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September 1, 2006

Mr. Paul Krueger, WSDOT Environmental Manager  
SR 520 Project Office  
414 Olive Way  
Suite 400  
Seattle, WA 98101

Dear Mr. Krueger:

I support the Pacific Interchange choice for SR 520, as succinctly described in the enclosed paper by Better Bridge.org. Given the information I have now, this seems to me the best way to improve.

Yours truly,

K. Shipps

Enclosure

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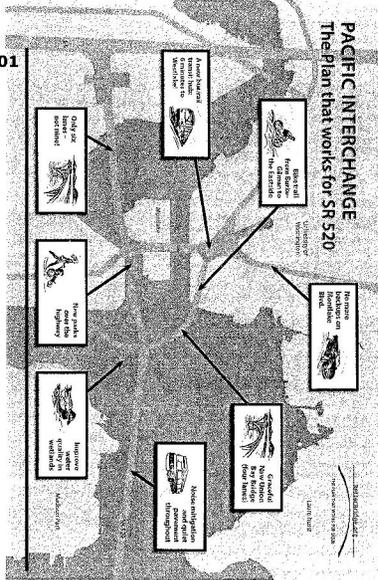


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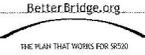
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It's decision time on SR 520.  
 WSDOT needs our feedback now  
 to make the best choice for Seattle.



**One plan would make things worse - the "Base 6-lane" plan**

- Huge backups from University Village to SR 520 - **EVEN WORSE THAN TODAY.**
- **NINE LANES OF TRAFFIC** cover Portage Bay and North Capitol Hill, and three levels of ramps in the Arboretum.
- Two \$3 billion mass transit projects, SR 520 HOV lanes and Sound Transit Link light rail, that **DON'T CONNECT.**

Citizens from Seattle neighborhoods told WSDOT a better way to fix SR 520, and the state listened.

**Pacific Interchange: The plan that works for SR 520!**

- The graceful new 4 lane Union Bay Bridge brings cars, buses and bicycles directly to the Husky Stadium area, where 70% must pass through anyway.
- **NO MORE BACKUPS** on the Montlake Blvd from University Village to SR 520, even during peak hours - saving time or time and tons of pollution.
- Light rail to Northgate and downtown, bus rapid transit to the Eastside and local buses all meet at a pedestrian friendly UW transit hub.
- The existing Montlake ramps are closed and turned into a **NEW PARK.** A green belt is restored from the Playfield on Portage Bay all the way to the Arboretum - a waterfront waterfront trail for all.

Pacific Interchange is among WSDOT's official project options. It adds HOV lanes, shoulders and bicycle trails to the existing bridge, safely speeding 25% more people in only 5% more vehicles. WSDOT says Pacific Interchange adds only 1% more vehicles at Five Corners in Lake Forest, and only 2% more at 28th Ave. and 65th St. Traffic volumes on 45th St. through the U District are reduced. Southbound lanes on the Montlake Blvd. that would otherwise take 28 minutes in the year 2030 would take a mere 7 minutes with this plan. Whether you bike, drive or take transit, it's going to a whole lot easier to get around. Runoff is treated, noise is mitigated, and the Arboretum Master Plan can be funded and completed.

Comments are most effective if they are put in your own words. The most important message is this:

*I support the Pacific Interchange option for SR 520. The Pacific Interchange is the only solution that fixes the Montlake Bridge bottleneck, connects SR 520 bus service directly to light rail at UW, creates a continuous new park and trail system from Portage Bay to the Arboretum.*

You may also wish to include the following:

- A 70 foot clearance for the Union Bay Bridge would be sufficient for boat traffic and would work better than a 170 foot clearance for traffic operations, transit and bicycles.
- A bicycle trail link should be made from the proposed SR 520 bicycle trail to Madrona Park.
- The Union Bay Bridge should be a beautiful structure that fits its magnificent setting.

Submit your feedback in writing: The best way to send feedback is via <http://www.wsdot.com/comments>. You can also email [SR520Comments@wsdot.wa.gov](mailto:SR520Comments@wsdot.wa.gov), or send a letter to Paul Kueper, WSDOT Environmental Manager, SR 520 Project Office, 414 Olive Way, Suite 400, Seattle, WA 98101.

Attend a public hearing: Monday, Sep. 16, 4-7 p.m. MCHAI, 2700 24th Ave E

Learn more about BetterBridge.org and the benefits of Pacific Interchange at <http://www.betterbridge.org>.

Thank you for taking the time to make your opinions known. Your feedback will make a difference!

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**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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