

October 24, 2006

SR 520
Project Office
414 Olive Way # 400
Seattle, WA 98101

Project Manager:

I-1029-001

Your Draft Environmental Impact Statement fails to take account of the Seattle Comprehensive Plan with your proposed Pacific Street Interchange. The Comp. Plan restricts new freeways and arterials, limits new streets, and restricts building new capacity for single occupancy vehicles.

See page 6 of the executive summary sent out to Seattle citizens.

Sincerely



I-1029-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

Increased traffic congestion is the most visible – and disliked – indicator of

a changing quality of life. In fact, most people feel that traffic congestion itself – not growth per se – is Seattle's greatest problem. Transportation is the single largest contributor to air and water quality degradation in this region. In short, the car with a single occupant (SOV) is expensive not only for its driver, but for the city and the region.

BASIC ASSUMPTIONS

The following assumptions are basic to successful implementation of the Plan's transportation strategy.

- Education can change attitudes and behavior. Given practical and convenient alternatives to driving alone, many people will choose to make at least some of the trips now taken by car, by other modes.

- Land Use and Transportation strategies achieve more cooperatively. Increasing the density of jobs and residences in compact locations makes the provision of transportation services more efficient and increases its convenience to the rider.

- Transportation practices can help achieve environmental goals. In case of conflicts, non-motorized modes of travel are preferred.

- Improvements in regional and local transit are imperatives. Telecommuting and electronic communications also have roles to play in reducing transportation-related problems.

A REVOLUTION IN PRIORITIES

As Seattle heads toward the next century, it clearly must become a city where more people walk, ride bicycles and hop convenient transit in their neighborhoods instead of driving cars for every trip they make. Without these changes, rush-hour congestion likely will increase more than tenfold within the region, leading to more hours stuck on freeways and diminishing air and water quality.

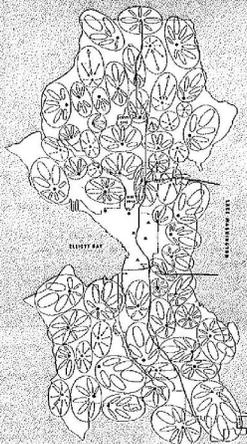
The Transportation Element of the Draft Comprehensive Plan proposes a strategy to reduce automobile dependency by addressing transportation-related environmental concerns while promoting the city's and region's economic vitality. The strategy's cornerstone is a commitment to prioritize all non-motorized and high-occupancy modes of travel above the automobile.

The Plan also seeks to reduce growth in single-occupant vehicle travel by strengthening those features which contribute today to Seattle's relative transportation efficiency. For instance, it's easy to observe the positive influence of a compact, mixed-use urban land-use pattern on people's choice of transportation. Seattleites living in denser areas are more likely to use transit than others in the region; the work

trip distance in Seattle is half the regional average. In Seattle, 11% of trips made are by transit, compared with 2% in the region.

The Urban Villages Strategy (described in the Land Use section) combines land use and transportation systems to reduce average trip distances, and to increase walking by more closely associating homes with work and shopping. The transportation strategy is designed to provide Seattle with a multimodal transportation system in which each component — car, bus, van, bike, sidewalk, truck, train, ferry or plane — is used appropriately. The strategy supports a truly comprehensive regional transportation system that reflects the needs of people, rather than expecting people to change behavior to reflect the current limitations of our transit services. It offers a real alternative to using the automobile for most trips.

Even with a comprehensive system, however, we still must overcome an attitude barrier in order for this transportation strategy to succeed. Quite simply, we must break our addiction to the automobile. The attitude change may begin with the Comprehensive Plan and the City policies to implement it.



LINC vans would circulate within each neighborhood with a LINC neighborhood transit station serving a three-quarter to one-mile radius.

AUTOMOBILES & PARKING

Reduced use of automobiles will be achieved by:

- Restricting the construction of new freeways and arterials;
- Limiting new streets to critical connections to improve traffic circulation;
- Restricting additional capacity for single-occupancy vehicles;
- Reducing trips by managing demand (carpools, vanpools, etc.);
- Protecting residential streets from traffic increases;
- Employing traffic level-of-service standards based on minimizing travel time for priority (i.e. non SOV) modes of travel

The transportation strategy would reduce the use of cars through parking-related measures such as:

- Controlling the supply of available parking;
- Limiting parking spaces in Urban Centers;
- Establishing not only minimum but also maximum parking requirements for new developments;
- Limiting the growth of the parking supply;
- Applying parking policies for regional consistency;
- Applying new parking policies gradually to minimize disruption of business.