

April 13<sup>th</sup>, 2010

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

Dear Ms. Young,

I-312-001 | Below are our comments on the SDEIS for the 520 project as proposed by the Washington State Department of Transportation. We are providing both general comments as well as specific comments we identify by the page numbers in the PDF copy of the SDEIS.

I-312-002 | In general we believe that the SDEIS inadequately addresses the adverse impacts of the design and width of the bridge, the bascule bridge over the Lake Washington Ship Canal, proposed revisions of the Lake Washington Blvd on and off ramps and the effect of the traffic on residential streets in the historic Montlake neighborhood. We believe that the current proposal does significantly adversely affect the historic Montlake Neighborhood and little to nothing is listed in the SDEIS how these adverse effects will be mitigated.

I-312-003 | In general we are opposed to the following design and construction planning components of the project and believe them to be of such a level of adverse impact that they should be removed or revised in the design of the project.

- The width of the project from Roanoke through Montlake and to Foster Island is too wide. Remove all the shoulder space from the design and lower the speed limit through the area if safety is an issue for you. Delete the 7<sup>th</sup> lane over the Portage Bay viaduct.

- The construction of the 2<sup>nd</sup> Bascule Bridge destroys the view, and negatively impacts the surroundings and traditions associated with the Historic Montlake Bridge including opening day of boating season, crew boat races and College football game days. It destroys the view of the Lake Washington Ship Canal from both the water and from the Bridge. Construction of the bridge will make such a miniscule difference for movement of traffic in the Montlake neighborhood from Pacific Avenue to the 520 bridge as to be worthless and a ridiculous wrecking of the ambiance around a bridge on the National Historic Register.

- The closing of the on and off ramps currently in place in the Arboretum. This would have the effect of increasing and concentrating traffic on Montlake Blvd and traffic in residential neighborhoods as drivers try to “beat the traffic” on Montlake. Moving them to the west will put an unconscionable amount of traffic virtually in the front yard of beautiful and historic homes along Lake Washington Blvd.

- Construction effects in the Montlake neighborhood are disastrous. Heavy trucks and vehicles would be using small residential streets in quiet neighborhoods for their hauling routes. Unfortunately for the residents the 6 and a half years of construction would not benefit their neighborhoods but make them worse. It is easier to put up with inconvenience if something good comes from the inconvenience. The A+ version of this project provides 6.5 years of

I-312-006 | inconvenience for more traffic on Montlake, a monster freeway in the back yard and a useless and  
ambience ruining 2<sup>nd</sup> bascule bridge with little or no improvement in traffic congestion.

I-312-007 | Attached are specific comments made on the Cultural Resources Discipline Report and the Water  
Resources Discipline Report.

The Cultural Resources Discipline report seriously understates the permanent adverse impacts of the construction of the A+ version of the 520 replacement to historic neighborhoods, buildings and sites. Discussion of mitigation is unclear, absent or inadequate when discussed. There are no identified benefits for many of the aspects of the project design for example, the addition of a second bascule bridge and the doubling of the footprint of the bridge through the historic Montlake neighborhood.

Thank you for the opportunity to comment on the effects of this project on the community.

  
Paula and Tony Oppermann  
Seattle, Washington

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

Report	Page #	Line #'s	Reviewer	Comment
Cult. Res.	ii	3-9	P. Oppermann	Buffer Area "one property deep" doesn't seem enough for the magnitude of this project.
Cult. Res.	ii	14-16		Reference leaves out Historic Montlake district unless included in the Known or Anticipated construction limits. (Item 1 of APE components)
Cult. Res.	ii	23-36		Consideration of the Miller Landfill and Foster Island as potential NRHP may have limited consideration of Options other than A+ due to anticipated mitigation
Cult. Res.	iii	32-34		Quality decisions about the "preferred option" cannot be made without study of all of the potential impacts of construction
Cult. Res.	iv	10-19		None of these adverse impacts would occur with Options other than A or A+
Cult. Res.	iv	27-29		Quality decisions about the "preferred option" cannot be made without the Section 106 determination for all Options of the Project
Cult. Res.	vi	27-29		Transportation of the pontoons WOULD affect Seattle Yacht Club and other boating communities' use of the Montlake Cut on more than the Opening Day of Yachting Season.
Cult. Res.	1	10-11		Leaves out the Community of Laurelhurst. Or are they deleted because they are not a Cultural Resource. This whole report minimizes the long term effects of construction of this project.
Cult. Res.	3	32-36		The six lane alternative is a misnomer. The width of the bridge is going to double and in some places more than double. In communities so impacted by the width of the bridge, cut down the shoulder width in the center and on the right. Don't add the auxiliary lane to create 7 lanes on the Portage Bay viaduct.
Cult. Res.	4	18-21		The lids for Montlake Blvd are only for part of the east side of the Blvd. Add a lid to the West side as well which will reconnect the West side of Montlake to the Montlake Playfield and "blunt" the visual impact of the project from NOAA and Hamlin street.
Cult. Res.	6	4		West Bound auxiliary lane increases visual impact for NOAA, SYC, Hamlin Street, Roanoke and Queen City Yacht Club, and University community.
Cult. Res.	6	5-6		Transit only off ramp would increase traffic to Lake Washington Blvd which is going to be severely impacted by all options that close the Lake Washington Blvd on and off ramps.
Cult. Res.	6	6-7		Adding the 2 <sup>nd</sup> Montlake Bridge does very little to improve traffic and the visual impacts to walkers, bikers, boat traffic, Husky fans of football and especially crew

