From: Peter Fiddler [mailto:fiddler@ix.netcom.com]
Sent: Tue 10/24/2006 10:43 PM
To: Swenson, Michael/BOI
Cc: peter.a.fiddler@boeing.com
Subject: eComment Issue

****

I-1131-001 The 520 bridge is worn out. It should be rebuilt mostly as-is. Adding a lid in the Montlake neighborhood would be good.

I-1131-002 Things that should NOT be done:
* Pacific Street Interchange--NO. This worsens the already bad effects of the freeway on the Arboretum and the UW Waterfront Activities Center.
I-1131-003 * A second Montlake bridge--NO. We do not need more bridges of any kind over or near the Montlake cut.
I-1131-004 * Six lanes--NO. We should not be encouraging more people to drive their cars. Look what happened with I-90. Traffic grew to fit the capacity. With the advent of global warming, we know that enabling SOVs is a bad idea. A bigger 520 would be bad for the environment. We are smarter than that now. Let's not do something we will regret.

In short: Do not do anything that encourages more people to drive their cars.

****

Thank you.

Peter Fiddler
5744 28th Ave. NE
Seattle, WA 98105
206-525-2012

-----Original Message-----
From: R. D. Holtz [mailto:holtz@u.washington.edu]
Sent: Tuesday, October 24, 2006 10:53 PM
To: SR520Bridge@wsdot.wa.gov
Subject: 520 Bridge replacement

I-1132-001 My first choice would be for 8 lanes, but as that seems to be off the table, I want to express my strong support for the 6 lane alternative, either one.

As a minimun we need six lanes with an HOV lane in either direction. Not only do HOV lanes provide for buses and carpoos, but they provde important ambulance and wrecker access to the other lanes on the bridge. This access is crucial and an important advange of the 6-lane upgrade.

The 520 bridge is an important regional lifeline that we would be very remiss in not upgrading substantially while we have a chance to do so.

Sincerely yours,

Robert D. Holtz, PhD, PE (Speaking as a pvt citizen and professional Civil Engineer.)

==========
===
R. D. Holtz, PhD PE Tel:206-543-7614
Professor Fax:206-543-1543
University of Washington
Dept. of Civil & Envr. Engineering
Box 352700 132F More Hall
Seattle, WA 98195-2700 USA holtz@u.washington.edu
==========
==

From: jrgorg@u.washington.edu [mailto:jrgorg@u.washington.edu]
Sent: Tuesday, October 24, 2006 5:52 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: tel jensen
Address:
City:
State: WA
County: King County
Zip:
Email: jrgorg@u.washington.edu
Phone:

Comments:

I-1133-001 so, I've no formal training in this sort of thing, but I've probably done more reading about it than the average citizen. I've got some objections. the idea that we should be relieving congestion suggests that we should continue accomodating the automobile. cars are nasty. they kill people in several ways: accidents, pollution, stress, facilitation of sedentary lifestyles, etc. perhaps building HOV la! nes will encourage carpooling and reduce some of these problems, but wouldn't converting an existing lane do the same for less cost with the addition of discouraging single occupancy? as long as we make it easy to drive, folks will continue to drive. from a public health standpoint, that doesn't make since. from a fiscal standpoint, that doesn't make sense because it encourages sprawl and wastes taxes on roads and income on driving. from an aesthetic standpoint, that doesn't make sense because roads and autos are ugly and polluting. anyhow, I'm sure you've heard this general line of reasoning before, I just wanted to do my bit of civic engagement for the day. by the way, I live on the Eastside and commute to UW. thanks.

From: William Losleben [mailto:wllhel@hotmail.com]
Sent: Tuesday, October 24, 2006 8:29 PM
To: SR520Bridge@WSDOT.Wa.Gov
Subject: 520 Bridge

I-1134-001 I understand that you have completely decided against the tunnel concept for the 520 bridge, however you know that the tunnel would be there for several more years than the bridge, more than likely maybe 100 or more? It wouldn't take to much effort to contact the Euro Tunnel People and find out what it cost them to tunnel under the English Channel per cubic foot and give the public the cost. We could pay for the tunnel with tolls like we did the original bridge. A tunnel would be much more environmental clean less pollution in the lake etc. We should be more endurance conscious as well. Lets take building the 520 bridge three or more times and compare costs.

wllhel@hotmail.com

Thank You
William Losleben

From: SueMossDesign@aol.com
To: Richard.Conlin@seattle.gov;
CC:
Subject: Support for 520 Tunnel
Date: Tuesday, October 24, 2006 1:18:36 PM
Attachments:

I-1135-001 Are we about to trash our heritage?

I am a horticulturist living on the eastside (following 25 years in Montlake) who uses both the bridge and the arboretum frequently plus we boat occasionally in the wetlands around Foster and Marsh Islands.

I have recently been made aware of the gigantic footprint the favored new 520 bridge will make in the midst of the fragile and irreplaceable in-city wetlands. I AM HORRIFIED. Not just by the monstrous size but by the damage that will be made during construction and the noisy disruption to the peaceful enjoyment of that wetland by recreationalists and wildlife.

I am also greatly distressed by the photo montage I have just seen showing the much higher profile the new bridge will have from this gem of a wild place--so rare in the city. A blight on the land it will be.

I would like the City Council to insist international tunnel consultants are hired to give proper consideration to a tunnel as a way of solving the above problems. WSDOT has a bias towards bridges and a distinct lack of knowledge regarding tunnels as compared to Japan, The Netherlands and Australia who have all solved similarly tricky situations (including seismic) using tunnels.

Let's think of our grandchildren and leave them legacy we can all be proud of.

Sue Moss
425-828-3005
Kirkland, WA

From: Preston, Anne
To: SR 520 DEIS Comments;
CC:
Subject: 520 EIS Comment
Date: Tuesday, October 24, 2006 9:31:59 AM
Attachments:

I-1136-001 1) Reposition and Redesign Four lane alternative with reversible HOV lane connecting to Light rail and bus terminal near University of Washington. Eliminate pedestrian and bicycle option unless it can be cantilevered off bridge by not widening the bridge footprint.

Any six lane alternative should not be chosen due to fill and shading of Portage Bay and Arboretum.

I-1136-002 No closure of Delmar Avenue for 9 to 12 months unless Traffic Calming design and construction on intersections on Fuhrman and Boyer Avenue to offset traffic diversion from Del Mar.

Thank you,

Anne Preston
206-328-4135
apreston@kerrygroup.com

-----Original Message-----
From: Jack Talley [mailto:talley.jack@gmail.com]
Sent: Tuesday, October 24, 2006 6:26 AM
To: SR520Bridge@wsdot.wa.gov
Subject: email response - 520 project

I-1137-001 I'm on your email list as a Yarrow Point resident who attended the meeting.

thankfully the governor will actually make a decision on this 520 project in November; I cannot describe how frustrating it is to be a King County resident for most of 35 years and see the amount of time it has taken to reach a decision.

Here's my input - please build the 6 lane alternative with the Pacific Street Interchange Option.

thank you,

Jack Talley
Yarrow Point

From: Erika Teschke
To: SR 520 DEIS Comments;
CC:
Subject: SR 520 Comments
Date: Tuesday, October 24, 2006 7:23:43 AM
Attachments:

I-1138-001 I support the Pacific Street Interchange option for SR520 and oppose all other DEIS alternatives.

Erika Teschke
6529 40th AVE NE
Seattle, WA 98115
206.691.0414

From: btrinen@comcast.net [mailto:btrinen@comcast.net]
Sent: Tuesday, October 24, 2006 11:48 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Bill Trinen
Address: 4911 28th Avenue South
City: Seattle
State: WA
County: King County
Zip: 98108
Email: btrinen@comcast.net
Phone:

Comments:

I-1139-001 I support NONE of the current 520 Bridge Options. The state could save tremendous ammounts of money if they were to incorporate light rail into this project, rather than doing two separate projects on two separate bridges. None of the current 520 alternatives will do anything to improve traffic long term. Light Rail will. There absoultely must be a light rail line on the brid! ge to provide adequate transportation flow for the future.

From: Ellen Helweg

To: SR 520 DEIS Comments;

CC:

Subject: Released from eSafe SPAM quarantine: 520 Bridge Replacement Project

Date: Tuesday, October 31, 2006 7:27:39 AM

Attachments:

I-1140-001 I support the Pacific Street Interchange Alternative.

Thanks.

Ellen Helweg
Windermere Real Estate/Northwest, Inc.
4015 East Madison
Seattle, WA 98112
(206) 661-1965

Add a Yahoo! contact to Windows Live Messenger for a chance to win a free trip!
http://www.imagine-windowslive.com/minisites/yahoo/default.aspx?locale=en-us&hmtagline

From: Catherine Allchin

To: David.Della@seattle.gov; Sally.Clark@seattle.gov; "Peter Steinbrueck"; Richard.McIver@seattle.gov; Richard.Conlin@seattle.gov; NickLicata@seattle.gov; Tom.Rasmussen@seattle.gov; jan.drago@seattle.gov; Jean.Godden@seattle.gov; tim.ceis@seattle.gov; Krueger, Paul W (UCO);

CC:

Subject: SR 520 public comment

Date: Wednesday, October 25, 2006 12:42:23 PM

Attachments:

Dear members of the City Council:

I-1141-001 This letter is to voice our strong opposition to the preferred alternative (Pacific Interchange) to replace SR520 as outlined in WSDOT's recent Draft Environmental Impact Statement.

We represent some Microsoft families who live in the Laurelhurst neighborhood. On weekdays, it takes at least a full hour to get to or from the Microsoft campus (only a 12-mile trip). We do believe that traffic on 520 and Montlake Blvd. is a real problem for the city and the state. However, we think the Pacific Interchange and 6-lane replacement bridge would be a huge setback for our region. The negative impacts on affected neighborhoods and natural areas are far too extreme. During the years of construction, we would essentially be trapped in Laurelhurst. Afterward, we'd be left with more traffic, more noise, and more pavement. (Even today, the noise from 520 off the lake is a real concern.) Despite our personal desire for a better commute, we strongly urge you to vote against this alternative. It is overkill.

The cost is far too high—both financially and in terms of our precious quality of life. With our children, we enjoy hiking, walking, kayaking

I-1141-001 and boating in the wetland areas. Every time we go there, we feel lucky to live in a major U.S. city that values its natural areas, where it's possible to see blue herons, turtles, and eagles inside the city limits. Seattle is undeniably a livable city—still. Let's keep it that way for our children's children.

We urge you to vote against this alternative and to instead encourage WSDOT to pursue a less invasive approach (like floating in replacement spans, doing necessary retrofitting, and prioritizing mass transit).

Catherine & Jim Allchin
3038 E Laurelhurst Dr NE
Seattle, WA 98105

Karmann & Rich Kaplan
3373 E Laurelhurst Dr NE
Seattle, WA 98105

-----Original Message-----
From: Don Atkinson [mailto:dona@atmos.washington.edu]
Sent: Wednesday, October 25, 2006 4:09 PM
To: SR520Bridge@wsdot.wa.gov
Subject: Comment on options

I-1142-001 I strongly support the 6 lane option with the High Level Pacific Street Interchange.

The Montlake community have justly complained about their neighborhood being adversely impacted by traffic passing thru the Montlake corridor just to get from the University and stadium parking to 520.

This option puts the impact where it belongs - in the University area and in the UW stadium parking lots.
With some minor modifications, the cars lining up to get onto the 520 access ramps can be confined to the UW property and immediate access streets.

This allows the Montlake residents to enjoy the use of their neighborhood streets with less impact from "in-transit" traffic.

We should do what we can to mitigate the impact of UW traffic. But restricting 520 capacity hurts Montlake residents more that anyone else by creating gridlock in their neighborhood.

I don't live in Montlake. I've worked at UW for 35 years, commuting by bus , car or bike at various times.

