ci.kirkland.wa.us

L-006-001

Thank you for your comment.

L-006-002

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

L-006-003

WSDOT will follow local agency design guidelines for the design of intersections, including crosswalk requirements.

L-006-004

Pedestrians and bicyclists will need to dismount and use the designated crossing areas to access the regional path when coming from westbound Northup Way. This provides connectivity to designated bicycle routes as indicated by local plans.

Letter to Mr. Bill Blaylock
January 6, 2010
Page 2

L-006-005

- Finally, we appreciate the provision of bicycle facilities on 108th Avenue NE north and south of Northup Way as it provides an important connection between Bellevue and Kirkland. However, the proximity of vehicle lanes and turning movements makes the cycling environment difficult and high visibility treatments such as colored pavement should be used to mark the bike lanes in this area.

L-006-006

The transportation analysis performed for the environmental assessment does not assume tolling on the SR 520 corridor or on I-405. It also assumes that the bridge is in its existing lane configuration rather than the planned expansion to 6 lanes. Increases in bus service that may come to the corridor through the Urban Partnership Grant are also not analyzed. A cumulative analysis section in Appendix Q briefly looks at some of the impacts of these assumptions but the detailed traffic analysis does not. Therefore, the conclusions of the EA are imprecise. The general findings of the EA are probably correct, but it is somewhat troubling to think that these important factors have not been included in the main analysis.

L-006-007

We support replacement of the loop ramps at the Lake Washington Boulevard interchange with two signals in a "half-diamond" configuration. The simulations you have shown the Council in the past indicate that queuing will decrease from today's conditions and overall traffic flow will improve. The two new interchange signals plus the existing signals at Lake Washington Boulevard/Northup Way and Lake Washington Boulevard/NE 38th Street will be closely spaced and must be operated as a system by the Cities of Kirkland and Bellevue. The SR 520 project should provide the infrastructure to interconnect the signals and make this possible.

L-006-008

NE Points Drive has no outlet to the west and the project's proposed culvert replacement work at Yarrow Creek may require closing the road. This closure could impact parking at the Plaza at Yarrow Bay office complex and access for residents west of the culvert crossing. It is possible to temporarily open Points Drive to the west, but this will require cooperation with the communities of Kirkland, Clyde Hill and Yarrow Point. The EA should address how planned work on NE Points Drive will impact and be coordinated with businesses, residents and emergency services.

Again, we thank you for the opportunity to comment on the Environmental Assessment and for the efforts of the WSDOT to move the Eastside projects forward independently of other portions of the broader SR 520 project.

Sincerely,
Kirkland City Council



Joan McBride
Mayor

L-006-005

WSDOT will follow local agency design guidelines for determining bicycle lane designs on local streets.

L-006-006

The analysis must represent the independent effects of the project relative to known conditions. The transportation analysis commenced in early 2008 with development of No Build Alternative assumptions and modeling based on the assumptions. With respect to independent future projects, only planned and programmed improvements are included in the No Build Alternative assumptions and the analysis of direct effects (referred to as the detailed traffic analysis).

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the *Lake Washington Congestion Management Project* for more information about tolling along the SR 520 corridor.

L-006-007

WSDOT will coordinate with local jurisdictions on design details.

L-006-008

The EA does acknowledge impacts related to construction. To minimize those impacts, WSDOT has committed to developing a Transportation Management Plan (TMP). The TMP will address transportation operation, traffic control, and public information related to construction activities.



January 7, 2010

Bill Blaylock
SR 520 Eastside Environmental Manager
Washington State Department of Transportation
600 Stewart Street, Suite 520
Seattle, WA 98101

Mr. Blaylock,

B-001-001 | The completion of the SR 520 Corridor project is among the Bellevue Chamber of Commerce's top transportation priorities as it provides a critical economic link in moving people, freight and employees. In light of this importance, the Chamber would like to encourage WSDOT to finalize design, pursue permits and move the Eastside Transit and HOV Project into the construction phase during the calendar year of 2010.

B-001-002 | As the region's population and employment continue to grow, so does congestion and traffic. Transportation is the critical link between business competitiveness, the region's ability to attract and retain employers and the ease of moving freight in a convenient safe manner on major corridors. Given the cost-competitive nature of the current bid market along with the urgent need for additional jobs that this project will create, time is of the essence.

B-001-003 | The Bellevue Chamber of Commerce would like to commend WSDOT for ongoing public outreach programs over the past ten years. During that time it has become abundantly clear that the Eastside Transit and HOV project is not only crucial for the Eastside, but that the economic benefit will also be spread throughout the entire Puget Sound Region.

B-001-004 | We look forward to continued collaboration as we move toward completion of this important project.

Sincerely,

Betty Nokes
President & CEO

Greg Krape
Chairman

B-001-001

Thank you for your comment.

B-001-002

Thank you for your comment.

B-001-003

Thank you for your comment.

B-001-004

Thank you for your comment.

From: Wingate, Angela [mailto:Angela.Wingate@pse.com]
Sent: Thursday, January 07, 2010 12:19 PM
To: SR520Eastside_EA
Cc: Volkle, Karl W; Listfeld, Chris; Luebbe, Lorna
Subject: SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment - PSE's Comment Letter

January 7, 2010

Sent Via E-Mail to [SR520Eastside EA@wsdot.wa.gov](mailto:SR520Eastside_EA@wsdot.wa.gov)

Washington State Department of Transportation
Mr. Bill Blaylock, EA Environmental Manager
600 Stewart Street, Suite 520
Seattle, WA 98101

Subject: SR-520, Medina to SR 202: Eastside Transit and HOV Project - Environmental Assessment

Dear Mr. Blaylock:

B-002-001 Thank you for the opportunity to comment on the subject Environmental Assessment (EA). Puget Sound Energy, Inc. (PSE) identified probable adverse impacts to its gas and electric facilities on October 30, 2009 and provided a synopsis of anticipated relocation and modification efforts that would be required. At that time PSE made a request to be included within the project description portion of the EA and an understanding that required PSE activity would therefore be included. The project description does not include PSE's required involvement in this project. The proposed WSDOT improvements will necessitate relocation and related system modifications of PSE gas and electric facilities.

B-002-002 The State Environmental Policy Act (SEPA) requires the consideration of all direct, indirect, and cumulative environmental impacts including both short and long term impacts (Washington Administrative Code (WAC) 197-11-060). PSE anticipates WSDOT to adopt the subject EA pursuant to Washington Administrative Code (WAC) 197-11-610. SEPA requires that utility relocation resulting from this project be included otherwise "(i)t would segment and avoid present consideration of proposals and their impacts that are required to be evaluated in a single environmental document..." WAC 197-11-060(5)(d)(iii).

B-002-003 PSE's comments are based on our review of conceptual plans (10%) and a list of gas and utility conflicts provided by WSDOT. It is PSE's understanding that WSDOT will contract with a design/build team to complete the design and construction in the near future. It is also PSE's understanding that the design/build team could deviate from the conceptual plans upon approval by WSDOT. In order to accurately identify all gas and electric conflicts and minimize environmental impacts associated with relocation, PSE must be included in all design plan change discussions throughout the project as well as development of construction plans. It is imperative that PSE be included in construction scope and sequence in order to avoid any disruption to the gas and electric service of surrounding communities.

B-002-004 Finally, we expect that WSDOT will fully support PSE, as needed, in discussions with local jurisdictions regarding necessary permits, authorizations, etc. resulting from utility relocation required by this project along with any future NEPA or SEPA addendums.

B-002-001

The project description on page 4-21 of the EA does acknowledge utility relocation as part of initial construction planning. WSDOT is aware of the potential need to relocate utilities and continues to work with all utility providers, including PSE, to identify conflicts and coordinate the resolution to any conflicts.

B-002-002

Per the SEPA register notice on December 3, 2009, WSDOT has issued a Determination of Non-Significance (DNS) and notice of adoption pursuant to WAC 197-11-340(2).

Utility relocations required as part of the proposal have been considered in development of the EA. Page 4-21 describes utility relocations occurring during the first phase of construction. Pages 6-8 also describe the consolidated utility plan WSDOT intends to prepare to avoid or minimize any potential effects. Utility conflicts are also described in more detail in Appendix P, Social Elements Technical Memorandum.

B-002-003

As the design progresses, WSDOT will continue to coordinate with PSE to identify and resolve potential utility conflicts.

B-002-004

Comment acknowledged. WSDOT will continue to coordinate with PSE during the utility relocation process.

Thank you for the opportunity to comment. We look forward to working with WSDOT as a stakeholder and impacted party throughout all the development phases of this project. If you have any questions concerning these comments, please contact me at 425.462.3351 or angela.wingate@pse.com.

Sincerely,

Angela Wingate
Municipal Liaison Manager
PUGET SOUND ENERGY

B-003-001

Thank you for your comment.



January 7, 2010

Attn: Bill Blaylock, WSDOT
600 Stewart Street, Suite 520
Seattle, WA 98101

SUBJECT: Microsoft Environmental Assessment Comments for SR520, Medina to SR202: Eastside Transit and HOV Project

Dear Mr. Blaylock:

Thank you for the opportunity to provide comments regarding the proposed project improvements along the SR520 corridor. Over 6500 employees (approximately 17% of Microsoft employees) live in Seattle and many use the SR520 corridor for daily commuting. In addition, with the growth of Seattle based Microsoft facilities more employees are commuting from the Eastside to Seattle. As a result the SR520 corridor is an important link to both our corporate operations and employee mobility.

We have reviewed the EIS documentation and have been directly engaged with discussions with WSDOT on this project. Below I have included relevant comments. Some were included in our 2008 scoping letter and are still important to us and our employees. Since 2008 the significant change is voter approval of the Sound Transit East Link Light Rail line that is now in design for the easterly portion of the SR520 corridor terminating at the Overlake Transit Center. In general we believe that WSDOT has gone to extensive lengths to address the key environmental impacts that are reviewed under this combined NEPA/SEPA EIS. Therefore, we have few substantive comments in those areas. Remaining comments below are remaining issues

B-003-001

1. **HOV Access and Supporting Infrastructure** – We are in full support of WSDOT proposal to move HOV lanes to the inside (v. current outside configuration) throughout the entire SR520 corridor. This step will provide significant safety and travel time advantages to carpooling and transit in the SR520 Corridor. Coordinating these improvements with the NE 8th St. to SR 520 Braided Ramps Project as part of the I405 corridor

1

B-003-001

improvements will be critical in further addressing mobility where SR520 and I405 intersect.

B-003-002

2. **HOV Enforcement** – Freeway reconfiguration should examine future strategies to enable HOV enforcement along the corridor, particularly westbound between I-405 and Lake Washington. While HOV reconfiguration will resolve many of the current violations, future tolling in the corridor may well require vigilance on this issue. Examining measures that more effectively enable enforcement by the Washington State Patrol or with adjunct technology along the corridor are appropriate for this review.

B-003-003

3. **Private Transit Access:** Microsoft operates a private transit system know as the Connector. At present this service operates 19 routes with 85 daily round trips offering capacity for 5,586 employees. One major issue for the further deployment of this service is access to public transit stops and facilities along the SR520 corridor. Microsoft continues to believe that there is considerable future potential to enable both public and private transit service throughout the SR520 corridor.

We appreciate your careful consideration of our comments and look forward to working with your agency on improvements throughout the SR520 corridor. Please contact me at 425-707-5076, or jstanton@microsoft.com, if you need further clarification of these comments.

Sincerely,



Jim Stanton, Sr. Community Affairs Manager,
Microsoft Real Estate & Facilities

B-003-002

The Washington State Patrol is responsible for HOV enforcement along the SR 520 corridor. WSDOT will coordinate with local and state law enforcement agencies as the project moves forward.

B-003-003

WSDOT will continue to work with Sound Transit, King County Metro, and private transit systems as the project moves forward.

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- Complete this form and place it in one of the comment boxes during the meeting. Please write clearly.
• Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
• E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
• Visit the Web page at www.wsdot.wa.gov/projects/SR520Bridge.

Name, E-mail, Address, City, State, Zip

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

- I-001-001 The WSDOT team has done a fine job on this project -- keep up the good work!
I-001-002 Re the regional trail element: be sure to finish its design, & then construct it as proposed (do not cut any corners for its implementation -- provide high-type geometrics on the trail. The same goes for the HOV lane & transit station elements. I don't mind paying tolls for the 520 project if it is built as now proposed. (over)

I-001-001

Thank you for your comment.

I-001-002

The portion of the regional pedestrian/bicycle path that is within the project area will be constructed per applicable design standards to improve connectivity for nonmotorized users, as described in the EA. The Project has also engaged the transit agencies on design issues, such as criteria for station design and HOV improvements.

I-001-003

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement and to the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment? (continued from page 1)

I-001-004

If warranted & necessary due to currently un-resolved funding challenges (i.e. the current "un-funded" portion), consider staged or phased implementation of the SR 520 Eastside project where feasible -- whether lids, regional trail, +/- the main line HOV-lane & transit station elements.

I-001-004

As stated in Chapter 4 of the EA, the project will likely be constructed in phases as funding becomes available. The level of funding received will determine the specific phasing approach.

SR 520 Bridge Replacement and HOV Program



Medina to SR 202: Eastside Transit and HOV Project

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name DARRELL M. LEE E-mail DLEE@FIREADWISTER.COM
Address 2534 Medina Cir
City Medina State WA Zip 98059

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

*From what I can see at this time,
Great progress is being made.
Keep up the good work!!!*

I-002-001

Thank you for your comment.

I-002-001

SR 520 Bridge Replacement and HOV Program

Medina to SR 202: Eastside Transit and HOV Project



Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Dorothy Hawkins E-mail Hawkfirst@comcast.net
Address 2659 90th NE
City Clyde Hill State WA Zip 98004

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

I-003-001

Please keep the covered bridge over Fairweather Creek on the pedestrian path going toward Fairweather Park. It has been there for 40 years at least and has great appeal to the neighborhood.

Medina to SR 202: Eastside Transit and HOV Project
Environmental Assessment Public Hearing – Dec. 16, 2009

Page 1 of 2

I-003-001

The proposed project improvements will require removal of the pedestrian trail and covered bridge. The new Points Loop Trail alignment will shift the trail approximately 70 feet to the north, where the trail will be reconstructed and will cross over the culvert outlet of Fairweather Creek. A separate regional bike path will cross over the new trail on a new longer bridge located about 15 feet above the Points Loop Trail. WSDOT continues to coordinate with the Town of Hunts Point on the proposed improvements and will discuss retention of the covered bridge for other purposes within the park if desired by the Town.

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name	P. HAWKINS	E-mail	
Address	2659 90th AVE NE		
City	Clyde Hill	State	WA
		Zip	98004

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

I-004-001

Concern about trees & wild flowers (TRILLIUMS) etc in area that will be taken for "detention pools" in the area of Fairweather Park and row adjacent to Park.

I-004-001

WSDOT has designed the project to minimize effects to the greatest extent possible. The location of the stormwater detention pond was chosen, in part, to avoid valuable habitats such as wetlands and streams. The vegetation in the area of the proposed stormwater detention pond is categorized as "urban matrix," which generally provides limited wildlife habitat; however, WSDOT acknowledges that some trees will be removed.

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Dorothy Hawkins E-mail Hawkfirst@comcast
Address 2659 90th NE
City Clyde Hill State WA Zip 98004

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

I-005-001

Please do everything you are able to preserve the walking path and Fairweather Park. Fairweather Park is a natural park with trees and paths. It is a gem in our concrete world. The walking path is important too - thank you! for your help.

I-005-001

WSDOT strives to minimize earth disturbance and tree removal to the greatest extent possible. As soon as the level of construction activity in the immediate vicinity allows WSDOT to safely do so, WSDOT will realign and reconnect areas of the pedestrian path affected by roadway improvements. WSDOT is proposing to affect only a small portion of Fairweather Park in the southwest corner to provide a new park entrance and connection to the new lid at Evergreen Point Road.

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name MaryAnn Nordgren E-mail manordgren@hotmail.com
Address 1134 41st Ave E #7
City Seattle State WA Zip 98112

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

I-006-001

I seriously hope that HOV lanes only require ② passengers since the lane for HOV will not be a merging lane. I live in Seattle, teach in Bellevue, and do not want to pay more \$ b/c I can't find a 3rd carpooler! Please be reasonable - ② people is the general rule nation wide!!! Thank you in advance for this legitimate consideration.

I-006-001

Federal code authorizes each state to establish an HOV policy and requires a 2-person minimum vehicle occupancy for HOV lanes. Guidance from the Federal Highway Administration advises states to set an occupancy requirement tied to the performance of the lane; some states have established 3-person occupancy requirements where congestion has affected HOV lane performance. WSDOT policy requires that speeds in HOV lanes remain at 45 mph or greater, 90% of the time. Traffic modeling completed for the project forecasts that future congestion and increased demand for the HOV lanes will require 3-person occupancy to meet this performance standard. Therefore, analysts assumed 3-person carpools in the project evaluation.

I-007-001

Dear Mr Blaylock,

Thank you and your team for sending me the email updates. I apologize for not being able to come to the Dec 16th meeting. I am very supportive of the improvements in the eastside corridor transit plan. It is long overdue and it is encouraging to see contracts put out to contractors and numerous RFP's being released.

I-007-002

I especially support the increase in the "lids" that have worked well on Mercer Island to increase park land and reduce noise. I believe it will keep the communities on both sides of 520 connected.

I-007-003

My final comment is a request for more information on your 520 project website...what is the plan to link the light rail on the eastside to the 520 corridor? Park and rides, transit stations, etc...

Sincerely,

AL ROSEBROCK

I-007-001

Thank you for your comment.

I-007-002

Thank you for your comment.

I-007-003

WSDOT continues to work with transit providers (King County Metro and Sound Transit) to ensure the Eastside Transit and HOV Project does not preclude the future development of transit by those agencies along the SR 520 corridor. Please visit Sound Transit's Web site for more information on current and future plans for implementing light rail: <http://www.soundtransit.org/>.

I-008-001

Thank you for your comment.

Dear Suanne,
I forgot to add that I work at SeaTac airport and will be very happy to use light rail to the airport on my commute when it comes to the eastside and (hopefully) close to the 520 corridor.
Sincerely,
Alan Rosebrock
Kirkland, WA

From: SR520Eastside_EA [mailto:SR520Eastside_EA@WSDOT.WA.GOV]
Sent: Wednesday, December 16, 2009 8:47 AM
To: Alan Rosebrock
Subject: RE: Comments on the Eastside Transit and HOV project

Dear Al,

Thank you for submitting your comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment.

Your comments will become part of the official public record and will be published, with responses, in the environmental decision document, scheduled to be released in Spring 2010. Please check the [SR 520 Program Web page](#) for additional project information and to stay informed about the environmental review process

Sincerely,

Suanne Pelley

Communications Manager

SR 520 Bridge Replacement and HOV Program

www.wsdot.wa.gov/projects/SR520Bridge

From: Alan Rosebrock [mailto:aroseybeast@verizon.net]
Sent: Wednesday, December 16, 2009 8:39 AM
To: SR520Eastside_EA
Subject: Comments on the Eastside Transit and HOV project

Dear Mr Blaylock,
Thank you and your team for sending me the email updates. I apologize for not being able to come to the Dec 16th meeting. I am very supportive of the improvements in the eastside corridor transit plan. It is long overdue and it is encouraging to see contracts put out to contractors and numerous RFP's being released.

I-008-001

I-008-002

I especially support the increase in the "lids" that have worked well on Mercer Island to increase park land and reduce noise. I believe it will keep the communities on both sides of 520 connected.

I-008-003

My final comment is a request for more information on your 520 project website...what is the plan to link the light rail on the eastside to the 520 corridor? Park and rides, transit stations, etc...

Sincerely,

AL ROSEBROCK

I-008-002

Thank you for your comment.

I-008-003

WSDOT continues to work with transit providers (King County Metro and Sound Transit) to ensure the Eastside Transit and HOV Project does not preclude the future development of transit by those agencies along the SR 520 corridor. Please visit Sound Transit's Web site for more information on current and future plans for implementing light rail: <http://www.soundtransit.org/>.

I-009-001

Dear Mr. Blaylock

My concern is the mixing of the users of the paths on the north side of SR520 from roughly Bellevue way through Yarrow Point, Hunts and Medina.

The character of the users will be different. There is the slow paced walkers and bike riders who enjoy the outdoors and the exercise whereas the bikers who will be use the path to get to and from work hence will be interested in speed. One of my concerns is the solution that you are projecting for Fairweather Creek , currently a wooden bridge. The creek is in a valley with sight lines obstructed. The tendency is for the Bicyclist to move faster coming down the hill to gain momentum to make it up the other side of the valley as well as speed as mentioned earlier.