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

					<p>racing and car traffic that crosses the bridge is <b>severe</b> and worst of all it is <b>permanent</b>. The lane for transit and the two lanes Northbound for traffic on Montlake Blvd would once again Narrow down and the beginning of the backup would move between 300 to 400 feet North. This bridge would provide little gain in moving traffic and would do irreparable harm to the Montlake Bridge, the Lake Washington Ship Canal and the Montlake Historical District.</p>
Cult. Res.	6	19-24			<p>These options would increase the traffic on Lake Washington Blvd since all non transit traffic wishing to get go North or South Bound would have to exit at Lake Washington Blvd. Now at least the traffic is dispersed with at least two exit choices.</p>
Cult. Res.	6	26-28			<p>This option would be smart for getting transit onto the bridge and into the HOV lanes. However it would add ANOTHER traffic light to Montlake Blvd for a total of 4 in less than .2 of a mile. Also it would put heavy slow buses into the "fast lane of traffic" or WSDOT would have to add another long merge lane for buses and once again widening the 520 corridor through Montlake.</p>
Cult. Res.	6	36-38			<p>This part of Option K is preferred and would have less impact on NOAA, Hamlin Street( West of Montlake Blvd), SYC, Roanoke and the Queen City YC.</p>
Cult. Res.	7	20-21			<p>Adding another right turn only lane eastbound onto Montlake Blvd would add one more lane to an already wide footprint for little gain</p>
Cult. Res.	10	18-19			<p>This indicates that the towing would be at the height of boating season and would have an impact on the use of the Lake Washington Ship Canal by canoes and boaters</p>
Cult. Res.	11	14-16			<p>Leave out the construction of the 2<sup>nd</sup> Montlake Bridge, the auxiliary lane at Portage bay and building the new on ramps on Lake Washington Blvd to get closer to defer costs.</p>
Cult. Res.	12	5-7			<p>Don't defer the lids</p>
Cult. Res.	15	21-22			<p>Same comment as Page ii lines 14-16. Montlake not included nor is Laurelhurst</p>
Cult. Res.	17	14-17			<p>Montlake Bridge and the Lake Washington Ship Canal fit as "objects that possess integrity of location design and setting as NRHP and yet little in the EIS mentions the impact of A and A+ on <b>permanently severely</b> impacting the location and setting of these two places</p>
Cult. Res.	17	19-21			<p>The Montlake Bridge was designed by the Carl Gould the same person that designed Suzzallo Library and the crossing of the cut was meant to be a Gateway to the University of Washington. Altering the setting of the bridge will damage</p>

Discipline Report Comment Summary

Discipline Report: Cultural Resources

Cult. Res.	17	31-34			its significance. To minimize and to mitigate are only to be done when you cannot avoid impacts. Avoidance should be the first priority. Adding auxiliary lanes, new on and off ramps, adding shoulders that are not on the bridge now and adding more bridges should be <b>avoided</b> .
Cult. Res.	18	3-4			Doubling the width and increasing the height of the bridge plus adding new on and off ramps and a bascule bridge will "significantly affect the quality of the human environment" both during construction but more importantly it will affect the human environment permanently.
Cult. Res.	19	6			Adding the 2 <sup>nd</sup> bridge next to the current Montlake Bridge and altering the view of it from the street, bridge and from the water is an "unsympathetic change" to a Seattle landmark.
Cult. Res.	19	6			Changing the view of Montlake Bridge from the street, bridge and the water seems to violate one of the criteria for a Seattle Land Mark.
Cult. Res.	20	1-2			Reconfiguration of a project may be a mitigating factor for the Montlake Bridge as a Seattle Landmark
Cult. Res.	48	1-2			This sentence doesn't seem to connect to the previous page or the paragraph that follows.
Cult. Res.	48	36-37			It needs to be determined if Foster island is to be formally declared as TCP prior to construction so appropriate mitigation could be determined as does site mapping need to occur.
Cult. Res.	55	11-12			Change caused by building the 2 <sup>nd</sup> bascule bridge in the view of and from the Montlake Bridge, from the bridge and the water meets criteria listed to establish adverse effects.
Cult. Res.	95	17-19			Included in Montlake Historical District Lake Washington Blvd which was part of the original Olmstead Plan. This area is highly impacted by the addition of off and on ramps. It benefits by the removal of RH Thompson Ramps only to be negatively impacted by the addition of ramps.
Cult. Res.	96	1-5			Montlake Blvd. was part of the Olmstead Park Boulevard Plan. It was one of the gateways to the Alaska Yukon Pacific Exposition. It shouldn't be affected with the addition of another bridge, increased traffic or widening.
Cult. Res.	96	26-30			Montlake was compromised by the construction of 520 according to the WSDOT SEDIS. Isn't there something about "Do no more harm" that should be invoked here especially for a recognized historic district.

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

I-312-045	Cult. Res.	135	17-20		“Construction effects . . . only thorough analyzed when final option is chosen.” This hampers making a decision on which option is the best option
I-312-046	Cult. Res.	136	37-40		Support the construction of lids but the Portage Bay viaduct is too wide. Cut out the Auxiliary lane and cut the width of the shoulders.
I-312-047	Cult. Res.	141	24-28		Discusses the construction period 72 months. There are conflicting estimates of the construction periods through the whole SDEIS
I-312-048	Cult. Res.	142	14-16 & 30		Oppose the 7 lane plus wider shoulders that would take portion of NOAA property. Potential of the Abandonment of the buildings
I-312-049	Cult. Res.	145	9-11		Option A would result in an adverse effect on NOAA FSC buildings. Narrow the corridor by abandoning the idea of an auxiliary lane and the wider shoulders in the middle and on the outside of lanes in each direction.
I-312-047	Cult. Res.	145	20-21		“Constructing a new bascule bridge ...could have an adverse effect on the bridge.”
I-312-048	Cult. Res.	146	3-6		It is the permanent impact of changing the setting and view that would cause an adverse effect on the Montlake bridge and the Lake Washington Ship Canal.
I-312-049	Cult. Res.	146	37-40		What about effecting navigation as well as Yacht Club activities.
I-312-050	Cult. Res.	147	4-5		Could the buffer be preserved by cutting down on the shoulders on the sides and center of the new bridge.
I-312-051	Cult. Res.	147	14-23		These houses would be physically affected by increased noise, and dust even after the finish of the bridge
I-312-052	Cult. Res.	147	28-35		Lowering the main line of 520 would help the visual impact after lidding. No lids are planned West of Montlake Blvd. How will the lid planned East of Montlake Blvd be impacted if the planned transit lane is built?
I-312-053	Cult. Res.	147	36-37		Previous comments above address the issue of the necessity to do any of these takings.
I-312-054	Cult. Res.	148	4-17		Is the taking of 3000 square feet of land plus widening 24 <sup>th</sup> Ave East and Montlake place only for the construction period or for the whole project. It is not clear in the SDEIS
I-312-055	Cult. Res.	149	3-4		The most significant of the adverse effects would be avoided by narrowing and making deeper the footprint of the 520 corridor, installing lids over the as much as possible. The 2 <sup>nd</sup> Montlake bridge should not be installed for so little benefit to traffic. The Historic District has already been seriously compromised by 520. Adding the HOV eastbound on ramp would install a 4 <sup>th</sup> traffic light on Montlake Blvd. It would also affect the lid that could be constructed to reconnect the