Don Atkinson
5826 NE Arrowhead Dr.,
Kenmore, WA 98028

I'm already on your email list.

From: B K [mailto:bevkelleher@yahoo.com]
Sent: Wednesday, October 25, 2006 5:22 PM
To: Milton, John
Subject: 520 Bridge

I-1143-001 This letter is written in protest of the proposed six-lane Pacific Interchange and the adverse impact it would have on the University of Washington, the Union Bay ecosystem, and the surrounding neighborhoods and residents. I am particularly concerned about the following:

1. Construction of an exit ramp bringing traffic across from the University of Washington Hospital and Sports Complex will, in effect, ruin access for two of the most important assets of the University. It has taken years of special programs to recruit world class faculty and garner vast research dollars to establish the Medical Complex as one of the top medical facilities in the nation. Feeding more cars into this delicate area will degrade its status and no longer allow it to serve the public properly. As a result, Hospital revenues to the State will decline.

2. The Pacific Interchange will add an enormous 110-foot concrete structure over the delicate ecosystem of Union Bay, home to a multitude of rare species of fowl and a protected spawning area for salmon. Both Union Bay and the Arboretum – treasured resources of our City and State – would be devastated and destroyed.

3. Residents who live in Seattle's most populated neighborhoods – Laurelhurst, View Ridge, Windermere, Ravenna, University District, Wedgwood, Wallingford and Fremont – as well as those in Madison Park and Broadmoor, have all spoken in strong opposition to the six-lane Pacific Interchange option. These neighborhoods are critical to the City of Seattle, and their residents are the biggest taxpayers of the City's healthy schools. Increasing traffic from commuters to use the City by day and pay taxes elsewhere by night is detrimental to the economy of Seattle. In addition, family populations continue to decrease in Seattle, and a declining tax base will become an even greater problem when people leave these affected neighborhoods in droves, further impacting the integrity of Seattle's public schools. Last but not least, property values will decline as a result of increased noise, pollution, lighting and traffic, and lost view corridors.

4. The six-lane Pacific Interchange will further exacerbate current traffic patterns, causing intolerable back-ups along street surfaces that cannot absorb additional vehicles. This proposal would allow an additional 20,000 cars daily to access this area, which includes another popular destination - the University Village. This area is already over capacity, and it is simply unimaginable to think what might happen if this project is approved.

5. While this may be considered a minor issue by some, another casualty of this project is Husky Football. The six-lane Pacific Interchange will necessitate the reduction or relocation of the parking lots surrounding Husky Stadium, which will severely impact the use of these facilities by loyal Husky fans and guests. The Stadium and its parking areas serve members of the public – 72,214 fans strong, including 48,000 season ticket holders and almost 5,400 heavily-contributing

I-1143-001 Tyee members – every game day. They should not be considered dispensable. In addition, there is a major improvement plan in the works for Husky Stadium, which will very likely be adversely affected by the six-lane Pacific Interchange option.

In order to ensure that we proceed in a thoughtful, appropriate and effective manner, I respectfully request the following:

I-1143-002 1. That a feasibility study, conducted by tunnel builders, be funded to evaluate the viability of a tube tunnel to connect SR 520 to the I-5 interchange.

I-1143-003 2. That a requirement be placed for mass transit and tolls on any 520 replacement.

I-1143-004 3. That a four-lane replacement for the 520 bridge be endorsed, maintaining the integrity of the environment, maximizing quality of life, protecting revenue generating institutions and minimizing noise, traffic, pollution and stress.

I-1143-005 4. That the massive and disruptive Pacific Street Interchange be rejected, therefore protecting the Arboretum, the Union Bay ecosystems, the University of Washington's Medical and Sports complexes, and the surrounding neighborhoods and residents.

I thank you in advance for your time and thoughtful consideration.

Sincerely,

Beverly A. Mitchell (name under which I am registered to vote)
3829 43rd Avenue N.E.
Seattle, WA 98105
(206) 527-4576

Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+ countries) for 2¢/min or less.

From: Baldwin, Joe @ Seattle Area [mailto:Joe.Baldwin@cbre.com]
Sent: Thursday, October 26, 2006 7:54 AM
To: Milton, John
Subject: tunnel at sr-520

I-1144-001 PLEASE explore the possibility if a tunnel replacing the 520 bridge through Portage and Union bays. To continue to foster the notion that this region and city are world class, we need to act as such. When we have an opportunity to make this area a better place to live, we should do so and removing visible concrete and preserving our natural setting are positive steps in that direction. Am told that a tunnel alternative may be financially better as well.

Thanks in advance for your consideration.

Joe Baldwin | First Vice President
CB Richard Ellis | Brokerage Services
110 - 110th Ave N.E., Suite 100 | Bellevue, WA 98004
T 425 462 6907 | F 425 462 6966 | C 206 484 4100
joe.baldwin@cbre.com | www.cbre.com

This email may contain information that is confidential or attorney-client privileged and may constitute inside information. The contents of this email are intended only for the recipient(s) listed above. If you are not the intended recipient, you are directed not to read, disclose, distribute or otherwise use this transmission. If you have received this email in error, please notify the sender immediately and delete the transmission. Delivery of this message is not intended to waive any applicable privileges.

D Mr. Paul Demitraides
2254 Evergreen Point Rd.
Medina, WA 98039-2341
(425) 453-8288

Oct. 26, 2006
P162

Mr. Paul Kroeger
WSDOT Environmental Manager
414 Olive Way, Suite 400
Seattle, WA. 98101

Re: SR520 Bridge Replacement & HOV Project, Executive Summary, Draft EIS, dtd Aug. 18, 2006 — comments/earthquake risk

I-1145-001 The following comments relate to the major earthquake vulnerabilities of the proposed (1) 4-lane SR520 "minimum footprint" re-build & the (2) no-build alternatives:

- It is not clear if WSDOT would make maintenance/repair fixes to the existing SR520 hollow piles/columns/bridge structure/approaches for the no-build alternative?
- The Seattle fault description is not discussed in the DEIS Executive Summary?
- An SR520 earthquake upgrade recommendation/fix schedule/funding profile should be developed by WSDOT for the "no-build" alternative.
- The 2005 CREW Cascadia Earthquake workshop/conference "Cascadia Subduction

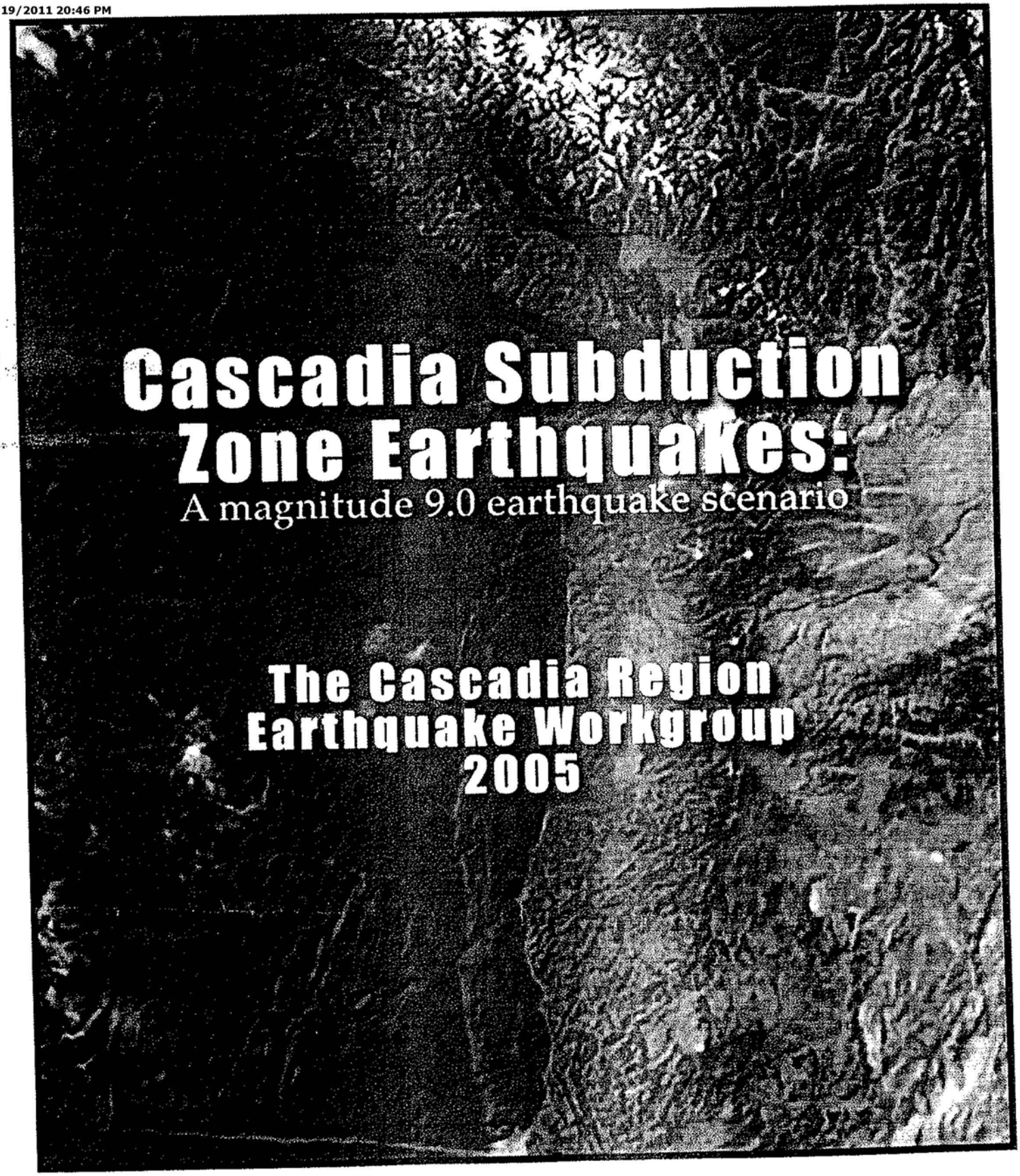
(con't)

Oct. 25, 2006
p 2 of 3

Zone Earthquakes: a magnitude 9.0 earthquake scenario" should be included as a reference document in the Appendix H. Geology & Soils Discipline Report. The scenario group recommends WSDOT "quicken the pace of upgrades to highways & freeways vulnerable to earthquake damage." Contact CREW, c/o Bob Freitag, Executive Director, 3110 Portage Bay, PIE Slip 6., Seattle, WA. 98102 (206) 328-2533, http://crew.org

Paul B. Demitriades
Paul B. Demitriades

Enc (CREW 2005 report cover)



Cascadia Subduction Zone Earthquakes:

A magnitude 9.0 earthquake scenario

The Cascadia Region Earthquake Workgroup
2005

CREW
AHEAD OF THE WAVE

Cascadia Region Earthquake Workgroup
Sharing Information to Promote Mitigation

Also published as O-05-05 by the Oregon Department of Geology and Mineral Industries

From: fongro@gmail.com [mailto:fongro@gmail.com]
Sent: Thursday, October 26, 2006 8:47 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Roger Fong
Address: 2203 24th Ave E
City: Seattle
State: WA
County: King County
Zip: 98112
Email: fongro@gmail.com
Phone:

Comments:

I-1146-001 I am in support for a plan that minimizes environmental impact but also allows for some expansion. Overlake transportation infrastructure indeed needs some expansion however it should not be done at the expense of our environement, (Arboretum, Lake Washington). Please choose a course of action that serves the environmental concerns over automobile concerns. Mass transit should be a viab! le overlake option. Please remember why Seattle is so livable, due to its "green", people friendly environment, not becasue it can cram more autos onto its streets. Thanks. -Roger

-----Original Message-----
From: Clark Frazier [mailto:ClarkFrazier@comcast.net]
Sent: Thursday, October 26, 2006 10:27 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

Preface: The web site does not work well enough to be able to access the SR 520 DEIS and actually read very much of it.

