

**Online Comment by User: tmcreeed**

Submitted on: 9/18/2006 10:41:00 AM

Comment Category: Other Environmental Effects

Comment Location: Chapter-10, Page-7

Address: , , 98101

**Comment:**

**I-0932-001** | In regards to the "Building Pontoons." section, you say that you are considering a location in Grays Harbor? That's pretty far. So, I'm guessing you also considered sites in Canada and Oregon then too? Please confirm that you just didn't look at Washington State sites.

Thank you

**Comment Category:** Ecosystems

**Comment Location:** Chapter-4, Page-6

**Comment:**

**I-0932-002** | Boy, this system is confusing. OK, think I got it now. So, I'm reading about these poor fish that cannot make it home and I'm wondering to myself, how come we're not doing anything to restore the fish's native migration routes? This project would be the perfect time to restore Lake Washington to its original flow. Let's get rid of the ship canal between Montlake and UW and restore the Black River. Let's do it for the fish! Let's do it for our grandchildren! Let'd do it for those poor, miserable Indians that are forced to make money by gambling. Thank you

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-24

**Comment:**

**I-0932-003** | Why doesn't the HOV lane continue along the Union Bay Bridge in the Pacific Street Interchange option? It would appear that buses would get stuck in the GP lanes. Doesn't that defeat the entire purpose of having the HOV lanes in the first place? Very curious. Secondly, this build option appears to have been created solely for the benefit of a few wealthy individuals living in the Montlake community. Since this option would have dramatic effects concerning the property value of those people living in Montlake, why don't we place an added tax on those people to pay for this option? This would be similar to the extra tax that Seattle has placed on those living near the Westlake Street Car and for those living near the Viaduct if the tunnel option is chosen. What's fair is fair. Tax Montlake!

**I-0932-004** | Finally, I think WSDOT missed out on an opportunity here. Why didn't you consider realigning the 520 bridge with Madison Avenue straight into downtown Seattle? You could have an offshoot of the bridge go one way - toward UW and other offshoot go to downtown - along Madison Avenue. Did you consider this?

**Comment Category:** Pacific Street Interchange

**Comment Location:** Chapter-5, Page-28

**Comment:**

**I-0932-005** | Concerning the connection with Sound Transit' Link system, will buses coming from the Eastside be able to queue at the Link station -- dropping off passengers and the like? It appears that space there is limited and that the bus to light rail is not thought through. Please provide details on the connection between light rail and the Pacific Street Interchange, both for buses and GP traffic. And please don't rely on Sound Transit for this - we know they can't be trusted!

**I-0932-001**

**Comment Summary:**

Pontoon Construction, Transportation, and Moorage

**Response:**

See Section 4.3 of the 2006 Draft EIS Comment Response Report.

**I-0932-002**

**Comment Summary:**

Fish and Wildlife (Mitigation)

**Response:**

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

**I-0932-003**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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

**I-0932-004**

**Comment Summary:**

Alternatives Development

**Response:**

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

**I-0932-005**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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