

23 June 2006

**SR 520 Bridge Replacement
and HOV Project Draft EIS**

Appendix B

**Agency Coordination
and Public Involvement**



SR 520 Bridge Replacement and HOV Project EIS

Agency Coordination and Public Involvement



Prepared for
Washington State Department of Transportation
Federal Highway Administration
Sound Transit

Lead Author
EnvirolIssues

Consultant Team
Parametrix, Inc.
CH2M HILL
Parsons Brinckerhoff
Michael Minor and Associates
EnvirolIssues

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Acronyms and Abbreviations

CUCAC	City/University community Advisory Committee
DAG	Design Advisory Group
EIS	Environmental Impact Statement
ETC	employee transportation coordinators
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HCT	high-capacity transit
HOV	high-occupancy vehicle
LIC	Local Impact Committee
NEPA	National Environmental Policy Act
NOAA	National Oceanic & Atmospheric Administration
N.O.I.S.E.	Neighborhoods Opposed to Interstate Sound Exposure
PSCAA	Puget Sound Clean Air Agency
SAC	Signatory Agency Committee
SEPA	State Environmental Policy Act
WSDOT	Washington State Department of Transportation



Introduction

In 1997, the Washington State Transportation Commission and state legislature authorized and funded the Trans-Lake Washington Study. The study was administered by the Washington State Department of Transportation (WSDOT) and guided by a 47-member Study Committee, composed of representatives of public agencies, neighborhoods, businesses, and advocacy groups. The purpose of the study was to identify a set of “reasonable and feasible solutions” to improve mobility across and/or around Lake Washington. In 1999, the Trans-Lake Washington Study Committee identified a set of findings and recommendations that suggested improvements to SR 520, as well as other transportation corridors serving cross-lake traffic.

In 2000, WSDOT, Sound Transit, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) carried forward the Study Committee’s SR 520 recommendations as they initiated the National Environmental Policy Act/State Environmental Policy Act (NEPA/SEPA) process to evaluate improvements in the SR 520 corridor, including replacement options for the Portage Bay and Evergreen Point bridges. In accordance with NEPA/SEPA, once it was determined that the project would have significant adverse environmental effects, WSDOT began work on an environmental impact statement (EIS). For the next two years, WSDOT continued to work on the project, which at that time was called the Trans-Lake Washington Project. During that time, WSDOT received input from the public and developed alternatives to study as part of the EIS process. In 2002, state funding was cut and the project was put on hold temporarily. With the approval of the “nickel” package by the state legislature in 2003, project funds were reinstated and a new phase of the project began, now called the SR 520 Bridge Replacement and HOV Project. WSDOT is leading this phase of the project, along with Sound Transit and FHWA as co-lead agencies.

This report refers to both the Trans-Lake Washington phase and the current phase of the proposed project; however, the project is referred to as the SR 520 Bridge Replacement and HOV Project throughout this document.



What are the key points of this report?

The WSDOT project team developed and implemented a comprehensive, ongoing public involvement program at the onset of the decision-making and environmental analysis process. This started with a public involvement plan that set forth specific goals and activities for the public at large and incorporated outreach to minority and low-income populations. This report focuses on public involvement that occurred during the decision-making and environmental analysis phases of the proposed project, but public involvement is an ongoing program that will continue throughout the life of the project.

The public involvement program encompasses a wide range of activities and resources to encourage public participation in the project. Some of these activities and resources include:

- Newsletters
- Community and agency briefings
- Project Web site
- Media outreach
- Public meetings, workshops, and tours
- Interviews with social service providers and minority and low-income populations
- Outreach to the business community

WSDOT received feedback from the public through these different outreach activities and tools. Key messages from the public included:

- **Keep effects on neighborhoods to a minimum** – Residents have expressed concerns about the effects of an expanded SR 520 on their neighborhoods. Specific concerns include traffic congestion on local streets, increased noise and air pollution, and loss of a community feel in the neighborhoods.
- **Add bicycle and pedestrian access** – Community members have spoken out strongly in favor of including bicycle and pedestrian access on SR 520.
- **Monitor the possibility of negative effects on the natural environment** – Community members are concerned about the



effects that the project could have on the natural environment.

Specific concerns include untreated stormwater runoff and adverse effects on sensitive habitats along the SR 520 corridor.

- **Keep noise levels down**—Local residents along the SR 520 corridor feel that the current noise levels are often too high; they are concerned about those levels increasing.
- **Keep air pollution down**—Local residents are also concerned that if SR 520 is expanded, air pollution levels will increase and create an unhealthy living environment.
- **Carefully consider toll prices, if implemented**—Community members are concerned that the price of a toll may end up so high that it would discourage some travelers from crossing the Evergreen Point Bridge. Advocates for low-income populations are concerned that many people would not be able to afford the tolls, and therefore their cross-lake travel would be limited. Some social service agencies that work with minority and low-income populations are concerned that, given the agencies' limited budgets, the implementation of tolls on the bridge could hinder their ability to provide transportation services for their clients.
- **Improve and expand high-occupancy vehicle and bus system**—Community members believe that an improved and expanded high-occupancy vehicle (HOV) and bus system would help with traffic congestion. Additionally, some of the organizations that work with minority and low-income populations want to ensure that transit services would be improved and expanded because transit is an important form of transportation for their clients.

Input from agencies and the public has played an important role in the decision-making and evaluation process, including scoping, design choices, and determination of what alternatives to advance for further study in the environmental review process. Agency input and comment has also contributed to the preparation of the EIS.

How is public input considered in the EIS process?

Public input to the SR 520 Bridge Replacement and HOV Project is an essential element during the alternatives development, environmental analysis,



A member of the public completes a comment form at an open house



documentation, and review processes. The purpose of the public involvement program is to build local and regional consensus, thereby leading to informed public consent for a strategy to improve safety and mobility in the SR 520 corridor.

Which agencies are involved?

The project has received input and guidance from many agencies throughout the environmental process. The co-lead agencies – WSDOT, Sound Transit, and FHWA – are leading the project and EIS process as project proponents.

Cooperating agencies participated in the preparation of the EIS by reviewing preliminary drafts and providing comments to the co-lead agencies. The cooperating agencies that participated in the review process for the EIS are:

- Federal Transit Administration
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- Puget Sound Clean Air Agency (PSCAA)
- Puget Sound Regional Council
- King County
- City of Bellevue
- City of Clyde Hill
- Town of Hunts Point
- City of Kirkland
- City of Medina
- City of Mercer Island
- City of Redmond
- City of Seattle
- Town of Yarrow Point

The Signatory Agency Committee (SAC), a group of federal and state regulatory agencies responsible for integrating aquatic resource permit requirements with the NEPA and SEPA EIS processes, also participated in the preparation of the EIS by reviewing preliminary drafts and providing comments to the co-lead agencies. In addition, the SAC must agree on a set of concurrence points before the project can receive the necessary permits. The SAC agencies that participated in the review process of the EIS are:



- National Oceanic and Atmospheric Administration (NOAA) Fisheries
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Washington Department of Ecology
- Washington Department of Fish and Wildlife

All of the cooperating agencies and the SAC agencies have been actively involved since the beginning of the project as members of the Technical Committee.

Who is the public?

Three principal constituencies are an integral part of the public involvement program—the public at large, minority and low-income populations, and the project committees.

Public At Large

The targeted audience for the public involvement program includes communities affected by the SR 520 corridor on both sides of Lake Washington; commuters who use the corridor to travel via bus or car to and from Seattle and the Eastside; businesses and consumers who rely on the corridor for movement of goods and services; and advocacy groups such as bicycle, environmental, and neighborhood organizations.

Minority, Low-Income, and Limited English Proficient Populations

According to President Clinton’s 1994 Executive Order 12898, projects that receive federal funding should “ensure the full and fair participation by all potentially affected communities in the decision-making process; to avoid/mitigate disproportionately high human health or environmental effects, including social and economic effects, on minority and low-income populations; to prevent the denial of, reduction in, or significant delay in the receipt of benefit by minority populations and low-income populations.” Environmental justice communities, as identified by Executive Order 12898, include African American, Asian American, Native American, Hispanic/Latino (regardless of race), and low-income populations. In 2000, additional federal guidance was issued about providing translated materials to people with limited English proficiency (Executive Order 13166).



The project team strives for outreach to be inclusive of all populations in the project area and is committed to meeting or exceeding the environmental justice and limited English proficiency guidance discussed above. To ensure inclusion, the team conducts specific outreach to minority, limited English proficiency, and low-income populations. This also ensures compliance with federal environmental justice guidance. The project looks to ensure that these groups, which historically have been less involved in public participation processes, are provided ample opportunity for meaningful engagement in project activities. Minority, limited English proficiency, and low-income populations in or near the project area are concentrated in parts of the University District and South Lake Union neighborhoods in Seattle, and the Crossroads neighborhood in Bellevue. Exhibit 1 shows the percentages of minority populations in census tracts with the highest concentration of minorities within 1 mile from the project corridor.