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

Cult. Res.	149	6-9	Montlake Neighborhood. Constructing these on ramps would negatively affect the homes along the Lake Washington Blvd already compromised by 520. Leave the Lake Washington on ramp east bound and off ramp west bound. Do not make the West bound off ramp at 520 transit only. It spreads out the impact of traffic rather than stacking it up all on a short strip of Lake Washington Blvd.
Cult. Res.	149	4-7	The acquisition of right of way on Foster Island for Option K despite its cost and length of time of construction would be more beneficial to the Montlake Historic District than all of the disruptions caused by new Lake Washington Blvd ramps and the 2 <sup>nd</sup> Montlake Bridge.
Cult. Res.	149	25-33	Lowering the profile of this bridge across Foster Island is a positive but lowering of the profile should occur from the Portage Bay Viaduct through Montlake. Construction of K would over the long term have less destructive visual and traffic impact to the Montlake Bridge and Montlake Historic Districts. Changes in the setting of the TCP would be preferred to the changes of the human environment on Montlake Blvd and in the homes along both Montlake and Lake Washington BLVD
Cult. Res.	156	34-36	Testing of the disruption these University Building would experience could be done as part of the construction of the Sound Transit Tunnel. If they "cope" with the Sound Transit Construction, the tunneling for Option K would most likely be tolerated. WSDOT has determined that "No Adverse effects would be experienced
Cult. Res.	157	21	Removal of the current Lake Washington Boulevard ramps would increase traffic on East Lake Washington Blvd and Montlake Blvd which should be avoided. Do no more harm with any new construction in the neighborhoods.
Cult. Res.	157	22-25	Removal of the old RH Thompson ramps would be a positive for both the Montlake Historic District, Lake Washington Blvd and the Arboretum
Cult. Res.	157	29-30	Is this 6.98 acres going to be the same or less with Option A+. It is not clear
Cult. Res.	164	12-16	This section addresses the construction period but doesn't address noise when the project is complete.
Cult. Res.	164	34-37	This section fails to mention boat traffic during Husky Football season
Cult. Res.	167	32	The only reason to add a 2 <sup>nd</sup> Montlake bridge would be if there was a plan to widen Montlake blvd in front of Husky stadium to University Village. To add a second Bridge with only one extra lane on Montlake (transit only in some plans)

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

					increases capacity for cars to stack up for an addition 640 ft. In fact why add a 2 <sup>nd</sup> bridge to get a total of 1416 feet of one lane "car stacking capacity" in a historic neighborhood.
Cult. Res.	169	24-26			There would be periodic adverse affects to boating as the pontoons are towed through Portage Bay and the Montlake cut. The tow times would include Husky football season.
Cult. Res.	170	17-19			Unless the new construction significantly reduces idle time on the Pacific Interchange, and Montlake Blvd they will be NO reduction in noise or air pollution. In fact the second bridge and the immediate narrowing down of the extra lanes just north of the 2 <sup>nd</sup> bridge appears to be a "car holding or car stacking plan rather than making the traffic move faster. In addition with the closing of the current Lake Washington ramps the plan brings more cars to the already congested Montlake interchange.
Cult. Res.	171	5-12			Do no more harm to the Montlake Historic District. At least the no build option would do that. None of the plans would do anything to improve the visual impact or the physical barrier of the freeway to the west of the Montlake Blvd. One WSDOT consultant says it will add an additional 100 feet of corridor to the current configuration. Using the information from the ESDIS it would double the footprint of the concrete from 64 to something like 115+
Cult. Res.	173	27-39			Portage Bay Bridge would be higher and a whole lot wider with a serious diminution of the view
Cult. Res.	174	4-7			The construction of a wider higher bridge over Portage Bay might not compromise the NRHP but it would significantly change the visual experience and setting and feeling of the Queen City and Seattle Yacht Clubs and anyone who uses Montlake Playground, Portage Bay, and the West Montlake park.
Cult. Res.	174	30-34			The EIS says the Portage Bay Bridge would be only 35 feet wider that the current bridge but if you add 3 lanes plus two 10 foot wide shoulders plus 2 4 foot wide center lanes, it adds up to 58 feet. It is too wide.
Cult. Res.	174	37-39			The EIS says the project will be 111 feet closer to NOAA and that means it will be 111 feet closer to the Seattle Yacht Club. Noise walls will not compensate for the loss of view
Cult. Res.	175	19-21			Wider (by a significant amount) Higher Bridge would have a negative visual effect for all communities as well as Roanoke Park.
Cult. Res.	176	3-5			There is no mitigation conceivable that would mitigate the view from the current

Discipline Report Comment Summary

Discipline Report: Cultural Resources

					Montlake bridge and from the Lake Washington Ship Canal. This view from the water and from the bridge is a treasure to the City, the University, the neighborhood and the thousands of people who walk over and boat under this historic bridge.
Cult. Res.	177	5			The assumption that the noise at the Canoe House is going to decline with construction of Option A. More noise over the second bascule bridge and a floating bridge that is closer to the Canoe House? Can't prove it but it seems like an outlandish assumption.
Cult. Res.	177	11-13			The view from the east end of the cut of the Montlake bridge would be destroyed and how is that not adverse. It doesn't affect the bridge but it an adverse effect to the Lake Washington Ship Canal. There is also an adverse affect to the view from the bridge to the east and from the 2 <sup>nd</sup> bridge to the west. The issue is building the 2 <sup>nd</sup> bridge is an enormous adverse effect on the historic bridge and the Montlake Neighborhood for no documentable gain for traffic.
Cult. Res.	177	35-36			The partial lid covers almost nothing west of Montlake Blvd. Also the lid to the east will be smaller if the left hand turn for HOV vehicles into the HOV lanes on the bridge is built.
Cult. Res.	178	2-4			Same comment as above. Nothing is done to reunite the Montlake Historic District on the West side of Montlake Blvd with a lid. A lid is a preferred option to the trail under 520.
Cult. Res.	178	11-12			This means the freeway will be 66 feet closer to houses on Hamlin street on the east side of Montlake Blvd.
Cult. Res.	179	12-13			Strongly support removing the RH Thomson ramps to nowhere.
Cult. Res.	179	15-17			More work needs to be done to plan so that the impact on the Historic Montlake District is not so adverse.
Cult. Res.	179	29-32			While removing the HR Thomson on ramps is a great idea, removing the current on and off ramps in the Arboretum changes one bad effect to another. It also increases traffic on East Lake Washington Blvd and does nothing to keep more traffic out of the Historic Montlake District. Do no more harm than is already done
Cult. Res.	180	13-14			There would be an addition of another traffic light Southbound on Montlake Blvd for a total of 3 within 800 feet and a 4 <sup>th</sup> within another 200 feet. That is 4 traffic lights within 1000 feet. If you count the traffic light at the Pacific Avenue that is 5 traffic lights within approximately 1800 feet. How can anyone think that the

