

**CITIZENS FOR A SANER SOLUTION**  
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September 18, 2006

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

From: Citizens for a Saner Solution  
sanersolution@gmail.com

Re: Proposed SR 520

**C-004-001**

Upon reviewing the draft Environmental Impact Statement for the new SR 520 project, the full impact of the current proposals have become devastatingly apparent. An emerging group of individuals and organizations have questioned "Isn't there a better way of increasing mobility of people while protecting and enhancing our natural and community resources?"

By combining some of the elements of each of the current proposals, there is way of giving priority to transit mobility while simplifying the project, reducing the impact on the wetlands and restoring Washington Park Arboretum

The attached documents outline the elements of a new proposal – a saner solution.

Please give this idea full consideration.

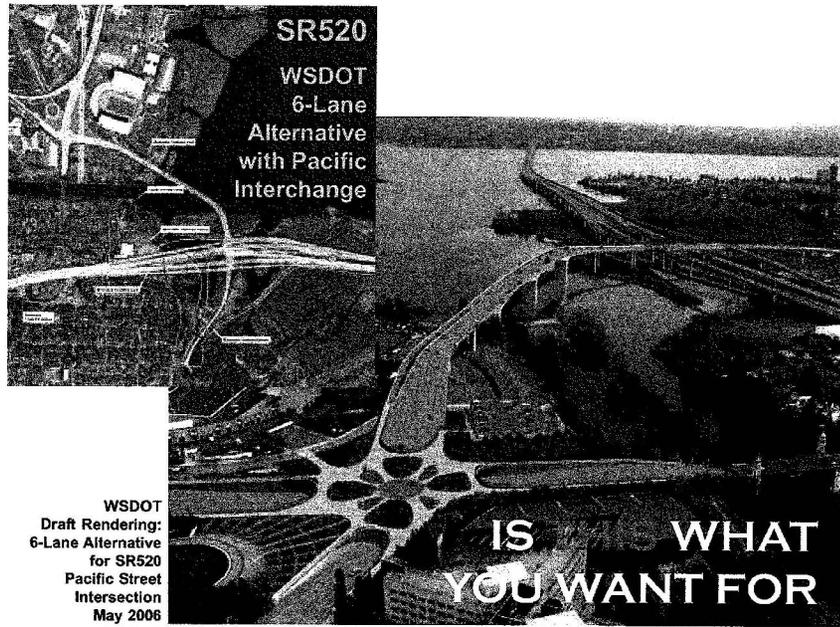
**C-004-001**

**Comment Summary:**

Regional Land Use and Transportation Planning

**Response:**

See Section 2.1 of the 2006 Draft EIS Comment Response Report.



# IS WHAT YOU WANT FOR SEATTLE ???

THERE ARE SOME SERIOUS PROBLEMS WITH THE CURRENT ALTERNATIVES FOR **SR520**, BUT...

BY COMBINING some of the best ideas from each of the current alternatives for the Montlake/Lake Washington Boulevard section of SR520 and adding some new ideas, there is an opportunity to solve this dilemma in a manner that enhances the sustainability and quality of life in our city.

Please be creative in giving priority to transportation solutions that work for our city's future, by moving people efficiently and effectively, while at the same time protecting its treasures.

THANK YOU

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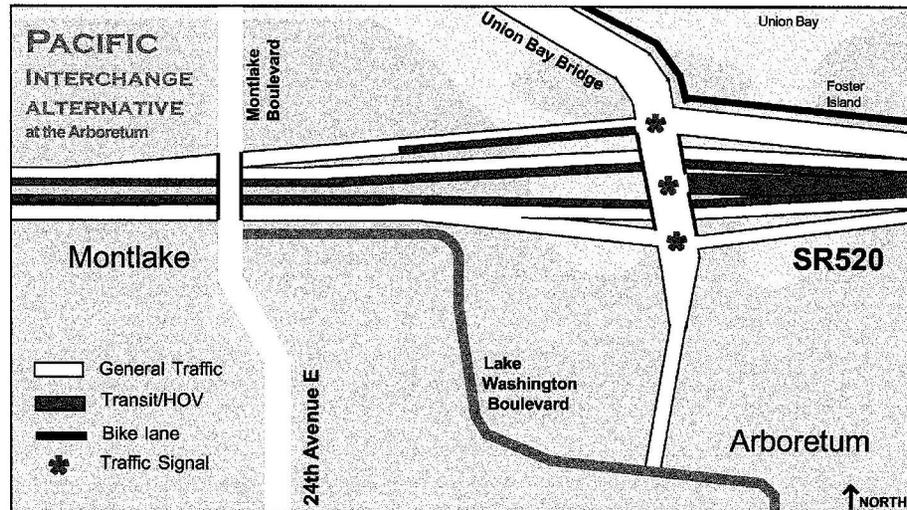
## SEATTLE CAN DO BETTER AT SOLVING ITS TRANSPORTATION CHALLENGES!

### FOR SR520 WE CAN DO A BETTER JOB AT:

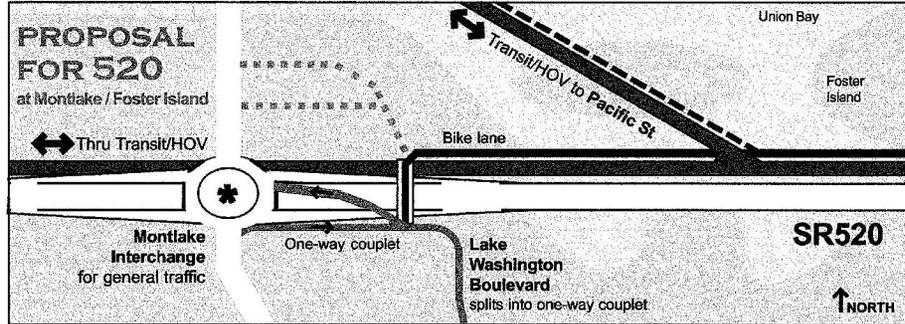
- protecting our natural systems, parks & historic resources, while
- moving more people efficiently & effectively,
- providing better options for high capacity transit connections, and
- facilitating phasing and reducing the costs of construction.