Exhibit 1. Minority Populations within 1 Mile of the Project Corridor

Population	Seattle	Eastside	Combined
Hispanic/Latino	7 %	4.8%	5.6%
African American	11.5%	2.3%	5.3%
Native American	1.3%	1.5%	1.4%
Asian ^a	6.3%	15%	12.5%
Chinese	1.4%	4.7%	3.6%
Japanese	1.7%	2.5%	2.3%
Korean	.6%	3%	2.3%
Filipino	.9%	1.5%	1.3%

Source: U.S. Census (2000).

^a Includes Asian populations whose percentages were below 0.5%.

The project team developed specific outreach strategies for minority and low-income populations by analyzing census data to identify communities where specific outreach efforts were needed, and then conducting meetings with social service agencies to stay abreast of recent trends in the project area.

Project Committees

Three project committees were heavily involved in the selection of alternatives to be studied in the EIS:



- Executive Committee, made up of elected and agency officials
- Technical Committee, composed of technical staff from local jurisdictions and transportation and regulatory agencies
- Advisory Committee, made up of citizens and interest group representatives

As part of their participation in the alternatives development process, the committee members reviewed community enhancement ideas, transportation data, and cost assessment findings. They also reviewed environmental findings and analyses of high-capacity transit (HCT) alternatives, and recommended the alternatives to be analyzed in this EIS.

The Executive Committee’s role is to advise WSDOT and co-lead agencies. The committee members listen to input from the Technical Committee, the Advisory Committee, and the public in order to provide informed recommendations on scoping, the environmental review process, and selection of the preferred alternative.

The Technical Committee reviews all technical aspects of the project, including the transportation data, the proposed alternative designs, and the environmental effects. The committee members advise the project team and provide input to the Executive Committee.

The Advisory Committee is a valuable source of information for the public involvement program. This committee was appointed by the Executive Committee and serves as a conduit for issues that are raised in the broader community. Advisory Committee members also serve as a resource to assist in identifying public involvement activities and support those efforts in the community.

See Attachment 1 for a list of the members of the Executive, Technical, and Advisory Committees.



Executive Committee bridge tour



Public Involvement Plan

What is the purpose of the public involvement plan?

The ultimate purpose of the public involvement plan for the environmental analysis phase of the project is to build local and regional consensus on both the need for the project and the preferred alternative. This involves providing opportunities for the public and key stakeholders to be meaningfully involved in the project's decision-making process.

The goals of the public involvement plan are:

- Education – Raise public awareness and understanding of the project to enable informed involvement in the environmental review process.
- Transparency – Provide information to the public in a clear and timely manner and provide opportunities for input related to alternatives selection.
- Meaningful involvement – Provide opportunities for the public to engage in meaningful dialogue that ensures their interests are considered.
- Inclusion – Engage diverse people from the affected communities and key interest groups, including opponents and proponents of the recommended alternatives.
- Accountability – Document and incorporate public input, and evaluate program effectiveness, both as the program progresses and at its conclusion.

How was outreach planned for minority, low-income, and limited English proficient populations?

Public outreach for the project is inclusive of all populations and includes methods to engage members of communities that historically have been under-represented. This section describes strategies that were implemented for outreach to these communities, in conjunction with tools and activities to reach the public at large.



The project team analyzed census and demographic data to determine which under-represented communities are inside or near the project area. These data were then supplemented by interviews with the City of Bellevue's Office of Diversity and a number of social service agencies that serve minority, limited English proficiency, and low-income populations. From these interviews (see the *Environmental Justice Interviews* section below) and from previous outreach to minority, limited English proficiency, and low-income populations, the team obtained a better sense of where these community members live, work, and spend their free time.

Based on the anecdotal findings received from the interviews and other information garnered through the outreach process, the public involvement plan was expanded to ensure broad-reaching participation throughout the project area. In the interest of providing opportunities for meaningful public involvement inclusive of all affected parties, outreach efforts went beyond traditional approaches. This outreach is consistent with federal guidance and is tailored toward minority, limited English proficiency, and low-income populations.

Specific approaches include:

- Involving and working through trusted community leaders of existing community, minority, and low-income organizations
- Reaching out to the community via local meetings at different community sites, or attending other previously scheduled events
- Working with ethnic media sources, including non-English-speaking or English as a second language media
- Working through social and community service agencies
- Translating project materials and having translators available at meetings, as needed; Exhibit 2 is an example of a translated postcard
- Working with employers with large minority populations in their employee base as well as minority-owned businesses



Exhibit 2. June 2004 Open House Notification
Translated into Spanish



Public involvement and outreach to minority, limited English proficiency, and low-income populations is an ongoing process that will continue throughout the life of the project.

Public Involvement Activities

What activities took place?

Public involvement activities provide information on the project's progress and offer opportunities for input by community members. Our approach to involving the public in the SR 520 Bridge Replacement and HOV Project is two-fold: 1) host meetings that the public can attend and 2) go to the public through existing community groups and events to broaden involvement beyond those who come to public meetings. To date, our activities have included committee meetings, public meetings, jurisdictional briefings, tours, community briefings, community design workshops, booths at community events, and community roundtables. These activities usually are tied to the release of technical project information. They are essential to making the project open, accessible, and transparent to the broader public.

The project team conducted ongoing outreach during the environmental analysis process, including direct interviews with various social service providers and other community organizations that work with minority and low-income populations. For example, we briefed community groups and minority-owned business coalitions. We also purchased a list of minority-owned businesses in the project area, added these businesses to the project mailing list, and sent them community briefing invitation letters.

Project materials were translated into different languages at key milestones during the project. The project team incorporated the comments and concerns expressed by minority and low-income communities into the overall project comment database for documentation and response.

Project Committee Meetings

From 2000 through 2005, the Advisory Committee met approximately 16 times, including some joint meetings with the Executive Committee and with the Technical Committee. The Advisory Committee recommended screening criteria for the alternatives to the Executive and Technical Committees. The project team briefed the Advisory



Committee on topics such as the transportation demand management packages, HCT potential, and the feasibility of various tunnel options. The project team also presented the input from the community design workshops and public involvement workshops to the Advisory Committee; this input was used in making recommendations on the EIS alternatives.

The Technical Committee, which includes staff from natural resource agencies and jurisdictions within the project area, is responsible for ensuring the adequacy of the technical work and process. From 2000 through 2005, the Technical Committee met approximately 35 times, including joint meetings with the Executive Committee and the Advisory Committee, boat trips to view the natural resources in the project area, and day-long workshops on specific topics. Initially, the committee made recommendations for the project's purpose and need statement. They also gave input on the screening criteria for the alternatives and reviewed the results of the different levels of screening. Technical comments on such items as the proposed alternatives and transportation demand management packages were forwarded to the Executive Committee for consideration. The Technical Committee helped the project team formulate the methodology for the environmental analysis and received regular updates on the process and key findings. The committee also analyzed proposed construction methods.

Many members of the Technical Committee also chose to be cooperating agencies. The cooperating agencies were responsible for reviewing preliminary drafts of the discipline reports and the EIS for technical accuracy.

The Executive Committee, composed of elected officials and agency heads, is responsible for recommending to the project team what alternatives and design options to study. The committee also is tasked with making a recommendation of a preferred alternative to the co-lead agencies. From 2000 through 2005, the Executive Committee met approximately 20 times, including once each with the Technical and Advisory Committees. A subcommittee of the Executive Committee also met twice to focus on project financing options. The Executive Committee receives input from the Advisory and Technical Committees and provides advice to the co-lead agencies of the project. This includes input on screening criteria, first-level screening results, multimodal screening, transportation demand management packages, funding options, and the alternatives for the EIS.



The committees interact with each other through joint meetings and e-mail distribution of materials to all committees. The Executive Committee and Advisory Committee meetings are open to the public. The Executive Committee meetings also include time for public comment. Meeting information, including agendas, meeting materials, and meeting summaries, is posted on the project Web site for public review.

Public Scoping Meetings

Five public scoping meetings were held for the SR 520 Bridge Replacement and HOV Project—three in the evenings for the general public and two during the day for the convenience of agencies and tribes. Both oral and written comments were accepted at these meetings. In addition, the public submitted comments directly by mail, e-mail, and fax. In total, the project team received 157 scoping comments between July 3 and August 14, 2000. Exhibit 3 lists the scoping meeting dates and locations.

Scoping is a term used to describe early meetings where the public, community organizations, governmental agencies, and tribes give initial feedback on the scope of a project and identify potential alternatives and environmental issues. A project team uses feedback from scoping meetings to determine what types of alternatives should be studied. The team then analyzes the proposed alternatives and reviews public input to assess how the alternatives fit the community's needs and address community concerns.

Scoping is also used to determine the purpose and need statement for the project, which guides the project team throughout a project.