Discipline Report Comment Summary  
Discipline Report: Cultural Resources

					expense of tunneling with maybe one traffic light isn't the best long term plan to move traffic and to spare a neighborhood.	
Cult. Res.	180	17-20			The Montlake Historic District needs no more traffic directed into it. Leave the current on ramps in the Arboretum.	
Cult. Res.	181	25-27			Support lowering the profile of 520 through Montlake to Portage Bay with a lid westbound toward NOAA.	
Cult. Res.	182	11			It seems that creative design and engineering could take care of this problem.	
Cult. Res.	186	13-15			This mentions a lid west of Montlake Blvd but illustrations indicate is very small.	
Cult. Res.	191	27-35			Survey the Miller Street landfill to determine if K is feasible. K disturbs less of the Montlake Historical District and prevents the 2 <sup>nd</sup> bascule bridge and in the long term has less impact than A or A+	
Cult. Res.	192	2-4			Do the studies to determine whether the profile of 520 could be lowered.	
Cult. Res.	194	23-24			Recommend an independent contractor	
Cult. Res.	196	28-29			It may not physically affect the Montlake bridge to construct another but it will <b>permanently</b> ruin one of the great sites in Seattle for little or no gain.	

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Discipline Report Comment Summary  
Discipline Report: Water Resources

Report	Page #	Line #'s	Reviewer	Comment
Water Resources Discipline	3	Exhibit 1	Tony Oppermann	Not listed that should be: Jurisdiction: WA State Dept. of Fish and Wildlife. Regulations: Hydraulic Code of Washington. Purpose/Intent: Permit to "use, divert, obstruct or change any of the salt or fresh waters of the state.
"	8	1	"	Many design options have been proposed by the community, clear up to the K, L and M level. The so called "preferred option" is still the WSDOT plan with a + suffix. Since Alternative A is the original WSDOT design, I feel that WSDOT has not made an honest effort to consider any option other than their own.
"	8	Paragraph 2	"	Project Alternatives. This SDEIS does not really evaluate the real current alternatives!! It should address the A+ and the M alternatives. Much of the information in this document has already been reviewed and determinations made to either include, modify or delete elements of those previous alternatives. I would like to see a document that address the A+ and M alternatives.
"	10	Paragraph Seattle	"	Removal of the SR520 bus (flyer) stations will just throw X number of buses into the mixmaster at the interchange of SR 520 and Montlake Blvd. Montlake Blvd. between Pacific St. and SR520 will become a huge bus and vehicle parking lot! And will add several minutes to the bus commute from both the eastside and the University into Seattle and also the return routes. Flyer stations should be kept on SR520 and/or modified to provide service for people going to Seattle, to the north (I-5) and into the University area at Montlake.
"	11?	Exhibit 6	"	The basic problem here is that you have a lot of traffic going north and south intersecting with a lot of traffic going east and west. Alternative A(+) keeps all this traffic in ONE location, Montlake Blvd. from Pacific Street to SR520. A giant mixmaster! Options K and L (and M) dilute this mess (thus decreasing the problem) over

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Discipline Report Comment Summary  
Discipline Report: Water Resources

“	12	5-6	“	<p>three locations and allows individuals options that will allow them to get to where they want to go without dealing with ALL the other vehicles (including buses that no longer stop on SR520 but have to go into the mixmaster too).</p> <p>A transit only off-ramp from west bound SR 520 would do nothing to help traffic going north on Montlake Blvd. If west bound traffic wanting to go north on Montlake Blvd. (a large volume) is required to exit in the Arboretum, the traffic in the neighborhood of the proposed off ramp will be horrible – likely service level FFF from the day it opens. (Also, the affect on a beautiful old residential area would be devastating.) There would likely be a steady load of traffic on Lake Washington Blvd. during daylight hours from the exit to Montlake Blvd. and then on the Blvd. to the north and south.</p>
“	12	8-10	“	<p>Another bascule bridge in the middle of this mixmaster would only serve as a parking area for the increase in traffic that will occur in this area, not to mention the destruction of an historical Seattle view point and the loss of two fine homes. Again, traffic would not flow any faster or efficiently because of the intersection at Pacific Ave. and the load of traffic from the bascule bridges to SR 520.</p>
“	12	24-30	“	<p>A suboption to A proposes, essentially to move the existing on and off ramps to and from SR 520 to the west. This is a horrible proposal!! The existing ramps should remain in the same location as present (and rebuilt in the same location if necessary). Placing these ramps to the west, as shown on some plans, puts them virtually in the front yards of several very fine, older (historic) homes. The present location is in the Arboretum which is not ideal but creative mitigation plans (landscape and vegetation) can be developed that would reduce the present impact on the site.</p>
“	12	30-35	“	<p>A suboption to A proposes an eastbound onramp to SR 520 from the Montlake Blvd. bridge over the highway into the (left hand) HOV lane. Left hand on and off ramps have always been traffic headaches (e.g. the Mercer St. off ramp from northbound I-5). This would also</p>

Discipline Report Comment Summary  
Discipline Report: Water Resources

“	13	22	“	require installation of another traffic light in an area already burdened with too many. A suboption for K would construct a ‘right turn only’ off ramp from eastbound SR 520 to southbound Montlake Boulevard. After casual observation of this intersection for 40 years, it appears this would be unnecessary and would certainly not be cost beneficial. “Suboptions for Option L would include adding a left-turn movement from Lake Washington Boulevard for direct access to SR 520 and adding capacity on northbound Montlake Boulevard NE to NE 45 <sup>th</sup> Street”. There is no explanation or diagram that I could find that explains this statement. Why dissolved zinc would increase only in Options K and L is not explained. General comment. Options K, L and M all provide relief for traffic flowing through this area. They siphon off some of the vehicles from the main heavy flow and allow them to bypass the interchange at SR 520 and Montlake Blvd. thus avoiding having to deal with every vehicle that travels through this intersection. Option A+ pours all the traffic from all directions into one small area which can only slow everything down.
“	13	35-38	“	
“	77	12	“	
“			“	



# SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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

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

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- **E-mail** your comments to SR520Bridge\_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge).