My recommendation is to have two separated paths from the bus stop at EvergreenPoint to 84nd St NE. and again from 84th to Bellevue Way since there is a similar situation at Wetherill Nature Preserve, For example one could make it inconvenient for the bus-rider/bicyclist to start on the slower user's path by locating the initial start of the paths some distant apart.

Regards

Patrick Hawkins

I-009-001

The Points Loop Trail and the regional bicycle/pedestrian path are separated along most of the alignment, except for a short portion near 84th Avenue NE. Pages 7-7 and 7-9 of Appendix Q, Transportation Discipline Report, describe the design goals and the user environment for the paths.

In the vicinity of Fairweather Creek, the Points Loop Trail has been designed to provide local access and serve local communities. The regional bicycle/pedestrian path is intended for commuter use and will be separated and signed to reduce conflicts for users. It is anticipated that the design will improve sight lines for both the Points Loop Trail and the regional path.

Brian Grunkemeyer [briangru@exchange.microsoft.com]

Sent: Thu 12/3/2009 4:23 PM
To: SR520Eastside_EA

I-010-001 I strongly encourage you to make sure we are able to run rail across the 520 bridge, as I suspect this will be an inevitable transit proposal in the next ~5-10 years (with a very high probability – just listen to both of Seattle’s mayoral candidates in the last election). Then perhaps 20 years from now, we may consider a rail loop around Lake Washington (with a low probability of happening). I’d like to see some amount of planning ahead for these.

Specifically, I’d like some guarantee that the Evergreen Point Floating Bridge deck is wide enough (and I am not yet comfortable with the “lego” option of building a bridge then snapping on more bridge pieces later to widen the bridge deck). Perhaps the bridge could be built with rail tracks sunk into the concrete of the bridge deck in the HOV lanes?

I-010-002 Also, for the Eastside project, this means making sure any median transit stops are wide enough now to accommodate light rail. Would light rail completely displace busses, or would the median transit stops serve both light rail and busses simultaneously using the same lanes? Do we need an extra passing lane in the middle of the transit stop, so a bus could go around a train or vice versa? Please make sure someone thinks this through.

I-010-003 I have no idea how you’ll run Sound Transit trains from the Overlake Park & Ride to downtown Redmond. Is there enough room to run a train there, with the new bridge across 520 being constructed around NE 31st and NE 35th Streets?

I-010-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

I-010-002

WSDOT has engaged the transit agencies to determine criteria for station design. The project team did not evaluate shared use of the transit right of way by light rail and buses. Further study by appropriate agencies will be required to determine how shared use of buses and light rail could be implemented along the SR 520 corridor.

I-010-003

Implementation and operation of light rail are managed by Sound Transit. Sound Transit is currently preparing a Final Environmental Impact Statement for its East Link Project, which includes the area you mention.

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

From: Jeff Lykken [mailto:jalykken@hotmail.com]

Sent: Thursday, December 03, 2009 6:17 PM

To: SR520Eastside_EA

Subject: 520 comment

I-011-001

I think the 520 plan needs to be re-evaluated. With our region being the worst traffic in the country, we need to be thinking a real solution. The thought of building a new bridge that only has 2 SOV lanes is a complete joke. Only in our region of the country with small minds and idiots in the planning department could such an idea get through. It is the same as building another I-405 from Renton to Bellevue, a freeway with only 2 SOV lanes and an HOV lane, a joke. We need an 8 lane bridge. When they were building SR 16, the original bridge had only 6 lanes and a large shoulder. In the end they at least had the bridge 8 lanes. Why can't they do the same for SR520? We would rather have an extra lane than a huge shoulder.

Sent from my iPhone

I-011-001

A primary purpose of the project is to provide improved travel times for transit and HOV riders between Medina and Redmond on SR 520. Currently-proposed lane configurations provide adequate capacity to achieve the intended purpose.

WSDOT is conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

From: charles johnston [mailto:whitewolfden@msn.com]
Sent: Friday, December 04, 2009 4:24 PM
To: SR520Eastside_EA
Subject: 520/405 mitigation

I-012-001

The current noise wall along 112th/108th needs to be extended to the west approximately 190 feet at an 18 foot height minimum. It is also very important that quiet pavement be put down at least one mile in each direction from the 520/405 interchange. The so-called "Braided" ramps and all elevated ramps should have noise barriers and be paved with quiet pavement.

I-012-002

I still feel very strongly that the 520 bridge is not as vulnerable as has been reported having been rated an "83" but the USBridge Safety Survey. It would serve for many more years if a parallel bridge were to be constructed to the south of the present one as it would protect the old one from predominate wind and weather. If the old bridge is demolished, hauled away and stored somewhere, all of that cost must be attributed to just the two new HOV lanes the new bridge will provide. (We will still only have four lanes for general use -- the same as we have now!) I predict that the day the new bridge is opened, it will be obsolete because of increased population and increased traffic.

At this point I throw in the towel and let you people get on with your pre-determined agenda.

Whitewolf & ^..^ -- with Love.

I-012-001

The noise analysis for this project encompassed an area from approximately Evergreen Point Road to approximately 108th Avenue NE. Proposed noise wall locations and heights are based on this analysis. The existing wall you describe was not analyzed because it is located within the area of restriping and is therefore exempt from a noise analysis as part of this project.

Quieter pavement is currently undergoing experimental testing by WSDOT and is not yet approved by the Federal Highway Administration as a noise mitigation measure. Final test results are not currently available; therefore, the use of quieter pavement was not assumed for this project.

I-012-002

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

From: Fred98115@aol.com [mailto:Fred98115@aol.com]
Sent: Friday, December 04, 2009 3:14 PM
To: SR520Eastside_EA
Subject: 520 Replacement Bridge

To Whom It May Concern:

I-013-001

I traveled the Montlake corridor for 35 years in the morning and afternoon commute and found that the major chokepoint on that route was the intersection of Montlake and Pacific due to the amount of traffic that merged to flow south from both streets. While your recommended plan has much going for it, I believe that you should tweak the plan to enhance traffic from the University Village to the new 520 access. If you do not, three lanes south of Pacific will not benefit those in bumper to bumper traffic from the Village. Thank you.

Regards,
Fred Alkire

I-013-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

From: Carl Stork [mailto:carl@ciconiaco.com]
Sent: Friday, December 11, 2009 6:31 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: RE: Comments on 520 HOV Project

Yes, I would like my comments to be included as part of the official environmental assessment.

Unfortunately I will be out of town on Dec 16 so I cannot attend in person.

From: SR 520 Bridge Replacement & HOV Project [mailto:SR520Bridge@WSDOT.WA.GOV]
Sent: Friday, December 11, 2009 4:40 PM
To: Carl Stork
Subject: RE: Comments on 520 HOV Project

December 11, 2009

Dear Carl,

Thank you for your interest in the SR 520 Eastside Transit and HOV Project. We value your feedback and will consider your comments as we move forward with design and planning.

As you may already know, on December 3 an [environmental assessment](#) was released for the Eastside project, which analyzes how the project will affect local communities and the environment. The publication of the environmental assessment launches a public review and comment period.

We encourage you to provide [comments](#) on the environmental assessment. In order to be addressed in the environmental decision document, **comments must be received or postmarked between December 3, 2009 and Jan. 7, 2010**. Comments received during this period will be included as part of the official public record.

If you would like your comments to be included as part of the official environmental assessment comment period, please re-submit them or indicate so by responding to this message.

Thank you again for your interest in the SR 520 program. Please visit the project [Web site](#) for the latest news and information on the program.

Sincerely,

Suanne Pelley

Communications Manager

SR 520 Corridor Program

<http://www.wsdot.wa.gov/Projects/SR520Bridge>

From: Carl Stork [mailto:carl@ciconiaco.com]
Sent: Friday, November 27, 2009 12:44 PM
To: 'Carl Stork'; SR 520 Bridge Replacement & HOV Project
Subject: RE: Comments on 520 HOV Project

PS: Given that the 520 bridge is being built for bus transit only, and that BRT is being touted for the 520 bridge, it seems necessary and important to design the proper transit station on the corridor.

From: Carl Stork [mailto:carl@ciconiaco.com]
Sent: Friday, November 27, 2009 9:45 AM
To: 'sr520bridge@wsdot.wa.gov'
Subject: Comments on 520 HOV Project

I have perused the website and drawings regarding the construction proposed between Medina and Redmond. I am a resident of the area, and I am also a transit user. I would like to offer these comments.

- I-014-001 | I fully support the lids and transit stations at 76th (Evergreen Point) and at 92nd (Yarrow Point).
- I-014-002 | Regarding the new HOV ramps at 108th Ave NE, it would be great if these could either be made bi-directional, or else a center transit station could be constructed, to allow connections between buses headed to & from Redmond and North-South routes at 108th Ave NE, near the S. Kirkland P&R.
- I-014-003 | I think the design at NE 40th St. should include a transit station at the center HOV lane so that buses can efficiently serve this employment center and the Overlake Transit Center without leaving the freeway. This would improve efficiency. Alternately there could be center ramps at NE 40th, but a center station seems better.
- I-014-004 | Finally, it has always seemed to me a missed opportunity that there is not a freeway stop at 148th Ave NE – which could serve apartments and office buildings with a half mile to the north, retail to the south, and connections to buses along 148th Ave NE.

Carl Stork
Yarrow Point
carl@ciconiaco.com

I-014-001

Thank you for your comment.

I-014-002

HOV direct access to the east was considered during the planning process for the 108th Avenue NE interchange. WSDOT determined that a direct access connection to the east would not be feasible as part of this project because it would require expansion of the I-405 interchange. This could be considered in future planning efforts in coordination with the I-405 master plan.

Planning for the interchange was coordinated with the transit agencies. A median transit station at this location was not supported by the transit agencies because it would not provide a substantially increased benefit to the transit system for the cost and expansion that would be required.

I-014-003

Other than restriping, the roadway improvements implemented under this project do not include portions of the freeway east of 108th Avenue NE. This suggestion could be evaluated in a future planning effort.

I-014-004

Construction under this project is limited to SR 520 between Evergreen Point Road and 108th Avenue NE. Between 108th Avenue NE and SR 202, the eastbound and westbound lanes will be restriped to shift the HOV lane from the outside lane to the inside lane to match the constructed improvements. There are no planned improvements for transit stops at 148th Avenue NE under this project; however, this project does not preclude future plans for that area. WSDOT will continue to coordinate with transit providers, such as Sound Transit and King County Metro, on project details as the design progresses.

From: Mike Pollard [mailto:mike.pollard@costco.com]
Sent: Monday, December 14, 2009 5:11 PM
To: SR520Eastside_EA
Subject: 520

I-015-001

\$776 million to improve transit times for buses and carpools, the project also would improve water quality and fish habitat, reconnect communities, and provide new commuting options for bicyclists and pedestrians.

I-015-002

Same stuff that has been going on for 15 years. All the transport improvements benefit the above. What about the average Joe commuter who cannot use carpool lanes or take buses?

We get to help pay for it, but get zero benefits.

Mike Pollard
Vice President - Costco.com
mike.pollard@costco.com
www.costco.com

I-015-001

This is correct. Thank you for your comment.

I-015-002

WSDOT is required by federal and state regulations to evaluate the effects of projects on the natural and built environments. Therefore, the EA contains a wide range of evaluations including effects related to traffic. The project is an incremental part of the overall transportation system improvements that affect the region's economic, natural, and social environments.

The Build Alternative will improve many of today's substandard conditions along the SR 520 corridor and relocate the HOV traffic to the inside lanes. These improvements will benefit general-purpose traffic in addition to HOV traffic. During the peak PM commute, general-purpose traffic will experience an improvement of up to 10 minutes eastbound and 12 minutes westbound when compared with the No Build Alternative.

Wider shoulders improve safety and operations by providing space for errant vehicles to correct and for stalled vehicles to park outside the travel lanes. Such incidents contribute to roughly 25% of congestion nationwide according to data from the Federal Highway Administration. Moving the HOV lane to the inside of the corridor will reduce points of conflict (crossing of travel paths due to lane changes) between carpools, slow accelerating buses, and general-purpose traffic, especially near on/off ramps. Each lane-change conflict contributes to total travel delay on the roadway, so reduced conflict reduces overall delay. Improving on/off ramps and the HOV lane termination will provide smoother transitions for merging and exiting vehicles, which will minimize slowing effects to traffic approaching in the through lanes. The improved merge points and improved connections to local streets will better serve traffic on the ramps at the 84th, 92nd, and

Bellevue Way NE interchanges. This will improve circulation to and from local streets.

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

From: Nickols Realty, LLC [mailto:nickolsrealty@integrity.com]

Sent: Tuesday, December 15, 2009 12:04 PM

To: SR520Eastside_EA

Subject: Comments

I-016-001

I have heard consideration of light rail along 520 instead of bikes and pedestrian addition. Since I90 already has bike/pedestrian use, why not move the light rail onto 520 which is still going to be designed reviewed anyway? It would negate the elimination of the HOV centerlanes on I90 and preserve capacity there. The purpose should be to increase overall capacity, not reduce it in the net transportation grid. At the very least, more GP lanes should be added or provided for in the future, as opposed to constructing the lid over Medina which will preclude any future expansion. This is short-sighted and not ensuring for the future growth that will come eventually, unless we 'paint ourselves into a corner' proceeding as planned.

I-016-002

Sincerely,

Eric Nickols

--

Nickols Realty, LLC
14341 NE 21st Street
Suite E
Bellevue, WA 98007
nickolsrealty@integrity.com

(425)641-4872 Phone
(425)641-4873 Fax
(206)595-6454 Cell

I-016-001

Light rail is not considered a part of this project; however, the project as proposed does not preclude other transit options, including light rail. Sound Transit is working with WSDOT on a separate study to evaluate approaches to implementing light rail as a regional system.

I-016-002

The purpose and need for the project is based on projected regional growth trends and future demand for transit. Regional traffic modeling completed in previous studies demonstrates that additional general-purpose capacity will not substantially improve travel times on SR 520 due to congestion on I-5 and I-405.

I-017-001

Thank you for your comment.

From: Clark, Tim [mailto:timothy.clark@philips.com]
Sent: Friday, December 04, 2009 12:52 PM
To: SR520Eastside_EA
Subject: Please hurry

I-017-001 |

OK, please hurry the delivery of the completed project.

Tim Clark
Sr. Production Manager
Philips Healthcare, Ultrasound Supply Chain
22100 Bothell Everett Hwy
Bothell, WA. 98021
Tel. 425 487 7610
Cel. 206 370 1704

The information contained in this message may be confidential and legally protected under applicable law. The message is intended solely for the addressee(s). If you are not the intended recipient, you are hereby notified that any use, forwarding, dissemination, or reproduction of this message is strictly prohibited and may be unlawful. If you are not the intended recipient, please contact the sender by return e-mail and destroy all copies of the

Environmental Assessment Public Hearing Comment Form – Dec. 16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Eastside_EA@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name JAMES DILLON E-mail JDILLON560@AOL.COM
Address 2200 79th AVE. NE.
City MEDINA State WA Zip 98059

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Eastside Transit and HOV Project Environmental Assessment?

I AM WORRIED THAT THE COST OF USING THIS
TOLL WAY WILL BE TOO HIGH - CAUSING A MAJOR
CHANGE IN my family's way of life - THE MAJORITY
OF TRAFFIC USING THE 520 CORRIDOR IS OF JOB
RELATED ISSUES & SHOULD BE TREATED AS SUCH.
7:00 AM TO 9:30 AM + 3:30 - 6:00 PM ARE HIGH COST
ZONES, MONDAY THROUGH FRIDAY. ALL OTHER TIMES
MUCH LOWER. MUCH MUCH COME

I-018-001

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

I-018-001

From: Sally Nordstrom [mailto:sbnordstrom@comcast.net]
Sent: Friday, December 04, 2009 11:20 AM
To: SR520Eastside_EA
Subject: disaster for neighborhoods

I-019-001

This 520 bridge spews air pollution, bouncing, multiplying noise, and dirty soot on the best neighborhoods in the NW. This plan is a disaster on both sides of the lake—ok for engineer drawings but an esthetic disaster in real life. This area cannot be replaced. A tunnel or route around the N end thru Bothell industrial area are the only solutions, plus repair of bridge. I 5 cannot take the traffic so it won't help in rush hour which is what you are wrecking this area for. This plan makes the bridge way too tall and the A solution on W side is a disaster.

Sally B Nordstrom

I-019-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is designed to minimize effects on the local neighborhoods. The design incorporates both Context Sensitive Solutions to improve aesthetics and input from local communities.

The project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

From: ldix@comcast.net [mailto:ldix@comcast.net]
Sent: Friday, December 04, 2009 12:52 PM
To: SR520Eastside_EA
Subject: 520 Expansion

I-020-001

Please remove from consideration an expanded Park and Ride facility at Evergreen Point Rd. The current lot was originally supposed to be a drop off point for commuters. Today it is used a parking lot for construction workers and others looking for long term parking.

I-020-002

The increased crime rate in Medina has been linked to the Evergreen Point bus stop. In addition, the parking lot increases traffic through a residential neighborhood.

A drop off point is all that is needed for the appropriate use of the bus stop.

Thank you,
Linda Dix

I-020-001

No data are available to identify the users of the park and ride facility, nor does WSDOT monitor this activity. Removing the park and ride would not support the goal of the project to improve transit and HOV access and mobility along the SR 520 corridor.

For Evergreen Point Road in Medina, WSDOT proposes a lid that will include a bus transit stop to the east of the lid, improvements to a park and ride lot with passenger drop-off at the south edge of a transit plaza, a defined area for a Lake Washington scenic overlook, and a new entrance to Fairweather Park. The project and the improvements to the Evergreen Point Road vicinity have been designed with several priorities in mind to meet the need for the project, including the following:

- Improving transit, carpool, and HOV travel times.
- Enhancing travel time reliability, mobility, and access for transit and HOVs.
- Supporting transit demand and planned service improvements.
- Improving traffic safety along the SR 520 corridor.
- Improving transit reliability and safety along the SR 520 corridor by shifting the HOV lanes to the inside of the freeway and providing direct access to these lanes at key interchanges.

I-020-002

The improved park and ride lot will be monitored by transit agencies, and local jurisdictions will continue to provide law enforcement services.

I-021-001

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

From: greg reynolds [mailto:tgregoryreynolds@yahoo.com]

Sent: Thursday, December 03, 2009 7:40 PM

To: SR520Eastside_EA

Subject: Six lane Design is inadequate 8 lanes are needed

This plan will only reduce commuting time for buses and carpools.

What about the 30,000+/- of us that must commute in single occupant vehicles? There are not any usable transit routes or service available in Sammamish.

This plan does not present enough benefit from the cost to warrant the 5 BILLION DOLLAR project expense. What we are paying for? (Improved transit and car pool times are not worth 5 Billion dollars). What is wrong with the transportation planners?

Modify the design to an 8 lane configuration so all users of SR 520 will benefit from this 5 BILLION DOLLAR PROJECT!

The traffic already backs up two miles or more (often to 148th Avenue NE) every day in the general purpose lanes...How can you call this design a "plan for the future" with a straight face. Do you think all commuters are stupid!

WSDOT is not planning for the future economic and population growth in the region. Please abandon this 6 lane proposal and adopt an 8 lane design.

Respectfully,
Greg Reynolds

I-021-001

The Build Alternative will improve many of today's substandard conditions along the SR 520 corridor and relocate the HOV traffic to the inside lanes of the freeway. These improvements will benefit general-purpose traffic in addition to HOV traffic. Wider shoulders improve safety and operations by providing space for errant vehicles to correct and for stalled vehicles to park outside the travel lanes. Such incidents contribute to roughly 25% of congestion nationwide according to data from the Federal Highway Administration. Moving the HOV lane to the inside of the freeway will reduce points of conflict (crossing of travel paths due to lane changes) between carpools, slow accelerating buses, and general-purpose traffic, especially near on/off ramps. Each lane-change conflict contributes to total travel delay on the roadway, so reduced conflict reduces overall delay. Improving on/off ramps, and the HOV lane termination will provide smoother transitions for merging and exiting vehicles, which minimizes slowing effects to traffic approaching in the through lanes. The improved merge points and improved connections to local streets will better serve traffic on the ramps at the 84th, 92nd, and Bellevue Way NE interchanges. This will improve circulation to and from local streets.

Total construction cost for the project is estimated to be \$776 million in 2012 dollars. The project includes not only improvements to transit and carpool travel times, but also improvements to stormwater treatment, fish passage, community cohesion, safety, and noise abatement.

I-022-001

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

From: greg reynolds [mailto:tgregoryreynolds@yahoo.com]

Sent: Thursday, December 03, 2009 7:29 PM

To: SR520Eastside_EA

Subject: Comment on: Report better travel times for buses and carpools

What about the other 30,000 of us that must commute as single occupant vehicles? There are not any usable transit routes or service available in Sammamish.