Exhibit 3. Public Scoping Meetings

Date	Type of Meeting	Location
Wednesday, July 12, 2000	Agency Meeting	Museum of History and Industry, Seattle
Tuesday, July 18, 2000	Public Meeting	Museum of History and Industry, Seattle
Wednesday, July 19, 2000	Public Meeting	Medina Elementary School, Medina
Thursday, July 20, 2000	Public Meeting	Bellevue Senior Center, Bellevue
Wednesday, July 26, 2000	Agency Meeting	WSDOT Office of Urban Mobility, Seattle

The project team announced these public scoping meetings in the following ways:

- Mailed newsletters to 3,500 stakeholders on June 30, 2000
- Published paid display advertising in the *Eastside Journal*, *Mercer Reporter*, *Northshore Citizen*, *Seattle Times*, *Seattle Post-Intelligencer*, *Seattle Weekly*, *Seattle Press*, and *UW Daily* on July 18, 2000
- Posted legal notice in the *Seattle Post-Intelligencer* on July 3, 2000



- Published a notice in the Federal Register on July 18, 2000, and SEPA Register on July 10, 2000
- Posted signs along the SR 520 corridor
- Posted information on the project Web site
- Received extensive print news coverage (*Seattle Times*, *Seattle Post-Intelligencer*, and *Eastside Journal*) as well as radio and television coverage
- Distributed 1,200 informational flyers at transit park-and-ride lots and transit stops (Montlake transit stop on SR 520, Bellevue Transit Center, Mercer Island Transit Center, and Kirkland Transit Center)



Members of the public review maps and drawings of the project area

Public Scoping Suggestions and Issues

The scoping comments addressed a wide range of topics and opinions, with an overwhelming consensus that a solution is needed to improve mobility and safety in the SR 520 corridor. Specific suggestions as to how to improve mobility varied greatly and were often contradictory. For example, while many commenters suggested adding additional lanes or building a new bridge, other commenters adamantly opposed adding more lanes and recommended using other transportation modes, such as HCT.

Members of the project team summarized the scoping comments in the *Environmental Impact Statement Scoping Summary Report, September 2000* (WSDOT and Sound Transit 2000). According to this report, the greatest numbers of comments received were for the following alternatives:

- **New Bridge across Lake Washington** – A large number of commenters suggested that a third bridge be constructed, preferably from Kirkland/Juanita to Sand Point, to increase capacity across Lake Washington.
- **Tunnel** – A large number of commenters suggested adding a tunnel underneath Lake Washington within the existing SR 520 corridor.
- **High-Capacity Transit** – Many commenters suggested that an HCT solution is the only real option to improve mobility within the corridor. Most of the comments about HCT recommended adding HCT only or HCT with HOV lanes, but advocated not increasing general purpose lanes. Commenters differed on which bridge



should carry HCT, but most recommended it on the Evergreen Point Bridge, while a smaller number suggested HCT on I-90.

- **Improve/Expand High Occupancy Vehicle or Bus System** – Several commenters suggested that improvements to the existing HOV or bus system should be included in the EIS.
- **Improve SR 520 Interchanges** – Many commenters identified the I-5 and I-405 interchanges with SR 520 as a main cause of congestion in the corridor. Commenters called for upgrading interchanges to the latest design standards and reducing congestion points at both ends of the Evergreen Point Bridge.
- **Add Bicycle and Pedestrian Access** – A number of commenters stated that bicycle and pedestrian access should be added to the Portage Bay and Evergreen Point bridges.

The following environmental concerns received the greatest number of comments during the scoping period:

- **Provide Adequate Mitigation and Enhancements** – Commenters were concerned that the project’s adverse effects may not be fully mitigated. Many commenters urged that mitigation measures and enhancements be incorporated in all project alternatives to the greatest extent possible. Commenters requested a commitment to those mitigation measures from the lead agencies. A number of commenters suggested that alternatives be developed to mitigate effects from the existing Evergreen Point Bridge.
- **Noise** – Noise was of great concern to many commenters, particularly in the Eastlake, Roanoke, Portage Bay, Montlake, Medina, Hunts Point, Yarrow Point, and Clyde Hill areas. Several commenters stated that in many of these neighborhoods noise levels are currently too high, and that increased noise levels will not be tolerated in these areas.
- **Air Quality** – Air quality was of great concern to many commenters, particularly to the same communities that identified noise levels as a primary concern.
- **Ecosystem/Natural Environment** – Many commenters were concerned about project effects on the natural environment, especially untreated storm water runoff polluting Lake Washington, streams and wetlands, and adverse effects on sensitive habitats and species.



- **Neighborhoods** – A number of commenters were greatly concerned about the project’s effects on neighborhoods. They identified increased congestion on local streets, increased noise and vibration levels, and increased air pollution as factors that could contribute to a community’s loss of residential character and quality of life.
- **Highway and Arterial Capacity** – Many were concerned that increased capacity in the SR 520 corridor would cause increased congestion in the connecting road networks, such as I-5, I-405, and local streets.

Open Houses

The project team held open houses many times throughout the project to provide an informal setting for the community to obtain information about the SR 520 Bridge Replacement and HOV Project, make comments, and talk with project staff. Exhibit 4 lists the open house dates and locations.



Open house held on June 17, 2004

Exhibit 4. Open House Schedule

Date	Location
November 15, 2000	Montlake Community Center, Seattle
November 16, 2000	Museum of History and Industry, Seattle
November 29, 2000	First Presbyterian Church of Bellevue, Bellevue
November 30, 2000	North Bellevue Senior Center, Bellevue
March 6, 2001	Museum of History and Industry, Seattle
March 8, 2001	St. Luke’s Lutheran Church, Bellevue
March 20, 2001	New Holly Neighborhood Campus, Seattle
March 21, 2001	Stroum Jewish Community Center, Mercer Island
March 22, 2001	Bellevue Community College, Bellevue
June 12, 2001	Museum of History and Industry, Seattle
June 14, 2001	St. Luke’s Lutheran Church, Bellevue
June 20, 2001	Town Hall, Seattle



Exhibit 4. Open House Schedule

Date	Location
June 21, 2001	North Bellevue Senior Center, Bellevue
January 15, 2002	North Bellevue Senior Center, Bellevue
January 17, 2002	Museum of History and Industry, Seattle
October 21, 2002	Medina Elementary School, Medina
October 28, 2002	Museum of History and Industry, Seattle
October 29, 2003	Museum of History and Industry, Seattle
October 30, 2003	St. Luke's Lutheran Church, Bellevue
June 15, 2004	Museum of History and Industry, Seattle
June 17, 2004	St. Luke's Lutheran Church, Bellevue
October 21, 2004	Table at Sound Transit Open House, Seattle
June 27, 2005	St. Luke's Church, Bellevue
June 28, 2005	Museum of History and Industry, Seattle
October 10, 2005	Table at SR 520 West Lake Sammamish Parkway to SR 202 Open House, Redmond

Informational boards and handouts were available at each open house to provide details on different project topics. Exhibit 5 is an example of a handout from an open house. Project representatives and technical specialists were on hand at each open house to answer questions and explain various aspects of the project. The project team mailed open house announcements to approximately 9,500 households for each open house. We also announced open houses using display ads, posters, the project Web site, and community calendars.

Open House Summary

At each open house, the project team encouraged attendees to provide comments and feedback on the comment cards provided, or after leaving the open house through the project Web site and e-mail. Attendees were also encouraged to ask the project representatives questions at the meeting. The comments were very similar to those heard at the public scoping meetings. The majority of concerns voiced were about the EIS alternatives, noise, increased traffic, the possibility that some homeowners would lose land, bicycle/ pedestrian paths, and



the specifics of the design for the project corridor and lids. The project team considered all comments during the alternatives development and environmental review process.