Initial comments:

I-1147-001 From what I could access, there are some significant problems with the analysis and underlying assumptions that were intended to support the conclusions but don't really.

It appears that none of the options will really improve travel times in the corridor without adding a light rail component that is competitive in travel time. The proposed I90 corridor, while desperately needed, will be too indirect for accessing destinations north or northeast of downtown Seattle.

The highway system is obviously constrained by the limitations of I5 in downtown Seattle and I405 in Bellevue. It appears that making the bridge wider will make backups shorter, but wider, and perhaps making travel time worse unless a direct connection from SR 520 and SR 99 is built (a potential environmental disaster in its own right).

My primary concern is that Seattle is effective inaccessible from the East side during the PM rush hour. I could substitute transit for the trips that I make if frequent evening service on the 545 bus (at least 15 minute headway) was available. Any time savings on the in bound trip using the carpool lane are lost on the return trip. The second immediate need is direct service from Redmond (and Bellevue) to the Seattle Center making it possible to make event oriented trips by transit. Currently using transit to reach the Seattle Opera or Key Arena is impractical because of poor scheduling, connections and lack of reasonable waiting facilities in Downtown Seattle.

My fear is that whether this project is built or not, traffic or carpool lane configuration changes will increase transit travel times and reduce transit usage rather than increase it as is hoped for in the introduction to the DEIS.

I-1147-002 Some conclusions:

It is clear that at least 4 travel lanes in each direction with additional space for future light rail is needed. It is also quite clear that without rebuilding the I5 interchange and the I405 interchange, the project will not ever function properly and may actually make congestion worse. The left on merge and the right off exit to Seattle Center is quite dangerous and (at a minimum) a fly over/under is needed to separate that traffic from the I5 flow.

I-1147-003 Local access to Eastbound SR 520 should remain separated from the main traffic flow west of I405 until the bridge approach is reached. Ideally, the bridge would have an extra lane or strong ramp metering at that point to accept the east of I405 flow.

I-1147-003 Removing the frequent merges would speed access to the bridge and keeping a separate car pool lane would further reduce the queue.
It is also clear that SR 520 will have to be rebuilt or reconfigured between the Redmond line and the bridge. The outside carpool lanes and the proximity of the center barrier are quite dangerous and contribute to increasing traffic friction and interactions to unacceptably high levels.

I-1147-004 Tolls, if implemented should be 100% electronic using license plate (and driver) photographs as a back up. Any electronic tolling scheme should be compatible with other regions, especially California and also the Northeast US standard. Collecting tolls from out of town visitors should be a lower priority than avoiding having cars stopping (or even slowing down) for toll collection.
Significant in-state violators can have their auto registration revoked.

I-1147-005 Systematic underinvestment in transit and the unwillingness or inability to fix choke points in the highway system will seriously impact the effectiveness of this project. It is not clear that conventional traffic analysis will determine the true travel needs or the positive benefits (if there are any) of this project, because the current system is so congested that any analysis of trip behavior will be compromised.
In other words, adding capacity will only serve encourage some to take trips now forgone or to try for more convenient trip times, erasing any travel time gains that this
project might have achieved otherwise. Without significant additional and sustained investment, the highway (and perhaps the transit network) will continue to collapse and fail to function in any useable way for many residents.

I-1147-006 This may be one of the few projects that might conceivably improve air quality if queues are shortened or average speed increases.
Normally, excess capacity is consumed by pent up demand or, more long term, longer commutes as families look for cheaper housing away from congestion, poor air quality and highway noise.

Clark Frazier
15821 NE 96th Way
Redmond, WA 98052

From: GatorGregg@aol.com [mailto:GatorGregg@aol.com]
Sent: Thursday, October 26, 2006 10:44 PM
To: Swenson, Michael/BOI
Subject: eComment Issue

Just a few points to remember if you want the support of the residents in the immediate vicinity of the Portage Bay crossing:

I-1148-001 1. It is critical that, whichever alternative is chosen, it STOPS the illegally loud road noise across Portage Bay to the south.

I-1148-002 2. If an over-water solution is chosen, you must not allow the yacht club to epand their moorage south to further congest the bay and wetlands

I-1148-003 3. If an over-water solution is chosen, consider somehow softening the visual impact of the bridge and the noise barrier wall on the south(west) side of the road, with foliage or mural.

Thanks

Gregg

From: Jack Pearlman
To: SR 520 DEIS Comments;
CC:
Subject: New 520 bridge
Date: Thursday, October 26, 2006 11:57:24 AM
Attachments:

I-1149-001 I would like to see a new 520 bridge (4 lanes in each direction - total 8 lanes). The bridge should be fixed, not floating and high enough to allow ships to pass underneath. Payment for the bridge could include multiple methods which when combined would pay off the construction costs: Fixed amount from federal government, fixed amount from state and toll. The federal contribution amount 50%, state contribution amount 25% and toll contribution amount 25%. As part of the construction of a new bridge would be widening the 520 freeway from the 405/520 interchange to the bridge with a minimum of 4 lanes in each direction. Additional widening of the 520 freeway from the bridge to the 520/5 freeway interchange with 4 lanes in each direction. Toll cost would be in only one direction to save travel time and increase convenience of use. The toll could be paid via two methods: Pay as you go or have an electronic pass which would deduct money from your prepaid account.

THOMAS GREGORY REYNOLDS
4329 210th Place NE
Sammamish, WA 98074-9358

October 26, 2006

RECEIVED
OCT 30 2006

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

SR 520 Bridge Replacement Comments

I-1150-001

The EIS is fatally flawed.
The eight lane replacement proposals were not given enough serious study.

Dismissal of the eight lane proposal based on increased traffic volume on I-5 failed to consider alterative exit plans.
Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanoak/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

The economic loss due to congestion and business relocations outside of the metropolitan Seattle area to escape traffic congestion caused by an inadequate six lane bridge is not addressed.

An Eight Lane replacement is necessary to accommodate the increases in traffic, business and the growth projected to occur during the lifetime of the proposed replacement bridge. Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accommodate the increased traffic but we are going to be forced to live with the bridge design and capacity for 30 to 75 years.

We must plan ahead to handle the projected growth in population, business, and traffic. The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the projected traffic volumes.

The replacement bridge must be eight lanes in order to be functional for the community.

Respectfully,

Thomas Gregory Reynolds

From: Laura Roach [mailto:Laura.Roach@noa.nintendo.com]
Sent: Thursday, October 26, 2006 10:51 AM
To: sr520bridge@wsdot.wa.gov
Subject: 520 Bridge project

For what it's worth, here are my thoughts:

I-1151-001 Wouldn't it be more practical for a better public transit set up to be on the agenda for the area? I take the bus from Renton to Overlake, but I get stuck in the 520 bottleneck and the parking lot on 405 trying to head south after work.

Has the committee for the bridge project truly and reasonably investigated an elevated system for the bridges as well as for commuters along the I-405 corridor and the I-5 corridor that would link up with buses going east/west or north/south?

I would think that this area's focus would be on alleviating traffic congestion and pollution issues rather than exacerbating them both by providing more areas for cars to bottleneck.

Soon, the city ought to consider a system that is in place in Mexico City which imposes a mandatory driving day off on vehicles during the work week to encourage drivers to 1) take public transportation, 2) carpool, or 3) buy another car which ultimately has a different day off but which the city can tax. If a driver is found to be driving said vehicle on its mandated day off, the fine is very heafty which could give the area more tax dollars via ticketing. Sweet!

Thanks for the opportunity to opine.

Laura Roach

From: Ken L. Schubert, III

To: SR 520 DEIS Comments;

CC:

Subject: Comments re SR 520 Replacement Project

Date: Thursday, October 26, 2006 5:17:07 PM

Attachments:

I-1152-001 I write to express my support for the Pacific Street Interchange alternative - it offers the best transit connectivity while reducing traffic congestion better than any other alternative. I also want to express my disapproval of all of the other alternatives. Thanks!
- Ken Schubert, III
Seattle, WA 98112

From: Pat Willits
To: SR 520 DEIS Comments;
CC: Patricia Willits;
Subject: Support for Pacific Interchange
Date: Thursday, October 26, 2006 11:51:17 AM
Attachments:

RE: SR 520 DEIS comments

I-1153-001 I am writing in support of the Pacific Interchange for the 520 rebuild.

I live in Port Angeles. My husband and I are often in the area around the University of Washington for cultural and educational events; for medical care at the UW hospital and clinics; and for sports events at Husky Stadium . This huge project is a matter of statewide significance and will be paid for by all citizens of our state; I think it is important that you hear from those of us outside of the Seattle metropolitan area.

The presenting problem: Congestion in the Montlake / UW area has made access more and more difficult over the years, to the point where arriving on time for a medical appointment or a performance on campus has become almost impossible to plan accurately. I don't know how ambulances make it through the horde of **single-occupant vehicles.** Our eyes and respiratory systems are alarmingly aware of the decline in air quality in the area.

The solution must emphasize multi-modal transportation, and the Pacific Interchange presents a great opportunity along those lines of planning. People will use mass transit if it is time-efficient as well as cost-efficient. The state has made major investments in bus and light rail systems. The light rail terminal near Husky Stadium and bus terminal that will be part of the Pacific Interchange will link passengers to these investments and encourage their use. It would be a great relief to leave my car in Kingston or Winslow, walk onto the ferry, and take mass transit to the UW area and beyond.

The jewel of Seattle's multimodal transportation network is the Burke Gilman Trail. The Pacific Interchange will have a direct link from the Burke Gilman Trail across the lake. Bike commuting and recreation are growing increasingly. Biking

I-1153-001 enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute to and from the Eastside will encourage more bikers and fewer cars.

Thank you for your serious consideration of the Pacific Interchange. It's a good idea for Seattle and Washington State. I appreciate the opportunity to comment.

Pat Willits
3141 E. Greentree Ln.
Port Angeles, WA 98362

From: gary.a@comcast.net [mailto:gary.a@comcast.net]
Sent: Friday, October 27, 2006 9:25 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: gary amundson
Address: 14424 se may valley rd
City: newcastle
State: WA
County: King County
Zip: 98059
Email: gary.a@comcast.net
Phone:

Comments:

I-1154-001 Here are my key point views (in order of my priority) on replacing the 520 bridge. Tolls need to help fund any upgrades. No matter which plan is chosen make sure it is rail upgradable /

I-1154-002 compatable. I prefer the pacific street interchange option with 6 lanes. Sincerely, Gary Amundson

From: KAREN FOSTER-SCHUBERT
To: SR 520 DEIS Comments;
CC:
Subject: Comments re SR 520
Date: Friday, October 27, 2006 9:29:14 AM
Attachments:

To Whom it May Concern:

I-1155-001 I write to express my support for the Pacific Street Interchange alternative - it offers the best transit connectivity while reducing traffic congestion better than any other alternative. I also want to express my disapproval of all of the other alternatives. Thank you very much for your thoughtful analysis of this issue.

Sincerely,
Karen Foster-Schubert
Seattle, WA 98112

From: Barbara Guthrie

To: SR 520 DEIS Comments;

CC:

Subject: COMMENT ON SR520 BRIDGE REPLACEMENT PROJECT

Date: Friday, October 27, 2006 12:19:51 PM

Attachments:

TO WSDOT:

I-1156-001 The following is my comment regarding the SR520 replacement project.