<b>Name</b>	<b>E-mail</b>	
<b>Address</b>		
<b>City</b>	<b>State</b>	<b>Zip</b>

*These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.*

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

*Yes; see attached Comment. I prefer not to have my personal information part of the public record. However, I am an active member of NCHNA and can be reached via my alias at [b.kieburta@ieee.org](mailto:b.kieburta@ieee.org)*

I-313-001



Comment  
Route 520 Construction Project  
A Broader View

I-313-002

There have been multiple proposals for modification of the Route 520 cross-lake bridge and approaches to deal with capacity shortfall in rush hours. As in any large project there are requirements, constraints, and assumptions. Often some of the assumptions are unstated because they seem so obvious. However, unexpected consequences can occur if all assumptions are not examined critically.

The purpose of this note is to suggest the possible advantages of taking a broader view of the project in light of some possibilities that may not have been considered.

**REQUIREMENTS.**

There is a requirement to foster and promote smoother traffic flow over the 520 corridor. A requirement to increase capacity is implied if not expressed.

**CONSTRAINTS.**

The few choices of expansion of capacity are the Evergreen Point Bridge, the I 90 floating bridge, and the north and south limbs of I 405.

**ASSUMPTIONS.**

A natural assumption is that traffic volume will continue at the current levels or, much more likely, will increase.

Many other assumptions could also be listed, but for the purposes of this note, only one other will be offered. Consider the following scenario. Suppose as a result of earthquake, or terrorist activity, Hiram Chittenden Locks not only became inoperable but were breached. The level of Lake Washington would drop by approximately 18 feet plus the tidal range. All floating bridges on Lake Washington would be inoperable. If any doubt were to exist concerning this possibly unstated assumption, the relative attractiveness of increasing the land capacity of the north and south limbs of I 405 might be seen in a different light.

This comment does not imply that no work is needed to insure the integrity of the current bridge, only that the work might be much altered and reduced if seen in a different perspective.

**SOME QUESTIONS TO ANSWER**

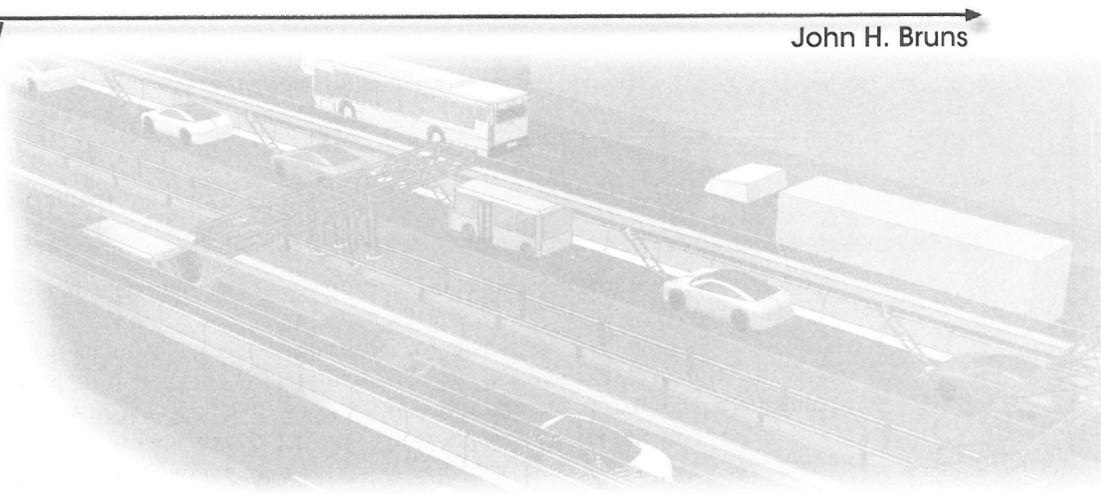
- I-313-003 | 1. How long would it take to lower the level of Lake Washington 2, 5, 10, and 18 feet if the Chittenden Locks were completely breached?
- I-313-004 | 2. What Richter Scale quake magnitudes and epicenters have been used to analyze the damage and failure levels of the Chittenden Locks?
- I-313-005 | 3. What magnitude in tons and kilotons of charge have be Chittenden Locks been exposed to in damage and failure analyses?
- I-313-006 | 4. What studies and analyses have been performed by the Federal Emergency Management Administration with respect to hostile actions against Chittenden Locks?

rbk  
4/14/10

# PUGET PULLWAY

John H. Bruns

Take the Quipp-er™ and  
get there Quicker



I-314-001

## Puget Pullway

**For the benefit of our driving citizens may I recommend my invention,  
Puget Pullway, to the attention of our leaders?**

Puget Pullway retrofits one lane each way of an existing grade-separated road to a totally-electrified, automated configuration for cars and minibuses. Design is based on proven technology from DOT/GM-demos on I-15, San Diego (1997) and Morgantown GRT, which has served WV Univ. since the seventies.

It obviates use of light rail or any change other than retrofitting a Pullway on the new lanes in the SR520 corridor. Being electric, it needs little ventilating air and widens the possibility of using submerged or tunneled designs.