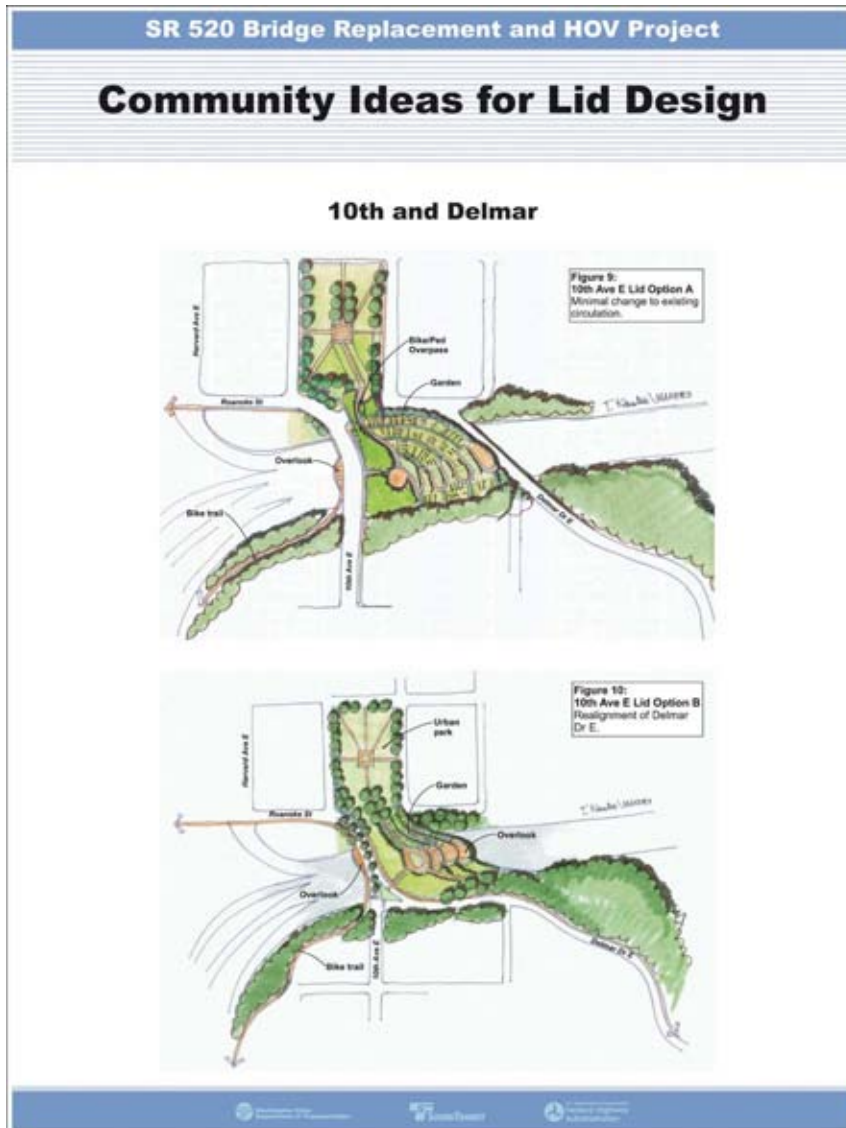


Exhibit 5. Example of an Open House Handout

Community Design Workshops

During the initial phase of the project in 2000, the project team held community design workshops with community representatives of four separate geographic areas along SR 520:



- Eastlake/Portage Bay/Roanoke/North Capitol Hill
- Montlake
- West of I-405/East of Lake Washington (Medina, Hunts Point, Clyde Hill, Yarrow Point)
- East of I-405 (Bellevue, Kirkland and Redmond)

The purpose of the community design workshops was to update the public on the status of the SR 520 Bridge Replacement and HOV Project and solicit feedback on issues related to SR 520 and the adjacent communities. Exhibit 6 lists the workshop dates and locations.

Exhibit 6. Community Design Workshops

Date	Location
November 15, 2000	Montlake
November 16, 2000	Eastlake/Portage Bay/Roanoke/North Capitol Hill
November 29, 2000	West of I-405 (Hunts Point, Medina, Yarrow Point, Clyde Hill)
November 30, 2000	East of I-405 (Redmond, Kirkland, Bellevue)
February 26, 2001	Montlake
February 27, 2001	Eastlake/Portage Bay/Roanoke/North Capitol Hill
March 1, 2001	East of I-405 (Redmond, Kirkland, Bellevue)
March 8, 2001	West of I-405 (Hunts Point, Medina, Yarrow Point, Clyde Hill)
March 26, 2002	Montlake
April 18, 2002	Eastlake/Portage Bay/Roanoke/North Capitol Hill
April 24, 2002	West of I-405 (Hunts Point, Medina, Yarrow Point, Clyde Hill)
May 22, 2002	Montlake

The project team invited community representatives to attend the workshops. These community representatives were recommended by local jurisdictions and existing community groups, as well as individual community members. Representatives were notified via written invitations in the mail and were also called before the meetings. Agendas for the meetings were distributed in



Community design workshop



advance. We prepared a summary of the issues and questions raised at the workshops. Immediately after the first series of workshops held in November 2000, we presented the same information to the public at open houses.

The community design workshops brought up a number of local concerns that the project team took into account during planning. Topics of most concern were noise, air and water pollution, reconnecting neighborhoods split by the highway, and traffic. Other topics of concern included stormwater management, protecting sensitive areas and historic resources, maintaining open space, transit access, and the roadway footprint. At the workshops, the project team presented ideas for addressing these neighborhood concerns and asked attendees for feedback on the ideas.

Community Roundtables

Using a similar format at later stages of the project, community roundtables were established to discuss specific issues with residents of the communities along the SR 520 corridor. Two roundtable groups were formed – one in Seattle and one on the Eastside. Jurisdictional representatives on the project's Executive and Technical Committees recommended roundtable participants. Exhibit 7 is a list of the roundtables that were held for the project.

Exhibit 7. Community Roundtables

Date	Location
March 31, 2004	Eastside—Kirkland City Hall
May 6, 2004	Seattle—Saint Patrick's Church
May 11, 2004	Eastside—Kirkland Library

The roundtable members met to explore specific effects of the project on the local neighborhoods. In particular, they discussed the proposed lids and the bicycle/pedestrian path connections. Other topics covered included stormwater management, noise, and effects on community resources such as parks. The project team incorporated the feedback from the roundtables as they continued refining their proposed plans.

During the Seattle roundtable, the project team gave an update on the project, the EIS, community outreach conducted, and plans for a bicycle/pedestrian path. Additionally, the team received an update



from the Local Impact Committee (LIC), made up of members from the Portage Bay, Montlake, Roanoke and North Capitol Hill neighborhoods, on LIC recommendations for the proposed lids and bicycle/pedestrian path connections.

In the first Eastside roundtable, the participants received an update from the project team and then split into groups to begin work on design and potential uses for the proposed lids included in the 6-Lane Alternative – the Evergreen Point Road lid, the 84th Avenue Northeast lid, and the 92nd Avenue Northeast lid. The groups were provided aerial photographs with drawings of the project and trace paper to capture their ideas. These ideas included adding bicycle/pedestrian lanes, providing park space that could include a skate rink or tennis courts, connecting neighborhoods now separated by the highway, and providing transit access.

During the second Eastside roundtable, the group reviewed lid drawings provided by the landscape architects and continued working on potential lid designs. At this meeting, an additional work group was formed to look at potential bicycle/pedestrian connections around Bellevue Way and 108th Avenue Northeast.

Corridor Aesthetics Design Advisory Group

To involve the community in the aesthetic design of the project corridor, the project team created a Design Advisory Group (DAG) made up of representatives from neighborhood organizations and jurisdictions in the project corridor. Members of the DAG were asked to provide feedback on corridor themes and design elements outlined in the Corridor Aesthetics Handbook and to act as project liaisons to community groups and interests these groups represent. Six DAG meetings were held between February and June 2006.

Community and Jurisdictional Briefings

The project team is initiating and holding community and jurisdictional briefings as a proactive way to extend the reach of the traditional “speaker’s bureau” by:

- Identifying and targeting groups such as professional organizations, neighborhood and business associations, minority associations, and faith organizations



- Requesting that the targeted groups host a meeting for their constituency and other related groups, or that they host a speaker from the project at their regularly scheduled meeting
- Locating meetings in easily accessible community venues

The project team held meetings with over 100 community groups from July 2000 to May 2006; many of these groups met with the project team multiple times as new information became available. Attachment 2 lists the community and jurisdictional briefings held for this project. These briefings provided an opportunity for the project team to update the attendees on the project, and offered attendees an opportunity to provide feedback and ask questions.

Freeway Station Usage Survey

In order to assess how travelers on SR 520 use the current freeway transit stations, WSDOT and the transit providers (Sound Transit and King County Metro) conducted a survey. This information – the origin and destination of transit riders – was identified as important information necessary to help the agencies evaluate the location and usefulness of potential future freeway stations. The project team distributed surveys on April 28, 2005, during peak and non-peak travel periods, and received 790 completed surveys from this effort.

The data from the completed surveys help to clarify the current use of freeway stations along the SR 520 corridor. It explores a number of important issues: Where are travelers going? Where did they come from? Why do travelers use these freeway stations? How did they arrive at the freeway station? How will they continue their trip at the end? WSDOT used the survey data to study transit opportunities throughout the corridor.



Transit users fill out survey at the Evergreen Point Freeway Station

Environmental Justice Interviews

To better understand how the project could affect different minority, limited English proficiency, and low-income populations, team members met with several social service providers that work with these populations in the project area. The initial interviews were conducted in June 2004, and a few follow-up interviews were conducted in January 2006. During these interviews, the project team presented information about the project to each organization's staff, and asked them a series of questions to better understand how the project might affect them and



the people they serve. The interviewers also asked each organization's staff their recommendations on the best method of distributing information to the people they serve.