Is this the only benefit from the whole 5 BILLION DOLLAR project that we are paying for? (Improved transit and car pool times).

What is wrong with you transportation planners?

Modify the design to an 8 lane configuration so all users of SR 520 will benefit from this 5 BILLION DOLLAR PROJECT!

The traffic already backs up two miles or more every day in the general purpose lanes...How can you call this design a "plan for the future" with a straight face. Do you think all commuters are stupid!

WSDOT is not planning for the future economic and population growth in the region. Please abandon this 6 lane proposal and adopt an 8 lane design.

Respectfully,
Greg Reynolds

I-022-001

The Build Alternative will improve many of today's substandard conditions along the SR 520 corridor and relocate the HOV traffic to the inside lanes of the freeway. These improvements will benefit general-purpose traffic in addition to HOV traffic. Wider shoulders improve safety and operations by providing space for errant vehicles to correct and for stalled vehicles to park outside the travel lanes. Such incidents contribute to roughly 25% of congestion nationwide according to data from the Federal Highway Administration. Moving the HOV lane to the inside of the freeway will reduce points of conflict (crossing of travel paths due to lane changes) between carpools, slow accelerating buses, and general-purpose traffic, especially near on/off ramps. Each lane-change conflict contributes to total travel delay on the roadway, so reduced conflict reduces overall delay. Improving on/off ramps and the HOV lane termination will provide smoother transitions for merging and exiting vehicles, which minimizes slowing effects to traffic approaching in the through lanes. The improved merge points and improved connections to local streets will better serve traffic on the ramps at the 84th, 92nd, and Bellevue Way NE interchanges. This will improve circulation to and from local streets.

Total construction cost for the project is estimated to be \$776 million in 2012 dollars. The project includes not only improvements to transit and carpool travel times, but also improvements to stormwater treatment, fish passage, community cohesion, safety, and noise abatement.

From: kkhett@aol.com [mailto:kkhett@aol.com]
Sent: Wednesday, January 06, 2010 6:55 PM
To: GaNung, Julie ; SR 520 Bridge Replacement & HOV Project; HQ Customer Service
Cc: kkhett@aol.com
Subject: Hunts Point 520 Feedback

WSDOT 520 Team,

Per your outreach meeting in December, we are submitting comments in response to the latest documentation available. The concerns we expressed during the WSDOT meeting with Hunts Point Lane residents in June appear to still be valid from the information available:

I-023-001

SOUND: Specific information on the size and effectiveness of the Sound Walls for our property and neighborhood isn't clear.

The drawing of the Wall next to the trails, near the Hunts Point Lane Tennis Courts, appears to depict a 10 to 12 foot tall wall. Our concern continues that a 'small' Sound Wall will not be sufficient especially given the increased traffic and speeds on the larger road.

I-023-002

The noise reduction diagrams show minimal reductions, a 6 to 9% reduction in the Park for example, which seems insufficient especially not knowing the accuracy or deviation for such a forecast. Additionally, the diagrams appear to forecast greater sound reduction for the south side of 520 at that point continuing the concern discussed in June that the walls will be higher on the south (due to increased pitch of road) bouncing noise to the North.

The nearest Sound Wall on 520, about a mile to the East on the South side, is over 20 feet tall with Office Buildings on the back side. We seek to understand why a similar size wall providing greater noise reduction wouldn't be part of the plan in this project one mile West for homes and a neighborhood children's park.

I-023-003

PRIVACY: Specific information on the topography of the Regional Trail and the impact on the homes backing up to the trails is not clear in the latest information.

As discussed during the meeting with Hunts Point Lane residents in June, elevating a new Trail 6 feet (or more) will give a direct view for hundreds and thousands of people into our homes / yards. This is a significant impact on our homes as they now have 100% visual privacy.

Hunts Point has gone to significant lengths as a community to improve security with 24 hour video surveillance at the one entrance among other tactics. To expose homes to this type of access would be a big setback in our security efforts and have tremendous negative impact on the quality of life in the homes.

We understand there may be additional information available that would be more detailed than is provided to the general public and look forward to any updates from the June meeting.

I-023-004

CREEK RELOCATION: Additional information on the specific impacts to our property were understandably not part of the information posted to the General Public. We await the additional information requested (size, real live example, location) prior to us providing any feedback on the creek that runs through our backyard.

I-023-005

Meeting with the 520 Team: The Hett's would like to meet with Julie and Fred from the 520 team along with our lawyer to discuss next steps as it relates to our property at 8521 Hunts Point

I-023-001

The noise wall design near the Hunts Point Lane Tennis courts begins at 12 feet at the 84 Avenue NE Lid. The initial 12-foot high section of the wall would extend approximately 20 feet from the lid before increasing to 14 feet. The 14-foot high section would be approximately 130 feet long and prior to reaching the area near the tennis courts would increase to 16 feet. Therefore, the wall height along the tennis courts and the residences east of the courts would be 16 feet. Because the roadway elevation (and base of noise wall) is approximately 8 to 14 feet above the modeled elevation of the neighborhood (5 feet above ground level) in this area, the effective wall height is actually higher than the 16 foot in terms of the noise reduction characteristics. That is, the top-of-wall elevation would be approximately 24 to 30 feet above the modeled neighborhood elevation. This evaluation was based on WSDOT's feasibility and reasonableness criteria.

I-023-002

The noise wall design was performed based on several factors that are unique to the areas they are designed to benefit. The noise walls are designed to meet WSDOT's feasibility and reasonableness criteria. Feasibility deals primarily with engineering considerations, such as whether substantial noise level reductions can be achieved or whether there would be a negative effect on property access. Reasonableness assesses the practicality of the abatement measure given a number of factors. Such factors include cost, amount of noise reduction, number of receptors receiving a benefit, and future traffic noise levels. The noise wall in this area would achieve a 7 to 10 dBA noise reduction. This amount of noise reduction exceeds the WSDOT requirement for noise reduction. The noise wall along the south side of SR 520 was similarly designed to mitigate traffic noise levels for that neighborhood and would also be 16 feet high. Traffic noise reflections can occur between two parallel barriers and those effects have been evaluated for this project based on FHWA procedures.

I-023-005 |

Lane. Please provide me with a few dates via email (kkhett@aol.com) to set something up between us.

Thank you,

Kimberly and Jonathon Hett
206-484-1884

The potential traffic noise level increase within this residential area due to the "parallel barrier effect" is anticipated to be less than 1 dBA. Assuming the effectiveness of the noise walls was degraded by 1 dBA, the noise wall would still achieve the minimum WSDOT requirement for noise mitigation.

The noise wall about one mile east on the south side of SR 520 was designed to mitigate traffic noise levels for residences that are situated above the grade of SR 520. The noise wall extends to the commercial office buildings because the extra length was required to adequately mitigate the noise levels at the residences and was not designed to mitigate the commercial office buildings. As noted above, the height of the noise walls depends on the area topography. Higher noise walls are required where the residential areas are located above the grade of SR 520; lower wall heights are effective where residences are located below the grade of SR 520.

I-023-003

As discussed with you previously, WSDOT will minimize visual effects at your property by replanting vegetation in exposed areas where practicable and replacing an existing fence.

I-023-004

WSDOT met with you regarding your concerns. WSDOT will continue coordinating with you as needed.

I-023-005

WSDOT met with you regarding your concerns. WSDOT will continue to coordinate with you as needed.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Robert Last Name: Edmiston
Organization/Membership Affiliation: Microsoft, Cascade Bicycle Club
Address: 1524 41st Ave E
City: Seattle State: WA Zip Code: 98112 E-mail: Lenswork64@hotmail.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-024-001

Thank you for taking cyclists into consideration in the design of the new highway project. I very much appreciate that you have created a more level route that closely conforms to the grade of the existing 520 highway. It solves the biggest barrier to commuting through Oyde Hill today which is the extremely steep hills encountered along the way.

I-024-002

The project, however, stops just short of providing a safe way to bicycle from Evergreen Point to Microsoft where I work. The current multiple use trail dumps trail users off onto Northup way where they are left to deal with the extremely dangerous portion of Northup way between Bellevue Way and NE 24th St. This portion of Northup way has historically been very dangerous not because of the grade, but because it has a very high volume of commute car traffic and no shoulders whatsoever in either direction.

Imagine how great it would be for cycling if the bicycle trail which ends at NE 24th and Northup could continue at freeway grade all the way to Bellevue way. It would make a safe bicycle commute from Evergreen Point to Microsoft a reality for the first time. I would be very supportive and excited by such a trail because it would enable me to bike to work much more often, both directions.

Thank you for considering the cyclists who travel this corridor in your plans, keep up the super planning work.
Bob Edmiston.

I-024-001

Thank you for your comment.

I-024-002

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Bob Last Name: Edmiston
Organization/Membership Affiliation: Microsoft, Cascade Bicycle Club
Address: 1524 41st Ave E
City: Seattle State: WA Zip Code: 98112 E-mail: Lenswork64@hotmail.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-025-001

Today, there is a rather large barrier for bicycle commuters like myself from Madison Park and other neighborhoods along Lake Washington near Madrona. This is the rather hilly and treacherous route over the Denny Blaine hill and through the UW Arboretum. While I can get to the Montlake Freeway station today, it is very dangerous and hilly on a bicycle today.

Given that the new bridge will be literally within a stones throw of Madison Park, it would be great if 37th Ave E directly to the bridge so bicycle commuters like myself can simply ride from Madison park directly onto the bridge deck and straight across to Bellevue, Kirkland, and Redmond, saving much time and energy by avoiding the steep hills and dangers of Madison Ave and Lake Washington Blvd through the arboretum. Please call me for a route description and fuller explanation of

I-025-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Bob Last Name: Edmiston
Organization/Membership Affiliation: Microsoft, Cascade Bicycle Club
Address: 1524 41st Ave E
City: Seattle State: WA Zip Code: 98112 E-mail: Lenswork64@hotmail.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-026-001

Today, there is a rather large barrier for bicycle commuters like myself from Madison Park and other neighborhoods along Lake Washington near Madrona. This is the rather hilly and treacherous route over the Denny Blaine hill and through the UW Arboretum. While I can get to the Montlake Freeway station today, it is very dangerous and hilly on a bicycle today so I don't commute by bicycle as often as I would like.

Given that the new bridge will be literally within a stones throw of Madison Park, it would be great if 37th Ave E were extended as a bicycle/walking path directly northward to the new bridge so bicycle commuters like myself can simply ride from Madison park directly onto the bridge deck and straight across to Bellevue, Kirkland, and Redmond, saving much time and energy by avoiding the steep hills and dangers of Madison Ave and Lake Washington Blvd through the arboretum.

My dream commute would be to ride from my house, on a level path, North onto the new bridge, east on the bridge to Microsoft with as little elevation change as possible along the entire route. This would enable not only myself, but many Eastern Seattle residents to use bicycles instead of cars to get to Microsoft and other eastside work destinations.

Thanks and keep up the great planning and considerations for making the end-to-end cycle routes make sense.
Bob Edmiston.

I-026-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Bob Last Name: Edmiston
Organization/Membership Affiliation: Microsoft, Cascade Bicycle Club
Address: 1524 41st Ave E
City: Seattle State: WA Zip Code: 98112 E-mail: lenswork64@hotmail.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-027-001

Thank you for putting the new bicycle trail on the outside of the soundwall from traffic. This will make the trail quieter, more scenic, safer, and most importantly away from the exhaust fumes. Studies conducted in LA have shown that runners who run along busy highways have the same lung cancer rates as smokers. I am comforted that there is a soundwall between the bike path and the traffic.

Please resist local pressure to move the soundwall such that cyclists like myself would be subjected to exhaust fumes and road noise. Please keep the bike trail outside the soundwall per the current plan.

Thank you.

I-027-001

Early in the development of this project, WSDOT committed to installing noise walls as mitigation to reduce noise levels to below the noise abatement criteria. The project team conducted a detailed analysis to determine the appropriate location and extent of noise walls to be incorporated into the project. Noise sensitive areas, such as the parks along SR 520, the Points Loop Trail, and the SR 520 bike and pedestrian path were considered in this analysis.

I-028-001

Steve Kennedy, 7800 NE 28th Street, Medina, 98039

MR. KENNEDY: It would be very important to minimize the impact of construction noise and other environmental impact on the Three Points Elementary School, which is adjacent to the 520. I'm the principal of Three Points Elementary, and we have approximately 260 students that would be impacted by construction. So putting up the sound barriers, or sound walls, as quickly as possible, as soon as construction begins, would be very important; very important to students and learning.

(End of comment.)

I-028-001

Coordination will occur with school officials before and during construction to address potential impacts. To limit construction noise at nearby receptors, WSDOT will incorporate best management practices (BMPs). Please refer to the EA and the Noise subsection in Chapter 6 (Measures to Avoid, Minimize, or Mitigate Effects). WSDOT will also develop a Transportation Management Plan (TMP) prior to construction. The TMP may contain strategies for managing traffic operation, traffic control, and public information for the project.

WSDOT has determined that the project could be constructed in five stages. Currently, Stage 1 assumes that free-standing noise walls as well as retaining walls will be constructed. If fully funded, it is anticipated that the project could begin as early as late 2010, with major construction beginning in the spring of 2011.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Curt

Last Name: Kruse

Organization/Membership Affiliation:

Address: 3801 92nd AVE N.E.

City: Bellevue

State: WA

Zip Code: 98004

E-mail: curt.kruse@comcast.net

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

Looks good, especially the lids at Evergreen Point, 84th and 92nd. Also like the bike/pedestrian path to connect with a path on the new 520 bridge. Would like to see this accomplished as soon as possible.

Thanks for the open house and presentations.

I-029-001

I-029-001

Thank you for your comment. If fully funded, it is anticipated that the project could begin as early as late 2010 and major construction could begin by the spring of 2011.

I-030-001

Thank you for your comment.

I-030-001

Harold Mayol, 4261 148th Avenue N.E., Bellevue, 98007

MR. MAYOL: My comment is: You guys are doing a great job.
Keep up the good work. Everyone. I'm glad the project is going
forward, finally.

(End of comment.)

Brad Nelson, 1899 77th Avenue N.E., Medina, 98039

I-031-001 |

MR. NELSON: Make plans to remove the tolls within 10 years.

I-031-002 |

Also, have some kind of citizen advisory council to monitor cost

I-031-003 |

overruns. And maintain the view corridor on Evergreen Point Road.

(End of comment.)

(End of public comment.)

I-031-001

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

I-031-002

A tolling implementation committee was named by the Washington State Legislature in March 2008. The 520 Tolling Implementation Committee spent much of 2008 engaging community members and local leaders in the question: How can tolls work for people who use 520, nearby communities, and taxpayers? The committee submitted its findings to the Legislature and the Governor on January 28, 2009. Future 520 tolling decisions will be made by the Legislature; however, you can contact the 520 Tolling Implementation Committee to ask questions about tolling options on the Evergreen Point Bridge. The committee's Web site can be accessed at <http://www.wsdot.wa.gov/Partners/Build520/index.htm>. A citizen advisory council to monitor cost overruns is not planned for this project.

I-031-003

Views to and from Evergreen Point Road will be maintained. The rebuilt roadway will remain in its current location.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Last Name: Parry
Organization/Membership Affiliation: Resident
Address: 3244 Evergreen Point Rd.
City: Medina State: WA Zip Code: 98039 E-mail: texasparry@yahoo.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-032-001 | I like the lid and noise barrier walls and believe they are a critical component of the esthetics and noise aspects of this project. I am concerned that should funding be constrained, the lid/noise walls would be deemed less economic and eliminated from the project.

I-032-002 | As I start to see the initial impact of this project (chain link fences raised on my street over the past few weeks), I do have concern about construction traffic and noise for an extended period of time (e.g. large dump trucks, tractor trailer trucks with equipment etc). With small children, I am concerned for their safety during the construction period where evergreen point road would be impacted.

I-032-001

WSDOT fully intends to build the project as currently proposed, including the construction of noise walls and lids.

I-032-002

Construction of the SR 520, Medina to SR 202: Eastside Transit and HOV Project has not yet started. Prior to construction, WSDOT will develop a Transportation Management Plan (TMP). The TMP will contain strategies for managing traffic operation, traffic control, public information, and safety for the project. The TMP will address Evergreen Point Road and other local streets. Neighborhood meetings may also be scheduled to keep residents informed of any activities before and during construction. WSDOT will also incorporate best management practices (BMPs) to limit construction noise.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: john

Last Name: privat

Organization/Membership Affiliation:

Address: 8852 N.E. 24th St

City: Clyde Hill

State: WA

Zip Code: 98004

E-mail: jpprival@comcast.net

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I am happy to see you are providing for protecting the existing Points Loop Trail and have proposed an extension from 92nd to Bellevue Way. That could be partially through wooded areas and be a nice addition to this mostly street and sidewalk trail. We tried to accomplish from 92nd to 96th 8-10 years ago and DOT declared it "wet lands" a very dubious designation. Both bikes and walkers would make good use of it if it went all the way to Bellevue way.

I-033-001

I-033-001

Your comment has been noted about the Build Alternative's proposed nonmotorized facilities (Points Loop Trail and extension). Activities proposed under the Build Alternative were evaluated for their potential effects on the natural environment (i.e., wetlands), and appropriate permits will be obtained prior to construction.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Heather Last Name: Sherman
Organization/Membership Affiliation: Bellevue City resident
Address: 12919 NE 25th Place
City: Bellevue State: WA Zip Code: 98005 E-mail: hsherman@uw.edu

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?
My comments are peripheral to the project, but I wanted to get them down before I leave.

I-034-001

- I'm disappointed to see that the plan doesn't include extending the existing bike trail that runs along the 520 freeway east of 24th street and northup way. That piece is critical to eventually making biking and walking safe and convenient either to transit or to the bridge from points east.]I regularly see people trying to bike along the portion of northup way that runs under the 405 freeway -- it impacts traffic and seems extremely dangerous.

I-034-002

- Additionally, although I see that there are plans to improve transit efficiency at S. Kirkland park and ride and at Evergreen and Yarrow point freeway stations, I'd note that Evergreen has a very, very limited number of parking spots, and even South Kirkland is regularly full by late morning. If tolling starts on 520 bridge, I'd expect those transit locations to become even more impacted and more people switch from driving to transit.

I-034-001

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

I-034-002

The project will reconstruct the Evergreen Point transit station and park and ride lot with improved access between the two. It is currently assumed that 10 to 15 additional parking stalls may be added.

Environmental Assessment Public Hearing Comment Form – Dec.16, 2009

Welcome to the public hearing for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment (EA). Please use this form to share your comments on the content provided in the EA document. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

First Name: Brian

Last Name: Staples

Organization/Membership Affiliation:

Address: 4207 106th Place NE

City: Kirkland

State: WA

Zip Code: 98033

E-mail: email@brianandemily.com

Check here if you would like to be added to the project mailing list.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

It would be really great to provide for connection of the proposed bike/pedestrian pathway to both the existing 520 bike path and the future bike path in the BNSF corridor. Right now the plan looks like the bike path just kind of dies at 108th - you should look at carrying it up the hill to the BNSF corridor. Then the 520 bike path could be completed from where it currently terminates to an intersection at Northrup with the BNSF corridor.

I-035-001

I-035-001

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local trail plans between 108th Avenue NE and NE 24th Street.

I-036-001

From: Katie Phelps [mailto:dspkep@msn.com]
Sent: Tuesday, December 22, 2009 3:34 PM
To: rgrumbach@medina-wa.gov; jwillis@medina-wa.gov; SR520Eastside_EA
Subject: FW: 84th Ave NE input

At the urging of Mark Nelson, Mayor of Medina, I am forwarding on a repeat of the city and citizens concern regarding the entry and exit to/from 84th Ave NE to/from Medina Circle with the proposed location of the HOV lane designated to be the east lane of northbound 84th rather than the current and preferred location of the west lane. It is assumed by we who have brought this to the attention of all of you before that it is being studied and evaluated. However, as the deadline approaches it certainly bears repeating since we have not seen a traffic design change of this HOV lane to date.

Thank you for getting this done,
Katie Phelps
2516 Medina Circle
Medina Circle Homeowners Board
425-688-0808

From: dspkep@msn.com
To: mark@nelsonarchitecture.net
Subject: 84th Ave NE input
Date: Fri, 18 Dec 2009 08:52:16 -0800

Hi Mark,

I wanted to follow up on the status of the placement of the HOV lane on 84th Ave NE in the minds of the SR-520 design team. They have received a couple emails from the Medina Circle Homeowners Association representing all 29 homes here voicing our concern for efficient entry and exit to and from Medina Circle. They have had individual comments at previous open houses about it. And, of course, they have had a request from the Medina City Council followed up with key city staff members voicing concern and a needed change in design.

