

2509 E. Miller St.  
Seattle, WA 98112  
October 18, 2006

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

Dear Mr. Krueger,

**I-0970-001**

As a Montlake resident of over twenty years, I am very concerned about the decision the state is about to make regarding the expansion of SR 520 over Lake Washington. As this plan directly affects the living environment of ours and surrounding neighborhoods, I wish to make you aware of some of the direct advantages afforded by the Pacific Street Interchange option.

Principal among the many advantages of this option is the restoration of a continuous greenbelt from Portage Bay to the Washington Arboretum. This would include a lid park that would reconnect the Montlake neighborhood which is now intersected by the 520 roadway. Along with the proper road surfacing with asphalt this will mitigate strongly against increased road noise which at present is very high.

It is also significant that with the Pacific Street Interchange design there are several advantages to the flow of traffic in the surrounding communities. The Pacific Street Interchange will offer a fast and reliable link from buses to light rail at the University of Washington, linking these two multibillion dollar transportation projects as well as fix the Montlake Bridge bottleneck saving up to twenty minutes between SR 520 and the University Village shopping center.

There are also many considerations in the implementation of this plan that should be encouraged:

- completing the project in ONE single phase without any deferral of mitigation and enhancement.
- implementing early electronic toll collection on SR 520 to help manage traffic during construction as well as raise additional funds for the project,
- widening of Montlake Blvd. between Pacific Place and 45th St. ASAP to achieve some improvements in mobility,
- optimization of the new UW transit hub for the ease, speed and convenience of bus/rail transfer,
- implementation of Bus Rapid Transit features for SR 520 bus service, including fare collection before boarding, transit signal priority and information screens showing next bus arrival time and providing navigational assistance,
- including an arced alignment (without dogleg) for the Union Bay Bridge, thus avoiding impacts to the north shoreline of the Montlake cut and the historic Canoe House on the UW campus with a height no higher than necessary to accommodate boat traffic, thus improving traffic operations while reducing noise, cost and visual impacts.

In conclusion, I support the Pacific Street Interchange option for SR 520 because it offers the greatest mobility of all the project alternatives, at a reasonable cost, in a way that would improve livability in adjacent Seattle neighborhoods. In short, I support the location of the Pacific Street Interchange as identified in the DEIS.

I ask that these considerations be made with a mind on what is best for the livability and improved function for our beautiful Seattle neighborhoods.

Respectfully,

  
David E. Kremers  
(206) 323-2493

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**Comment Summary:**

Pacific Street Interchange Option

**Response:**

See Section 1.2 of the 2006 Draft EIS Comment Response Report.