The following is a list of organizations with which project team members conducted interviews:

- Hopelink (June 2004, January 2006)
- Fremont Public Association (June 2004, January 2006)
- University of Washington Ethnic Cultural Center and Theater Complex (June 2004)
- Circle of Friends – Adult Day Health Center (June 2004, January 2006)
- Foundation for International Understanding through Students (June 2004)

The team documented and incorporated information gained in these interviews into the comment database for the project, and revised the outreach strategy accordingly.

The organizations that were interviewed expressed several concerns. Many were concerned about the tolls that will be established on the completed bridge. Representatives of these organizations indicated that it would be difficult for some of their limited-income clients to maintain their levels of travel on the Evergreen Point Bridge if it had tolls.

Hopelink, an organization that provides transportation to and from medical appointments for low-income residents on Medicaid assistance, was very concerned about their ability to continue to provide this service during construction congestion and with future tolls. In order to cover the tolls, they would need approval from King County to raise their Medicaid brokerage rates. Another concern is that they sometimes contract with vehicles such as taxis, which are not classified as emergency vehicles and are therefore not given priority in traffic.

Another general concern expressed had to do with transit, because many low-income people rely heavily on transit for regular transportation needs. Organizations expressing this concern usually wanted more information on transit issues.

The Circle of Friends, an organization serving low-income Russian seniors, has one program for the Bellevue population and a separate



program for those who live in Seattle. The Metro Access bus that serves as a shuttle for participants uses the Evergreen Point Bridge as its primary route.

As the project team continues to reach out to social service organizations and minority and low-income populations and engage them in the project, their comments and concerns will be incorporated and addressed appropriately. In addition, as new contacts within these populations are made and additional ideas are generated, outreach strategies will be expanded in a suitable manner to continue to provide meaningful opportunities for engagement for minority, low-income, and limited English proficient populations.

Business Outreach

By reaching out to and working with local businesses, the project team met with a number of community members who otherwise might not have provided feedback. In 2004 and 2005, project team members attended the Starbucks Transportation Fair, hosting a table to provide project information and answer questions from Starbucks employees. A few Advisory Committee members from local businesses provided the committee with their perspective. In addition, the project team regularly met with local chambers of commerce as well as the City/University Community Advisory Committee, which includes business representatives. These meetings are listed in the *Community and Jurisdictional Briefings* section above.

As a way to reach businesses serving minority populations, we purchased a list of minority-owned businesses in the project area and incorporated these into the general project mailing list. These businesses received notices of open houses, monthly e-mail updates, and other project mailings. We also sent letters to several minority-owned businesses and other local business coalitions offering community briefings to their employees and members, respectively. Based on this outreach, the project team was invited to give a presentation at the Black Dollar Days' African American Business Directory release reception, in both 2004 and 2005.

Project Information Displays

To reach as large an audience as possible, the team set up displays, both staffed and unstaffed, to reach people where they normally do business, obtain



Project information display at University Village in Seattle



services, wait for buses, and play. The purpose of these project displays was to stimulate conversation, determine issues of concern, and establish a more personal connection to the project that could increase participation among those who might not otherwise participate. Locations selected because they are frequented by minority, limited English proficiency, and low-income populations are indicated by an asterisk in the list of project information display locations below.

Beacon Hill Festival*	Mercer Island Library
Bellevue City Hall	Miller Community Center
Bellevue Regional Library	Montlake Community Club
Capitol Hill Branch Library	New Holly Neighborhood Campus*
Central Branch Library	North Bellevue Community & Senior Center
Circle of Friends*	Old Redmond Schoolhouse
City Center Bellevue	Rainier Community Center*
Crossroads Mall*	Ravenna-Eckstein Community Center
Douglas Truth Library*	Redmond City Hall
Factoria Mall	Redmond Library
Green Lake Community Center	Redmond Towne Center
Hunts Point Town Hall	Seattle City Hall
International District / Chinatown Community Center*	Seattle School District Central OfficeSeattle School District Logistics Center
Kirkland Community Senior Center	University District Library
Kirkland City Hall	University of Washington HUB*
Kirkland Library	University Village
Lake City Branch Library	Urban League of Metropolitan Seattle*
Lake Washington School District Office	Wallingford Branch Library
Laurelhurst Community Center	Yarrow Point Town Hall
Medina Town Hall	

Community Events and Outreach

As the release of the Draft EIS neared, the project team attended community events planned by other organizations in order to reach a broader group of community members who otherwise might not seek out information on the project. Events such as summer fairs and neighborhood farmers' markets attract large crowds and provide an excellent outreach opportunity. Thousands of people visited the project booth to pick up information, sign up on the project mailing list, and talk to members of the project team. The events provided a convenient and informal opportunity for community members to learn about and provide input on the project. Exhibit 8 includes a list of all community events where the project team staffed a booth.



Exhibit 8. Community Events

Date	Location
May 21 –22, 2005	University District Street Fair, Seattle
June 18 –19, 2005	Fremont Fair, Seattle
July 16, 2005	University District Farmers Market, Seattle
July 17, 2005	Broadway Farmers Market, Seattle
July 22, 2005	Madison Farmers Market, Seattle
August 9, 2005	Medina Days Concert in the Park, Medina
August 13, 2005	Medina Days Carnival, Medina
August 20, 2005	Eastlake Shake, Seattle
August 26, 2005	Madison Farmers Market, Seattle
August 27, 2005	Clyde Hill Community Celebration, Clyde Hill
August 28, 2005	Broadway Farmers Market, Seattle
September 18, 2005	Broadway Farmers Market, Seattle

Attendance at ethnic community events was also one of the recommendations received from the environmental justice interviews. The project team followed up on this recommendation by hosting a booth at several local events celebrating Latino, Asian, and other ethnic cultures. Exhibit 9 lists these community events.

Exhibit 9. Environmental Justice Community Events

Date	Location
September 21, 2004	Latino/Hispanic Celebration, Seattle
October 30 – 31, 2004	Día de los Muertos Event, Seattle
February 12, 2005	Lunar New Year Celebration, Seattle
September 9 – 10, 2005	Bite of Crossroads, Bellevue
February 4, 2006	Lunar New Year Celebration, Seattle

The project team will continue to participate in community and ethnic events such as these to reach the environmental justice and limited English proficient populations identified by the 2000 census data and subsequent community-based research.



Draft EIS Hearings

In accordance with federal guidelines regarding publication of an EIS, a series of public hearings will be held following the release of the Draft EIS. The hearings will allow WSDOT to explain the purpose of the EIS and the EIS process, and will provide the public with an opportunity to formally comment on the Draft EIS.

Two public hearings / open houses will be held – one in Seattle and one on the Eastside – during the 45-day public comment period that follows the release of the Draft EIS. A translator will be available upon request at each hearing. Exhibit 10 lists the dates and locations for the public hearings.

Exhibit 10. Public Hearings

Date	Location
September 18, 2006	Museum of History and Industry, Seattle
September 21, 2006	St. Luke's Lutheran Church, Bellevue

What communication tools and materials were used to reach the public?

To make information about the SR 520 Bridge Replacement and HOV Project as widely available as possible, we created and continually update a variety of communication tools and materials during the project. These include newsletters, monthly e-mails, fact sheets, articles, press releases, the project Web site, and the Project Dialogue Center. These materials and tools provide updated information on the project's status and let community members know where and how to provide feedback.

Newsletters and Brochures

The project team wrote newsletters and brochures about the project, public meetings, and related news to help keep residents and businesses up to date. An example of a brochure is shown in Exhibit 11; the publication dates of these newsletters and brochures are provided in



Exhibit 11. June 2004 Project Brochure



Exhibit 12. These publications were distributed at all committee meetings, community briefings, jurisdictional briefings, roundtable meetings, community design workshops, and all other public forums, and they were also left at public information centers such as libraries and city halls in and around the project area. Occasionally these newsletters and brochures were included in mailings to jurisdictions, agencies, community organizations and business groups. The primary purpose of the newsletters is to report the status of the SR 520 Bridge Replacement and HOV Project and to explain the environmental analysis, documentation, and review process, with special emphasis on the opportunities for public input on the alternatives being considered. The newsletters and brochures also help publicize and promote the use of the project Web site and the Project Dialogue Center.

Exhibit 12. Project Newsletters and Brochures Timeline

Year	Month(s)
2000	June, October
2001	March, May
2002	April
2003	September
2004	June
2005	June
2006	January, May

Fact Sheets

In the fall of 2005, the project team began to publish a series of fact sheets, each focused on specific project topics. These fact sheets were available at public events and community briefings, and were also posted on the project Web site. Between October 2005 and April 2006, 10 fact sheets were completed and posted online. Topics included:

- Bicycle/pedestrian path
- Bridge vulnerabilities
- Catastrophic failure planning
- Cost and funding
- Ecosystems
- Neighborhood effects
- Noise



- Quick SR 520 facts
- Regional and economic benefits
- Tolling

Translated Materials

The project team developed a number of different translated materials throughout the life of the project, including fact sheets, brochures, display ads, articles, and posters. To determine what languages to translate into, project team members evaluated census data along with information from social service agencies and organizations servicing minority and limited English proficiency populations. In addition, individuals can request language interpretation services at any time.