One of the primary outcomes for the 520 bridge replacement project should be to achieve minimal impact to the adjacent wetlands, green space, trails (both land and water) and the internationally significant botanic gardens of the Washington park Arboretum. The State needs to do a better job of looking out for the Arboretum than it did when the original 520 bridge was built.
Of all the alternatives currently on the table, the Pacific Street Interchange does the most damage to one of Seattle's most important green spaces. This alternative creates a concrete footprint and supporting infrastructure that dramatically impacts Foster and Marsh Islands. Not only would wetlands and wildlife be affected by the taking of land and the creation of looming shadows, but this alternative would decrease *forever more* the enjoyment of visitors to the Arboretum and Union Bay. Under this alternative, visitors to the Arboretum , either by foot or by boat, would encounter more columns and ramps and be subjected to markedly increased noise and air pollution. With the addition of 187,500 sq. ft. of new impervious surface, the Pacific Street Interchange Alternative would jeopardize the quality of the Arboretum and significantly degrade one of Seattle's last remaining forestland wetland complexes. In the end, the Pacific Street Interchange proposal can be likened to the proposal to open up the Arctic Wildlife Refuge to oil dwelling. At what point do we finally realize that some things should never by risked or compromised?
I urge the WSDOT to do all you can in your decision-making process to ensure that future visitors to the Union Bay wetlands, kayaking on the still, quiet waters, will continue to be thrilled on hearing the flap of a beaver tail and the shadow caused by an eagle taking flight.

Thank you for the opportunity to comment on the SR520 bridge replacement project.

Regards,

Barbara Guthrie
18531 Ashworth Ave N.
Shoreline WA 98133

p.s your on-line comment form could not be accessed so I opted for the e-mail route.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail.

From: Hill, Scott (RBC Dain)

To: SR520DEIScomments@wsdot.wa.gov.;

CC:

Subject: 520 Bridge

Date: Friday, October 27, 2006 6:54:37 AM

Attachments:

I-1157-001 Please look at alternatives other than the Pacific Interchange.... This option will forever destroy the Arboretum, the views through the Montlake Cut, and Husky Stadium. I live at 2153 E Shelby, in Montlake and I do not support this option. In fact, there are many, many Montlake residents who oppose this option.
BetterBridge consist of an arrogant dozen residents living in South Montlake who believe they speak for our community when in fact, THEY DON'T!

Scott D. Hill, CIMA, AWM
Certified Investment Management Analyst &
Accredited Wealth Manager
Vice President - Wealth Management Advisor
Consulting Group, RBC Dain Rauscher
(206) 621-3110 direct
(206) 337-1758 fax
(866) 423-4030
scott.d.hill@rbcdain.com

RBC Dain Rauscher does not accept buy, sell or cancel orders by e-mail, or any instructions by e-mail that would require your signature. Information contained in this communication is not considered an official record of your account and does not supersede normal trade confirmations or statements. Any information provided has been prepared from sources believed to be reliable but is not guaranteed, does not represent all available data necessary for making investment decisions and is for informational purposes only.

This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations. Any distribution, use or copying of this e-mail or the information it contains by other than an intended recipient is unauthorized. If you receive this e-mail in error, please advise me (by return e-mail or otherwise) immediately.

Information received by or sent from this system is subject to review by supervisory personnel, is retained and may be produced to regulatory authorities or others with a legal right to the information.

E-mail messages are not encrypted. As such, client sensitive information sent to or received from your RBC Dain Rauscher Financial Consultant electronically may not be secure.

From: Phinney, Susan

To: SR 520 DEIS Comments;

CC:

Subject: FW: Proposed Options for bike ramps from Madison Park to SR 520

Date: Friday, October 27, 2006 2:57:43 PM

Attachments:

>
To DOT Officials:
>
I-1158-001 > It wasn't until late September that I learned of plans to build an access ramp to the proposed 520 bridge off the end of 43rd Avenue E., in Madison Park. I went to the Montlake library, reviewed the EIS and Appendix W pertaining to this issue. I also attended a community input meeting on Oct.4 at Seattle Prep.

> I have lived at Lakeshore West on the corner of 43rd Ave E. and McGilvra St. for 33 years. It is an extremely busy corner. With all the additional condos built in that area, and the continued parking needs of Edgewater, this is a very congested neighborhood. Add at least 3 No. 11 buses per hour (depending on time of day) and it isn't a safe place for bicycles.

After listening to opponents of the 37th St. access ramp, I walked up and investigated this area - a park I didn't even know existed. It would provide perfect access and egress for bicycles heading to or from 520. It's also much closer to the bridge which would mean a shorter, less espensive ramp. Only two or three homes would be nearby vs. dozens of apartments and condominiums at the 43rd Ave E. site. It would be much safer for bikes to go from McGilvra Blvd. to 37th, than from 43rd to McGilvra Blvd.

And although 37th opponents were very vocal about the sacred wetlands and bird sanctuaries adjacent to the Broadmoor Golf Course, there are also wetlands, birdnests and raccoons at the end of 43rd Ave. E.

I sincerely believe if you walked through these sites, or simply observed the traffic in the two areas for a few hours, you would understand why the 37th St. Access makes the most sense. 43rd Avenue East is simply not a safe place for bicyclists.

Sincerely,

Susan G. Phinney
2360 - 43rd Ave. E. #112
Seattle, Washington 98112

>
> The

From: Steve Sarewitz
To: SR 520 DEIS Comments;
CC: Sandy e Ewaskow;
Subject: 520-Madison park bike path
Date: Friday, October 27, 2006 9:11:11 AM
Attachments:

I-1159-001 Although I am a bike rider, I oppose the development of a new bike path that would run from Madison Park to the Montlake area. There is no doubt that people who have business or other activities at the U/W will park their cars in Madison Park… greatly worsening the congestion in an already crowded area. Even now, often during the day there is a line of cars backed up from the traffic light at Madison and Lk. Washington Blvd. all the way up to the crest of the Madison St. hill to 34th St. E. or beyond.

And U/W football games will be a nightmare. I know; I used to live in Montlake.

In general I favor bike paths…but this is the WRONG PLACE for one.

Thanks for considering my point of view.

Steve Sarewitz
1221 – 39th Avenue East
Seattle

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.408 / Virus Database: 268.13.14/501 - Release Date: 10/26/2006

From: Liam M Stacey
To: SR 520 DEIS Comments;
CC:
Subject: eis
Date: Friday, October 27, 2006 10:11:34 AM
Attachments:

Hi I am writing about something that I feel was not covered in the eis.

I-1160-001 Improving the access to the bridge (particularly the overpass from the UW) is intended to make it easier to get accross the lake by car. This, however is something that will encourage people to drive. One of the biggest environmental impact of the brige is it's positive function, that is encouraging car owners to drive. This has huge environmental impacts as more streets need more repair due to use, more drivways and parking garages are created, people have to walk accross more traffic and are thus discouraged from walking, children can not play in neighborhoods with commuters furiously driving through (as i witnessed this mourning in residential arboretum neighborhood) and more city space and materials are used up in the car ownership economy.
Thus the act of replacing the bridge has huge environmental impact on our region. Better to fill the hollow collumns with concreat and rebar, and make the bridge buss only. This is a realistic solution. Unrealistic is to think that our automobile society is sustainable (think of the billions of dollars a year king county residents spend on gasoline, car repair, car ownership, as well as the costs at harborview) or good.

Thank you,
Liam Stacey
321 31st ave E
Seattle, WA 98112

JAMES R. TENNESON

2502 CANTERBURY LANE EAST #410

SEATTLE, WA. 98112

Phone (206) 325-3374

OCTOBER 27, 2006

SR 520 BRIDGE REPLACEMENT
% PAUL KRUEGER
414 OLIVE WAY, SUITE 400
SEATTLE, WA 98101-1209

DEAR SIR:

I AM WRITING IN REGARD TO THE EIS DRAFT CONCERNING SR 520. AS I UNDERSTAND IT, YOUR DRAFT DOES NOT BEGIN TO ADDRESS THE CONCERNS OF A PERSON SUCH AS MYSELF LIVING AT CANTERBURY SHORES DIRECTLY SOUTH OF THE REPLACEMENT SR 520.

I-1161-001 1. THE PROPOSED TEMPORARY BRIDGE DOES NOT PROVIDE FOR NOISE PROBLEMS. THE PRESENT BRIDGE IS ALREADY WAY TO NOISY WITH THE INCREASED TRAFFIC. THE TEMPORARY BRIDGE SHOULD BE COVERED TO REDUCE NOISE BY 20 DB. IF THE TEMP. BRIDGE THERE LESS THAN 3 YEARS, MAYBE RUBBER ROAD COATING COULD BE USED IF IT REDUCES 15 DB AND WITH LOWER SPEED LIMITS (IE 35 MPH).

I-1161-002 2. THE FINISHED BRIDGE SHOULD ALSO BE COVERED AND REDUCE THE NOISE LEVEL BY 20 DB. THE COVERED AREA SHOULD ALSO FILTER THE AIR DURING ANY SOUTH WIND TO PREVENT THE NOXIOUS GASES FROM BLOWING OVER OUR NEIGHBORHOOD. THIS IS VERY IMPORTANT FOR PEOPLE SUCH AS MYSELF WITH EMPHYSEMA.

I-1161-003 3. THE VISUAL POLLUTION FROM A BRIDGE 500 FEET AWAY THAT IS ABOUT 50 FEET IN THE AIR WITH A 20 FOOT SOUND BARRIER AND LID IS A TOUGHER PROBLEM. AS LONG AS YOU ARE GOING TO BUILD THE PACIFIC INTERCHANGE BRIDGE 100 FEET IN THE AIR, MAYBE THIS ONE SHOULD BE THAT HIGH ALSO.

SINCERELY,

JAMES R. TENNESON

RECEIVED
OCT 30 2006
WSDOT

From: Harris, Steve [mailto:steveha@forestridge.org]
Sent: Saturday, October 28, 2006 11:33 AM
To: Swenson, Michael/BOI
Subject: eComment Issue

I-1162-001 I find it very difficult to tell how far north (towards Kirkland) the new ramp will be that come down to where Bellevue Way and Lake Washington Blvd meet. Where will the edge of the freeway be in relation to NE. Points Drive (this is the road that is between 520 and the Yarrow Bay Wetlands)?
Thank you

Steve Harris
Sixth Grade Science
Forest Ridge School of the Sacred Heart
425-641-0700

From: Frank Lawler
To: SR 520 DEIS Comments;
CC:
Subject: Support of Pacific Street Interchange
Date: Saturday, October 28, 2006 11:27:02 PM
Attachments:

To the folks at WSDOT:

I-1163-001 I support the Pacific Street Interchange option for the 520 expansion; it seems to me to be the least concrete-intensive of the alternatives; it also seems to provide the best solution for resolving traffic congestion.

Sincerely
Frank Lawler
Madison Valley
98112

From: joemartin@speakeasy.net [mailto:joemartin@speakeasy.net]
Sent: Saturday, October 28, 2006 11:16 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Joe Martin
Address: 831 32nd Avenue
City: Seattle
State: WA
County: King County
Zip: 98122
Email: joemartin@speakeasy.net
Phone: (206) 728-1687, x3023

Comments:

I-1164-001 Pertaining to the SR 520 project, I am opposing all six lane alternatives at the Pacific Street Interchange. Please pursue four lane options. Traffic, ecology, and the overall impact on affected neighborhoods are not properly considered in any six lane proposal. Four lanes should be the maximum.

From: floating@seanet.com [mailto:floating@seanet.com]
Sent: Saturday, October 28, 2006 4:51 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: charles weems
Address: 933 No. Northlake Way #9
City: Seattle
State: WA
County: King County
Zip: 98103-8874
Email: floating@seanet.com
Phone: 632-2053

Comments:

I-1165-001 I am strongly opposed to the 6-lane option.

From: floating@seanet.com [mailto:floating@seanet.com]
Sent: Saturday, October 28, 2006 4:53 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Sarah Lee (Sally) Weems
Address: 933 No. Northlake Way #9
City: Seattle
State: WA
County: King County
Zip: 98103-8874
Email: floating@seanet.com
Phone: 206-632-2053

Comments:

I-1166-001 I totally oppose the 6-lane proposal.