### FOR EXAMPLE HERE ARE SOME OF THE PROBLEMS WITH THE CURRENT PACIFIC INTERCHANGE ALTERNATIVE:

- Pacific Interchange alternative has no dedicated transit/HOV lanes on Union Bay Bridge.
- Transit/HOV entering westbound to SR520 must merge across two lanes of traffic to reach the center HOV lane.
- SR520 eastbound exit ramp has no transit/HOV lanes.
- Seven lanes of general traffic exit SR520 at the Pacific Interchange, of which three lanes plus one HOV lane turn south to exit to historic Lake Washington Boulevard and the Arboretum rather than to a major arterial.
- The only bicycle access to SR520 is at Pacific Street on a bike lane of more than 7% grade.
- Right angle turn from bridge to SR520 does not facilitate future regional light rail from UW.
- SR520 at Pacific Interchange has (with ramps) **16** lanes fanned out across the wetlands whereas the proposal shown on the next page cuts that number in half).



## HERE'S A SANER SOLUTION TO CONSIDER .....



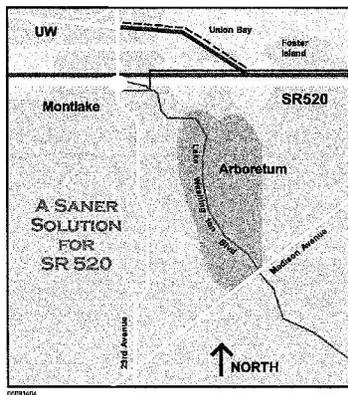
### GOALS:

- Reduce the width and height of SR520 between Foster Island and Montlake and the need for flyovers and weaves.
- Provide direct transit/HOV access to the Pacific intersection at the University while reducing the footprint and impact.
- Provide long-term opportunity for the future regional light rail connection using Union Bay Bridge to access SR520.
- Have SR520 vehicular traffic use major arterials for access; not the boulevard through Washington Park Arboretum.
- Provide bicycle access to/from boulevard rather than major arterial, and separate bicycles from SR520 exiting traffic for both north- and south-bound travel as well as provide possible direct connection to Pacific intersection.

### LEGEND for Saner Solution

- 4-lane General Traffic with shoulder breakdown lanes as needed
- 2-lane Transit/HOV with center bypass lane
- Bike lane (— optional)
- Existing bike route
- Roundabout or signalized intersection
- Traffic Signal
- Lake Washington Boulevard

NOTE: Lid locations to be determined

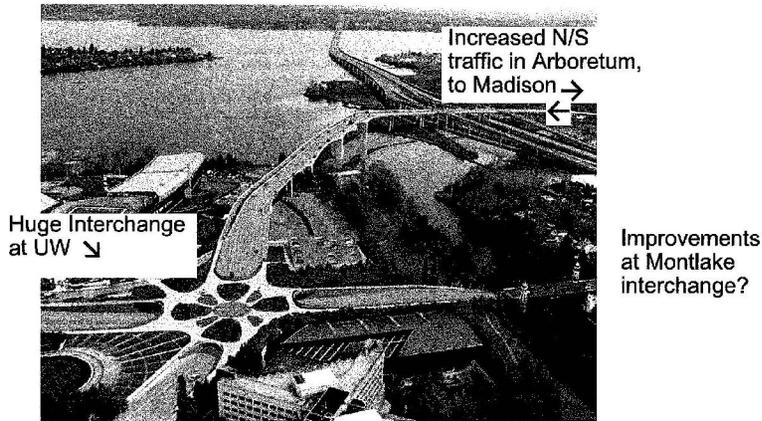


### DESCRIPTION:

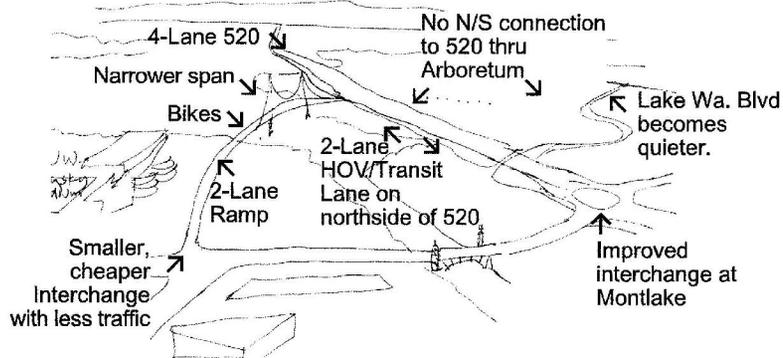
- **Transit/ HOV** is separated from general traffic with dedicated connection directly to Pacific Street (could be built as 1st phase).
- **General traffic** enters/exits SR520 at Montlake Interchange.
- **Lake Washington Boulevard** returns to its park boulevard status. It is split to form a one-way couplet as it approaches the Montlake Interchange, thus improving the function of the Montlake Interchange.
- **Bicycles** connect directly to Lake Washington Boulevard with option to Pacific Street.

**HELP ADVOCATE** for a saner solution to SR520!

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## WSDOT 6-Lane Alternative with Pacific Street Intersection



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