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Comment:

I-0641-001

I support the Pacific St. interchange option. The light rail station at husky stadium is going to be the major hub for the area, and the base plan consigns bus riders to forever crawl across the montlake bridge to access it. It also leaves one of the worst bottlenecks in Seattle in place. Allowing commuters from the north and east to access the bridge from Pacific Street & Montlake Boulevard would greatly impove mobility around the UW, Ravenna, University Village and Laurelhurst.

The possibility of direct bicycle links from the Eastside and Madison Park to the Burke Gilman trail also promises to promote environmentally and health friendly bicycle commuting. In addition, the open space opportunites created in Montlake by reducing the width of the right of way and eliminating the interchange there are signifigant.

The main negative impacts seem to be the loss of UW parking and visual/noise effects on the arboretum. Build the UW a new garage to replace the parking columns and the extra lanes on Montlake displace, and pay for it with a temporary toll surcharge, along with improvements to the arboretum.

I-0641-002

In short, building a new and wider bridge dependent on one old and narrow drawbridge to serve the second largest activity center in the city is ridiculous. The "braided" ramps required to shift HOVs from the inner to outer lanes is symptomatic of this inefficent approach. The traffic, public transportation, open space and environmental factors all point towards the bold and forward thinking Pacific Street Interchange Option.

I-0641-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-0641-002

Comment Summary:

Pacific Street Interchange Option

Response:

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