

**Online Comment by User: DRS**

Submitted on: 10/31/2006 6:46:00 PM

Comment Category: Comment on all alternatives

Comment Location: Chapter-1, Page-1

Address: , , 98102

**Comment:**

The Pacific Interchange proposal creates unacceptable adverse impacts on the Arboretium, the Union Bay wetlands, adverse impacts on views from surrounding neighborhoods and increased noise throughout the entire Seattle neighborhoods surrounding the bridge, without increasing traffic capacity or circulation. It also creates unacceptable impacts on traffic traveling along Montlake Boulevard and persons trying to access University Hospital.

The six lane alternative creates increased noise, dirt, deterioration in air quality and congestion in the Seattle neighborhoods, particularly in the Roanoke Park neighborhood while providing for no meaningful increase in traffic circulation since I-5 is already at capacity. As noted above, it adversely affects the arboretium, Foster Island, wetlands in Union Bay, and views. Increased general purpose lanes also contribute to global warming and do not encourage transit use. The six lane alternative contains minimum lids. The lids should be expanded to provide for meaningful mitigation for the Seattle neighborhoods and provide an opportunity to connect Interlaken Boulevard and Roanoke Park, which are both part of the Olmstead park system.

The four lane alternative does not provide for any lids or other meaningful mitigation to the Seattle neighborhoods even though there is no engineering or other reason why lids would be proposed for a six lane alternative and not for the four lane alternative.

The EIS should study a tube/tunnel that would take Eastside traffic directly to downtown. There is no meaningful study of this alternative.

The EIS should also study use of tolls or dedicated HOV lanes on the bridge to manage traffic congestion and increase the capacity of the existing bridge.

**Comment Category: Neighborhood Effects**

**Comment Location: Chapter-7, Page-1**

**Comment:**

As noted previously the EIS does not provide for any lids or other mitigation for the Seattle neighborhood for the 4 lane alternative - only for the six lane alternative. There is no engineering or other reason why mitigation would be proposed for a larger highway and not for the 4 lane alternative. The lids at Roanoke should be expanded so that they provide more effective mitigation to the neighborhoods and should also interconnect Interlaken Park and Roanoke Park, both of which are part of the Olmstead neighborhood.

only limited sound walls are proposed that will not be effective in mitigating the noise that an expanded freeway will generate. "Quiet paving" should be studied.

A lid should be constructed where 5-20 and I-5 connect in Seattle, which is immediately adjacent to Seward school, which will be adversely impacted by an expanded freeway.

I-0164-001

I-0164-002

I-0164-003

**I-0164-001**

**Comment Summary:**

Tube/Tunnel Concepts

**Response:**

See Section 1.1 of the 2006 Draft EIS Comment Response Report.

**I-0164-002**

**Comment Summary:**

Tolling Scenarios, Pricing, and Revenue

**Response:**

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

**I-0164-003**

**Comment Summary:**

4-Lane Alternative

**Response:**

See Section 2.0 of the 2006 Draft EIS Comment Response Report.