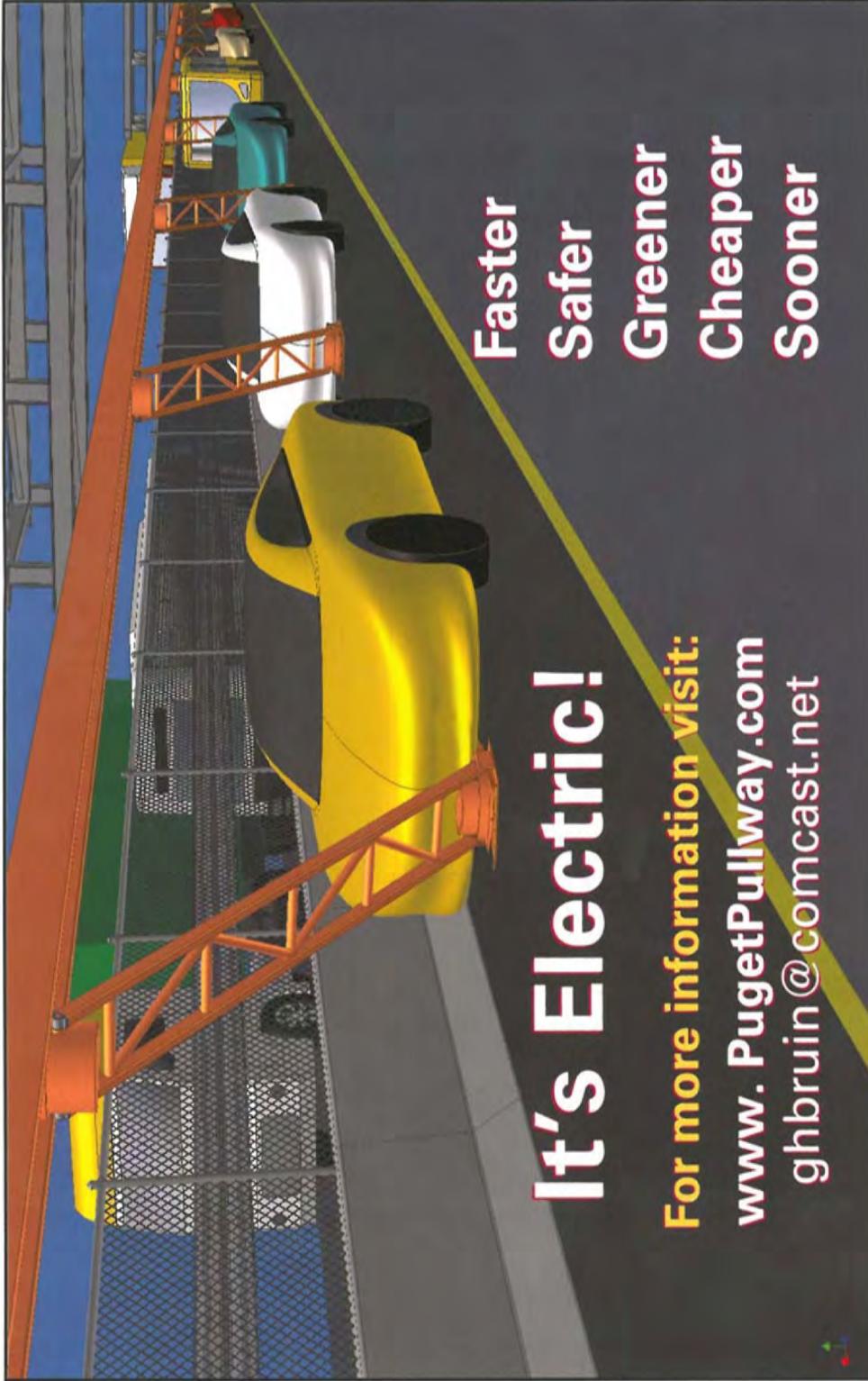
The Pullway resorts to a guideway to increase capacity by reducing the stopping distance through better brakes pinching the guideway flanges. A pullway adaptation also "specializes" its lane by limiting vehicle height to 77 inches; thereby enabling double-decking for ramps and relief of choke-points. ( Its capacity then approaches 10,000 vehicles/lane.) A Pullway is totally roll-on, roll-off with vehicles never interconnected to each other.

Electricity is obtained from the grid or a private source, eventually micro-nuclear but initially from natural gas. Four hundred sixty volts is supplied to the Pullway via third rail, which drives motorized modules riding in the guideway (MOTAMs), each being equipped with a space age tow bar that pulls, steers, spaces, stops and recharges vehicle batteries on the roll. A three level control system is specified. A nation-wide network should reduce accident rate by 5500 fatalities/year, plus about 95% reduction in lesser accidents A pullway thrives on the economy from use of a cheaper source, which saves us 7c/mile in tolls. The combination of cheaper energy and higher capacity will improve business prospects for toll operators.

The 520 bridge is about to materialize into a readily adaptable evolving technology: " Puget Pullway"

John H. Bruns, P.E. (retired)

*John H. Bruns* 4-12-10  
Mercer Island  
206.232-6410 (206)7084145 cell



## **Faster**

Commute time is trimmed way back, because the Pullway triples the capacity of the current roadway, with increased speeds. No congestion!

## **Safer**

Similar to a chairlift, the Pullway locks in the distance between vehicles, eliminating the possibility of rear-end collisions. Distances formerly required to maintain safe stopping allowance between cars can be reallocated to an increased carrying capacity!

## **Greener**

No fossil fuels are used by vehicles on the Pullway so overall pollution is reduced. The Pullway is electrically powered.

## **Cheaper**

Current roadways are adapted, rather than torn out or rebuilt. Adaptation can be done incrementally. Little excavation, paving, or earthmoving is required to initiate the Pullway.

## **Sooner**

The Pullway will be available for use in a quarter of the time of road widening solutions or light rail because it utilizes existing roadways.

*more via the web site →*

## Comments on 520 corridor project SDEIS

To whom it concern

I-315-001 | One would think that with 10 plus years of planning, the 520corridor project should be ready to build and that the result  
I-315-002 | when finished will be a first class transportation system that will move people and goods to their destination safely and  
I-315-003 | efficiently. Sadly, after \$220 million of planning, we are not even close to attaining that goal. The floating part of the  
project will be an eyesore of epic proportions, there is no financial plan to pay for it and when finished, traffic  
movement will be no more efficient than it is now. In spite of this, many want to forge ahead and start pouring  
concrete.

I-315-004 | The State has published an Environmental Impact Statement and then a Supplement to it that supposedly explains why  
this project is going to take a bad situation and make it better. In fact, when you read it, it becomes a statement why this  
whole project should be stopped. The bottom line is that after you have spent about four and one half billion dollars, the  
traffic flow will in some cases be minimally improved and in some cases worse. Not only that, the debt incurred will  
cost an additional three billion dollars in interest.