So when you indicated last night that you were surprised there were no residents at this week's open house to discuss the issue, you got me worried all over again. I would think, based on the above list of input, that by now the design team KNOWS it is an issue and that, as they promised, "they would look into it" and discover that as it is currently designed with the HOV lane moved to the east lane it is not only inefficient for Medina Circle residents, but IMPOSSIBLE.

Their usual fall back response has been that once the new bridge deck is built, there won't BE a back up on 84th Ave NE and this entering and exiting of Medina Circle will be a mute point. However, as you and I know from actually living and commuting here in Medina, that belief has a very high probability of being FALSE and the consequences of the 84th Ave HOV placement will be everlasting!!!

On my neighbors behalf, I would take any suggestions you may have if you truly think we and the City of Medina have not yet done enough to state our case, because in our minds, we already have and presume the design will be changed as requested over and over again since we have never heard otherwise!!
Feel free to forward this email to any contacts you have made as well!!!

Thank you,
Katie Phelps

I-036-001

Your comment refers to the location of turn lanes at the intersection of 84th Avenue NE and the westbound SR 520 on-ramp, rather than the location of HOV lanes. A northbound left-turn lane onto the ramp is proposed, and carpools will have the option of making a left turn onto the ramp from the northbound through lane, bypassing other vehicles in the left-turn lane.

WSDOT understands that the Medina Circle residents are concerned about queuing from the left-turn lane extending south and blocking access to/from their neighborhood. These residents proposed restricting the left-turning vehicles to the right lane of 84th Avenue NE and allowing a queue bypass for carpools in the left lane. This configuration would block the through lane on 84th Avenue NE; therefore, access to Hunts Point would be blocked. This issue was reviewed by WSDOT and discussed with the mayors of the affected communities during coordination meetings. Through those coordination efforts, it was agreed that the northbound left-turn lane would remain on the left side of 84th Avenue NE as proposed. WSDOT will continue to work with the City of Medina through the design process to address concerns about traffic on 84th Avenue NE.

WSDOT will also work with the City to develop access management measures to and from the Medina Circle neighborhood, that will fit within the scope of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

On my neighbors behalf, I would take any suggestions you may have if you truly think we and the City of Medina have not yet done enough to state our case, because in our minds, we already have and presume the design will be changed as requested over and over again since we have never heard otherwise!!

Feel free to forward this email to any contacts you have made as well!!

Thank you,
Katie Phelps

Dec. 24, 2009

SR-520 Bridge Replacement Committee
c/o Bill Blaylock
600 Stewart St., Ste 520
Seattle, WA 98101

To: Committee Members
Subj: SR-520 Bridge Replacement Project
Ref: SR-520 Eastside Meeting, Chinook JRHS, 12/16/09

- I-037-001** | As eastside residents for many years, we are interested and concerned about bridge transportation across Lake Washington spanning from the original I-90 bridge to the planned SR-520 replacement. We have attended meetings for six years and have spoken with people who have worked on the project for over ten years.
- I-037-002** | It is with disgust and disappointment to learn the "final" plan calls for a six lane bridge! It is difficult to believe it has taken this many years and hundreds of thousands of dollars to devise plan which is so short-sighted and totally inadequate for future needs. The only travelers to benefit will be the small percentage qualifying to use the HOV lanes. This, plus the fact that we have inadequate ingress and egress to I-5, clearly illustrates potential future traffic problems.
- I-037-003** | The tremendous recent population and employment growth over the past few years plus the future projected growth demonstrates the future inadequacy of a six lane structure. We need and deserve a more realistic approach such as an eight lane bridge and/or an additional bridge further north across Lake Washington.
- I-037-004** | Today's needs will not meet tomorrow's requirements even with mass transportation such as light rail. Automobile, bus, and truck demand will continue to grow with population growth. Instead of simply solving today's needs, we should be designing and building for the years ahead!



Schell & Avalee L. Harmon
2885 93rd Ave. NE
Clyde Hill, WA 98004

I-037-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

I-037-002

The Evergreen Point Bridge is planned under a separate project: the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. Chapter 5 of Appendix Q, Transportation Discipline Report, describes the expected freeway operations for this project. The HOV lane will serve approximately one-third of the people traveling on SR 520.

I-037-003

Comment noted. The Evergreen Point Bridge is planned under a separate project: the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

I-037-004

The transportation modeling and analysis included all other roadway and transit improvements that are expected to be complete by 2030. It also included the effects of population and employment growth that are anticipated by 2030 based on regional long-range plans. This method allowed the project to be evaluated as part of the regional transportation system that is anticipated for the future. As described in the

Transportation Discipline Report, Chapter 5, future congestion on other roadways such as I-405 will limit the volume of traffic that can access the SR 520 corridor.

I-038-001

I recently received a note in the mail about plans to move the HOV lane of 520 to the center of the highway. I have to say that I'm delighted. I have been commuting between Capitol Hill and Microsoft's main campus for almost 10 years. Almost all of that has been in a carpool, on the ST545 or on a Connector. In each, the most frustrating thing was to be stuck behind a long line of single occupancy vehicles.

I really think your proposed changes will make a difference in my life and the lives of many other Microsoft employees. Let me know if there is anything I can do to help. Sincerely,

Steven Greenberg

<<Footer: Sent from my mobile. Apologies for terseness.>>

I-038-001

Thank you for your comment.

From: John & Judith Wiseman
Sent: Tuesday, January 05, 2010 7:15 AM
To: SR520Eastside_EA
Cc:
Subject: SR520 Environmental Assessment comments

Dear Mr. Blaylock

I am currently in Mexico and do not have either digital or hard copies of the letters and attachments referenced in my comments available except my letter to Ms. Sullivan. At the present time I am best contacted by email. I have deleted the contact information in my previous letter to Ms. Sullivan to avoid having it published in this document.

I have the following comments on the Environmental Assessment:

I-039-001 My sister and I own the property bordering the south side of the existing SR 520 right of way between Evergreen Point Road and Lake Washington. I have several concerns about the project and have attempted to correspond with the State in the past, but I have never received a reply nor is there any evidence our concerns were considered:

I-039-002 1. The impact on vehicular access to the house on my property has not been addressed. In September of 2002 I expressed my concerns to Linda D. Anderson, Deputy Director, WSDOT Real Estate Services. She asked me to draw easements through State ROW that I desired and send them to her so they could be used in the planning process. I sent drawings of the desired easements and legal descriptions to her but received no reply. Because of lack of State funding the project planning slowed.

In summer of 2005 planning had resumed and I attended an open house and noticed that no provisions had been made for vehicular access to the house on my property nor to the upper portion of the property as I had requested. I spoke with Project Director Maureen Sullivan; I explained my access concerns, what easements I wanted from the State, and told her of my letter to Ms. Anderson. She told me that Ms. Anderson was no longer with the department and to send her copies of the letter and documents. I did so, but I never received an acknowledgment of receipt nor a reply. My concerns have still not been addressed. Below is a copy of my letter to Ms. Sullivan. For privacy I deleted my contact information from the copy of my letter for use in the Environmental Assessment. I cannot send you copies of the proposed-easement drawings and legal descriptions and the letter to Ms. Anderson at this time because they are not available to me in digital form.

Following is the letter I sent to Ms. Sullivan in 2005:

October 23, 2005
Maureen J. Sullivan
Urban Corridors Office
414 Olive Way, Suite 400
Seattle, WA 98101-1209

Dear Ms. Sullivan:

Subject: Access easement for Medina property

I-039-001

WSDOT has recently discussed with you your concerns related to easements, access, and the proposed design.

I-039-002

WSDOT apologizes for not previously responding to you in a timely manner. WSDOT no longer has plans to modify or restrict access to your property as part of this project. This information has been updated in the errata on Exhibit 5-19.

My sister and I are the owners of the lakefront property abutting the south side of the proposed 520-bridge replacement in Medina. In September 2002 I met with Linda D. Anderson, deputy director of WSDOT Real Estate Services about access and utility easements to our property from the State. She suggested I draw the easements and forward them to her so that provisions could be made for them in the SR 520 Bridge Replacement planning process. I forwarded drawings of the easements to Ms. Anderson in 2002 but received no reply to my request. At the summer 2005 open house, I noticed that no provisions for access to the property had been made and sought your advice in the matter.

You indicated that Ms. Anderson was no longer in the department and suggested I forward copies of the request to your office. I have enclosed a copy of my previous request to Ms. Anderson.

At the last open house I saw the roadway proposed to serve the bridge maintenance facility. This roadway could easily serve a double purpose as access for the facility and as an access for the upper portion of our property. Vehicular access to the upper portion of our property was cut off by the original 520 construction. The steep slope prevents construction of an access from below. As indicated on the attached drawing, access to the lower portion of the property is across the existing 520 right-of-way. This access has been used continuously for over sixty years.

Because the time schedule and outcome of the SR 520 Bridge Replacement planning and construction process is continually clouded by the actions of the voting public, I would hope it would be possible to obtain easements on a separate timeline independent of the Project, though obviously they would have to be compatible with the ultimate project outcome.

I would appreciate any assistance you can give me in obtaining these easements. I will be away until early April but can be reached by phone at (deleted) (leave a message) and email –(deleted)

Sincerely yours,

John C. Wiseman, P.E

I-039-003 | 2. The Environmental Assessment shows a drawing depicting what appears to be a large pier close to my garage. It is not possible to clearly identify the impact from this pier because the background aerial photo in the document is too light, not clear and the scale is too small. It appears that this structure would eliminate vehicular access to the house on our property. Would this pier remain in place after project completion?

I-039-004 | 3. There is mention of a large maintenance facility and dock under the bridge structure. What impact will this facility have on abutting properties? How much noise will it generate? How much boat traffic will it generate? What are the details of the dock? How will it affect the erosion of nearby properties?

I-039-005 | 4. As proposed, our property will have several unique and severe impacts not shared by others in the vicinity. The effects of these would surely severely diminish the value of our property both during and after construction. The continuing uncertainty of the project makes any attempts to sell the property nearly impossible. If there is a significant reduction in value of this property because of the impacts the state should buy the property. The continued delays and large scope of this project make it difficult to market any impacted properties, but this property would incur an unfair burden. The State should purchase properties so impacted.

I-039-006 | I request that the State fully address the impacts to our property.

John C. Wiseman, P.E.

I-039-003

Plate 1 of Exhibit 4-1 of the EA shows a biofiltration swale for stormwater treatment under the existing east approach to the Evergreen Point Bridge. This is only a conceptual design at this time. The swale will be contained completely on WSDOT property and will not alter access to or use of your property.

I-039-004

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is not proposing to build a maintenance facility or dock as part of this project, nor is this referenced in the EA. However, the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has evaluated a bridge maintenance facility and dock with driveway access from the north side of the highway, as described in the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* released in January 2010. The public comment period for this document ended April 15, 2010; your concerns have been shared with that project team.

I-039-005

WSDOT is no longer seeking an easement for your property. Exhibit 5-19 has been updated in the errata to show the currently-proposed acquisitions.

I-039-006

The SR 520, Medina to SR 202: Eastside Transit and HOV Project EA does disclose all potential effects within the study area. Exhibit 5-19 has been updated in the errata to clarify that no permanent easement is needed across your property.

From: Judith Wiseman
Sent: Tuesday, January 05, 2010 7:15 AM
To: SR520Eastside_EA
Cc:
Subject: SR520 Environmental Assessment comments

Dear Mr. Blaylock

I am currently in Mexico and do not have either digital or hard copies of the letters and attachments referenced in my comments available except my letter to Ms. Sullivan. At the present time I am best contacted by email. I have deleted the contact information in my previous letter to Ms. Sullivan to avoid having it published in this document.

I have the following comments on the Environmental Assessment:

I-040-001 My sister and I own the property bordering the south side of the existing SR 520 right of way between Evergreen Point Road and Lake Washington. I have several concerns about the project and have attempted to correspond with the State in the past, but I have never received a reply nor is there any evidence our concerns were considered:

I-040-002 1. The impact on vehicular access to the house on my property has not been addressed. In September of 2002 I expressed my concerns to Linda D. Anderson, Deputy Director, WSDOT Real Estate Services. She asked me to draw easements through State ROW that I desired and send them to her so they could be used in the planning process. I sent drawings of the desired easements and legal descriptions to her but received no reply. Because of lack of State funding the project planning slowed.

In summer of 2005 planning had resumed and I attended an open house and noticed that no provisions had been made for vehicular access to the house on my property nor to the upper portion of the property as I had requested. I spoke with Project Director Maureen Sullivan; I explained my access concerns, what easements I wanted from the State, and told her of my letter to Ms. Anderson. She told me that Ms. Anderson was no longer with the department and to send her copies of the letter and documents. I did so, but I never received an acknowledgment of receipt nor a reply. My concerns have still not been addressed. Below is a copy of my letter to Ms. Sullivan. For privacy I deleted my contact information from the copy of my letter for use in the Environmental Assessment. I cannot send you copies of the proposed-easement drawings and legal descriptions and the letter to Ms. Anderson at this time because they are not available to me in digital form.

Following is the letter I sent to Ms. Sullivan in 2005:

October 23, 2005
Maureen J. Sullivan
Urban Corridors Office
414 Olive Way, Suite 400
Seattle, WA 98101-1209

Dear Ms. Sullivan:

Subject: Access easement for Medina property

I-040-001

WSDOT has recently discussed with you your concerns related to easements, access, and the proposed design.

I-040-002

WSDOT apologizes for not previously responding to you in a timely manner. WSDOT no longer has plans to modify or restrict access to your property as part of this project. This information has been updated in the errata on Exhibit 5-19.

My sister and I are the owners of the lakefront property abutting the south side of the proposed 520-bridge replacement in Medina. In September 2002 I met with Linda D. Anderson, deputy director of WSDOT Real Estate Services about access and utility easements to our property from the State. She suggested I draw the easements and forward them to her so that provisions could be made for them in the SR 520 Bridge Replacement planning process. I forwarded drawings of the easements to Ms. Anderson in 2002 but received no reply to my request. At the summer 2005 open house, I noticed that no provisions for access to the property had been made and sought your advice in the matter.

You indicated that Ms. Anderson was no longer in the department and suggested I forward copies of the request to your office. I have enclosed a copy of my previous request to Ms. Anderson.

At the last open house I saw the roadway proposed to serve the bridge maintenance facility. This roadway could easily serve a double purpose as access for the facility and as an access for the upper portion of our property. Vehicular access to the upper portion of our property was cut off by the original 520 construction. The steep slope prevents construction of an access from below. As indicated on the attached drawing, access to the lower portion of the property is across the existing 520 right-of-way. This access has been used continuously for over sixty years.

Because the time schedule and outcome of the SR 520 Bridge Replacement planning and construction process is continually clouded by the actions of the voting public, I would hope it would be possible to obtain easements on a separate timeline independent of the Project, though obviously they would have to be compatible with the ultimate project outcome.

I would appreciate any assistance you can give me in obtaining these easements. I will be away until early April but can be reached by phone at (deleted) (leave a message) and email –(deleted)

Sincerely yours,

John C. Wiseman, P.E

I-040-003 | 2. The Environmental Assessment shows a drawing depicting what appears to be a large pier close to my garage. It is not possible to clearly identify the impact from this pier because the background aerial photo in the document is too light, not clear and the scale is too small. It appears that this structure would eliminate vehicular access to the house on our property. Would this pier remain in place after project completion?

I-040-004 | 3. There is mention of a large maintenance facility and dock under the bridge structure. What impact will this facility have on abutting properties? How much noise will it generate? How much boat traffic will it generate? What are the details of the dock? How will it affect the erosion of nearby properties?

I-040-005 | 4. As proposed, our property will have several unique and severe impacts not shared by others in the vicinity. The effects of these would surely severely diminish the value of our property both during and after construction. The continuing uncertainty of the project makes any attempts to sell the property nearly impossible. If there is a significant reduction in value of this property because of the impacts the state should buy the property. The continued delays and large scope of this project make it difficult to market any impacted properties, but this property would incur an unfair burden. The State should purchase properties so impacted.

I-040-006 | I request that the State fully address the impacts to our property.

John C. Wiseman, P.E.

I-040-003

Plate 1 of Exhibit 4-1 of the EA shows a biofiltration swale for stormwater treatment under the existing east approach to the Evergreen Point Bridge. This is only a conceptual design at this time. The swale will be contained completely on WSDOT property and will not alter access to or use of your property.

I-040-004

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is not proposing to build a maintenance facility or dock as part of this project, nor is this referenced in the EA. However, the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has evaluated a bridge maintenance facility and dock with driveway access from the north side of the highway in the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* released in January 2010. The public comment period for this document ended April 15, 2010; your concerns have been shared with that project team.

I-040-005

WSDOT is no longer seeking an easement for your property. Exhibit 5-19 has been updated in the errata to show the currently-proposed acquisitions.

I-040-006

The SR 520, Medina to SR 202: Eastside Transit and HOV Project EA does disclose all potential effects within the study area. Exhibit 5-19 has been updated in the errata to clarify that no permanent easement is needed across your property.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Jim Hunt

2. E-mail

JimHunt@NWLlink.com

3. Address

12817 97th Ave NE

4. City

Kirkland

5. State

WA

***6. Zip**

98034

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-041-001

As a person who enjoys bicycling, I look forward to a 520 bridge with bicycle accommodations so that I can bicycle or drive over the new bridge into Seattle or the UW. It is important to me that you adhere to high design standards for the geometrics and alignment of the new bridge with connections to existing bicycle routes & trails so that the Bellevue & Kirkland areas have easy access to the bridge. Thanks.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-041-001

Reconstruction of the Evergreen Point Bridge and nonmotorized path are included in a separate project, the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. The project evaluated as described in this EA will construct the segment of the SR 520 path between Medina and 108th Avenue NE in Bellevue. The path is intended to connect directly to the future segment along the bridge. Within the study area for the EA, the trail is designed to connect to the existing nonmotorized facilities and be compatible with local jurisdictions' pedestrian and bicycle plans. WSDOT is coordinating with the City of Bellevue regarding connection at the terminus of the proposed segment of the SR 520 path at 108th Avenue NE.

From: Charlie Garthwaite [mailto:charliegwrte@yahoo.com]
Sent: Wednesday, January 06, 2010 12:39 PM
To: Info@build520.org; SR520Eastside_EA; HeroHOV
Cc: council@bellevuewa.gov
Subject: WA520 WB HOT lane & NE 24th St. 'cut-thru' traffic

Problem - Cut-thru traffic on NE 24th St.

I-042-001

At the 16 Dec WADoT EA Public Hearing I was told that there is no intention to consider HOT aka 'Lexus' Lane tolling on WA520. Complexity of combining HOT with general tolling was cited as the reason.

As a resident whose property borders NE 24th St. in Bellevue I believe that HOT lane tolling for WB WA520 W of I-405 should be revisited. While the proposed improvements may reduce the WB backup it seems likely that the lane constriction of the present bridge makes this questionable.

I-042-002

Today considerable rush hour traffic exits WA520 at 108th Ave NE and proceeds S to NE 24th St., thru NorthTowne neighborhood & Clyde Hill to re-enter 520 at 92nd NE or 84th NE. These vehicles idle in substantial queues at the several stop signs along NE 24th & traffic signals at 104th NE & 84th NE. This contributes to air quality issues & also impedes access to NE 24th from cross-streets and residential driveways.

HOT Lane Solution

I-042-003

By offering HOT lane access to single-driver vehicles at the 108th Ave NE entrances to 520 WB HOV lane the cut-thru traffic may be reduced.

A HOT Good-2-Go gantry could be placed over the WB HOV lane which appears to or could be grade separated between 108th Ave NE and Bellevue Wy before the two HOV lanes merge W of Bellevue Wy. [See attached portion of project map]. There appears to be 'shoulder space' in that area in which HOV enforcement could be conducted.

An alternative HOT toll collection might be in conjunction with HOV enforcement W of 84th Ave NE. It's not clear whether the HOV lanes are grade separated from non-HOV lanes W of 92nd Ave NE. Seems that they could be since there's no exit W of 92nd?

Is there a documented proposed method for HOV lane enforcement?
Thank you for your consideration.

Charlie Garthwaite
14 Diamond S Ranch
Bellevue, WA 98004
(425)450 0656

I-042-001

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

I-042-002

The project will improve traffic operations in the area you describe, particularly at on- and off-ramps and in the HOV lanes. This is expected to alleviate some congestion on SR 520 and improve local street circulation, as described in the Transportation Discipline Report. In addition, the project is expected to have a low overall potential for mobile source air toxic (MSAT) emissions. The project meets conformity requirements in 40 CFR Parts 51 and 93. Any air quality effects related to project construction will be temporary.

I-042-003

High-occupancy toll (HOT) lanes are not under consideration for this project; however, the project does not preclude future traffic management measures as suggested. The new high-occupancy vehicle (HOV) lanes are not grade-separated from other lanes on the roadway. Enforcement of HOV lane policies is recommended in the EA and is the responsibility of the law enforcement jurisdiction in which the roadway is located.