From: hrybusy@aol.com
To: SR 520 DEIS Comments;
CC:
Subject: Pacific Street alternative
Date: Saturday, October 28, 2006 11:01:03 PM
Attachments:

To: Paul Krueger, Environmental Manager, SR 520 Project Office

I-1167-001 I support the Pacific Street Interchange option for SR 520, and oppose all other DEIS alternatives.

Benefits include better local traffic circulation in the Montlake, connection of Portage Bay open space to the Arboretum, improved mass transit options and a direct bicycle link form the Burke-Gilman Trail to the Eastside. Although I do not live in Montlake, I can understand that improved transit and traffic options benefit the entire city.

Thank you.

Ruri Yampolsky
Queen Anne resident

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

From: Bill Barnes

To: SR 520 DEIS Comments;

CC:

Subject: comment on 520

Date: Sunday, October 29, 2006 8:23:11 AM

Attachments:

I-1168-001 I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives, which are completely unacceptable.

From: Linda Lu Cannon
To: SR 520 DEIS Comments;
CC:
Subject: 520
Date: Sunday, October 29, 2006 2:52:26 PM
Attachments:

I-1169-001 "I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives."

Linda Lu Cannon
2063834110
Dinerware.com

October 29, 2006

1872 E. Hamlin Street
Seattle, WA 98112

RECEIVED
OCT 31 2006
WSDOT

Paul Krueger
Environmental Manager
SR520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Re: SR520 Project Draft EIS

Dear Mr. Krueger,

I-1170-001 My wife and I own our home at the above address in Montlake. We have had this property since 1985 and have carefully rebuilt and remodeled our home as family needs have arisen. We are also very much a part of our neighborhood. Our neighbors have had a leadership role in suggesting design alternatives to the proposed SR520 replacement. It is apparent to us that SR520 needs replacement. We comment now on the Draft EIS for this Project and wish our comments added to the record.

We support the Pacific Interchange Option and oppose all other alternatives. This option is the only proposal that links light rail and rapid transit on a new SR520. It also eliminates or greatly reduces the current bottleneck at the Montlake Bridge, and reduces impacts on our neighborhood.

There are a number of features of the SR520 Draft EIS that if implemented will improve traffic flow, mitigate impacts, and aide use of rapid transit with the Pacific Interchange Option. These include:

1. The Montlake Lid Area extending to the 24th Ave. E bridge over 520;
2. Taking Early Actions including widening Montlake Blvd. Between Pacific Place and 45th Street as soon as possible, and starting toll collections, also as soon as possible, to have revenue to help pay for the project and to help manage traffic during construction;
3. Optimizing transit ease of use and availability at the proposed new UW transit hub that will facilitate bus/rail transfers, pedestrian mobility with escalators and moving walkways, and bike and pedestrian use improvements with new bike lanes and connections to other trails.
4. Minimizing construction impacts. This is a major project that will take time to build. For those of us in the neighborhood assuring that we can get where we need to go and can continue to live in our homes with minimal noise, dust and rerouting will be very important. Sound barriers and quiet payment will make the longterm impacts much less.

In summary, the Pacific Interchange Option offers the only solution to the needed replacement of SR520. Many of the added improvements, as described in the Project Draft EIS, and some of which are summarized above, will contribute to a final project that offers maximum long term benefits for much improved mobility while addressing environmental and neighborhood concerns.

Thank you for this opportunity to comment.

Robert W. Day, M.D.

Cynthia J. Taylor-Day

From: Deibert Don
To: SR 520 DEIS Comments;
CC:
Subject: Pacific Interchange
Date: Sunday, October 29, 2006 7:54:52 PM
Attachments:

Gentlemen:

I-1171-001 Regarding the SR520 Project, it is my recommendation that the Pacific Interchange portion be designed so that there is a convenient transfer system between the near Sound Transit station and the 520 facilities

Sincerely

Don Deibert
2025 Boyer Avenue East
Seattle, WA 98112
deibertd@hotmail.com

From: Sandra Ewaskow
To: SR 520 DEIS Comments;
CC: Steve Sarewitz; Sandra Ewaskow;
Subject: Madison Park Bike / Walk Path to new 520 bridge
Date: Sunday, October 29, 2006 9:31:13 PM
Attachments:

I-1172-001 I am an avid bicyclist and a resident of Madison Park. I also work on the Eastside.

The proposal for a new bicycle / walking path in Madison Park concerns me greatly. The people and traffic congestion is considerable in this neighborhood even now, with the high density of cars requiring most major streets to have the back-in angle parking.

I look forward to the opportunity to bicycle to work across the new bridge. However, **I oppose a bicycle pathway through Madison Park and would much prefer a dedicated pedestrian and bicycle pathway through the Arboretum**. In my opinion, that would be much **safer for the bicyclists and pedestrians**, particularly in the summer months, when Madison Park is utilized heavily by surrounding neighborhoods.

I am also concerned about additional congestion occurring when students / faculty / Husky fans proceed to park in the already densely populated neighborhood of Madison Park, then walk or ride to campus for classes and events. This would create significant **traffic flow problems** for residents of Madison Park. We **already have significant traffic back-ups on Madison** during commute hours as it is. The potential additional traffic could bring Madison to a near standstill.

Thank you for your attention to this matter.

Sincerely,

Sandra Ewaskow

From: benjacks@microsoft.com [mailto:benjacks@microsoft.com]
Sent: Sunday, October 29, 2006 9:32 AM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Ben Jackson
Address: 2618 Mayfair Ave. N.
City: Seattle
State: WA
County: King County
Zip: 98109
Email: benjacks@microsoft.com
Phone: 206-914-7397

Comments:

I-1173-001 I vote for the six lane altnerative. I am concerned about the environmentla impact, but recognize that we must build to accommodate not only today's horrific traffic mess, but for the future. Anything less than a six lane structure would not address the reality of the problems we face today...much less a growing populous.

From: Wayne Johnson
To: SR 520 DEIS Comments;
CC:
Subject: Support for Pacific interchange options.
Date: Sunday, October 29, 2006 11:51:55 PM
Attachments:

I-1174-001 **I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.**

Wayne Johnson

From: Lee Raaen

To: SR 520 DEIS Comments;

CC: sally.clark@seattle.gov; richard.conlin@seattle.gov; david.della@seattle.gov; jan.drago@seattle.gov; jean.godden@seattle.gov; nick.licata@seattle.gov; richard.mciver@seattle.gov; tom.rasmussen@seattle.gov; peter.steinbrueck@seattle.gov;

Subject: 520 Project

Date: Sunday, October 29, 2006 2:02:07 PM

Attachments:

I-1175-001 As a long time (22 year) Wallingford resident, and the past chair of the Transportation Committee for the South Wallingford Neighborhood Plan, I am very concerned about the apparent lack of consideration and investigation of the effects the proposal will have on Seattle neighborhoods. The Pacific Interchange proposal in particular will have a very detrimental impact on traffic patterns in several neighborhoods. I believe that it will create a situation where there will be a major shift in traffic in which neighborhood streets will be substituted for I-5 as a major feeder for 520.

I was present at a meeting at our Community Council with DOT representatives some time ago concerning the project, have viewed several Seattle City Council committee as a whole sessions on line, and have tried to review the draft EIS. I am very disturbed that there seems to have been little DOT study of the impacts on Seattle streets once the traffic exists 520. It seems to me that whenever neighborhood preferences are mentioned, only the Montlake neighborhood has been considered.

I-1175-002 I think that more study should be done concerning the impacts of the project on Seattle neighborhoods. If a decision must be made now, the 4 lane version without the Pacific interchange is preferable.

Lee Raaen

From: jrochford@comcast.net
To: SR 520 DEIS Comments;
CC:
Subject: FW: 520 comments
Date: Sunday, October 29, 2006 9:18:13 PM
Attachments:

John Rochford

2613 Boyer Ave E

Seattle, WA 98102

520 Highway
Environmental Review Responses

Dear Govenor Gregoire,

I-1176-001 My name is John Rochford. I live within three house lots of the 520 viaduct on Boyer Ave E. I should be predisposed to oppose any expansion of the 520 bridge but Iâ€™ve come to support a six lane replacement of the existing bridge.

From my living room window, I can see traffic jams on 520 on a daily basis. Several times a month I see accidents. When I see Medic One responding to the scene, I am reminded that innocent people are being harmed by the current, outdated design of the bridge.

I could wish that the bridge would simply go away, or that people would stop driving their cars and contribute to pollution and global warming. But that isnâ€™t realistic. We need a strong infrastructure.

That being said, I have several wishes for how the 520 bridge will be constructed.

I-1176-001

1. Require that the added lanes (5 and 6) be high capacity or transit only. While this is the current intent, I would like it written into the governing legislation so that it cannot be â€œundoneâ€• by future generations who would want single occupancy vehicles in all six lanes. There is no point in having six lanes of traffic feed into Interstate 5. I-5 is already over its capacity; adding more traffic will only create a parking lot on 520.

I-1176-002

2. Support the Pacific Street Interchange. First 70% of the traffic at that intersection is heading north; so put it north of the Montlake Bridge. Second, there needs to be a connection to Sound Transitâ €™s light rail system at Husky Stadium. However I am concerned that the interchange will overrun the Arboretum. I would recommend that the **entrances/ exits to the arboretum be restricted to high occupancy vehicles**. SOVâ€™s can enter / exit at Pacific Street.

I-1176-003

3. As I understand it, the bridge will be built in three phases. In each phase, an interim bridge will need to be constructed parallel to the existing bridge. I would advocate that interim bridges are appropriate for phases that extend over the water, however I believe that **the viaduct should simply be closed while a new viaduct is constructed (no interim bridge).** My recommendation would be to build the new bridge and the Pacific Street interchange and synchronize their completion to the Light Rail service at Husky Stadium. Closing the viaduct during construction will accomplish several t hings:

   ℜ• Speed Construction and save money. Funds will not have to be expended to build an interim bridge. The area between Delmar Drive and I-5 is extremely tight and there isnâ€™t room for an interim highway anyway. I think if we simply closed the section for the construction period, the new bridge could be constructed faster and for less expense. The only properties that are slated for condem nation are due to the interim bridge; we can avoid that.

   ℜ• Create **incentives for people to ride Light Rail**. If the cross Lake Washington section is completed to tie into the light rail service (and the Portage Bay viaduct is closed) people will be highly inclined to try its direct service to Seattle downtown

I-1176-003

and Capital Hill. Any savings from construction savings could also be directed into additional bus servi ce.

ℜ• Minimize **disruption to the existing neighborhoods**. Construction of a highway in the midst of development will never be easy. Disruptions at Montlake and Roanoke will sever two of the only connections between our neighborhoods and Capitol Hill. The less time we have to suffer the better!

I-1176-004

4. **Establish Tolling to pay for bridge construction now.** I believe that tolls should be reinstated to the bridge as soon as possible. We know that bridge construction is expensive and that the state doesnâ€™t have reserves to pay for it. Rather than take out bonds and pay interest rates, we should establish tolls to create (at least part of) the reserve necessary to pay for the bridge. We should model good behavior- save money for things you need; donâ€™t mortgage it. All roads are subsidized, the public needs to understand that.

   ℜ• Tolling should also be constructed with **congestion pricing models**. There should be disincentives for using the bridge at rush hours when capacity is strained.

I-1176-005

5. Noise Reduction is essential. I am pleased to see that the six lane proposal includes lids over sections in Roanoke and sound walls. **The surface of the highway also needs to be sound deadening.**

I-1176-006

6. Pollution control is essential. Currently the Portage Bay Viaduct runoff runs straight into the water. This **runoff needs to be treated** before it has a chance to contaminate the water.