Brochure and Fact Sheets

In the spring of 2001, two translated fact sheets were produced – one that gave an overview of the project and one that discussed the future of high-capacity transit on SR 520. These fact sheets were translated into Spanish, Amharic, Laotian, Somali, Vietnamese, Chinese, and Tigrinya. In the winter of 2006, two of the project fact sheets – one on tolling and one on the bridge vulnerabilities – were translated into Chinese and Vietnamese. These fact sheets were distributed to various agencies that work with populations that speak these languages and were also available at community events attended by populations that speak these languages.

In the spring of 2006, the project team developed a translated brochure that gave an update on the project status and details on the schedule for the environmental review. This document was translated into four languages, including Spanish, Russian, Chinese, and Vietnamese, and was distributed widely to various agencies that work with populations speaking these languages. These agencies included:

- Catholic Community Services, East King County Family Center
- City of Bellevue Cultural Diversity Program
- Eastside Refugee and Immigrant Coalition
- Hopelink
- Youth Eastside Services – Immigrant Refugee Services at Crossroads
- King County Housing Authority, Eastside Office



- Washington Women in Need
- Circle of Friends Adult Day Health Care Center
- Community Coalition for Environmental Justice
- Fremont Public Association

The project team developed translated information to coincide with the release of the EIS. This information tells readers where the EIS can be reviewed, how they can obtain a copy, and how they can submit formal comments. As with other translated materials, this document is being widely distributed to minority and low-income populations, various social service agencies working with these populations, and to an established list of minority-owned businesses in the project area.

Articles

In the fall of 2004, the project team published a general project article, which was published in three ethnic newspapers with readership in the project area. The article was translated into Spanish and Japanese and published in the *International Examiner*, *Siete Dias*, and *North American Post*. The goal of publishing these articles was to target specific minority populations to increase their awareness of the project and how they could become involved.

Display Ads

Display ads for June 2005 open houses and September 2006 Draft EIS public hearings/open houses were placed in ethnic newspapers throughout the project corridor, including the *International Examiner*, *Diversity News*, and *Siete Dias*. The display ads for *Siete Dias* were translated into Spanish.

Posters

Posters for the June 2004 open houses, June 2005 open houses, and September 2006 Draft EIS public hearings/open houses were translated into Spanish, Russian, Chinese, Japanese, and Vietnamese. To reach the populations that speak these languages, posters were hung at the following locations:

- Catholic Community Services, Eastside office
- Department of Social and Human Services, Division of Vocational Rehabilitation
- Bellevue Community College Study Programs



- Proyecto Poder Robinswood High School
- King County Library System
- Master Builders Care Foundation
- University of Washington Ethnic Cultural Center and Theater Complex

Press Releases

Press releases are issued on a regular basis to keep the public updated on the project. All local papers, television stations, and radio stations received copies of press releases, resulting in broad media coverage. Exhibit 13 highlights press releases issued throughout the course of the project.

Exhibit 13. Project Press Releases

Date	Title
April 18, 2000	SR 520 Bridge Replacement and HOV EIS Process Moves Forward on Recommended Transportation Alternatives
May 24, 2000	SR 520 Bridge Replacement and HOV Project Kick-off Meeting Next Week for Newly Formed Executive and Technical Committees
June 9, 2000	SR 520 Bridge Replacement and HOV Project Committee Appoints Chair; Next Meeting, June 14
June 22, 2000	Public Comment Sought to Identify SR 520 Bridge Replacement and HOV Alternatives and Environmental Impacts
June 22, 2000	SR 520 Bridge Replacement and HOV Project Convenes Advisory Committee
June 28, 2000	SR 520 Bridge Replacement and HOV Project Executive Committee Meets
July 3, 2000	Public Meetings to Seek Comment on Trans-Lake/SR 520 Alternatives
September 20, 2000	Recommendations to Accelerate SR 520 Bridge Replacement and HOV Project Discussed at Next Meeting
September 20, 2000	WSDOT and Sound Transit Staff Brief Commission on Recommendations to Accelerate Project to Improve SR 520
October 30, 2000	SR 520 Bridge Replacement and HOV Project Executive Committee Agrees on Alternatives for Conceptual Design and Evaluation
January 3, 2001	SR 520 Bridge Replacement and HOV Project Committees Meet Next Wednesday in Seattle
February 12, 2001	SR 520 Bridge Replacement and HOV Executive Committee Meets Wednesday in Redmond
February 21, 2001	View Conceptual Ideas for State Route 520 Potential Improvements at Public Open Houses



Exhibit 13. Project Press Releases

Date	Title
March 7, 2001	High-Capacity Transit Discussions Scheduled at Open Houses along I-90
March 14, 2001	SR 520 Bridge Replacement and HOV Committee Meets to Discuss Initial Evaluation Results and Proposed Alternatives for SR 520
April 19, 2001	SR 520 Bridge Replacement and HOV Committee Meets Wednesday in Kirkland
June 25, 2001	SR 520 Bridge Replacement and HOV Committee Meets Wednesday in Bellevue
September 5, 2002	SR 520 Bridge Replacement and HOV Committee Takes Important Step Forward
October 7, 2002	SR 520 SR 520 Bridge Replacement and HOV Project Wants Public Input at October Open Houses
December 9, 2002	SR 520 Bridge Replacement & HOV Project Executive Committee Meeting December 10
June 29, 2003	State Route 520 Floating Bridge Passes Annual Inspection
July 16, 2003	SR 520 Bridge Replacement & HOV Project Executive Committee Selects Project Options
October 15, 2003	Public Meetings Scheduled to Discuss Options for Replacing the SR 520 Floating Bridge
October 20, 2003	WSDOT Explores Lake Washington's Floor for New SR 520 Floating Bridge
October 23, 2003	Fall Storms Stress SR 520 Bridge's Vulnerabilities
January 9, 2004	Sunken Vessels Not Obstacles, WSDOT Report Finds
June 14, 2004	WSDOT and Sound Transit Invite Public to SR 520 Bridge Replacement and HOV Project Open Houses
July 2, 2004	Weekend Closure for Evergreen Point Floating Bridge
May 18, 2005	WSDOT's SR 520 Bridge and Viaduct Projects Begin Drilling Beneath Lake Washington, SR 99
June 24, 2005	SR 520 Plans, New Options to be Discussed at Public Meetings
July 5, 2005	Weekend Closure for Evergreen Point Floating Bridge
July 11, 2005	SR 520 Bridge Given Good Bill of Health for Now



Project Web Site

The SR 520 project Web site was an integral part of the public involvement program that enabled the project team to maintain transparency with the public (Exhibit 14). The site contained interactive elements such as “1-minute surveys” or “question of the month,” which encouraged visitors to return to the site regularly. Hotlinks to and from other sites were also established, including sponsoring agencies, community organizations, and the media. Throughout the project, the Web site served as a communications nexus, providing current information and a complete record of all project documents for easy public access.

Monthly E-Mail Updates

Local citizens and businesses interested in regular updates on the project are able to add their names to a monthly e-mail list, which also includes contacts for minority and low-income populations and representative social service providers. The project e-mail list includes 1,200 businesses and individuals. Starting at the project’s inception, monthly e-mails were sent out to these contacts to keep them updated about the project and public outreach activities. Information provided in the e-mails includes committee meeting and open house dates, updates on the project status, overviews of open houses and roundtables, and links to new information on the project Web site.

Project Dialogue Center

The Project Dialogue Center is a way for the public to stay informed, make comments and ask questions about the project. The public is able to reach the Project Dialogue Center in three ways – by phone, e-mail, or mail. After a comment or question is received, it is tracked in the comment tracking database and then routed to the appropriate team member for response. Each month, the project team receives a comment summary showing the previous month's comments, questions and answers. The phone line also provides information through interactive voice recorded messages on project status, upcoming public meetings

Information Available on the Web

The SR 520 Bridge Replacement and HOV Project Web site can be accessed at www.wsdot.wa.gov/projects/SR520bridge/.



Outdated documents that are no longer available on the Web have been archived to CDs that are available upon request.

Exhibit 14. SR 520 Bridge Replacement and HOV Project Web Site



and committee meetings. Those with hearing impairments are able to contact the Project Dialogue Center using a TTY phone number.

As of March 2006, there were 810 comments from the dialogue center tracked in the database. Topics ranged from bridge design to noise to cost concerns, with a total of more than 60 different topics in all.



References

U. S. Census. 2000. *United States Census 2000*. U.S. Department of Commerce, Bureau of the Census. Washington, D.C.

Washington State Department of Transportation (WSDOT) and Sound Transit. 2000. *Environmental Impact Statement Scoping Summary Report, September 2000*.