I-042-003

Gantry for HOT toll
& HOV lane enforcement
space on this lane.



1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Jack Bolton

2. E-mail

jbolton88_69@hotmail.com

3. Address

1414 Orange Pl N

4. City

Seattle

5. State

WA

*6. Zip

98109

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-043-001

Design for more transit, less SOV in the near future. Local travel will have to mostly consist of alternatives to cars in the face of global climate change. Sticking with 20th century design philosophy will set taxpayers up for hefty costs to retrofit corridors in the near future. Please design and build with later inclusion of light rail in mind; consider light rail track in a six-lane footprint, not as an addition to six traffic lanes. More direct ramps to and from west on SR 520 connecting to South Kirkland Park & Ride (designed for later use by Light Rail). Coordinate transit use with design for Evergreen Point station and 84th Ave NE ramps. Improve transit access for Overlake Transit Center with center access ramps at NE40th St.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-043-001

Key elements of the project are improved transit stations and HOV facilities. These facilities will make it easier for people to use transit and substantially increase the travel time benefits for people who choose to travel by alternatives to single-occupancy vehicles, such as buses and carpools. The project will improve operations for general-purpose vehicles, but will not increase the basic capacity for general-purpose (single-occupancy) traffic. The project is designed to accommodate the width of future light rail without requiring reconstruction of bridges or underpasses between Evergreen Point Road and 108th Avenue NE. Construction improvements at the Overlake Transit Center are not included as part of this project.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Lisa McConnell

2. E-mail

kirby994@verizon.net

3. Address

5905 106th Ave. N.E.

4. City

Kirkland

5. State

WA

*6. Zip

98033

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

- I-044-001** | I want to commend the 520 planners for the great effort and consideration that they are giving bicycles and pedestrians in their designs. As a cyclist myself, I am looking forward to being able to use these new facilities and to enjoy greater accessibility to Seattle, especially to the University District. I would like to see two additions to the bike/ped path. 1. At the west end of NE Points Drive and at the east end of NE 38th Place I would like to see a bike activated left turn lane at these intersections. I believe this will greatly increase the safety and useability of cyclist who may want to make connections at the South Kirkland Park and Ride. I went to school at UC Davis, where they had such bike left turn lanes and greatly appreciated them at busy intersections. The bike left turn lane was essentially a bike lane added on to the right side of the automobile left turn lane. It would mostly be a re-stripe and maybe moving over of the in pavement signal loop. 2. I would love to see the BNSF line used for a bike path to connect the west end of the 520 bike path (terminating at NE 24th Street) to the bridge section. I think bike lanes along Northup is attainable and dangerous. I am aware that Bellevue has this in their bike plan, but they only have it as a medium priority. The City of Bellevue has bike lanes as a much greater priority (which is fiscally a better investment) and I am afraid it might be a long time before this project sees daylight. It really is less than a mile of bike path that needs to be in place and it will greatly enhance connectivity, not only to the bike paths already in existence but also to the South Kirkland Park and Ride. With the relatively cheap additions of 1 and 2 above, cyclists and pedestrians could have a continuous, safe, mostly off street connection from Seattle and the University District all the way into Overlake, Redmond and beyond. Again, I appreciate all that you have already done to include pedestrians and bicyclists in your transportation system.
- I-044-002** |
- I-044-003** |
- I-044-004** | Lisa McConnell

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-044-001

Thank you for your comment.

I-044-002

Bike activated turn lanes were not evaluated as part of the SR 520, Medina to SR 202: Eastside Transit and HOV Project. However, WSDOT will continue to work with local jurisdictions on the design of local streets as the project advances.

I-044-003

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

I-044-004

Thank you for your comment.

I-045-001
I-045-002

From: georgine foster [mailto:georginef@msn.com]
Sent: Thursday, January 07, 2010 1:20 PM
To: SR520Eastside_EA
Subject: SR520 Bridge Replacement & HOV Program

The project looks good, now hopefully there will be funding. I have (1) comment: it would be GREAT to connect the Bike/Ped path to the BNSF right-of-way at the So. Kirkland Park&Ride, then on to 116th Bike/Ped path, as the BNSF is now in the Public's hands....this is a much SAFER place for Pedestrians and Bikers rather than on Northup Way. Please give it some consideration. Thank you.
~georgine foster
kirkland citizen

I-045-001

Thank you for your comment.

I-045-002

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future non-motorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

I-046-001 |
I-046-002 |

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

From: Steve Chianglin [mailto:steve@chianglinlawfirm.com]
Sent: Thursday, January 07, 2010 3:17 PM
To: SR520Eastside_EA
Cc: Cornell Petrisor
Subject: SR 520, Medina to SR 202: Eastside Transit and HOV Project and SR 520 Bridge Replacement and HOV Program

Bill Blaylock:

Attached are comments from my client regarding the SR 520, Medina to SR 202: Eastside Transit and HOV Project and SR 520 Bridge Replacement and HOV Program. My client objects to the projects. My client will be seeking legal counsel regarding the aforementioned matters. Upon receipt of this email and the letters (which will be mailed today), please provide a contact to me so my client's concerns can be addressed.

Regards,

Steve Chianglin, Esq.
Chianglin Law Firm, PLLC
12501 Bel-Red Rd., Suite 209
Bellevue, WA 98005
Email: steve@chianglinlawfirm.com
Tel: 425-451-4945
Fax: 425-451-4318

This e-mail and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you receive this email in error please immediately notify me at (425) 451-4945 and permanently delete the original copy and any copy of any e-mail, and any printout thereof.

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

I-046-001

Your comment has been noted.

I-046-002

Per your request, WSDOT sent you contact information on January 12, 2010.

January 7, 2010

VIA CERTIFIED, FIRST CLASS MAIL

& E-MAIL:

Bill Blaylock
EA Environmental Manager
600 Stewart St., Suite 520
Seattle, WA 98101
Email: SR520Eastside_EA@wsdot.wa.gov

RE: SR 520 Bridge Replacement and HOV Program

To Whom It May Concern:

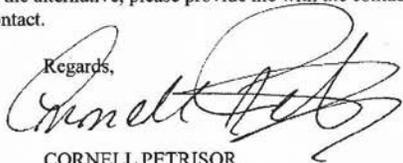
I'm a home owner that will be affected by the project that is formally called "SR 520, Medina to SR 202: Eastside Transit and HOV Project". My home is at 3207 Evergreen Point Road, Medina, WA 98039. I'm extremely concerned about how this project will affect me, my family, and my home during and after the project.

I-046-003

I-046-004

Currently, I'm consulting an attorney regarding this matter. In the meantime, please have someone who manages this project to contact me immediately to address the outstanding issues. In the alternative, please provide me with the contact information of someone whom I can contact.

Regards,



CORNELL PETRISOR

CC: Steve Chianglin, Esq.

I-046-003

Your concerns are noted. WSDOT will not need to acquire any of your property for construction of the Eastside Transit and HOV Project. WSDOT will implement best management practices to avoid or minimize any adverse effects related to construction in the vicinity of your property. After construction of the project, WSDOT will replant and restore the site where practicable. WSDOT has also identified trees adjacent to your property that will be preserved. Because of the location of your property, your comment has been shared with the SR 520, I-5 to Medina: Bridge Replacement and HOV Project team. As noted in the e-mail sent to your attorney on January 12, 2010, WSDOT is willing to meet with you to discuss your concerns.

I-046-004

Per your request, contact information was sent via e-mail on January 12, 2010. WSDOT has not received any additional request for follow-up since this date.

Keith A. Holsapple
2849 Evergreen Point Road
Medina, WA 98039

Jan. 7, 2010

Bill Blaylock, Environmental Manager
Eastside Transit and HOV Project
600 Stewart Street, Suite 520
Seattle, WA 98101

Dear Mr. Blaylock:

I am writing this letter to make some comments about the proposed 520 Eastside improvements. I wanted to attend the town hall meeting last month, but did not receive notice of it until early that same week. So I will state my comments and concerns in this letter.

I-047-001 | I am generally in favor of the plans, and agree with the need for the proposed upgrades. But I want to bring to your attention some problems in the details that would have serious effects on my home and adjacent properties.

I-047-002 | 1. The Environmental Impact Report measured noise levels and presents proposed noise mitigation features for the portion of 520 easterly from Evergreen Point Road. But there was no mention, nor discussion, nor apparently study, of the portion west of that street, from Evergreen Point Road to Lake Washington. There are a number of houses in that area, and it is there that the noise from 520 is the most severe, extending some distance North and South along the water. Why was that area not considered in the environmental study? Is not that a major shortcoming of that report? Are there any plans for noise mitigation for that area? Both this proposal and that for the new bridge will have a large impact on that area.

I-047-003 | 2. The drawings that show the two-dimensional plans from the top overlook what is under the bridge near the lake, as did the Environmental Impact Report. In fact, the area under the bridge at the East high rise is a mini green belt, with many trees, plants, and wildlife. That feature is very important to the adjacent properties, and to some extent helps to alleviate the intrusion of the massive bridge structure above. Any change in that environment should also have been included in the Environmental study. Was it considered?

I-047-004 | 3. The on-line drawings seem to show a large structure along the waterfront right under the existing bridge. In fact, it appears that said structure would be right adjacent to, and dwarf the house at 2857, and perhaps even cut off the existing driveway to that house. Can you tell me what that structure is, and what its function is?

I-047-001

Your comment is acknowledged.

I-047-002

Noise analysis and mitigation were not required for areas west of Evergreen Point Road as part of the Eastside Transit and HOV Project EA because no additional lanes or highway capacity are being proposed in that area. This area is being studied extensively as part of the I-5 to Medina: Bridge Replacement and HOV Project. Although this separate project is still underway, preliminary results do show the need for noise mitigation west of Evergreen Point Road to Lake Washington. Please refer to the Supplemental Draft Environmental Impact Statement for the I-5 to Medina: Bridge Replacement and HOV Project for analysis and proposed noise mitigation west of Evergreen Point Road. Your comments have also been shared with the I-5 to Medina: Bridge Replacement and HOV Project team.

I-047-003

There is no planned construction under the east high-rise other than a stormwater treatment facility. This facility is described in the EA.

I-047-004

The facility is called a biofiltration swale and is discussed on page 4-19 of the EA. It is a shallow, grass-lined feature at ground level that collects and treats stormwater. Access to adjacent, existing residences will be maintained.

I-047-005

4. When the bridge was constructed in the 1960's, the access to the property at 2857 was eliminated, which required the construction of a new private lane servicing my home and that at 2857. I believe that the property owners and the state came to some agreements about how to accomplish that, and to construct that new private lane which remains today.

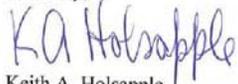
Furthermore, Medina requires a fire truck turn-around for every private lane. At the time the lane was approved and constructed, that turn around was identified as the area just under the bridge, within the state right-of-way. That area has been serving that function for approximately 45 years. I will have to search the records to determine the actual legal documents identifying and stating that function. Maybe you can find them.

That area seems to be where the large new structure is sited. Obviously the adjacent homeowners would have a serious objection to any loss of that function, which would make our lane illegal, increase our danger from fire, and restrict access by emergency medical vehicles. Do you know anything of the history and legal status of that region?

If some structure is in fact required, it would seem that moving it to the North, into the land the state has recently acquired and under the new bridge would be a good idea, greatly reduce the impact on the adjacent properties, and entirely feasible.

Thank you for your attention, I await your responses. If you would like to meet to discuss these matters, or to look into them further, I would be happy to oblige.

Sincerely,



Keith A. Holsapple
2849 Evergreen Point Road.

cc: Medina City Council

I-047-005

The proposed biofiltration swale located under the existing bridge will be located entirely on WSDOT property and will not affect existing vehicle access, including emergency vehicle access.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Tim Gould

2. E-mail

4cleanair@usa.net

3. Address

4411 Woodland Park Ave. N. #1

4. City

Seattle

5. State

WA

***6. Zip**

98103

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

- I-048-001** | The highway design between Evergreen Pt. Rd and 108th Ave NE should make more allowances for future light rail in the SR 520 corridor, in particular an alignment that places light rail in transit-only lanes which are part of the new six-lane footprint. Provision for future light rail should not be relegated to additional corridor width wherever it can be accommodated, but considered as part of the six-lane footprint with different uses for the currently designated HOV lanes.
- I-048-002** | One of the features to consider in the current plan for easier inclusion of light rail later is a set of ramps that connect more directly to the South Kirkland P&R than the presently contemplated ramps at 108th Ave NE. An eastbound off-ramp paired with an on-ramp to westbound SR 520 that connect the SKP&R directly with with SR 520 just east of the Lake Washington Blvd/ Bellevue Way NE overpass will more easily convert to a light rail right-of-way than the HOV/transit ramps to and from the west at 108th Ave NE. WSDOT, transit agencies, and the cities of Kirkland and Bellevue should together look at how best to maintain access to the right-of-way that will accommodate such direct ramps. These will improve transit access between SR 520 and the SKP&R and later allow for easier connection of light rail between the SR 520 corridor and the Eastside Rail Corridor which is adjacent to the SKP&R.
- I-048-003** | Evergreen Point and 84th Ave NE WSDOT needs to interact with Metro Transit and Sound Transit concerning bus operations between the University District and Bellevue. In the current design, a bus stopping at the Evergreen Point station in the center of the roadway is unlikely to use right-side off- and on-ramps at 84th Ave NE due to the short distance available for lane changes. This raises important questions for transit operations: * will the routing of the present MT #271 be maintained with transition between SR 520 and 84th Ave NE? * is the lack of a stop at Evergreen Point station by a route using 520 and 84th Ave NE considered a problem? How might the functionality be provided with a different configuration? * do ramps in the center of SR 520 at 84th Ave NE (either in place of or in addition to right-side ramps) make sense and how might the interchange and lid be designed to accommodate center ramps?
- I-048-004** | HOV Access Ramps east of I-405 Any work performed in the vicinity of the NE 40th St overpass over SR 520 should advance the later addition of direct access ramps for transit and HOVs at NE 40th St. With the transit lanes moved to the left-hand side, the addition of direct ramps in the center of the 520 roadway at NE 40th St will improve connections to the Overlake Transit Center. This attribute should be a high priority as additional funding is secured.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-048-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project does not preclude the development of future high-capacity transit options such as light rail.

I-048-002

The SR 520, Medina to SR 202: Eastside Transit and HOV Project does not preclude the future development of high-capacity transit options such as light rail.

Sound Transit is the lead agency charged with implementing light rail. WSDOT will continue to coordinate with Sound Transit on projects that may affect the SR 520 corridor.

I-048-003

WSDOT is engaged in ongoing coordination with the transit agencies and will continue this coordination through design and construction. Metro Route 271 would be unable to serve the Evergreen Point transit station and exit SR 520 at 84th Avenue NE as it does in the current configuration. More information is provided in Chapter 8 of the Transportation Discipline Report. Project staff will work with King County Metro to determine ways to maintain service.

I-048-004

The SR 520, Medina to SR 202, Eastside Transit and HOV Project will provide only restriping of existing lanes east of I-405. This restriping will move the existing HOV lane from the outside to the inside shoulder.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Josh Benaloh

2. E-mail

3. Address

5028 159th Court NE

4. City

Redmond

5. State

WA

*6. Zip

98052

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-049-001 | I am very supportive of the Eastside Transit and HOV project, but I have some concerns about effective transit usage in several locations.

I-049-002 | Moving the HOV/transit lanes to the inside may adversely impact transit in Redmond at NE 40th and NE 51st Streets. Unless transit improvements are made akin to those at Evergreen Point and 92nd Avenue NE, busses will be required to weave across general traffic lanes to service stops at NE 40th and NE 51st Streets. This is likely to be especially difficult eastbound in the evenings as traffic into Redmond backs up regularly and will only become worse when Sound Transit Eastlink light rail terminates at the Overlake Transit center at NE 40th Street. Please consider adding transit improvements to remedy the anticipated difficulties at NE 40th and NE 51st Streets.

I-049-003 | Having direct HOV/transit access at 108th Avenue NE in Bellevue only to and from the west seems to miss a prime opportunity for improving transit in the vicinity of the South Kirkland Park and Ride. The addition of HOV/transit lanes to and from the east as well would enable busses such as ST 545 and the new ST 542 to stop at or near South Kirkland. This would be a far better investment than the little-used 92nd Avenue NE stop. Ideally, the planned South Kirkland Park and Ride structure could be located adjacent to these access ramps (perhaps on the adjacent WASH DOT site) to create a more fluid transit and Park and Ride transfer point while enabling construction to take place without temporarily closing the very busy current Park and Ride.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-049-001

Your comment has been noted.

I-049-002

WSDOT will work with local transit agencies to address potential effects to their services.

I-049-003

The design for the 108th Avenue NE interchange is intended to improve transit access to and from the South Kirkland Park and Ride.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Laila Barr

2. E-mail

laila.barr@gmail.com

3. Address

4. City

5. State

***6. Zip**

98115

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-050-001 | Montlake Flyer Stop is necessary if you want to call this design a transit-friendly option.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-050-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Sarah Doud

2. E-mail

sarahdoud@yahoo.com

3. Address

3211 Evergreen Point Road

4. City

Medina

5. State

WA

***6. Zip**

98039

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-051-001

I would like to express my great concern over the access road that I see on these latest drawings. I am an immediate neighbor (one lot over from construction area) of the proposed lided section of the new bridge. This is the first time that we have been made aware of an access road and we are very concerned about usage and noise from that road, which will be very prominent to our backyard area. We would like more detail on proposed noise mitigation measures. Sarah Doud

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-051-001

Since issuance of the EA, the SR 520, Medina to SR 202: Eastside Transit and HOV Project now proposes using the area north of the highway and west of Evergreen Point Road for construction staging related to construction of the proposed lid at this location. WSDOT no longer intends to use the access on the south side of Evergreen Point Road.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Tim Hesterberg

2. E-mail

timhesterberg@comcast.net

3. Address

2628 31st Ave W

4. City

Seattle

5. State

WA

***6. Zip**

98199

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-052-001 | I travel from Seattle to Kirkland one day per week for work. I've driven a few times, but mostly I bike, around the north end of the lake. I won't be able to bike it forever, and I really don't want to drive. So my main concern is to make it easy for people to get where they need to go, without driving.

I-052-002 | Second, I am concerned about global warming. I am a scientist and a parent, and the combination scares me - what I read in the scientific literature does not bode well for my children's future.

I-052-003 | Third, I am concerned about our economy. We've been living on cheap imported gas, that won't last forever. We should plan for a future with lower real incomes, more transit, more carpooling, and less single-occupant traffic.

I-052-004 | With that in mind: (1) This project should be built with future light rail in mind. (2) Access for buses and carpools should be a priority. (3) Rather than just providing access for carpools, there should be a greatly expanded program to match people up in carpools. I've signed up for the carpool program, and did not get a match. If there were a hundred times more people signed up, the chances of good matches would be much better. (4) It should not be a priority to improve traffic flow for single-occupant traffic - that just encourages more people to drive, rather than taking transit, carpooling, or avoiding trips altogether. It results in more traffic elsewhere in the region. (5) Tolling should be used in the whole corridor, not just over the bridge, in order to reduce traffic. Thank you, Tim Hesterberg, Ph.D.

I-052-005 |
I-052-006 |
I-052-007 |
I-052-008 |

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-052-001

Thank you for your comment.

I-052-002

WSDOT is committed to protecting the environment and ensuring that its projects improve circulation and mobility. Project elements that WSDOT regularly includes in its projects are enhancements to alternative modes of transportation such as bus rapid transit and HOV as well as nonmotorized travel options for pedestrians and bicycles. The project's contribution to greenhouse gas emissions would be similar to what could be expected if the project were not built.

I-052-003

The project includes improvements that will benefit transit and HOV users.

I-052-004

This project will not preclude future development of high-capacity transit options such as light rail.

I-052-005

The project includes improvements to provide access for buses and carpools to the HOV system.

I-052-006

The SR 520, Medina to SR 202: Eastside Transit and HOV Project does not include programs such as ride-matching. Ride-matching programs are provided by local transit authorities.

I-052-007

This project is focused on improving transit and HOV travel times and enhancing travel time reliability.

I-052-008

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

RICHARD G. KRESS
103 PI Ne
Bellevue, Washington USA

Reference: 520 Environmental Assessment Comments
Date: January 5, 2010

Dear Sir / Madam,

I-053-001 | My home is located at the end of 103rd PI Ne (Spring Hills) and is on the front line of the proposed new highway construction. Based on the following, the current WSDOT bridge expansion design needs to be re-thought and changed to have less of an impact on our Neighborhood.