Sincerely

John Rochford

From: John Shewchuk

To: SR 520 DEIS Comments;

CC:

I-1177-001 **Subject:** The Pacific Street Interchange option for SR 520 is my preferred option. I oppose the other proposals.

Date: Sunday, October 29, 2006 10:22:10 AM

Attachments:

-John Shewchuk
425-706-1549

From: Jamen Shively

To: SR 520 DEIS Comments;

CC:

Subject: I support Pacific Street Interchange (520)

Date: Sunday, October 29, 2006 10:27:48 AM

Attachments:

I-1178-001 I have spoken with Jonathan Dubman and Rob Wilkinson, and asked several questions, and the plan they propose seems by FAR the most sensible to me.

Please give full consideration to all that is at stake, and if there is a good reason NOT to go with the Pacific Street Interchange plan, please let us know.

Thank you,

Jamen Shively
Microsoft Corporation
Home zip code: 98105, Seattle

From: Peter Stoner

To: SR 520 DEIS Comments;

CC:

Subject: 520 Pacific Interchange

Date: Sunday, October 29, 2006 8:18:13 PM

Attachments:

I-1179-001 We wholeheartedly support the Pacific Interchange solution for 520. It's the only plan that makes a vital connection to the Sound transit station at Husky Stadium and the only plan that eliminates the terrible traffic jams at the Montlake bridge. Please make the best choice for our future in this region. Thank you very much.

Jason C. Stoner
4701 36th Ave. N.E.
Seattle, WA 98105

From: Sarah Ahrens
To: SR 520 DEIS Comments;
CC:
Subject: Pacific Street Interchange option for SR 520
Date: Monday, October 30, 2006 4:57:00 AM
Attachments:

I-1180-001 I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.

I support the Pacific Street Interchange option for many reasons but most of all because it makes sense. If roads will be changed and a lightrail system put in place (yeah!), it only makes sense to bring all those modes of transportation together in one place. Transferring from a bus to light rail should be easy and efficient -- with this proposal this is possible.

Also, the Pacific Street Interchange option has carefully incorporately bicycling options as a viable form of transportation. This further promotes a strong bicycling infrastructure already in place.

This ideas together will help decrease traffic and decrease King County (and beyond) citizen's use of fossil fuels. As prices of fossil fuels continue to increase (as they most likely will in the future), the forward thinking proposed in the Pacific Street Interchange Option for SR 520 only makes sense -- economically and environmentally!

Sincerely,
Sarah Ahrens
98112

From: Michael Anderson
To: SR 520 DEIS Comments;
CC:
Subject: SR 520
Date: Monday, October 30, 2006 9:40:27 PM
Attachments:

I-1181-001 I support the Pacific Street Interchange option for SR 520, and oppose all other alternativeses

1. It's the only plan that makes a direct connection between busand trains at the planned Sound Transit light rail station at the UW.

2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.

3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.

4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration. Sincerely, Linda L. Anderson (Mercer Island)

I use SpamDrop to protect me from Spam. It's Free!
http://www.spamdrop.com

From: Michael Anderson
To: SR 520 DEIS Comments;
CC:
Subject: SR 520
Date: Monday, October 30, 2006 9:20:32 PM
Attachments:

I-1182-001 I support the Pacific Street Interchange option for SR 520, and oppose all other alternativeses

1. It's the only plan that makes a direct connection between busand trains at the planned Sound Transit light rail station at the UW.

2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.

3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.

4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you for your consideration. Sincerely, Michael R. Anderson (Mercer Island)

I use SpamDrop to protect me from Spam. It's Free!
http://www.spamdrop.com

From: Dick Baldwin
To: SR 520 DEIS Comments;
CC:
Subject: PACIFIC PLACE OPTION
Date: Monday, October 30, 2006 2:35:56 PM
Attachments:

I-1183-001 I am a resident of Capitol Hill and a former resident of Montlake. From the initial presentation of the idea in the Seattle *Times* I have been convinced that the Pacific Place option for the rebuilding of SR520 is the only reasonable plan to adopt.

I have been to two presentations involving John Milton and the proponents of Pacific Place. Compared to the decision on the viaduct, this one is a no-brainer. The Montlake Bridge ceases to be a bottleneck, traffic flows more evenly past the University, bus passengers can connect easily to rapid transit (How many would walk from the current 520 bus stop up to the stadium to transfer to rapid transit?). Virtually everyone wins and no one loses.

Richard E. Baldwin
Owner/Broker
Windermere Real Estate/Capitol Hill, Inc.
206.324.8900

From:	Krissy Biernacki
To:	SR 520 DEIS Comments;
CC:	Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject:	I-520 Bridge Comments
Date:	Monday, October 30, 2006 8:37:15 PM
Attachments:	

30 October 2006

Dear Mr. Krueger,

I-1184-001 I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

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

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

Thank you,

Krissy Biernacki
Horticulturist & Portage Bay Resident

From: jwbito@att.net [mailto:jwbito@att.net]
Sent: Monday, October 30, 2006 3:26 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: John Bito
Address: 5716 Greenwood Ave N
City: Seattle
State: WA
County: King County
Zip:
Email: jwbito@att.net
Phone:

Comments:

I-1185-001 Road construction should be limited to 4 lanes. High Capacity Transit should be the highest priority. The funds for the project should include development of Light Rail connection to University of Washington. State funding for transportation projects at this scale should create transit that will operate with reduced energy consumption, congestion and loss of productivity to due transportation delays.

From: Susan Black
To: SR 520 DEIS Comments;
CC:
Subject: Comments - Arboretum
Date: Monday, October 30, 2006 7:21:01 AM
Attachments: AF 520 final 9-26-06.doc

SUSAN BLACK & ASSOC.
1148 NW LEARY WAY
SEATTLE, WA 98107
(206) 789-2133 Fax (206) 789-2186

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

FINAL DRAFT: SR 520 DEIS RESPONSE FROM ARBORETUM FOUNDATION

10/30/2006

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

Dear Mr. Krueger:

The Washington Park Arboretum is a treasure to the world, the nation and the City of Seattle. It is 230 acres of unique ecosystems, utilized daily by hundreds of people for experiencing, learning, and enjoying nature and its resources. The Arboretum is both a museum of living plants and a world-class park. The topography, wildlife, phenomenal collection of plants from around the world, trails, bridges, and Works Projects Administration (WPA)-built artifacts are an irreplaceable part of life in Seattle. Frederick Law Olmsted was the founder of American landscape architecture and portions of the Arboretum, including Lake Washington Boulevard, are premiere examples of his firm's work. The Arboretum is a part of the greater Olmsted Legacy in Seattle and a treasure we strive to protect for current and future generations. The Arboretum Foundation's mission is to protect, steward and expand the educational, social and cultural opportunities afforded by this unique and magical resource. Because of our responsibilities, we believe we hold an important role in decisions on replacing or expanding State Route 520. This letter represents the position of the Arboretum Foundation.

I-1186-001 We are very concerned with the inadequacies, omissions and biased analysis contained in the DEIS. The Arboretum Foundation understands the need for improving safety and longevity of the SR 520 corridor that traverses and bisects the Arboretum. Given the delays to finalize this document, we expected a balanced presentation of base options, alternatives and mitigations consistent with the mission of WSDOT. We are extremely disappointed by the inadequacy of the scientific, historic and engineering analysis, and the apparent preference for the alternatives with the most impact on the Arboretum.

We find that:

The EIS is flawed and inadequate.

There are so many unaddressed existing conditions and impacts of the project that we find we cannot assess impacts to the Arboretum. For example, the project base proposals are confused with mitigations. Mitigations are unevenly applied. Visual analysis cuts off Pacific Interchange visual assessment in every scenario, making analysis impossible and falsely suggesting a low visual impact. Traffic counts don't add correctly and are highly speculative, even though mechanisms are available to develop more accurate counts. Arboretum impacts

I-1186-001 (wetlands, collections, MOHAI, visual, noise, odor, pollution, etc.) are uncounted and potentially devastating.

I-1186-002 **All options presented are unacceptable to the Arboretum Foundation.** All options present unacceptable negative impacts to the Arboretum, as they all include making permanent on/off ramps to Lake Washington Boulevard rather than utilizing and expanding existing capacity infrastructure to accommodate traffic. This is a two-lane park road, not a thoroughfare. The Pacific Interchange alternative that is the most negatively impacting option, proposes to remove existing capacity infrastructure and direct all southbound traffic through the Arboretum. Every option permanently and irreversibly alters the character of the original design concept underpinning the alignment, scale, and design of Lake Washington Boulevard. Proposed alternatives add as much as 50% more traffic to Lake Washington Boulevard, jeopardizing the safety of pedestrians, bicyclists and wildlife. With this traffic will come increased pollution damaging or destroying the plant collections and the enjoyment of park visitors in the Arboretum. All options threaten the very existence of the historic Wilcox Bridge (with its 9 foot clearance) and create extensive traffic and pollution conditions at the intersection of Lake Washington Boulevard and Madison Avenue. These impacts are not evaluated.

We have spent 8 years developing a Master Plan for the Arboretum and are just beginning its implementation. The Arboretum Foundation's ability to fully implement this Master Plan, our ability to carry out our education programs, and our ability to raise funds for perpetuation of the gardens and stewardship of the collections will be seriously impacted by the alternatives proposed for the expansion of SR 520.

I-1186-003 **We propose the following solutions and/or suggestions for further evaluation:**

GENERAL COMMENTS

1. Recognize the historic qualities of the Arboretum and factor this into the evaluation. The Arboretum is eligible for standing on the National Register of Historic Places as a Cultural Landscape with historic elements. Actions against a potential nominee, whether or not it has been accepted, ought to consider the nominee as having been accepted to the register. In the DEIS, the Arboretum should have been identified as a potential Historic resource and analyzed accordingly.

I-1186-004 **2. The Pacific Interchange Option has the most impact to the Arboretum**. The Arboretum is a living museum that has local, regional, national and international significance. The Olmsted Brothers Landscape Architecture firm from Brookline Massachusetts prepared the design for this section of Lake Washington Boulevard in the 1920s as a winding two-lane road for viewing the park. Its design capacity was 4,000 cars.

The Pacific Interchange Option completely removes nearby existing city streets and associated infrastructure from a developed urban area (Montlake), and directs all southbound traffic from the bridge onto this undersized, bucolic corridor through the Arboretum. The result will be a traffic nightmare, effectively creating an elongated on/off ramp that bisects the gardens and devastates the quiet and contemplative character of

I-1186-004 the Arboretum. Concentrated levels of carbon monoxide can also negatively impact population health.

In addition, this option requires the permanent filling and shading of high-quality lake fringe wetlands, further threatening Arboretum collections (further discussed below). This option is not acceptable to the Arboretum Foundation as currently presented.

I-1186-005 **TRAFFIC**

3. Omit all proposed ramps to SR 520 from Lake Washington Boulevard. Study the modification of 23rd Avenue to accommodate city traffic. Ramps will be closed for 3-5 years during construction. People will find and establish new routes during this period. Lake Washington Boulevard is a low capacity corridor with a low bridge that does not allow busses or trucks to pass. It has inadequate drainage, no formal crossings, no sidewalk, and no expansion capacity. Runoff goes into the creek and directly pollutes the wetlands. We recommend that WSDOT evaluate the modification of 23rd Avenue south of the Montlake Bridge just as modifications to Montlake Boulevard north of the Bridge are recommended to accommodate traffic. This street (23rd Avenue) is a typical Seattle city street section with adequate curb, gutter, drainage and crossings already in place.

I-1186-006 **4. Analyze 4-lane options with prioritized transit.** Given the potentially devastating impacts to the Arboretum, WSDOT must do a better job of evaluating options that minimize the footprint of the corridor. WSDOT has not sufficiently analyzed a transit-focused scenario that could leave the footprint of the corridor substantially as it currently exists. None of the options presented promote modes of transportation other than single-occupancy vehicles. This is a serious oversight, with huge consequences to the Arboretum. Additionally, these options do not support our state and city policies towards sustainability.