I-315-005 | I find the SDEIS more interesting for what it doesn't say than what it does. Following are some examples in no  
particular order except for the first one which should be the most important

- I-315-006 | 1. Show me the money. What possible justification is there to build this project when more than half the cost is  
I-315-007 | money the State does not have. Further, it makes no attempt to explain where it will come from. Once this  
question is addressed, it leads to many more money questions. This is a major omission.
- I-315-008 | 2. Apparently the current bridge might blow away or sink or fall down. How big a wind or earthquake is it going  
I-315-009 | to take to cause this. The report fails to give any details on this subject. The current bridge was retro-fitted  
several years ago to withstand sustained 77 mph winds. I find no evidence this has ever occurred in the vicinity  
of the bridge!
- I-315-010 | 3. Along this same line, when you build this new structure that is much more massive, why is it less likely to have  
I-315-011 | issues with wind or an earthquake. It seems to me that a structure 20 to 40 feet high has a lot more vulnerability  
to wind and waves than the current 11 foot structure. This is not addressed.
- I-315-012 | 4. State legislation caps the number of lanes for the new bridge at six lanes. The architectural plans show the  
Bridge to be much wider than necessary for six lanes. Why?
5. Another goal in building this new bridge/corridor is to relieve traffic congestion. Not only does the SDEIS fail  
to explain why there will be less congestion, it clearly states that some areas will be more congested after the  
completion of the project. Someone needs to explain how we can or should justify spending \$4.50 to make  
something worse. Then explain why spending 4.5 BILLION DOLLARS is any better!!!
6. How seriously was the idea of a retrofit looked at. It has been done to a lot of existing structures. It was done to  
this bridge before. Why is this situation different. Why is it not addressed?
7. With the current 520 set up, when cars get off 520 they exit onto already congested streets, roads or freeways.  
There is little indication that these are going to be improved to handle the extra traffic. Why not? Did anyone  
ever consider the idea of making the "side streets" more efficient to see if the 520 bridge traffic might then  
move better? Where can one read about why this idea was rejected.

- I-315-013 | 8. The new bridge when completed is eventually projected to carry considerably more traffic than it does now. The SDEIS says the congestion on side streets will only marginally improve upon completion of the new bridge but does not say anything about future congestion on side streets. Where can one find the projections for the side streets.
- I-315-014 | 9. In chapter 5 page 4, it says traffic volume may actually decrease on the new bridge initially as cars move to I-90 because it won't have tolls.
- I-315-015 | 10. On page six and seven of the executive summary, it says that a current problem exists on the eastside of the lake where the westbound HOV lane ends at the bridge. This causes congestion where HOV traffic has to merge with general purpose traffic. Why then when the new bridge becomes three lanes westbound is it not a problem when traffic has to merge down to one or two lanes at for example I-5 northbound or on Montlake Boulevard northbound. Also what possible reason is there to build a second bascule bridge over the Montlake cut when there are no additional lanes being added. The SDEIS seems to say merging is a problem in one place (on the eastside) while totally ignoring the fact that upon completion of the project, there will be much more merging necessary on the Westside but ignoring that. It appears the State is going to spend money they don't have on something that say causes congestion(merging). This is a major failure of the SDEIS...ignoring the obvious.
- I-315-016 | 11. I have been told by the Seattle Department of Transportation that their input to the SDEIS was minimal because the EIS process does not require it since this is a State project. If this is true, then I guess you can't call it a failure or an omission of the SDEIS. I would however say it makes the whole process null and void!!!

I-315-017 | In summary, the SDEIS makes no case that the existing structure can't be fixed or improved, clearly says that barely 50% of the funding exists to do the project (and makes no attempt to justify proceeding without money or explaining where the rest of the money will come from) and says clearly that when finished, traffic in the 520 corridor will still be very congested immediately and since they project 50% more use as time passes, that it will only get worse. Issues seemingly ignored are the fact that this will be a visual blight on a beautiful lake and that the corridor will be as much as 13 lanes wide in some places compared to 6 now. What do the 7 additional lanes accomplish? The SDEIS seems to ignore that issue or leave it up to us to decide. For 4.65 billion dollars, we deserve answers and the project should be stopped until an SDEIS is prepared that addresses all the above issues.

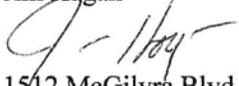
As an aside, it seems Microsoft is all in favor of going ahead with the project. My guess is if they updated the windows operating system and it has as many flaws as this, they would not release it even in beta form. IF they studied the SDEIS at all, one must surmise they don't care what happens to their Seattle employees once they get close to home.

Another aside. When the Seattle side of this project is completed and traffic in the vicinity of the bridge is at a standstill, do you think the State will come running with money to help solve the mess they created or will we the people of Seattle be stuck with the problem. City officials including the Mayor, City Council and SDOT better seriously think about this and demand that the State show why there is not an issue going forward. If Seattle City officials have studied the SDEIS and can't foresee a problem they need to explain this to the citizens of Seattle.

I-315-018 | Further aside. The state has the 520 and viaduct project, the county has metro, the city has the Mercer mess. We have sound transit and sluts and RTA and now Bellevue wants to build some kind of tunnel. Is there some kind of plan here or are we just throwing money at traffic issues and hoping they will go away. The SDEIS does not seem to address how the 520 corridor project fits in with all these other projects to make things better. WHY?????

I-315-019 | And finally, will someone explain to me why these lights at freeway and bridge entrances are called flow meters. When you stop traffic IT IS NOT FLOWING, IT IS BACKING UP. Further is backing up onto other streets and making them NOT FLOW EITHER.

Jim Hagan



1512 McGilvra Blvd East  
Seattle Washington 98112  
206-324-6173

# SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

## SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge\_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Robert C. Wissmar **CommentDate:** 4/16/2010 3:05  
 2. **E-mail** wissmar@u.washington.edu **Comment Source:** Online Comment Form  
 3. **Address:** 1877 E Shelby St.  
 4. **City:** Seattle  
 5. **State:** Wa  
 \* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

- I-316-001 | My review of SDEI for new SR 520 Bridge indicates Option K with Montlake tunnel is the preferred option.
- I-316-002 | The SR 520 Bridge design needs to give priority to Light Rail over auto and HOV lanes.
- I-316-003 | LIDS need to be included on Montlake Blvd. NE and NE Pacific St.
- I-316-004 | Option K is preferred for the SR 520 Bridge-Montlake Blvd. Interchange.
- I-316-005 | Noise reduction structures (greater than 10-decibel) should be included in all situations.
- I-316-006 | Storm-water wetlands need to be constructed similar to natural areas. For example irregular configurations not round.
- I-316-007 | The foot-print of the SR 520 and I-5 Interchange needs to be reduced to preserve open space areas. The Lid are appear adequate.
- I-316-008 | Option K is preferred for Portage Bay Bridge.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

Jenifer Young  
SR520, I-5 to Medina: Bridge Replacement and HOV Project  
Environmental Manager  
SR 520 Project Office  
600 Stewart St, Suite 520  
Seattle, Wa 98101

Subject: Comments to SDEIS

I-317-001 | Enclosed 5 pages calls for a clarification and mitigation of the expected noise levels during and post construction within the Montlake Community area.