I-053-002 | 1) The new design calls for the elimination of the turnaround at the end of our street (103rd PI Ne). In place of the current turnaround, there will be a "T" backup turn. This is a faulty design and an alternative for this needs to be made for the following reasons:

Our street is small but has multiple types of vehicles using it. This includes: large semi-trucks such as moving trucks, fire trucks, delivery trucks, large garbage and recycling trucks as well as local vehicles.

With the proposed design, large vehicles that currently use the turnaround will be backing up day and night, creating a hazard for the children and pets in the neighborhood, noise for the residences and shining headlights into homes as the vehicles back up. Large trucks backing up create a loud beeping noise as they back-up and the new design will create a nightmare of noise and headlights affecting the residences in the area of the back-up T.

As cars come up to the sound wall lying across the road, few, if any, will use the back up "T" to turn around. Instead, most cars will back-out using the residential driveways around the wall.

Since numerous vehicles use the turnaround daily, there needs to be a specific study as to the vehicle noise impact (backing up noise, lights, child safety) regarding the elimination of the turnaround. The best option is to keep the current turnaround design.

I-053-001

For the Eastside Transit and HOV Project, WSDOT will implement best management practices to avoid or minimize construction effects on residents.

This project's western terminus is at Evergreen Point Road. It will not involve expanding the floating bridge. Please refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* for additional detail.

I-053-002

The hammerhead turnaround or "T" proposed as part of this project was developed in collaboration with the City of Bellevue to meet the City's standards. The hammerhead was determined to require less right of way and smaller retaining walls to construct than a full standard cul-de-sac turnaround. The current cul-de-sac turnaround is undersized and requires large vehicles to back up. The proposed hammerhead will be signed to direct drivers to the most appropriate leg to back into. No change to traffic patterns on 103rd Place is proposed or anticipated as a result of this project. WSDOT will continue to coordinate with local residents and the City of Bellevue during final design.

I-053-003 | 2) The new design calls for a sound wall to be placed 10 feet from my property line running parallel to my home, then directly in front of my home. The closeness of the wall will adversely affect the value of my home as well as impact the quality of my life. There is no need for the wall to be that close nor is there a need to have the wall cut in front of my property. The design is essentially boxing my home in on two sides.

Why is the sound wall being placed so close to my home, why is it cutting in front of my house and why is the Neighbor house being razed? What alternatives have been studied and why not use them? Not enough thought has been given to alternatives for the sound wall design and location.

I-053-004 | 3) How will the new sound wall reflect light and heat into my home?

I-053-005 | 4) How will the sound wall affect my plans for wind power for my home?

I-053-006 | 5) The sound wall design calls for a walkway to run parallel to my home. In the event people leave the pathway, go on to my property and get hurt, the Highway Dept needs to assume all liabilities for injuries and/or property damage or theft.

I-053-007 | 6) My home is extremely close to the highway and during construction (and forever after, as long as the highway is there), how will vibrations of construction and traffic affect my home foundation, walls, deck, etc?

Monitors need to be installed, measurements made, and inspections of my home need to be done BEFORE construction. In addition, for any vibration damage that occurs to my home after inspection, the burden will need to be on the WSDOT to disprove that the damage is not highway related.

I-053-008 | 7) The method used for measuring the current traffic noise of the Highway is an accepted measuring method. However, the method itself was never intended as a measure for highway noise and the method does not include lower decibel sound waves. Lower decibel sound waves; such as car and motorcycle exhaust, compression brakes, and semi-trailer noise represent significant noise along the highway route. The design of the new sound wall needs to take into account the presence of lower decibel sounds.

I-053-003

Noise walls are most effective and are therefore proposed whenever possible at the tops of slopes closest to above-grade receivers, as is the case near your property. The noise wall is proposed 10 feet north of your property line to allow for construction and maintenance beyond the existing drainage easement, which extends 5 feet north of your property line. In the errata, Exhibit 31 was updated to reflect recent noise modeling. This update now shows a wall of 18 feet in height along the northwestern portion of your property, transitioning to 16 feet on the eastern end. In the past, walls along the shoulder of the Bellevue Way eastbound off-ramp were evaluated, and this resulted in walls that were much higher and that did not meet WSDOT's reasonableness criteria for cost.

The proposed off-ramp shift to the south requires the construction of a retaining wall and slope, which necessitates the acquisition of one residence.

I-053-004

Light and/or heat reflection from noise walls are not evaluated in an Environmental Assessment. There is currently no scientific evidence for thermal conduction of noise walls.

I-053-005

The potential for development of wind power is not evaluated in an Environmental Assessment.

I-053-006

The proposed walkway or local trail connection will run along the south side of and at-grade with the Bellevue Way eastbound off-ramp. The path will be separated from your property by a noisewall, slope, and retaining wall. WSDOT will coordinate with the City of Bellevue on details

I-053-009 | 8) In the event I wish to sell my home during the period of construction, what impact will the construction have on the value of my home? In the event the construction will negatively influence the value of my home, what compensation can I expect from WSDOT?

I-053-010 | 9) A home in our Neighborhood will be seized and torn down. Because of this, trucks will likely be using our street to remove material, (and build the sound wall). No impact assessment has been made for the neighborhood regarding child safety, pets, sound, trucks, and debris removal. In addition, our Neighborhood has two special needs children and one special needs adult. No mention of this was in the report.

WSDOT has decided to tear down a home, slope the hillside and run a sound wall in front of my home. For 6 years, my Neighbors and I have been giving WSDOT feedback about the wall and our concerns as to how it will impact our Neighborhood. NONE of our concerns has been addressed. Conversely, it seems that WSDOT has intentionally listened to our concerns and done the complete opposite.

I-053-011 | 10) The EA states that there is a possibility of structural damage for residences that are located within 50 feet of the construction site. My home will be within 15 feet of the construction of the sound wall, yet, no discussion or mention of any of this has been made to me.

I-053-012 | 11) How will the construction affect my pets and what is WSDOT doing to reduce that impact?

I-053-013 | 12) Multiple mature trees will be cut down along the highway directly affecting my home. What will the DOT do to replace mature foliage and trees on the inside of the sound wall?

I-053-014 | 13) According to the data, sound measuring site PB 29, (which appears to be located in a ravine), likely does not accurately measure the sounds occurring at the homes closest to the Highway. In order to accurately assess the impact of sound, the "worst case" environments should be measured. Because my home is arguably the noisiest home on the East Side, I have volunteered to pay for the cost involved in testing the sound at my home. However, no such testing has been done.

I-053-015 | 14) Significant noise reduction can be made by reducing the speed on 520 to 50 miles per hour and enforcing the speed limit. What are the plans for this and how will they be enforced.

of the trail design and signage. Trespassing onto private property is addressed under state and local laws.

I-053-007

WSDOT will conduct pre- and post-construction surveys of structures abutting the work zone for vibration. Survey locations will depend on the type of construction activity. WSDOT does not conduct monitoring of vibration on private properties related to normal traffic operation on state highways.

I-053-008

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM version 2.5) uses average measured sound levels for passenger vehicles, medium trucks, and heavy trucks. The data is contained in the FHWA Development of Nations Reference Energy Mean Emissions Level for the Traffic Noise Model, U.S. Department of Transportation, 1995. The data for all vehicle types were measured using 1/3 octave bandwidths from 50 Hertz (Hz) (very low frequency) to 10,000 Hz (high frequency). The noise model uses this information when predicting noise levels and during the noise mitigation analysis.

I-053-009

Temporary construction impacts have the potential to affect all properties, businesses, and users of SR 520 in the project area; and therefore, they are not compensable.

I-053-010

WSDOT will implement best management practices during construction, which includes focus on traffic management, fugitive dust and noise, etc., to avoid or minimize effects on residents.

The proposed off-ramp shift to the south requires the construction of a

I-053-016 | 15) Significant noise reduction could be seen on 520 by actually enforcing current 'no compression brake usage' laws as well as muffler exhaust noise laws. Although law enforcement is not part of the WSDOT mandate, the closer highway will impact residences and WSDOT needs to anticipate this. How is WSDOT working with local law agencies in regards to decreasing sound?

I-053-017 | 16) During the building process, (both the sound wall as well as the highway), considerable noise, dust and pollutants will be generated. As we all recall, this summer the temperature in Seattle (my house included), reached 107 degrees. Since I have longhaired pets, no air-conditioning, and work out of my home, I depend on open windows for ventilation and cooling. What are DOT's plans to keep my home cool and my pets healthy during periods of high heat, i.e., the entire summer, if I cannot open my home windows because of noise and dirt?

I-053-018 | 17) WSDOT requires that every reasonable effort be made to attain a 10-dBA (or greater) noise reduction at the first row of receivers (e.g., front-line receivers). On the south side of the highway, from Evergreen Point Road to Bellevue Way NE, the wall heights would be constructed as described below.

"The noise wall height would start at 12 feet at the Evergreen Point Road lid and step up to 14 feet and then 16 feet at PS-8. The noise wall height would remain at 16 feet until reaching a point near PS-9, where it would step down to 14 feet high. The wall would remain at 14 feet until the last 130 feet of wall length, where it would taper down to 10 feet and terminate at the end of the off-ramp."

This current sound wall design will not effectively reduce the sound from the highway to my home. No one from WSDOT has ever been to my home to research the impact of the wall and the height needed to be effective. At a minimum, the sound wall at my location needs to be 28 – 35 feet in height.

WSDOT requirements state that the effectiveness of the sound wall should be based on first floor living areas. Because no one has been to my home, they likely do not realize my home is on a hill and the lower level of my house is a basement, NOT, my living area.

I-053-019 | 18) What type of real-time monitoring systems will be set up at my home during construction to make sure the construction noise does not exceed legal standards? (*Washington Administrative Code (WAC) Chapter 173-60, Maximum Environmental Noise Levels*).

retaining wall and slope, which necessitates the acquisition of one residence.

When it is determined during the noise analysis that a noise wall meets the federal guidelines and criteria by effectively attenuating roadway noise, WSDOT is obligated to provide the wall as part of the project mitigation. The location near your residence qualified for a noise wall. WSDOT will engage neighborhood residents adjacent to noise walls prior to construction to gather input on whether there is support for building the proposed noise walls.

I-053-011

WSDOT will conduct pre- and post-construction surveys of structures abutting the work zone for vibration. Survey locations will depend on the type of construction activity.

I-053-012

Construction effects on household pets will vary depending on the type of pet and whether or not the pet is confined within the home, confined to a fenced yard, or allowed to roam free.

I-053-013

The planting of trees on the inside of the noise wall is currently not proposed because of the existing local drainage easement on and north of your property and the need for maintenance access to the back of the proposed wall. WSDOT will minimize the amount of disturbance where practicable. The area that is disturbed during construction will be replanted with other types of vegetation appropriate for drainage and access considerations.

I-053-014

Please refer to the errata, Exhibit 18 in Appendix O for the modeling

I-053-020

During the first and original bridge construction, our Neighborhood was cut in half, destroying the fabric of our homes. With the current design, once again our Neighborhood, (Spring Hills), is being called to bear the brunt of the highway expansion on the East Side. While Medina is getting a lid to reconnect their Neighborhood, our Neighborhood is having a house razed, a sound wall running through it, redirection of traffic closer to our homes and a redirection of traffic in our Neighborhood that will adversely affect the resident's quality of life, safety, and long-term property values. I have seen all the information on the lids on the 520 website, but I've not been able to find any mention or artist's rendition of the sound wall cutting in front of my house.

The Highway design has the current exit to Kirkland being relocated to merge with the current Bellevue way exit. The entire expansion for this, as well as for all the Highways new lanes, is expanding southward, toward the Springs Hill development. There is NO expansion northward, ONLY southward toward our homes. This design puts all the impact of the bridge expansion onto the back of those of us living in the Spring Hills Neighborhood.

I-053-021

The entire project around the Bellevue Way exit needs to be redesigned. Too much burden is being placed on the Residences of the Spring Hills Division. As people who live on the East Side, like everyone here, our Neighborhood will receive benefits from the new bridge. However, it is unfair to expect our Neighborhood to ONCE AGAIN be forced to give up much more than any other Neighborhood. Redesign the area around the exit, using current exits and move more of the highway footprint North.

Regards,

Richard Kress

location labeled PB-23E, which was added after a recent visit to your property. Locations PB-23 and PB-23E provide the most accurate information for noise levels near your home. WSDOT used the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5 computer model to predict future noise levels. The Traffic Noise Model was used to estimate operational noise levels at 168 locations in the project corridor. Modeling was performed to determine what locations in the study area exceeded the FHWA and Washington State noise abatement criteria (NAC). Peak-hour traffic noise levels were calculated for existing conditions using current traffic volumes and for the Build Alternative and No Build Alternative using predicted 2030 traffic volumes, with and without noise mitigation measures.

I-053-015

Policies on speed limit reductions for the SR 520 corridor are not part of this project. WSDOT has committed to installing noise walls associated with the SR 520, Medina to SR 202: Eastside Transit and HOV Project as mitigation to reduce noise levels caused by the proposed project to below the Noise Abatement Criteria (NAC). These noise walls have been developed as part of the project design. The project team conducted a detailed analysis to determine the appropriate location and extent of noise walls to be incorporated into the project.

I-053-016

Policies on the use of compression brakes are not part of this project. WSDOT has committed to installing noise walls associated with the SR 520, Medina to SR 202: Eastside Transit and HOV Project as mitigation to reduce noise levels caused by the proposed project to below the Noise Abatement Criteria (NAC). These noise walls have been developed as part of the project design. The project team conducted a detailed analysis to determine the appropriate location and extent of noise walls to be incorporated into the project.

I-053-017

Best Management Practices (BMPs) will be implemented to avoid or minimize any construction-related air quality effects. Dust and odors may be present during construction, but after implementing construction BMPs, these effects will be minor and temporary. Project construction will temporarily increase noise levels in some areas. WSDOT has incorporated measures to minimize construction noise. For additional information, please refer to Chapter 6 of the EA, Measures to Avoid, Minimize, or Mitigate Effects, under the air and noise topics.

I-053-018

WSDOT staff made a visit to your home to look at topography and discuss concerns related to the proposed noise wall. The site visit resulted in the addition of a noise modeling location (PB-23E) and an increase in the noise wall height to 18 feet, 2 feet higher than originally proposed.

WSDOT used the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5 computer model to predict future noise levels. The Traffic Noise Model was used to estimate operational noise levels at 168 locations in the project corridor. Modeling was performed to determine what locations in the study area exceeded the FHWA and Washington State noise abatement criteria (NAC). Peak-hour traffic noise levels were calculated for existing conditions using current traffic volumes and for the Build Alternative and No Build Alternative using predicted 2030 traffic volumes, with and without noise mitigation measures.

I-053-019

WSDOT will follow state and local codes regarding noise. Washington Administrative Code (WAC) 173-60-050(3)(a) exempts "Sounds originating from temporary construction sites as a result of construction activity." The exemption covers daytime periods from 7:00 a.m. to 10:00

p.m. For nighttime work activities, WSDOT will follow local codes and Best Management Practices.

I-053-020

WSDOT's design has been to widen with the intent of avoiding and minimizing impacts outside the existing right of way. However, WSDOT has constraints that has caused the acquisition of property. WSDOT also purchased property in Kirkland north of Spring Hills neighborhood and SR 520 for placement of a stormwater management facility. No new traffic is anticipated or being redirected into the Spring Hills neighborhood as a result of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

I-053-021

WSDOT works to design solutions within the state-owned right of way as much as possible in balance with standards and requirements expected by the local, state, and federal regulators and funding agencies. The need to shift improvements to the south was determined after review and consideration of the options available to the north.

Diane Bogue, 3435 103rd Place NE, 98004

I-054-001

MS. BOGUE: I hate losing all the tall firs. I live at the end of the cul-de-sac, and that's the charm of it, is all the tall firs around. It's very nice.

And I'm going to be living very close to the sound wall, the second house from the sound wall, and so I'm concerned with -- you want to come home to a happy-looking place, not denuded of trees. And I guess a sound wall would be a good thing because, with the traffic increases expected, decreasing the sound would be a good thing.

I-054-002

At the intersection of Bellevue Way and 103rd Avenue Northeast, please put in a traffic light, a four-way traffic light, for safety.

I-054-003

I'm concerned about the real-estate value of my house, as it's my old-age money.

Thank you.

(End of comment.)

I-054-001

WSDOT will prepare a landscape plan that will identify type and location of vegetation to be planted along the project corridor where soils are left exposed.

I-054-002

A traffic signal is not under consideration at this location because the intersection is not expected to be substantially affected by the project. The City of Bellevue is the appropriate jurisdiction to receive this suggestion and it will be forwarded to the appropriate authorities.

I-054-003

Temporary construction impacts have the potential to affect all properties, businesses, and users of SR 520 in the project area; and therefore, they are not compensable.

From: diabog4@aol.com [mailto:diabog4@aol.com]
Sent: Wednesday, January 06, 2010 9:05 PM
To: SR520Eastside_EA
Subject: SR 520, Medina to SR 202: Comments due by 1/7/2010

Diane N. Bogue
3435 - 103 Place NE
Bellevue, Washington 98004
425-827-3835

Reference: **520 Environmental Assessment Comments due by January 7, 2010**
Date: January 6, 2010

Dear Sir / Madam,

- I-055-001** | My home is located **second from the end of 103rd Place NE** (Spring Hills) and is on the front line of the proposed new highway construction. Based on the following, the current WSDOT bridge expansion design needs to be re-thought and changed to have less of an impact on our neighborhood.
- I-055-002** | **Cutting down the tall firs, eliminating the cul de sac, and erecting a sound wall will destroy the livability of my home and the value of my property. I am a single senior who is dependent on the value and sale of my house to move to assisted living. Your current plan will create unbearable noise and activity, possibly endanger the stability of my house, remove the charm of the neighborhood, devalue my property, and probably make it impossible to sell at a decent price. How would you like this to happen to you? Please reevaluate your destructive plans for this cul de sac.**
- I-055-003** | 1) The new design calls for the elimination of the turnaround at the end of our street (103rd Place NE). In place of the current turnaround, there will be a "T" backup turn. This is a faulty design; **an alternative for this needs to made for the following reasons:**
- Our street is small but has multiple types of vehicles using it. This includes: large semi-trucks such as moving trucks, fire trucks, delivery trucks, large garbage and recycling trucks as well as local vehicles.**
- With the proposed design, large vehicles that currently use the turnaround will be backing up day and night, creating a hazard for the children and pets in the

I-055-001

For the Eastside Transit and HOV Project, WSDOT will implement best management practices to avoid or minimize construction effects on residents.

This project's western terminus is at Evergreen Point Road. It will not involve expanding the floating bridge. Please refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* for additional detail.

I-055-002

The cul-de-sac is being replaced with a hammerhead turnaround to minimize the amount of property acquisition required for the project.

The noise wall meets WSDOT's reasonableness and feasibility criteria and is necessary to reduce noise from the freeway. WSDOT will be engaging neighborhood residents adjacent to noise walls prior to construction to gather input on whether there is support for building the proposed noise walls.

WSDOT will implement best management practices to minimize construction effects on local residents and neighborhoods.

I-055-003

The hammerhead turnaround or "T" proposed as part of this project was developed in collaboration with the City of Bellevue to meet the City's standards. The hammerhead was determined to require less right of way and smaller retaining walls to construct than a full standard cul-de-sac turnaround. The current cul-de-sac turnaround is undersized and requires large vehicles to back up. The proposed hammerhead will be signed to direct drivers to the most appropriate leg to back into. No change to traffic patterns on 103rd Place is proposed or anticipated as a

I-055-003 | neighborhood, noise for the residences and shining headlights into homes as the vehicles back up. Large trucks backing up create a loud beeping noise as they back-up and **the new design will create a nightmare of noise and headlights affecting the residences in the area of the back-up T and create safety concerns.**

As cars come up to the sound wall lying across the road, few, if any, will use the back up "T" to turn around. Instead, most cars will back-out using the residential driveways around the wall.

Since numerous vehicles use the turnaround daily, there needs to be a specific study as to the vehicle noise impact (**backing up noise, lights, child safety**) regarding the elimination of the turnaround. The best option is to keep the current turnaround design.

I-055-004 | **2) The new design calls for a sound wall to be placed 10 feet from my neighbor's property line directly in front of his home and will also impact my home.** The closeness of the wall **will adversely affect the value of my home as well as impact the quality of my life.** There is no need for the wall to be that close nor is there a need to have the wall cut in front of our properties. The design is essentially boxing our homes on two sides.

