

**Online Comment by User: franz\_loewenherz**

Submitted on: 8/29/2006 2:25:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-1, Page-1

Address: , , 98115

**Comment:**

**I-0197-001** | I support the Pacific Interchange Option; because ...

- No more backups between University Village to Montlake. Finally, a solution to the “Montlake mess”! Pacific Interchange dramatically improves local traffic circulation on arterials in Seattle. Compared with the other options for SR 520, Pacific Interchange does not differ substantially in the number of vehicles coming into any Seattle neighborhoods.
- A continuous green belt reconnecting the playfield on Portage Bay to the Arboretum – a great new park for the whole city!
- A direct transit connection between express bus service on SR 520 (which will quadruple to 47,000+ riders/day by 2030) and the planned Sound Transit light rail station at UW, which will be the most heavily used stop outside downtown Seattle (about 21,000 boardings/day.)
  - A direct bicycle link from the Burke-Gilman trail to the Eastside.

**I-0197-002** | Additionally,

We need a master plan for the UW Transit Hub that respects Rainier Vista, provides access to athletic and medical facilities, regional and local buses and Sound Transit light rail, facilitates transfer from buses to light rail, improves pedestrian and bicycle circulation and safety in the area, and provides sufficient parking (mostly structured parking) for UW needs.

**I-0197-003** | Reducing the clearance of the Union Bay Bridge from 110 feet to 70 feet would reduce grades, improve traffic operations (particularly buses), slightly reduce noise and construction cost, and make the bridge much more friendly to bicycles. Only two ships are identified in the DEIS. However, we have heard from the yacht clubs that this may present an issue for very large sailboats.

The design of the Union Bay Bridge must be worthy of its spectacular and historic setting. The views of the Cascade range from the Montlake Bridge should be preserved if possible.

We would like to encourage WSDOT to explore “green” bridge designs through the Arboretum that enhance and promote wildlife habitat even on the bridge structures themselves, to the extent this is feasible. We also encourage WSDOT to use LEED principles (Leadership in Energy and Environmental Design) in the construction of the bridge, including construction techniques, materials and the wise use of resources.

**I-0197-001**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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

**I-0197-002**

**Comment Summary:**

Regional Land Use and Transportation Planning

**Response:**

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

**I-0197-003**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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

- I-0197-004** | We would like to see a tolling study conducted for the Arboretum ramps to determine the feasibility of funding the Arboretum Master Plan through a toll surcharge, while helping to manage traffic levels on Lake Washington Blvd.
- I-0197-005** | We believe that the design of all elevated structures, particularly in the Arboretum area, should seek to optimize the under-bridge environment for wildlife and recreation. Perhaps the area underneath can be partially irrigated with lake water.
- I-0197-006** | We support a variety of measures to narrow the roadway, such as narrowing lanes and shoulders. However, this should not go beyond the point where safety and operational performance are meaningfully impacted.
- I-0197-007** | We support a bicycle/pedestrian connection to Madison Park from the SR 520 bicycle trail. This could save up to 3 miles from a bicycle commute from Madison Park to the Eastside, and up to 2 miles for a bicycle commute from Madison Park to the UW. The connection may make more sense at 43rd Ave. E than at 37th Ave. E, which has greater environmental impacts. The Madison Park bike/ped connection and the replacement ped bridges over Montlake Blvd. on the UW campus will be viewed by hundreds of thousands of people every day and are an opportunity for landmark bridges. Santiago Calatrava would be an ideal architect for these structures

**I-0197-004**

**Comment Summary:**

Arboretum (Concerns)

**Response:**

See Section 9.3 of the 2006 Draft EIS Comment Response Report.

**I-0197-005**

**Comment Summary:**

Madison Park Bicycle/Pedestrian Connection

**Response:**

See Section 24.1 of the 2006 Draft EIS Comment Response Report.

**I-0197-006**

**Comment Summary:**

6-Lane Alternative

**Response:**

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

**I-0197-007**

**Comment Summary:**

Madison Park Bicycle/Pedestrian Connection

**Response:**

See Section 24.1 of the 2006 Draft EIS Comment Response Report.