I-1186-007 **5. Analyze traffic congestion at the intersection of Lake Washington Boulevard and Madison Avenue.** We believe the increased congestion will impact the Arboretum's collections and threaten the safety of people traveling to or through the Arboretum. Analysis of impacts to Lake Washington Boulevard through the Arboretum and at the Madison Avenue Intersection was never included, yet speeding or stalled traffic in the Arboretum is the single greatest threat to the health of the plant collections, to educational group and visitor safety and to overuse that may ultimately point to the need for expansion of this corridor. Enjoyment of the Japanese Garden is diminished by noise pollution. None of these impacts are shown or analyzed.

6. Analyze traffic impacts at the intersection of Lake Washington Boulevard and the On/Off-ramp. We believe that the proposed stop light at the south end of the on/off ramps into the Arboretum will increase the threat to the plant collections and safety through the entire length of the park. Removing the stop signs may ease traffic backed up on the SR 520 bridge, but it also removes a significant disincentive to utilize these on/off ramps. With eased traffic more people will choose to use Lake Washington Boulevard, and perhaps even come to this corridor from others. This event would cause further traffic loading on Lake Washington Boulevard with further pollution and safety implications.

I-1186-008 **7. Better evaluate the true need for expansion of the SR 520 corridor.** Due specifically to the impacts to Foster Island and Marsh Island, the Arboretum Foundation

I-1186-008 supports minimization of the footprint of the reconstructed SR 520 corridor. As an example, if the four-lane option were optimized for transit and the toll implemented as planned, would traffic be sufficiently reduced that a four lane bridge would accommodate the demand?

I-1186-009 **8. Better evaluate the impact to bicycle and pedestrian safety.** Pedestrian safety and bicycle safety in the Arboretum on Lake Washington Boulevard was directly addressed in the Arboretum's Master Plan. Traffic on this corridor is increasing steadily, the speed limit does not seem to be a priority for enforcement through the park, and more and more people are entering from side streets to shortcut traffic congestion elsewhere. The overuse of this corridor should be addressed by the DEIS. The 2001 Arboretum Master Plan envisions pedestrian overpasses of Lake Washington Boulevard within the Arboretum in the spirit of Central Park, which was designed by the same designer of the Arboretum. These recommendations were to protect groups of children and adults enjoying the cultural and historic resource from existing levels of traffic on Lake Washington Boulevard, not the greater levels envisioned by this expansion. Current suggestions that this route remain permanent, that traffic be encouraged to more easily traverse the park and that access to the north end of the Boulevard be made easier, all argue against the adopted safety measures of the Arboretum's Master Plan. This DEIS should evaluate using other routes, instead of Lake Washington Boulevard, to accommodate the southbound traffic from the SR 520 bridge.

I-1186-010 **9. Better evaluate the impact from air pollution.** Air pollution is a well-documented threat to collections of plants in areas near and adjacent to freeways. While this has been studied repeatedly over time, it is a real and persistent threat to the collections at the Washington Park Arboretum. Air pollution is trapped in the Arboretum by the canopy of trees. This has a deleterious effect on those trees and the michorrizae within the soil profile. It also impacts water quality in the Arboretum and the pollinator species such as bees and humming birds. Air pollution is also a well-documented threat to population health. Recent studies shows increased cardiovascular disease and cancer in areas in close proximity to vehicle emissions. Another impact from the traffic on Lake Washington Boulevard is the generation of heat, odor and noise generated by vehicles. The heat contributes to the decline of vegetation surrounding the road. Noise and odor present not only distractions but health impacts to the visitor experience, particularly with children. It is well documented that noise can impact mental and physical health. Noise also impacts habitat for birds, fish and other species that occupy the lowlands, uplands, canopies and wetlands of the Arboretum. Pairs of eagles regularly nest in the Arboretum. As air pollution and particulate matter increase, wildlife will move from the Arboretum to other less noisy or polluted areas. This needs to be fully evaluated in the DEIS.

I-1186-011 **ARBORETUM FOUNDATION MISSION**

10. Evaluate the impacts of this proposal to the management of the Arboretum. The Arboretum Foundation was set to occupy the Museum of History and Industry (MOHAI), per the Master Plan of 2001. Fund raising activities, education program development, exhibit space and lectures were to occur there. The DEIS does not discuss or evaluate the loss of this opportunity for the Arboretum or the Foundation. This facility contains amphitheater seating for lectures and shows, display and exhibit space and office space that the Arboretum Foundation looked forward to utilizing so that it could expand the range of educational services and programs as promised in the 2001 Master Plan adopted by the Seattle City Council. Needed office space in this facility was

I-1186-011 to house additional staff and education programs. The auditorium in the MOHAI facility was planned to host events with people from around the world, celebrating the botanic collections, new eco-geographic gardens, display gardens staff and faculty that have made this an outstanding world-class facility and resource. We consider the loss of the use of this facility significant to the management of the education, outreach and programs of the Arboretum Foundation. It negatively impacts the Foundation's ability to raise funds for future capital improvements envisioned in the Arboretum's Master Plan.

Additionally, the DEIS does not evaluate other impacts to Arboretum Foundation education programs, including the loss of land, disruption of plant collections, loop trail interruption, and boardwalk removal.

I-1186-012 **11. Better evaluate the impacts to the Arboretum collections.** Plant collections in the areas to be impacted by the physical construction and final alignment of the proposed expansion of SR 520 include riparian under story and riparian over story (Betula, Populus, Nyssa, Salix, etc.) These are among the most striking and outstanding collections in the Arboretum for the purposes of demonstrating vegetative accommodation to varying hydrologic conditions, geologic conditions and aesthetic and practical uses in the region. While some of these species are native to the region and relatively easily replanted and grown in new conditions, others are rare, documentation is difficult and growth to specimen size is lengthy, difficult and expensive. Moving a collection is equally difficult and expensive. It is also unlikely to succeed in the circumstances, given the lengthy construction period, the pollution, dust and changing hydrologic conditions of the construction zone, and lengthy disruption to establishing a static natural condition on which most of these non-natives depend.

12. Better evaluate the impact to the Arboretum's role in education. The mission of the Arboretum Foundation is to support horticultural education. The expansion of SR 520, and the associated loss of wetlands, impacts to the plant collections in the area of Foster and Marsh Islands, and proposed increase in traffic through the length of the Arboretum, will severely hamper education programs, safety, circulation and passive appreciation of the resources. Speeding vehicles, traffic accidents and pollution are not consistent with study of the botanic collection, with Japanese Garden meditation, or giving lectures to classes in the field. In addition, a key part of the Arboretum pedestrian loop (the Marsh Island trail) is threatened. This trail provides a critical pedestrian linkage to the MOHAI portion of the Arboretum

I-1186-013 **VISUAL IMPACTS FROM PROPOSALS**

13. Show the Pacific Interchange alternative clearly and completely. The description of the Pacific Interchange Option is inadequate for reviewers to visualize the impacts. This bridge/interchange is cut off in the DEIS images, or is shown at the very edge of every graphic, thereby minimizing its height, support, volume and alignment. The full height of the interchange is not described anywhere in the DEIS, except that the underside will need to be 110 feet above the lake level where it crosses the navigable channel. The bridge/interchange suspension and support are never shown, nor are its slopes.

The Pacific Interchange option has the potential to mar any pleasing vista of Union Bay, including vistas from the Bay's southern edge in the Arboretum. The graphics and lack

I-1186-013 of images in the DEIS create the illusion that the bridge/interchange will not be as visually impacting as it will be.

Thank you for the opportunity to comment on the DEIS for SR 520. We ask that, in your analysis of SR-520's impacts you acknowledge the very significant values and contributions for which the Washington Park Arboretum is locally, nationally and internationally renowned.
Sincerely,

Susan Black, Vice President
Arboretum Foundation Board of Directors

From: Wallis Bolz
To: SR 520 DEIS Comments;
CC: wallis@allaboutcarl.com;
Subject: Protect the Washington Park Arboretum from SR 520 expansion!
Date: Monday, October 30, 2006 11:07:40 AM
Attachments:

Paul Krueger
Environmental Manager
Washington Department of Transportation (WSDOT)

Dear Mr. Krueger,

I-1187-001 I support a four lane rebuild of SR 520. I do not support a six lane expansion of SR 520, and I do not support a six lane expansion of SR 520 with Pacific Interchange. I will not support a new regional tax whose intent is to expand SR 520 and the market for SOV transit.

I am sorry that the Montlake community and WSDOT ask us to choose between the devil (six lanes and a big hole through Montlake) and the devil (six lanes and a big hole through Montlake plus a big hole through the Arboretum wetlands and a viaduct over Union Bay). All six lane expansion options come at too high a cost to taxpayers, neighborhoods, the Arboretum and its wetlands, and our city.

I-1187-002 Please take note that the DEIS fails to measure the impact of closing Montlake Blvd ramps to 520 commuters on both the Arboretum and neighborhoods south of the cut. Montlake, specifically Shelby Hamlin, achieves a small restoration of its neighborhood at the expense of every other neighborhood adjacent to the Arboretum or within view and earshot of SR 520.

I-1187-003 Also, I request that WSDOT conduct a thorough Section 106 review of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all

I-1187-003 proposed SR 520 alternatives.

With best regards,
Wallis Bolz

From: Mary Breuner (Pen)
To: SR 520 DEIS Comments;
CC: Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov; christine_wise@mindspring.com;
Subject: ARBORETUM
Date: Monday, October 30, 2006 8:39:32 PM
Attachments:

Dear Mr. Krueger,

I-1188-001 I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington
Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

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

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

Thank you,

Mary

Mary Breuner Siegrist

From: Cath Brunner Sunny Arms
To: SR 520 DEIS Comments;
CC: Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: Please Save the Arboretum
Date: Monday, October 30, 2006 10:01:03 PM
Attachments:

Dear Mr. Krueger,

I-1189-001 I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. This area of Seattle is one of the most spectacular places of natural beauty and public amenity. The Arboretum, Lake Washington Boulevard and UW campus are are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

To minimize the negative impacts, and recognizing that we must act to preserve the region's mobility, I support a 4-lane, transit-based plan for the 520 Bridge. Solving the region's congestion and traffic is obviously important; however many citizens are also passionate about preserving the natural beauty of Seattle.

Thank you,

Catherine Brunner
707 South Snoqualmie #5B
Seattle, WA 98108

From: Kathryn Buchanan
To: SR 520 DEIS Comments;
CC:
Subject: Pacific Street Plan
Date: Monday, October 30, 2006 10:57:43 AM
Attachments:

I-1190-001 I am writing to ask you to endorse the Pacific Street Interchange Plan for the expansion or 520. I live in Montlake and think it provides a great benefit from many perspectives. PLEASE MAKE THIS A BEAUTIFUL WORLD CLASS DESIGN BRIDGE. It could be a beautiful landmark rather than just a bunch of concrete posts. If it was as good as the Central Library, design wise, we would be applauded by the world entire.

Thank you,

Kathryn Buchanan
2401 19th Ave E
Seattle, Wa 98112

KATHRYN BUCHANAN Associate Broker
Windermere Real Estate / Capitol Hill
1112 19th Ave East Seattle WA 98112

Direct Connect 206-227-2227

Office:206-227-2227/Fax:206-328-1716

From: Herb Curl [mailto:hcurl55@comcast.net]
Sent: Monday, October 30, 2006 12:24 PM
To: Swenson, Michael/BOI
Subject: eComment on SR 520 DEIS

Sirs:

I-1191-001 I am opposed to the SR 520 bridge replacement six (6) lane alternative and the "Pacific Street" Exchange option.

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

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

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

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

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

6. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520, but the draft EIS failed to study this.

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

8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, not the Arboretum, allowing non-motorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.