Why is the sound wall being placed so close to my home, why is it cutting in front of my house and why is the neighbor's house being razed? What alternatives have been studied and why not use them? **Not enough thought has been given to alternatives for the sound wall design and location.**

I-055-005 | **3) How will the new sound wall reflect light and heat into my home?**

I-055-006 | **4) The sound wall design calls for a walkway to run parallel to my home. In the event people leave the pathway, go on to my property and get hurt, the Highway Dept needs to assume all liabilities for injuries and/or property damage or theft.**

I-055-007 | **5) My home is extremely close to the highway and during construction (and forever after, as long as the highway is there), how will vibrations of construction and traffic affect my home foundation, walls, deck, etc?**

Monitors need to be installed, measurements made, and inspections of my home need to be done BEFORE construction. In addition, for any vibration damage that occurs to my home after inspection, the burden will need to be on the WSDOT to disprove that the damage is not highway related.

I-055-008 | **6) The method used for measuring the current traffic noise of the Highway is an accepted measuring method. However, the method itself was never intended as a measure for highway noise and the method does not include lower decibel sound waves. Lower decibel sound waves; such as car and motorcycle exhaust,**

result of this project. WSDOT will continue to coordinate with local residents and the City of Bellevue during final design.

I-055-004

Noise walls are most effective and are therefore proposed whenever possible at the tops of slopes closest to above-grade receivers, as is the case near your property. The noise wall is proposed 10 feet north of your property line to allow for construction and maintenance beyond the existing drainage easement, which extends 5 feet north of your property line. In the errata, Exhibit 31 was updated to reflect recent noise modeling. This update now shows a wall of 18 feet in height along the northwestern portion of your property, transitioning to 16 feet on the eastern end. In the past, walls along the shoulder of the Bellevue Way eastbound off-ramp were evaluated, and this resulted in walls that were much higher and that did not meet WSDOT's reasonableness criteria for cost.

The proposed off-ramp shift to the south requires the construction of a retaining wall and slope, which necessitates the acquisition of one residence.

I-055-005

Light and/or heat reflection from noise walls is not evaluated in an Environmental Assessment. There is currently no scientific evidence for thermal conduction of noise walls.

I-055-006

The proposed walkway or local trail connection will run along the south side of and at-grade with the Bellevue Way eastbound off-ramp. The path will be separated from your property by a noise wall, slope, and retaining wall. WSDOT will coordinate with the City of Bellevue on details

- I-055-008** | compression brakes, and semi-trailer noise represent significant noise along the highway route. The design of the new sound wall needs to take into account the presence of lower decibel sounds.
- I-055-009** | **7) In the event I wish to sell my home during the period of construction, what impact will the construction have on the value of my home? In the event the construction will negatively influence the value of my home, what compensation can I expect from WSDOT?**
- I-055-010** | **8) A home in our neighborhood will be seized and torn down. Because of this, trucks will likely be using our street to remove material, (and build the sound wall). No impact assessment has been made for the neighborhood regarding child safety, pets, sound, trucks, and debris removal. In addition, our neighborhood has two special needs children and one special needs adult. No mention of this was in the report.**
- WSDOT has decided to tear down a home, slope the hillside and run a sound wall in front of my home. For 6 years, my neighbors and I have been giving WSDOT feedback about the wall and our concerns as to how it will impact our neighborhood. **NONE of our concerns has been addressed.** Conversely, it seems that WSDOT has intentionally listened to our concerns and done the complete opposite.
- I-055-011** | **9) The EA states that there is a possibility of structural damage for residences that are located within 50 feet of the construction site, which will affect my home. How am I to be compensated by WSDOT for possible damages?**
- I-055-012** | **10) How will the construction affect my pets and what is WSDOT doing to reduce that impact? As a senior, I often require daytime rest. The construction will very negatively impact my quality of life.**
- I-055-013** | **11) Multiple mature trees will be cut down along the highway directly affecting my home. What will the DOT do to replace mature foliage and trees on the inside of the sound wall?**
- I-055-014** | **12) According to the data, sound measuring site PB 29, (which appears to be located in a ravine), likely does not accurately measure the sounds occurring at the homes closest to the Highway. In order to accurately assess the impact of sound, the "worst case" environments should be measured. Because my home is arguably the noisiest home on the East Side, I have volunteered to pay for the cost involved in testing the sound at my home. However, no such testing has been done.**

of the trail design and signage. Trespassing onto private property is addressed under state and local laws.

I-055-007

WSDOT will conduct pre- and post-construction surveys of structures abutting the work zone for vibration. Survey locations will depend on the type of construction activity. WSDOT does not conduct monitoring of vibration on private properties related to normal traffic operation on state highways.

I-055-008

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM version 2.5) uses average measured sound levels for passenger vehicles, medium trucks, and heavy trucks. The data is contained in the FHWA Development of Nations Reference Energy Mean Emissions Level for the Traffic Noise Model, U.S. Department of Transportation, 1995. The data for all vehicle types were measured using 1/3 octave bandwidths from 50 Hertz (Hz) (very low frequency) to 10,000 Hz (high frequency). The noise model uses this information when predicting noise levels and during the noise mitigation analysis.

I-055-009

Temporary construction impacts have the potential to affect all properties, businesses, and users of SR 520 in the project area; and therefore, they are not compensable.

I-055-010

WSDOT will implement best management practices during construction, which includes focus on traffic management, fugitive dust and noise, etc., to avoid or minimize effects on residents.

The proposed off-ramp shift to the south requires the construction of a

- I-055-015** | 13) Significant noise reduction can be made by reducing the speed on 520 to 50 miles per hour and enforcing the speed limit. What are the plans for this and how will they be enforced.
- I-055-016** | 14) Significant noise reduction could be seen on 520 by actually enforcing current 'no compression brake usage" laws as well as muffler exhaust noise laws. Although law enforcement is not part of the WSDOT mandate, the closer highway will impact residences and WSDOT needs to anticipate this. How is WSDOT working with local law agencies in regards to decreasing sound?
- I-055-017** | 15) During the building process, (both the sound wall as well as the highway), considerable noise, dust and pollutants will be generated. As we all recall, this summer the temperature in Seattle (my house included), reached 107 degrees. **Since I have longhaired pets, no air-conditioning, and am retired, I depend on open windows for ventilation and cooling. What are DOT's plans to keep my home cool and my pets healthy during periods of high heat, i.e., the entire summer, if I cannot open my home windows because of noise and dirt?**
- I-055-018** | 16) WSDOT requires that every reasonable effort be made to attain a 10-dBA (or greater) noise reduction at the first row of receivers (e.g., front-line receivers). On the south side of the highway, from Evergreen Point Road to Bellevue Way NE, the wall heights would be constructed as described below.
- "The noise wall height would start at 12 feet at the Evergreen Point Road lid and step up to 14 feet and then 16 feet at PS-8. The noise wall height would remain at 16 feet until reaching a point near PS-9, where it would step down to 14 feet high. The wall would remain at 14 feet until the last 130 feet of wall length, where it would taper down to 10 feet and terminate at the end of the off-ramp."*
- This current sound wall design will not effectively reduce the sound from the highway to my home. No one from WSDOT has ever been to my home to research the impact of the wall and the height needed to be effective. At a minimum, the sound wall at my location needs to be 28 – 35 feet in height.
- WSDOT requirements state that the effectiveness of the sound wall should be based on first floor living areas. Because no one has been to my home, they likely do not realize my home is on a hill and the lower level of my house is a basement, NOT my living area.
- I-055-019** | 17) **What type of real-time monitoring systems will be set up at my home during construction to make sure the construction noise does not exceed legal standards?** (*Washington Administrative Code (WAC) Chapter 173-60, Maximum Environmental Noise Levels*).
- I-055-020** | During the first and original bridge construction, our neighborhood was cut in half, destroying the fabric of our homes. With the current design, once again our

retaining wall and slope, which necessitates the acquisition of one residence.

When it is determined during the noise analysis that a noise wall meets the federal guidelines and criteria by effectively attenuating roadway noise, WSDOT is obligated to provide the wall as part of the project mitigation. The location near your residence qualified for a noise wall. WSDOT will engage neighborhood residents adjacent to noise walls prior to construction to gather input on whether there is support for building the proposed noise walls.

I-055-011

WSDOT will conduct pre- and post-construction surveys of structures abutting the work zone for vibration. Survey locations will depend on the type of construction activity. WSDOT staff are also willing to meet with you to discuss construction activities adjacent to your property.

I-055-012

Construction effects on household pets will vary depending on the type of pet and whether or not the pet is confined within the home, confined to a fenced yard, or allowed to roam free.

Project construction will temporarily increase noise levels in some areas. WSDOT has incorporated measures to minimize construction noise. For additional information, please refer to Attachment 4 of this FONSI, Mitigation Commitment List, under the air and noise topics.

I-055-013

The planting of trees on the inside of the noise wall is currently not proposed because of the existing local drainage easement on and north of your property and the need for maintenance access to the back of the proposed wall. WSDOT will minimize the amount of disturbance where

I-055-020

neighborhood, (Spring Hills), is being called to bear the brunt of the highway expansion on the East Side. While Medina is getting a lid to reconnect their neighborhood, **our neighborhood is having a house razed, a sound wall running through it, redirection of traffic closer to our homes and a redirection of traffic in our neighborhood that will adversely affect the residents' quality of life, safety, and long-term property values.** I have seen all the information on the lids on the 520 website, but I've not been able to find any mention or artist's rendition of the sound wall cutting in front of my house.

I-055-021

The Highway design has the current exit to Kirkland being relocated to merge with the current Bellevue way exit. The entire expansion for this, as well as for all the Highways new lanes, is expanding southward, toward the Springs Hill development. There is NO expansion northward, ONLY southward toward our homes. This design puts all the impact of the bridge expansion onto the back of those of us living in the Spring Hills neighborhood.

The entire project around the Bellevue Way exit needs to be redesigned. Too much burden is being placed on the residences of the Spring Hills Division. As people who live on the East Side, like everyone here, our neighborhood will receive benefits from the new bridge. However, it is unfair to expect our neighborhood to ONCE AGAIN be forced to give up much more than any other neighborhood. Redesign the area around the exit, using current exits and move more of the highway footprint north.

I would hope to hear from you regarding the highlighted items in particular.

Very truly yours,

Diane N. Bogue

practicable. The area that is disturbed during construction will be replanted with other types of vegetation appropriate for drainage and access considerations.

I-055-014

Please refer to the errata, Exhibit 18 in Appendix O for the modeling location labeled PB-23E, which was added after a recent visit to your property. Locations PB-23 and PB-23E provide the most accurate information for noise levels near your home. WSDOT used the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5 computer model to predict future noise levels. The Traffic Noise Model was used to estimate operational noise levels at 168 locations in the project corridor. Modeling was performed to determine what locations in the study area exceeded the FHWA and Washington State noise abatement criteria (NAC). Peak-hour traffic noise levels were calculated for existing conditions using current traffic volumes and for the Build Alternative and No Build Alternative using predicted 2030 traffic volumes, with and without noise mitigation measures.

I-055-015

Policies on speed limit reductions for the SR 520 corridor are not part of this project. WSDOT has committed to installing noise walls associated with the SR 520, Medina to SR 202: Eastside Transit and HOV Project as mitigation to reduce noise levels caused by the proposed project to below the Noise Abatement Criteria (NAC). These noise walls have been developed as part of the project design. The project team conducted a detailed analysis to determine the appropriate location and extent of noise walls to be incorporated into the project.

I-055-016

Policies on the use of compression brakes are not part of this project. WSDOT has committed to installing noise walls associated with the SR

520, Medina to SR 202: Eastside Transit and HOV Project as mitigation to reduce noise levels caused by the proposed project to below the Noise Abatement Criteria (NAC). These noise walls have been developed as part of the project design. The project team conducted a detailed analysis to determine the appropriate location and extent of noise walls to be incorporated into the project.

I-055-017

Best Management Practices (BMPs) will be implemented to avoid or minimize any construction-related air quality effects. Dust and odors may be present during construction, but after implementing construction BMPs, these effects will be minor and temporary. Project construction will temporarily increase noise levels in some areas. WSDOT has incorporated measures to minimize construction noise. For additional information, please refer to Chapter 6 of the EA, Measures to Avoid, Minimize, or Mitigate Effects, under the air and noise topics.

I-055-018

WSDOT staff made a visit to your adjacent neighbor's home to look at topography and discuss concerns related to the proposed noise wall. The site visit resulted in the addition of a noise modeling location (PB-23E) and an increase in the noise wall height to 18 feet, 2 feet higher than originally proposed.

WSDOT used the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5 computer model to predict future noise levels. The Traffic Noise Model was used to estimate operational noise levels at 168 locations in the project corridor. Modeling was performed to determine what locations in the study area exceeded the FHWA and Washington State noise abatement criteria (NAC). Peak-hour traffic noise levels were calculated for existing conditions using current traffic volumes and for the Build Alternative and No Build Alternative using predicted 2030 traffic volumes, with and without noise mitigation measures.

I-055-019

WSDOT will follow state and local codes regarding noise. Washington Administrative Code (WAC) 173-60-050(3)(a) exempts "Sounds originating from temporary construction sites as a result of construction activity." The exemption covers daytime periods from 7:00 a.m. to 10:00 p.m. For nighttime work activities, WSDOT will follow local codes and Best Management Practices.

I-055-020

WSDOT's design has been to widen with the intent of avoiding and minimizing impacts outside the existing right of way. However, WSDOT has constraints that has caused the acquisition of property. WSDOT also purchased property in Kirkland north of Spring Hills neighborhood and SR 520 for placement of a stormwater management facility. No new traffic is anticipated or being redirected into the Spring Hills neighborhood as a result of the SR 520, Medina to SR 202: Eastside Transit and HOV Project.

I-055-021

WSDOT works to design solutions within the state-owned right of way as much as possible in balance with standards and requirements expected by the local, state, and federal regulators and funding agencies. The need to shift improvements to the south was determined after review and consideration of the options available to the north.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

katherine smith

2. E-mail

douglas.smith6@comcast.net

3. Address

1893 East Hamlin Street

4. City

Seattle

5. State

WA

***6. Zip**

98112

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?**I-056-001**

A+ option is completely unacceptable in every area and does nothing to mitigate the affected areas in Seattle. It is clear that voices of those in Seattle were ignored and figures were concocted re Option M in order to push through a design for those who do not live in Seattle. This will not be accepted by residents who are affected.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-056-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Bonnie Miller

2. E-mail

bmliller@serv.net

3. Address

6057 Ann Arbor Ave NE

4. City

Seattle

5. State

WA

***6. Zip**

98115

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-057-001

If only the minimal is done to repair and enhance the current bridge and bridge approach, the importance of pull-over areas for disabled vehicles must be the first priority.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-057-001

The western limits of the SR 520, Medina to SR 202: Eastside Transit and HOV Project originate from the east shore of Lake Washington at approximately milepost 4.0 (Evergreen Point Road). Under the Build Alternative, the project will improve roadway safety with wider shoulders, longer merge distances, and inside HOV lanes. The project will also improve ramps in the SR 520 project area, bringing the design up to current design guidelines and helping to alleviate current safety issues along the SR 520 mainline and ramps.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Per-Ola Selander

2. E-mail

poselander@hotmail.com

3. Address

10830 101st Avenue NE

4. City

Kirkland

5. State

WA

***6. Zip**

98033

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-058-001

All transportation projects have impacts. Important to get the "best bang for the bucks", and realize that yes, there will be (negative) environmental impacts as well. 1. Plan already today for a lightrail connection across SR-520 bridge. Would make so much more sense putting LR on a bridge designed for it than on the old I-90 pontoons. 2. Plan for adequate (large/wide) bike lanes with moderate slopes. If making biking easy along SR-520, people will bike, hence off-loading the motorized lanes. At the same time, plan for pedestrians (+dogs) using these lanes, so make the wide enough so walkers and bicyclists do not collide. A good idea is to make small "islands" where people can rest, out of the way of (bicycle) traffic. 3. Plan "ahead" as to make future changes to this corridor already now "as built" as possible. It might cost a bit more now, but save money in the long run.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-058-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project does not preclude the future development of high-capacity transit options such as light rail. This project also proposes to improve pedestrian/bicycle access through the project area.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Pamela Taylor

2. E-mail

pj.2006@gmail.com

3. Address

4. City

5. State

***6. Zip**

98168

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-059-001
I-059-002 Too few lanes are being added to solve the problem of growth in the area. Adding a toll on I-90 and 520 to pay for it is a huge problem for the rest of us that use I-405. Everyone will now drive out of there way to avoid the toll. So in short this is a very bad plan. You need to add more lanes and not add tolls. We have one of the highest gas taxes in the USA. Keep the cost down and fix this bridge right the first time.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-059-001

The lane configuration is designed to meet the purpose and need of the project, which is to address increased transit demand based on projected growth.

I-059-002

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Paul Tefft

2. E-mail

pltefft@gmail.com

3. Address

9959 LK Wash Blvd NE APT 20

4. City

Bellevue

5. State

WA

*6. Zip

98004

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I attended the December 17, 2009 workshop at Chinook Middle School and would like to submit the following comments:

TOLLING

- I-060-001** 1) NO EARLY TOLLING (before completion of the new bridge) until there are BINDING agreements by the affected neighborhoods/cities on BOTH sides of the lake as to design, environmental mitigation and cost/schedule.
- 2) I-90 should be tolled at the same time as SR 520 including Mercer Island residents because all of the area residents paid for the I-90 bridge/roads/parks through their state and Federal taxes.
- 3) Toll rates should be set for at least five (5) years to avoid the situation that has happened to the Tacoma Narrows Bridge where the tolls are being increased annually.

- I-060-002** DESIGN - TRANSIT
- 1) Direct-access HOV ramps are needed at 84th Ave NE to SR 520 westbound for KC Metro transit routes 271 and 253 that use 84th Ave NE from Bellevue/Medina.
- 2) The Evergreen Point transit station needs a covered/quiet (sound absorbent walls)/heated waiting area for transferring passengers to downtown/J-district bus routes.

- I-060-003** DESIGN - SR 520 at Bellevue Way I have concerns about how the loss of the existing "doverleaf" ramps from SR 520 eastbound to Bellevue Way northbound and Bellevue Way northbound to SR 520 westbound will delay through traffic on Bellevue Way due to two new traffic lights.
- DESIGN - SR 520 at 108th Ave NE 1) Need a stop light at the entrance of the South Kirkland P&R and transit-only lanes on southbound 108th Ave NE from the South Kirkland P&R through the intersection bottleneck at 108th Ave NE and Northup Way/westbound SR 520 general purpose on-ramp. Thank you!

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-060-001

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Project for more information about tolling along the SR 520 corridor.

I-060-002

Due to design and safety concerns with the merging lanes from the Evergreen Point Point Road and the 92nd Avenue NE in-line transit stops, the ramps at 84th Avenue NE are designed to be on the outside shoulder.

It is anticipated that some type of cover will be placed over the transit platform at Evergreen Point transit stop. Design details are still being refined.

I-060-003

Appendix Q, Chapter 6 depicts the expected local street conditions in terms of level of service for the year 2030 planning horizon. The project analyzed the proposed signal configurations, finding that they would perform similarly to the no-build condition overall. The upgraded freeway ramp connections would improve traffic flow from the local streets onto SR 520.

The project would add a signal at the intersection of 108th Ave and the transit direct access ramps as suggested. The project is not expected to adversely affect the access to the S Kirkland Park and Ride; a new signal at that location is not included in the project.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Richard H. Thompson

2. E-mail

seattlenust@gmail.com

3. Address

3115 103rd Ave N.E

4. City

Bellevue

5. State

WA

***6. Zip**

98004

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-061-001

I live at 3115 103rd Ave. N.E. and within sight of Bellevue Way just ¼ mile south of the overpass of SR 520. I have lived here for over 40 years and am very familiar with traffic patterns and densities on Bellevue Way. I also walk frequently on Bellevue Way both towards Bellevue and towards Kirkland.

I understand that traffic flows and densities have been modeled and simulated to analyze the proposed solutions to access from Bellevue Way to/from SR520. I also understand that changes to the HOV lane locations and expectations of traffic light sequencing are expected to allow flow of traffic on Bellevue Way to not be adversely affected by the addition of two traffic lights on the SR520 overpass. This creates three traffic lights within a distance of ¼ mile on the SR520 overpass, just before a four lane arterial (Bellevue Way) changes to a two way arterial (Lake Washington Blvd). This is a formula for gridlock.

If this solution is implemented, hopefully it will meet the DOT expectations. If it doesn't, we in the North End of Bellevue will suffer the results. In my opinion, the risk is too great to not search diligently for another solution. I would like to offer one that hopefully can still be evaluated.

112th Ave N.E. which extends northbound into 108th Ave N.E has the potential of being a major access road to SR520. It is currently underutilized. It is primarily a business and mixed use section of Bellevue and is much less residential than Bellevue Way. It is my belief that it could and should play a much larger role in access to SR520.