I-317-002 | WSDOT has designed a SR520 bridge replacement that:

- I-317-003 | 1) Does not improve traffic flow
  - a) from Medina to I-5
  - b) from SR520 to UW
- I-317-004 | 2) Does not improve transit mobility
  - a) from Medina to I-5 and into Seattte central
  - b) from 520 alignment to UW
- I-317-005 | 3) Does increase noise levels beyond FHWA criterion throughout the Montlake Community
  - a) particularly along Lake Wash Blvd
  - b) and along the Montlake Blvd E
- I-317-006 | 4) Destroys a nature base lifestyle in the Montlake Community and the Arboretum adjunct
- I-317-006 | 5) Increases the probability of cumulative health problems to residents near SR520

I-317-007 | MITIGATION - ???? The SDEIS report is primarily speculative, theoretical and not pragmatic, qualitative rather than quantitative and emphatically not committal to any abatement of the harmful effects on the adjacent neighborhoods.

I-317-008 | "DO NO HARM" -???? Harm is all ( you all) have accomplished with your decade long design.

I-317-009 | "LEAVE NO FOOTPRINT" is the demand of the Montlake Community.-

Charles S. Budnik  
1896 E. Hamlin St  
Seattle, Wash 98112













Jennifer Young

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Environmental Manager

SR 520 Project Office, 600 Stewart Street, Suite 520,  
Seattle, WA 98101.

April 15, 2010

Dear Sir/Madam,

I-318-001 | Regarding the adequacy of the SDEIS, one of the over-riding omissions/errors appears to be in not just characterising the need(s) for the project, but in the engineering approach to a solution.

There has been much fanfare associated with proposing a new bridge which would have two general purpose lanes and one high-occupancy vehicle lane in each direction. The rationale for this is implicitly to increase traffic capacity. However there has been no adequate analysis completed which shows that a significant increase can occur with the current design.

I-318-002 | The plans for the three Alternatives i.e. A, K and L, as described in the document, all terminate at the west end with a merging of the HOV into the SOV lanes fully three-quarters of the time. The only exception to this poorly engineered "solution" seems to be for the unique case of traffic coming from the east side of Lake Washington into downtown Seattle, and then only in the mornings, because the proposed new HOV lanes then are able to be connected to the existing HOV lanes on I-5. At other times, and for traffic attempting to head north on I-5 from westbound SR-520, a merge on the Portage Way viaduct is necessary. Such a merge will, in fact, lower the roadway capacity below that which would be possible with just a straight through four general purpose lanes.

I-318-003 | Inasmuch as the primary congestion time period on SR-520 currently is in the early evening, and westbound, the addition of HOV lanes plus the proposed merge as the traffic approaches I-5, will undoubtedly mean that the whole purpose of the addition of two more lanes will be negated, since the traffic capacity will be reduced below that which could be accomplished with just four continuous lanes. This totally undermines any rational argument for adding the two more lanes.

Sincerely,

Maurice B. Cooper, P.E.  
1225 Parkside Drive East,  
Seattle, WA. 98112  
206-322-0234



# SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

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1. Name CommentDate: 4/15/2010 23:09  
 2. E-mail Comment Source: Online Comment Form  
 3. Address:  
 4. City:  
 5. State:  
 \* 6. Zip Code: 98101

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

- I-319-001 | I support the 6 Lane Alternative with 4 GP lanes and 2 HOV lanes. This is the best fit for our current regional needs and is consistent with current regional plans.
- I-319-002 | I do not support the implementation of light rail at this time, on the SR 520 project, or as a separate project. The land-use patterns on the Eastside do not warrant it and the planned transit network could not support getting people to a light rail line if it did exist. Substantial regional planning is required, in addition to planning the light rail line itself. Hasty implementation of such major infrastructure would be a violation of fiduciary responsibility.
- I-319-003 | I support Option A or similar revision of it that falls as closely within the existing interchange footprint as possible without sacrificing surface intersection operations and/or design standards on the freeway lanes and shoulders.
- I-319-004 | I do not support replacing ramps of any kind to Lake Washington Boulevard. Expressway ramps that lead directly into a park and collector roadway are a transportation planning atrocity. They are a blight on the park land and they are inconsistent with very basic principles of transportation system design -- functional classification, and access management. It should be incumbent upon WSDOT to uphold these basic professional standards, including correcting a precedent error such as the Lake Washington Boulevard ramps. Replacing the ramps is a default of professional responsibility in my opinion. WSDOT should firmly advise the City of Seattle that they have a similar responsibility to maintain their own transportation system and/or manage land-use in a manner that is in the best interest of its public.
- I-319-005 | I support full-standard shoulders along the entire length of SR 520 and I support the westbound auxiliary lane on Portage Bay Bridge if it is warranted to connect the transportation system without



# SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



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I-319-005 | creating a bottleneck on that segment. The width of a single-lane or even a lane and shoulder is inconsequential. If a highway is going to exist, then it should be appropriately designed as part of a system rather than as a set of piecemeal components. As we now see throughout our region, discrete design exceptions here and there add up to a major system deficiency. This impacts regional energy consumption, economic vitality, and public health. Again, it should be incumbent upon WSDOT professionals to hold fast to those standards. Their benefits are supported by empirical evidence, whereas many arguments against standards are merely ill-conceived sentiments.

I-319-006 | I also support the implementation of a corridor management plan, even as a separate effort from this project, that would unite the various regional transportation demand management programs into a long-range vision for the corridor. As PSRC's Transportation 2040 process comes to an end and the SR 520 project moves forward, it would be a great opportunity for WSDOT to show leadership and innovation by applying Transpo 2040 principles to this corridor.

I-319-007 | Finally, I applaud the WSDOT team for weathering the many public storms associated with this project and maintaining a high degree of professionalism in the community. I encourage WSDOT leadership to take stronger ownership of its obligations as transportation professionals, and to constructively challenge policy makers, community leaders, and others on issues of project development within its scope of responsibility. As an illustration, the westside mediation process was a monumental waste of taxpayer resources that conferred an inordinate amount of responsibility to minority public interests that never should have had it. This legislative mandate was one of many swipes that dilute the professional credibility of dedicated people who commit their careers to improving our community.

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