9. The six-lane alternatives, especially the Pacific Interchange (estimated cost $4.38 billion!) are not affordable. The preferred alternative must be one who financing can be confidently relied on. Since SR 520 is a state road the legislature will decide the level and source of funding as it has with the SR 99 Viaduct replacement.

10. The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lanes must be scaled back by reducing width of lanes, shoulders, and

I-1191-001 ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes).

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

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

Sincerely,

Herbert Curl, Jr.
Joanne Roberts
4616 NE 25th Ave NE
seattle WA 98105

From: Adam Dahl
To: SR 520 DEIS Comments;
CC:
Subject: GO PROJECT!!
Date: Monday, October 30, 2006 2:10:33 PM
Attachments:

I-1192-001

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

1. It's the only plan that makes a direct connection between buses on SR520 and trains at the planned Sound Transit light rail station at the UW.

2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.

3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520 saving 20 minutes during peak travel times.

4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Adam F. Dahl
Reservations Manager

Sorrento Hotel
900 Madison Street
Seattle, WA 98104
206-902-2110 (direct)
206-343-6159 (fax)

From: Tim Davis
To: SR 520 DEIS Comments;
CC:
Subject: I support the Pacific Street Interchange
Date: Monday, October 30, 2006 3:47:22 PM
Attachments:

Dear WSDOT:

I-1193-001 I support the Pacific Street Interchange option for SR 520, and I absolutely oppose all other alternatives. Why is this?

I have written to you before about this, but very briefly:

1. It's the only plan that makes a direct connection between buses and trains at the planned Sound Transit light rail station at the UW.

2. It's the only plan that reconnects the Montlake Neighborhood divided by SR 520 when it was first opened in 1962.

3. It's the only plan that eliminates the backups on the Montlake Blvd. from University Village to SR 520.

4. It's the only plan that provides a direct bike connection to the east side over a new Union Bay Bridge.

Thank you so much - PLEASE make it happen!

Sincerely,
Tim Davis

From: gracelodge@qwest.net [mailto:gracelodge@qwest.net]
Sent: Monday, October 30, 2006 7:06 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

Sent from: Michelle De Groot
Address: 4521 Eastern North
City: Seattle
State: WA
County: King County
Zip: 98103
Email: gracelodge@qwest.net
Phone:

Comments:

I-1194-001 I do not support expansion to 6 lanes of SR520.

From: claudia deibert
To: SR 520 DEIS Comments;
CC:
Subject: 520
Date: Monday, October 30, 2006 9:38:44 AM
Attachments:

I-1195-001 Prudent use of resources for maximum public use requires a short, out-of-the-weather connection between Sound Transit and 520. The Pacific Interchange is the only option that allows this connection.
Claudia Deibert

Find a local pizza place, music store, museum and more…then map the best route! http://local.live.com?FORM=MGA001

From: kfarrar@windermere.com
To: SR 520 DEIS Comments;
CC:
Subject: SR520 Project
Date: Monday, October 30, 2006 11:07:09 AM
Attachments:

Dear Mr. Kruger,

I-1196-001 I have seen several alternatives to the SR520 Project. While it does not address all concerns I have, the Pacific Interchange Proposal does address many issues successfully. I urge you to adopt this solution.

Regards,
Kathleen D. Farrar

From: Tom Forbes
To: SR 520 DEIS Comments;
CC:
Subject: comments on 520 expansion
Date: Monday, October 30, 2006 12:03:33 AM
Attachments:

Ladies/Gentlemen:

I-1197-001 I am a resident of Bellevue, WA and a property owner in the Madison Park neighborhood of Seattle.

I have the following comments:

1. I favor the 6 lane alternative. The 4 lane alternative is a complete waste of money. More vehicle capacity is needed.
2. I-1197-002 I favor the Pacific Street intersection directly from 520 which would greatly reduce traffic congestion across the Montlake Bridge.
3. I-1197-003 I favor a bicycle and pedestrian bridge connecting Madison Park to 520 and the Pacific Street intersection area. This would allow pedistrians and bicyclist to ride/walk from the entire area of Madison Park and areas South to the University of Washington and surrounding area. This would materially reduce vehicle traffic. Currently there is no direct bus route between Madison Park area to the University of Washington because there is no bus service through the Arboretum. I believe this option is referenced in one of the planning annexes or appendices.

Thank you for considering these comments.

Tom B. Forbes
3244 106th Avenue SE
Bellevue, WA 98004

From:	Drew 7inch
To:	SR 520 DEIS Comments;
CC:	jennifer.ziegler@wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject:	DEIS comments on SR520
Date:	Monday, October 30, 2006 1:33:38 PM
Attachments:	DEIS Comments 520.doc

Thanks for the chance to comment on the SR 520 plans. My comments are attached.

Best regards,

Dwight Gee
geewright@msn.com

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

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

Re: SR 520 DEIS RESPONSE FROM TRANSPORTATION CHOICES COALITION

Dear Mr. Krueger;

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

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

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

I-1198-001 Please take the following comments into consideration:

Protection of the Arboretum and open space

1. **Any alternative should protect the Arboretum and open space.** We are incredibly fortunate to have the Washington Park Arboretum. Not only is it a historic Olmsted Park and part of the City's revered Olmsted Legacy, it is a resource that should be valued. To increase the traffic through this jewel is a disservice to human health and the health of the Arboretum plant material. More specifically, I recommend the following:

   - no net loss of publicly held parkland or currently accessible open space in the Arboretum
   - no net loss or impairment to the plant collection and wildlife or their future health
   - a limited increase of traffic traveling east/west through the Arboretum's wetlands
   - no net loss of physical meeting and office facilities for the Arboretum Foundation and the other Arboretum partners' management and maintenance functions
   - no net increase to negative intangible conditions (e.g. visual, audio, air quality, light, green space, educational opportunities, or international reputation or significance).

I-1198-002 **Mobility**

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

I-1198-003 2. **A four-lane option with congestion-pricing should be studied.**

I-1198-004 3. **The selected alternative should provide great regional and local bicycle and pedestrian connectivity**

I-1198-005 **Protection of human health**

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

I-1198-006 2. **Lid options should be studied and presented to the community for all alternatives.**

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

Sincerely,

Dwight Gee
2025 23rd Avenue East
Seattle WA 98112
geewright@msn.com

From: Tom Hammond
To: SR 520 DEIS Comments;
CC:
Subject: The plan for SR520
Date: Monday, October 30, 2006 2:09:53 PM
Attachments:

I-1199-001 Thanks for the opportunity to comment.
In the event my other comments have been misplaced, I'd like to make two simple suggestions:

1) regardless of which plan is used, ensure that rail capacity is included in the structure.

I-1199-002 2) The time for cars running our lives is over. Under no circumstances should the Arboretum be reduced, corvered, or compromised in any way.
Cars are compromising our air, water, and quality of life. There is no way enough lanes could be added to make a difference. Not just because there will always be more cars to fill said lanes, but the gating factor at the E and W ends of the bridge and the interface with I-5 render expanded lane count pointless.

Let's move our thinking to the future, and away from doing things to accomodate the auto.

Thanks,

-Tom

Tom Hammond
2010 NE 96th
Seattle WA. 98115

From: William Hanson
To: SR 520 DEIS Comments;
CC: Ziegler, Jennifer; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject: Comments 520 Project
Date: Monday, October 30, 2006 2:12:14 PM
Attachments:

Dear Mr. Krueger

I-1200-001 I request that a thorough Section 106 review be made to examine the full effect of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard, and the University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted the proposed 520 alternatives.

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

We love the Arboretum and treasure it as a natural classroom, a living museum and a special community place. We can not support any SR 520 Project that does not protect this regional treasure and I urge you not to make

I-1200-001 irreversible short-cuts in evaluating our options. The Arboretum is a treasure
and must not be destroyed by any more traffic.

Thank you,

William Hanson
Transportation Chair
Madrona Community Council

From: Hilton, James M. (Perkins Coie)
To: SR 520 DEIS Comments;
CC:
Subject: Comment on Proposals for 520
Date: Monday, October 30, 2006 11:11:55 AM
Attachments:

I-1201-001 **I live in Montlake on the street immediately to the south of 520 (across from MOIAH). I experience each day the horrible traffic conditions created in our neighborhood by virtue of the flow of traffic from the Arboretum and points south to the University. This mess will be greatly mitigated by the Pacific Street Interchange option.**

It is imperative that this condition be corrected. I THEREFORE STRONGLY SUPPORT THE PACIFIC STREET INTERCHANGE OPTION FOR SR 520, AND OPPOSE ALL OTHER ALTERNATIVES.

This option also facilitates the planned connections for buses and trans at the proposed light rail station at the UW, eliminates the backups on Montlake Blvd from University and University Village to SR 520 and is the only option that provides a direct bike connection to the East Side over a new Union Bay Bridge.

Jim Hilton
(2425 East Lake Washington Blvd.)

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

From:	Robin Holcomb
To:	SR 520 DEIS Comments;
CC:	jennifer.zeigler@gov.wa.gov; tim.ceis@seattle.gov; nick.licata@seattle.gov;
Subject:	Protect the Arboretum
Date:	Monday, October 30, 2006 10:42:52 AM
Attachments:	

Dear Mr. Krueger,

I-1202-001 I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. Furthermore, since I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Sincerely,

Robin Holcomb

From: ROBERT & JONNA HOUGH
To: SR 520 DEIS Comments;
CC:
Subject: Support transit and protect the Arboretum
Date: Monday, October 30, 2006 1:17:31 PM
Attachments:

Dear Mr. Krueger:

I-1203-001 I support a 4-lane, transit-based plan for the 520 Bridge. Also, I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives.

Please help to get us out of our cars and into green places.

Sincerely,

Jonna Lee Hough

From: David Jeschke

To: SR 520 DEIS Comments;

CC:

Subject: Pacific Street Interchange

Date: Monday, October 30, 2006 3:03:47 PM

Attachments:

I-1204-001 I prefer the Pacific Street Interchange option for the SR 520 bridge replacement. Thank you.

David Jeschke
5208 45th Ave
Seattle, WA 98136

From: John Huskinson
To: SR 520 DEIS Comments;
CC:
Subject: Pacific Street Interchange-Yes
Date: Monday, October 30, 2006 8:43:37 AM
Attachments:

October 30,2006

I-1205-001 I strongly support the Pacific Street Interchange.

Julie Johnson
2506-22nd Avenue East
Seattle, Washington 98112

Cheap Talk? Check out Yahoo! Messenger's low PC-to-Phone call rates
(http://voice.yahoo.com)

From: Wayne Johnson
To: SR 520 DEIS Comments;
CC:
Subject: Re: Support for Pacific interchange options.
Date: Monday, October 30, 2006 3:54:11 PM
Attachments:

I-1206-001 I support the Pacific Street Interchange option for SR 520, and oppose all other alternatives.

Wayne Johnson
4323 Phinney Ave n
Seattle, WA 98103

From: John Kackley
To: SR 520 DEIS Comments;
CC:
Subject: Support of Pacific Interchange Option
Date: Monday, October 30, 2006 8:23:46 AM
Attachments:

I-1207-001 I am a resident of the Overlake (Bellevue / Redmond strip) area and frequent user of SR-520 as my main method of entering the city of Seattle.

I believe that the Pacific Interchange option for rebuilding 520 is the best option presented, addressing not only 520 traffic issues but surface street issues in Montlake, the University area, and Bellevue. I would support a toll for usage in order to assist in paying for it.

I am also a firm believer in public transit, especially rail. I like that this option enables a light-rail transit center near the University, which should help increase transit trips dramatically versus any other option for replacing 520.

Signed,
John Kackley
Redmond, WA

Check out the New Yahoo! Mail - Fire up a more powerful email and get things done faster.
(http://advision.webevents.yahoo.com/mailbeta)