Currently, traffic is permitted to move north on 108th Ave N.E. and turn West onto SR 520. The plans for the new roadway will prohibit this access (unless HOV capable) and funnel this traffic onto Northup Way and from there westbound onto Bellevue Way to finally access SR 520. It will also exacerbate increasing congestion on Northup Way. Traffic should be allowed westbound to SR 520 from 108th Ave N.E. whether HOV or not. Going one step further, traffic westbound on Northup Way should be funneled onto westbound SR 520 at 108th Ave N.E. and prohibited from entering on Bellevue Way. This would share the burden of westbound access to SR520 between the two streets and allow 108th Ave N.E. to carry its weight while allowing Bellevue Way to have a fighting chance of functioning as intended by WSDOT. T

he above suggestions would require a shift in emphasis from Bellevue Way acting as the major access to SR520, to 108th Ave N.E. This of course would require rethinking the current plan and involving Bellevue in the activity as Bellevue would have to be responsible for modification and upgrading 112th Ave N.E. and 108th Ave N.E. I have confidence that Bellevue would be willing to pick up the ball on this.

Thank you for the opportunity to participate in this very important activity.

Sincerely, Richard H. Thompson

I-061-001

WSDOT is coordinating with the City of Bellevue on an ongoing basis to address the needs of the community near the Bellevue Way and 108th Avenue NE interchanges. The HOV-only access to westbound SR 520 from 108th Avenue NE is planned to allow proper traffic signal operations at that interchange.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Richard H. Thompson

2. E-mail

seattlenust@gmail.com

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

David Treadwell

2. E-mail

davidtr@microsoft.com

3. Address

159 Ward Street

4. City

Seattle

5. State

WA

*6. Zip

98109

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-062-001 | The improvements west of 108th Ave NE are great: well planned, effective, excellent investments. Unfortunately, there remain two significant issues east of 108th Ave NE:

- I-062-002** | 1) The Regional Bicycle/Pedestrian path will have a gaping "hole" between I405 and 108th Ave NE. Northup Way in that section is very dangerous and difficult for pedestrians and bicycles, as it lacks sidewalks and bike lanes. It would be very, very wise to improve this section of the route with sidewalks and bike lanes so that there is a reasonable connection between the 520 trail east of 124th Ave NE and the new Regional Bicycle/Pedestrian path west of 108th Ave NE.
- I-062-003** | 2) The westbound HOV lane to the east of I405 will continue to be a significant bottleneck for transit. Frequently, there are very long backups in this section of the freeway caused by merging traffic at I405 through the outside HOV lane, which is a disincentive to transit use as the benefit of transit use is significantly mitigated. Specifically, I suggest moving the westbound HOV lanes east of I405 from the outside of the freeway to the inside.

Although both of these are explicitly beyond the scope of this project, I urge leaders to take action on these in order to complete these improvements in the 520 transportation corridor.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-062-001

Thank you for your comment.

I-062-002

Construction improvements between 108th Avenue NE and NE 24th Street are outside of the scope of the project. The nonmotorized facilities that are proposed by the project have been designed to be consistent with known planning efforts for nonmotorized facilities and will provide for regional and local access to existing and future trail systems within the project construction limits. The proposed project improvements provide flexibility for future nonmotorized facility designs in the I-405/SR 520 interchange area.

WSDOT will continue to coordinate and partner with local jurisdictions, separately from this project, to identify and evaluate local nonmotorized facility plans between 108th Avenue NE and NE 24th Street.

I-062-003

In addition to constructing the interchange improvements west of I-405, the project will move the HOV lanes from the outside to the inside of the roadway between Medina and SR 202. This will eliminate the conflict between HOV traffic and vehicles entering or exiting the freeway.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Mary Jane Vinella

2. E-mail

mvinella@comcast.net

3. Address

528 Alexander Ave.

4. City

Kirkland

5. State

WA

***6. Zip**

98033

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-063-001

I feel that this is a good plan and we should move forward with it. there has been too much money and time spent on debate. Should the existing bridge fail it would put an end to all this stalling and the longer we wait the higher the possibility that the existing aging bridge will cause harm. What ever it takes we need to get the recommended A + plan in place.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-063-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project is independent of any proposed improvements elsewhere along the SR 520 corridor. The study area for the environmental assessment extends from Medina to Redmond along SR 520.

WSDOT is currently conducting a separate study for improvements along the SR 520 corridor from I-5 to Medina. The *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* was released in January 2010 with an opportunity for public comment. Your comment was shared with the team conducting the study.

I-064-001

Thank you for your comment.

From: Clark, Tim [timothy.clark@philips.com]
Sent: Friday, December 04, 2009 12:52 PM
To: SR520Eastside_EA
Subject: Please hurry
Follow Up Flag: Follow up
Flag Status: Completed

I-064-001 |

OK, please hurry the delivery of the completed project.

Tim Clark
Sr. Production Manager
Philips Healthcare, Ultrasound Supply Chain
22100 Bothell Everett Hwy
Bothell, WA. 98021
Tel. 425 487 7610
Cel. 206 370 1704

The information contained in this message may be confidential and legally protected under applicable law. The message is intended solely for the addressee(s). If you are not the intended recipient, you are hereby notified that any use, forwarding, dissemination, or reproduction of this message is strictly prohibited and may be unlawful. If you are not the intended recipient, please contact the sender by return e-mail and destroy all copies of the original message.

12/18/2009

From: kamran marashi [mailto:kamranmarashi@comcast.net]
Sent: Sunday, December 13, 2009 10:55 PM
To: GaNung, Julie
Cc: Edwards, David L; Richardson, Andrew (Consultant)
Subject: RE: Marashi's properties - SR 520 Eastside Project

Dear Julie:

Thank you very much for the effort of putting together the sections and the plan view.

With all due respect for the effort you have put forth, I was horrified to see that the distance from my properties (my house included) will be halved. I spent some time to review the EIS report, Noise Technical Memorandum. I was disturbed by a number of inconsistencies and errors I found in the report. I have itemized some of these below and highlighted the major ones in order to be brief.

As an overview, it is disheartening to see that the EIS set a very high standard in view of the public interest, but the findings appear to be to the contrary. I like to explain that the properties I own are my retirement nest egg and a result of a life time of working and savings. The reduction of the distance to the widening in half to abbot within a few feet of my property line deems the properties unfeasible for future developments and a major loss.

The report states WSDOT's interest to mitigate any adverse impacts to the public, should they fall within the set guidelines. The noise level standards by NAC guidelines set an upper level of 66 dBA to be considered excessive. Based on the above EIS report, the current noise level at my property is recorded at 68 dBA, 2 dBA above NAC upper limit. The widening project adds two more lanes + HOV to the current roadway. The two additional lanes will accommodate a higher volume of vehicles than the current levels. Also, the distance to my properties is reduced to half, to almost border my property lines within a few feet (separated only by the width of the old abandoned Lk Wa Blvd), from the sections you sent me on December 4th.

Considering 1) reducing the noise distance from the source in half, 2) while increasing the number of lanes by two + HOV, 3) and allowing a higher volume of traffic, it is very hard to fathom that the noise level in the report is forecasted to increase from 68 to 71, i.e. a mere 3 dBA. As engineers, I am positive that WSDOT can see and follow this erroneous logic.

Although the report sets guidelines to warrant mitigations should the noise level increases by 2 dBA or more, I am afraid that the actual noise level at my properties will be much more drastic than a mere 3dBA (as reported), based on the above items 1, 2 and 3 alone.

What is more disturbing is that although the noise wall in the report was set at 34 feet high (exhibit 31), you have informed me that it will be reduced to 22 feet, as the widening project was found to be non-significance to my properties.

To further add to the above, the report contains several discrepancies. I have listed some of them below for your review and re-evaluation. I have highlighted the points of importance in green, and added my comments in red. These include: A) identifying my property to go down in noise level forecast after the project is completed in exhibit 19; and B) also to erroneously identifying the increase as 1 dBA in exhibit 34.

Exhibit 19 (p-40) erroneously marks my site with a "red-downward-arrow", indicating that there will be "noticeable decrease and noise level above noise abatement criteria". However reviewing Exhibit 6 (M86), Exhibit 18 (PB-20), and Exhibit 23 (PB-20) indicates the existing noise level is at 69 (higher than the

I-065-001

The noise wall design was performed based on several factors that are unique to the areas they are designed to benefit. The noise walls are designed to meet WSDOT's feasibility and reasonableness criteria. Feasibility deals primarily with engineering considerations, such as whether substantial noise level reductions can be achieved or whether there would be a negative effect on property access. Reasonableness assesses the practicality of the abatement measure given a number of factors. Such factors include cost, amount of noise reduction, number of receptors receiving a benefit, and future traffic noise levels.

The topography in the area along NE 34th Place and NE 34th Street (PB-18 through PB-22) are elevated 50 to 140 feet above the project roadway. With the current roadway design and considering the topographical conditions in this area, a noise wall with heights varying from 32 to 34 feet would be required to reduce traffic noise levels in your neighborhood that meet WSDOT's feasibility criteria. Only noise-sensitive properties that would receive a 3 dBA or higher reduction from an evaluated noise wall are included in the cost-effective calculations.

Additional noise analysis has been conducted in the vicinity of your property. This information is included in the errata. However, within the vicinity of your property, WSDOT is only proposing to add one additional eastbound HOV lane above the existing lane configuration.

With regards to the reasonableness criteria, a noise wall with the heights of 32 to 34 feet would exceed the allowable cost criteria that is used uniformly throughout the State of Washington. Because the wall design that would be required to achieve the necessary noise reductions would be cost-prohibitive, WSDOT's reasonableness criteria would not be met for this area and therefore no wall is recommended.

I-065-001

WSDOT met with you on February 5th to discuss your concerns and plans additional follow up.

I-065-001

current allowable NAC of 66dBA), while the "Build Alternative noise level is at 71 dBA. An increase of 2 dBA which by the report's guideline is considered audible to human ear. Exhibit 34 erroneously documents the dBA levels incorrectly for my site (PB-20) as follows, and thus justifying no mitigation measures:

Exhibit 34. Noise Wall Performance Summary for Medina and Hunts Point South of SR 520

PB-9 77 62 15 3 \$199,260

PB-10 73 60 13 4 \$251,160

PB-11 71 65 6 3 \$166,590

PB-12 67 56 11 2 \$82,220

PB-13 69 57 12 3 \$144,810

PB-14 67 56 11 4 \$164,440

PB-15 70 59 11 4 \$207,600

PB-16 69 59 10 11 \$530,970

PB-16A 70 60 10 4 \$207,600

PB-17 67 60 7 4 \$164,440

PB-18 73 70 3 2 \$125,580 (note that at 2 dBA mitigation measures are considered)

PB-19 73 71 2 0 \$0

PB-20 71 70 1 0 \$0

The above line is incorrect and should be:

PB-20 71 68 3 1 \$?

By listing the noise reduction at "1" dBA, the table justifies why there are no mitigations. More importantly, I understand that the wall height is now reduced from the 34 feet high in the report to a mere 22 feet. From the cross sections I received on Dec 4th from WSDOT, the widening appears to be more than 50 feet closer to my properties than the current I-520 roadway, which should exacerbate the noise level. Making it hard to accept that only 3 dBA increase will be realized once I-520 is widened to 6 lanes and is moved 50+ feet closer to my property.

WSDOT is now proposing to reduce the original proposed wall height from 34 feet down to 22 feet. This goes against the statements made throughout the report, including the one below:

P-69:

How could the project compensate for noise levels above the noise abatement criteria?

Although the Build Alternative would include noise walls and lids, noise levels at some residences

would continue to exceed the NAC. In accordance with FHWA and WSDOT requirements, noise

mitigation measures are considered at locations along alignments where traffic noise levels are

predicted to exceed the NAC as a result of a project.

Currently, WSDOT recommendation is to reduce the previously recommended 34 feet high noise wall down to 22 feet, which will increase the line of sight and exacerbate the noise level, although the EIS guidelines states:

P-54:

Construction of Noise Barriers

Construction of noise barriers between the roadways and the affected receivers would reduce noise

levels by physically blocking the transmission of traffic-generated noise. Barriers can be constructed

as walls or earthen berms. Earthen berms require more right-of-way than walls, and are usually

constructed with a 3-to-1 slope. Earthen berms would not be a feasible form of noise abatement due to the limited amount of right-of-way available for noise barrier construction. **Noise barriers should be high enough to break the line-of-sight between the noise source and the receiver.** They must also be long enough to prevent significant flanking of noise around the ends of the walls. Noise barriers and how they work are described below.

P-54:**Noise Insulation (public use or nonprofit institutional structures)**

Architectural treatment for noise mitigation may be used for public or non-profit institutional buildings such as schools, churches or libraries. Building-retrofits are considered on a case-by-case basis and determined during the final design stage. Some possible mitigation measures to reduce interior noise levels below the impact criteria are described below.

P-53:**Acquisition of Real Property to Serve as a Buffer Zone**

In some instances, real property can be acquired to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise. FHWA limits this noise abatement measure to **Type I projects such as this project.** Buffer zones are undeveloped, open spaces which border a highway. Buffer zones are created when a highway agency purchases land, or development rights, in addition to the normal right-of-way, so that future dwellings cannot be constructed close to the highway. This prevents the possibility of constructing dwellings which would otherwise experience an excessive noise level from nearby highway traffic. An additional benefit of buffer zones is improvement of the roadside appearance. However, because of the tremendous amount of land which must be purchased and because in many cases dwellings already border existing roads, creating buffer zones is often not possible. While Federal-aid highway funds may be used on a highway project to create buffer zones, this measure has not been used very often. **Within this project area, the majority of the undeveloped, open spaces which border the proposed alignment have been designated park lands or nature preserves. These park lands have been identified as a noise sensitive land use for this project and are restricted from residential development. No other open spaces within the project area that are large enough to be construed as possible buffers zones exist at this time.**

I-065-001

I would like to meet with WSDOT to go over the above in order to better communicate with the project team to mitigate the issues stated above. I understand that there will be a public hearing on Wednesday Dec 16th. I would also like to meet with the appropriate WSDOT members at the meeting, if you could kindly let me know who I should speak with.

Kind regards,
Kamran

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

bill

2. E-mail

spineguy66@msn.com

3. Address

4. City

kirkland

5. State

wa

***6. Zip**

98033

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-066-001

the project looks nice, but I still disagree and think the 520 floating bridge and the corridor should be wider. We need more than 2 regular lanes and 1 car pool lane. This is waste of tax dollars if you don't plan for the future and widen the corridor and the bridge. Cars are here to stay and we need to increase the number of lanes since the state and it's voters killed any significant mass transit option other than the buses back in the 70's.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-066-001

The proposed lane configuration still allows the project to meet its purpose of improving transit and HOV mobility. Traffic operation on the Evergreen Point Bridge will be studied as part of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Hans M. Gundersen

2. E-mail

hansg@freelandgroup.com

3. Address

4836 159th Ave NE

4. City

Redmond

5. State

WA

***6. Zip**

98052

7. Do you have any comments on the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment?

I-067-001

The original design of SR-520 from Medina to I-405 done in the 1960s reflected:

- *Focus on one major employment center [Seattle]
- *Freeway exits and entries were decoupled with primarily emphasis on going to and from Seattle
- *Smaller population and traffic growth projections
- *Priority on desires of adjacent neighborhoods [Medina, Clyde Hill, Hunts Point & Yarrow Point] in terms of available land for full service intersections and protecting exclusivity of the area
- *Little interest in public transportation and "Park and Ride" facilities

Over the past 40 years many changes have occurred:

- *Multiple major Eastside employment centers have evolved to compete with Seattle
- oBellevue oRedmond oKirkland oBothell oWoodinville oIssaquah etc.

A major metroplex reaching from Tacoma to Everett, from Bremerton to Issaquah has evolved that requires regional connectivity to support effective and efficient mobility of both people and goods. This places a greater need for better traffic flow and capacity utilization of freeways

Population and traffic growth exceeded greatly early projections and new projections suggest another one million people will populate the area by 2030

Growth Management Act limits urban sprawl and adds density in existing urban areas

New emphasis on efficient energy use and environmental sustainability in the face of global climate change resulting in increasing importance of rapid public transportation options In spite of these well established and recognized changes, the proposed new design of SR-520 from Medina to I-405 have retained almost all the original designs, thereby perpetuating traffic solutions for the past, rather than designs that better meet current and future needs.

I recommend that the following design changes be made to enhance freeway throughput:

I-067-002

- *Evergreen Point Road
- oEstablish a "Park and Ride" facility for all four neighborhoods connected to the transit stop. Eliminate planned transit stops at 84th Avenue NE and 92nd Avenue NE intersections. The passenger count does not justify three stops, which will only serve to slow transit time for passengers coming from and going to destinations beyond these neighborhoods. Residents can use their local "Park and Ride" facility like all other commuters in the region.

I-067-003

- oProvide room for at least three tollbooths for future bridge toll collection. While this is not in the current tolling plan, it is by far the simplest and cheapest solution compared to a very complex and administratively resource demanding "fully automated" toll collection system.

I-067-001

The SR 520, Medina to SR 202: Eastside Transit and HOV Project addresses projected growth and the associated increase in transit and HOV demand by improving transit and HOV access and mobility along the 520 corridor.

I-067-002

No new park and ride facilities are proposed as part of this project; however, the existing facility at Evergreen Point Road will be replaced with a new facility as part of the proposed lid. In-line transit stops will be provided at Evergreen Point Road and 92nd Avenue NE, but not at 84th Avenue NE based on coordination with local transit agencies. These stops are expected to improve transit times due to their alignment on the inside of the freeway, eliminating the need to merge to the HOV lanes from the outside.

I-067-003

Implementation of tolls is not included in the SR 520, Medina to SR 202: Eastside Transit and HOV Project, which was evaluated as described in the EA. However, tolling legislation was enacted by the Washington State Legislature (ESHB 2211) in May 2009 for implementation as a separate project. Refer to the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement* and the Lake Washington Congestion Management Projects for more information about tolling along the SR 520 corridor.

1. Comments

Please use this form to share your comments on the content provided in the environmental assessment. WSDOT will consider all comments received between Dec. 3, 2009 and Jan. 7, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- * Complete this form.
- * Mail your comments to Bill Blaylock, SR 520 Eastside Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- * E-mail your comments to SR520Eastside_EA@wsdot.wa.gov.
- * Speak to a court reporter at a public hearing scheduled for 5 – 7 p.m., Dec. 16, at Chinook Middle School, 2001 98th Ave. NE, Bellevue.

1. Name

Hans M. Gundersen

2. E-mail

hansg@freelandgroup.com

I-067-004

- *84th Avenue NE
 - oExpand the intersection to full service capacity – exit and entries in both easterly and westerly direction
 - oThis intersection will serve all four communities as entry to and exit from SR-520
- *92nd Avenue NE
 - oEliminate intersection with SR-520
 - oRetain bridge across SR-520, just like the Evergreen Point Road
- *Bellevue Way
 - oExpand the intersection to full service capacity – exit and entries in both easterly and westerly direction
 - oThis intersection will serve North Bellevue and South Kirkland communities
- *108th Avenue NE
 - oIntersection solely dedicated to connect South Kirkland "Park and Ride" facility to both East and West HOV lanes on SR-520 [not just westerly as in the proposed design] and other legitimate HOV lane users
 - oSolo drivers are directed to Bellevue Way intersection
- *124th Avenue NE
 - oConsidering planned residential development of current light industrial land in the Overlake area along projected light rail line, this intersection should also be expanded to a full service capacity – exit and entries in both easterly and westerly direction. The current design's emphasis on mitigating freeway noise for the adjacent home owners should be retained, although property owners elected to buy homes well aware of the nuisance a major thoroughfare will bring. Also, the effort to enhance adjacent sensitive natural environments should be retained in a new design. Future addition of light rail rapid transit from Overlake and Bellevue to Husky Stadium stations should also be secured.

I-067-005

When major transportation infrastructure investments are made it is important to maintain focus on the purpose of the structure and the needs of the greater region, and not allow the narrow interest of adjacent neighborhoods unduly restrict or augment the design in ways that effectively transfers or increases cost to the greater public, or reduces or restricts the traffic flow of the freeway. If the four communities are unable or unwilling to resolve land use requirements among themselves, I would suggest that their access to SR-520 be eliminated with resulting savings to the project and the tax payers.

Respectfully
Hans Gundersen

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.

I-067-004

Interchange designs are based on the WSDOT Design Manual, and local roadway designs are based on local jurisdictional design requirements. These interchange design decisions were made in collaboration with all of the local jurisdictions adjacent to the highway.

The project is expected to meet its purpose and need without further modifications east of 108th Avenue NE, except for restriping the HOV lane to the inside shoulder.

I-067-005

SR 520 serves the regional community and WSDOT seeks input from this community to help inform the design. The proposed project is designed to meet future demand on transit and HOVs and to minimize the potential effects of the project where practicable.