Attachment 1

**Members of the Executive, Technical, and
Advisory Committees**

Exhibit 1-1. Executive Committee Members

Name	Affiliation
Mayor Miles Adam	City of Medina
Kim Allen	City of Redmond – <i>Alternate</i>
Councilmember Dave Asher	City of Kirkland
Councilmember Claudia Balducci	City of Bellevue
Mayor Mary-Alyce Burleigh	Sound Transit
Mayor Bryan Cairns	City of Mercer Island
Trish Carpenter	Town of Hunts Point – <i>Alternate</i>
Tim Ceis	City of Seattle
Councilmember Richard Conlin	City of Seattle
Mayor David Cooper	Town of Yarrow Point
Jack Crawford	Sound Transit – <i>Alternate</i>
Grace Crunican	Seattle Department of Transportation
Aubrey Davis	SR 520 Executive Committee Chair
Councilmember Jan Drago	City of Seattle
Dave Dye	WSDOT Urban Corridors Office
Joni Earl	Sound Transit – <i>Alternate</i>
Bob Edwards	Puget Sound Regional Council
Rob Fellows	King County Department of Transportation – <i>Alternate</i>
Anne Fiske-Zuniga	Seattle Department of Transportation – <i>Alternate</i>
Councilmember Larry Gossett	King County
Councilmember Jane Hague	King County – <i>Alternate</i>
Mayor Rosemarie Ives	City of Redmond
Senator Ken Jacobsen	Washington State Senate
Councilmember El Jahncke	City of Mercer Island – <i>Alternate</i>
George Kargianis	Washington Transportation Commission – <i>Alternate</i>
Rick Krochalis	Federal Transit Administration
Councilmember Conrad Lee	City of Bellevue – <i>Alternate</i>
Jim Leonard	Federal Highway Administration – <i>Alternate</i>
Connie Marshall	Sound Transit
Mayor George Martin	City of Clyde Hill
Daniel Mathis	Federal Highway Administration
Mayor Fred McConkey	Town of Hunts Point
Representative Ed Murray	Washington State House of Representatives
Councilmember Phil Noble	City of Bellevue
Councilmember Tom Rasmussen	City of Seattle – <i>Alternate</i>
Councilmember John Resha	City of Redmond – <i>Alternate</i>
Philip Rourke	City of Clyde Hill – <i>Alternate</i>
Councilmember Steve Rutledge	Town of Yarrow Point – <i>Alternate</i>
Susan Sanchez	City of Seattle – <i>Alternate</i>
Harold Taniguchi	King County Department of Transportation



Exhibit 1-2. Technical Committee Members

Name	Affiliation
David Allen, MCP	Seattle Department of Transportation
Peter Beaulieu	Puget Sound Regional Council – <i>Alternate</i>
Kim Becklund	City of Bellevue, Department of Transportation – <i>Alternate</i>
Patricia Betts	U.S. Environmental Protection Agency – <i>Alternate</i>
Allyson Brooks	Washington State Office of Archaeology and Historic Preservation
Paul Carr	Puget Sound Clean Air Agency – <i>Alternate</i>
Richard Conrad	City of Mercer Island
King Cushman	Puget Sound Regional Council
Peter Dewey	University of Washington
Teresa Eturaspe	Washington State Department of Fish and Wildlife – <i>Alternate</i>
Dave Godfrey	City of Kirkland
Mike Grady	NOAA Fisheries
David Graves	City of Seattle, Parks and Recreation
Kim Harper	Washington State Department of Ecology – <i>Alternate</i>
Russell Holter	Washington State Office of Archaeology and Historic Preservation – <i>Alternate</i>
Jack Kennedy	U.S. Army Corps of Engineers
Dave Kircher	Puget Sound Clean Air Agency
Sandra Lange	Washington State Department of Ecology
Jim Leonard	Federal Highway Administration
Terry Marpert	City of Redmond
Rob Fellows	King County Department of Transportation
Kitty Nelson	NOAA Fisheries – <i>Alternate</i>
Len Newstrum	Town of Yarrow Point
Austin Pratt	U.S. Coast Guard, 13th District
Krista Rave-Perkins	U.S. Environmental Protection Agency
Don Ponder	U.S. Fish and Wildlife Service – <i>Alternate</i>
Bill Ramos	Federal Transit Administration
Stewart Reinbold	Washington State Department of Fish and Wildlife
Nic Rossouw	Seattle Design Commission
Susan Sanchez	Seattle Department of Transportation – <i>Alternate</i>
Kevin Stoops	City of Seattle, Parks and Recreation
Terry Swanson	Washington State Department of Ecology
Emily Teachout	U.S. Fish and Wildlife Service
Andrea Tull	Sound Transit
Bernard Van de Kamp	City of Bellevue, Department of Transportation
Mitch Wasserman	City of Clyde Hill
Michael Williams	Federal Transit Administration
Joe Willis	Town of Hunts Point and City of Medina



Exhibit 1-3. Advisory Committee Members

Name	Affiliation
Jean Amick	Laurelhurst Community Club
Deborah Andrews	Arboretum Foundation
Randy Banneker	Bannecker & Associates
Shannon Boldizar	Bellevue Chamber of Commerce – <i>Alternate for Bannecker & Associates</i>
Barbara Culp	Bicycle Alliance of WA
Bob Dent	City of Hunts Point
Jonathan Dubman	Montlake Community Council
Bertha Eades	City of Redmond
David Elliott	City of Bellevue
Virginia Gunby	Futurewise
Fred Hart	Greater University Chamber of Commerce
Aaron Hoard	UW Regional Affairs
Linda Holman	UnivarUSA
Peter Hurley	Transportation Choices Coalition
Kingsley Joneson	Portage Bay/Roanoke Park Community Council
Jim Maclsaac	Eastside Transportation Association
Kirk McKinley	Pedestrian Advocate
Elizabeth Newstrum	Town of Yarrow Point
Janet Ray	AAA Washington
Jim Reckers	Eastlake Community Council
DeLee Shoemaker	Microsoft Corporation
Larry Sinnot	Ravenna/Bryant Neighborhood Association
Bob Tate	Clyde Hill
Thomas B. Tochterman	Tochterman Management Group
Eugene Wasserman	Neighborhood Business Council (North Seattle Industrial Association)
Mark Weed	EGIS Real Estate Services
Rich White	Boeing - Local Government Relations
Roland White	Kirkland Transportation Commission



Exhibit 1-4. Former Committee Members

Committee	Name
Executive	
Daniel Becker	Jim Horn
Jeanne Berry	Gary Hughes
Jennifer Bowman	Richard McIver
J.P. Carriveau	Rob McKenna
Paul Demetriades	Mary Odermat
Dave Earling	John Okamoto
Bob Ferguson	Thomas Paine
Gene Fong	Cheryl Pflug
Nona Ganz	Cynthia Sullivan
Linda Gehrke	Maureen Sullivan
Reema Griffith	Heidi Wills
Jean Godden	
Technical	
Jim Arndt	Ann Kenny
Don Billen	Rod Malcolm
Jennifer Bowman	Ann Martin
Kurt Buchanan	Cynthia Pratt
Roy Francis	Jennifer Quan
Jonathan R. Freedman	Anne Robinson
Tom Gibbons	Doug Schulze
David Hirsh	Goran Sparman
Sheldon Jahn	Kathryn Stenberg
Steve Kennedy	Sarah Suggs
	Karen Walter
	John Witmer
Advisory	
Hans Aschenbach	Jim Hill
Kim Becklund	Jean Leed
Allison Beltz	Nina Odell
Paul Demetriades	John Resha
Dan Gatchet	Ronald Sheck
Mark Hallenbeck	Claudia Stelle
Gregory Hill	John Wyble



Attachment 2

Timeline of Community and Jurisdictional Briefings

Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
May 2000	Kirkland Chamber of Commerce Redmond Chamber of Commerce SeaShore Transportation Forum Seattle Chamber of Commerce
July 2000	Maple Leaf Community Council
August 2000	Greater University Chamber of Commerce
September 2000	Redmond Rotary University of Washington 9th Annual Transportation Fair
October 2000	Capitol Hill Chamber of Commerce Capitol Hill Community Council, Transportation Committee Kirkland Rotary Laurelhurst Community Club University District Community Council Washington Park Arboretum—Arboretum Botanical & Garden Committee
November 2000	American Society of Civil Engineers/Institute of Transportation Engineers Eastside Transportation Partnership Greater Redmond Transportation Management Association Kirkland Alliance of Neighborhoods Madison Park Community Council Madrona Community Council Miller Park Neighborhood Association Montlake Community Club Mt. Baker Community Club Northeast District Council Phinney Ridge Community Council Portage Bay/Roanoke Community Council University Kiwanis
December 2000	Genesee Merchants Wetherill Nature Preserve Board
January 2001	Clyde Hill Planning Commission Eastlake Community Council Redmond City Council
February 2001	Columbia Place Community Council Judkins Community Council Madison Park Community Council Madrona Community Council Montlake Community Club Mt. Baker Community Council Ravenna Bryant Community Association Seattle Neighborhood Coalition Sunset Community Association University District Community Council University District Rotary Washington Park Arboretum—Arboretum Botanical & Garden Committee



Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
March 2001	Bellevue Breakfast Rotary Bellevue Parks and Recreation Department East Neighborhood District Council Greater Redmond Transportation Management Association North Beacon Hill Community Club Yarrow Point Planning Commission
April 2001	Greater Madison Valley Community Council Hunts Point Town Meeting Leschi Community Council Rainer Valley Transit Advisory Council Roosevelt Neighborhood Alliance Seattle Chamber of Commerce Vuecrest Community Association Washington Park Arboretum—Arboretum Botanical & Garden Committee
May 2001	Beacon Hill Alliance of Neighborhoods Cascade Bicycle Club Eastlake Community Council Eastside Transportation Partnership Greater Duwamish Business Council Greenlake Community Council Kirkland Alliance of Neighborhoods League of Women Voters - Puget Sound Transportation Committee Medina Town Meeting New Holly Neighborhood Association Redmond Rousers Rotary SeaShore Transportation Forum
June 2001	Bellevue Rotary Kirkland City Council Laurelhurst Community Club Montlake Community Club Queen City Yacht Club Seattle Neighborhood Business Group University Kiwanis
July 2001	City/University Community Advisory Committee (CUCAC) Northgate/Lake City Kiwanis
October 2001	Town of Clyde Hill Staff City of Medina Staff City of Seattle Staff Downtown Seattle Employee Transportation Coordinators (ETC) Network
November 2001	City of Bellevue Staff City of Kirkland Councilmembers and Staff City of Medina Staff City of Redmond Mayor and Staff City of Seattle Staff Town of Clyde Hill Staff Town of Hunts Point Mayor Town of Yarrow Point Mayor



Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
December 2001	City of Bellevue Staff City of Clyde Hill Mayor City of Medina Mayor Portage Bay/Roanoke Community Council Town of Hunts Point Mayor Town of Yarrow Point Mayor
January 2002	City of Redmond Staff Hunts Point City Council Montlake Community Council Seattle City Council Yarrow Point Town Council
February 2002	Montlake Community Council Portage Bay/Roanoke Community Council
March 2002	Canterbury Shores Condominium Association
April 2002	City of Clyde Hill Mayor City of Medina Mayor Neighborhoods Opposed to Interstate Sound Exposure (N.O.I.S.E.) Town of Hunts Point Mayor Town of Yarrow Point Mayor
May 2002	Ballard Kiwanis Bridle Trails Community Council City of Bellevue Staff Neighborhoods Opposed to Interstate Sound Exposure (N.O.I.S.E.) North Seattle Industrial Association Shelby/Hamlin Neighborhood University of Washington Faculty and Staff
June 2002	Bike Leaders Team (Cascade Bicycle Club, Bicycle Alliance, Seattle Bicycle Advisory Board) City of Seattle Staff City of Clyde Hill Mayor City of Medina Mayor Montlake Community Club Neighborhoods Opposed to Interstate Sound Exposure (N.O.I.S.E.) Portage Bay/Roanoke Community Council Town of Hunts Point Mayor Town of Yarrow Point Mayor University of Washington Faculty and Staff
September 2002	Clyde Hill, Hunts Point, Medina and Yarrow Point Property Owners
October 2002	Seattle Design Commission
2003	Because state funding of the project was cut in November 2002, no community or jurisdictional briefings were held in 2003. Open houses were held in October 2003, after project funding was reinstated.
January 2004	Washington Park Arboretum Botanical & Garden Committee
March 2004	Eastlake Community Council Portage Bay/Roanoke Community Council
April 2004	City/University Community Advisory Committee (CUCAC)



Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
June 2004	Shelby Hamlin/Montlake Community Meeting Washington Park Arboretum—Arboretum Botanical & Garden Committee
July 2004	Bellevue Downtown Association Eastside Refugee and Immigrant Coalition Laurelhurst Community Club
September 2004	Cascade Bicycle Club City/University Community Advisory Committee (CUCAC) University of Washington Staff
October 2004	Eastside Transportation Partnership Queen City Yacht Club Representative Ed Murray Seattle Interdisciplinary Team Viewridge Community Council
November 2004	Citizens for King County Monorail Madison Park Community Council Montlake Community Club Northgate Lake City Kiwanis Puget Sound Regional Council Bicycle Pedestrian Advisory Committee Seattle City Council Seattle Interdisciplinary Team University Kiwanis University of Washington and Arboretum
December 2004	Bellevue City Council City of Clyde Hill Mayor City of Medina Mayor City of Seattle Department of Transportation Staff Federal Highway Administration Staff Town of Hunts Point Mayor Town of Yarrow Point Mayor
January 2005	Arboretum Foundation Catholic Community Services, Eastside Office Kirkland Kiwanis Montlake Community Club Representative Rodney Tom Seattle Audubon Society Seattle City Councilmember Conlin Seattle City Councilmember Godden Seattle City Councilmember Rasmussen Seattle Parks and Recreation Staff Yarrow Point and Hunts Point Technical Committee Members Washington State Transportation Commission
February 2005	Arboretum Botanical and Garden Committee City of Kirkland Staff & King County Metro Montlake Community Club Montlake Community Council Puget Sound Regional Council Bicycle Pedestrian Advisory Committee Totem Lake Neighborhood Association



Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
March 2005	Governor Gregoire Puget Sound Regional Council Seattle City Council Seattle City Councilmembers Godden and Conlin Seattle Public Utilities Citizen Advisory Group
April 2005	City of Clyde Hill Mayor City of Medina Mayor Eastside Transportation Association Hunts Point Town Hall Portage Bay/Roanoke Community Council Town of Hunts Point Mayor Town of Yarrow Point Mayor Society of American Military Engineers
May 2005	City of Bellevue Councilmembers Balducci, Marshall and Noble City of Kirkland Staff City of Seattle Staff Eastside Transportation Association King County Council Transportation Town Meeting King County Council Seattle Design Commission Staff North Capitol Hill Neighborhood Association Briefing University of Washington Office of Regional Affairs
June 2005	North Capitol Hill Neighborhood Association Queen City Yacht Club Representative Ed Murray Seattle Design Commission Seattle City Council Committee of the Whole Seattle City Councilmember Conlin Seattle City Councilmember Godden Society of Professional Engineering Employees in Aerospace University of Washington Ethnic Cultural Center
July 2005	City of Bellevue Staff City of Clyde Hill and Town of Yarrow Point Staff City of Kirkland Staff City of Medina and Town of Hunts Point Staff City of Redmond Staff Gardens at Town Square Men's Luncheon Madison Park Bike/Pedestrian Advisory Group
August 2005	BetterBridge.org Representative Norm Dick's Staff City of Medina Mayor City of Seattle Staff Madison Park Bike/Pedestrian Advisory Group Madison Park Community Advisory Group Madison Park Community Council Representative McIntire Seattle Design Commission Town of Hunts Point Mayor Town of Yarrow Point Mayor Transportation Choices Coalition
September 2005	Bellevue Chamber of Commerce Bellevue Downtown Association Transportation Committee BetterBridge.org



Exhibit 2-1. Timeline of Community and Jurisdictional Briefings

Month	Community Group(s) / Jurisdiction
September 2005 continued	City of Redmond Mayor Clyde Hill City Council Eastside Transportation Association enterpriseSeattle Seattle Chamber of Commerce Transportation Committee Seattle City Councilmembers Conlin and Godden Seattle City Council Seattle Freight Advisory Committee University of Washington Staff
October 2005	BetterBridge.org City of Kirkland Staff City of Seattle Staff Federal Highway Administration Staff Greater Redmond Transportation Management Association Kirkland Rotary Laurelhurst Community Club League of Women Voters Seattle City Councilmembers Conlin and Godden
November 2005	Arboretum Foundation BetterBridge.org City University Citizens Advisory Committee (CUCAC) King County Metro Portage Bay/Roanoke Park Community Club Seattle City Councilmember Jean Godden Town of Yarrow Point Mayor and Staff View Ridge Community Council Wetherill Nature Preserve
December 2005	BetterBridge.org House Transportation Committee Staff Madison Park Community Club Representative Ed Murray Senate Transportation Committee Senate Transportation Committee Staff Snoqualmie Tribe
January 2006	BetterBridge.org City University Citizens Advisory Committee (CUCAC) King County Metro Accessible Services North Capitol Hill Neighborhood Association Ravenna Bryant Community Association Seattle City Councilmember Della Seattle Parks and Recreation Board of Commissioners
February 2006	BetterBridge.org Eastside Transportation Association

