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Comment Category: Comment on all alternatives

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Comment:

Facilitating convenient, flexible transit service should be a top goal of each alternative. We are building a structure with a 50 year lifetime. There is no doubt that whether due to global warming or due to peak oil or demands from India and China, we will have to cut the use of fuel in transportation, and that our future will require higher use of transit. Thus the alternative that is selected must be designed to work well with transit -- both eventual rail transit which should be built on the 520 corridor in the future, and bus transit in the earlier years. Even if the majority of citizens and politicians don't yet understand that reality, we should make it a design priority to give the community the value and flexibility of this massive community investment.

For flexible bus transit, it MUST be a design criterion that a bus route coming from the Eastside be capable of directly service downtown Seattle AND having a transfer stop somewhere in the Montlake vicinity to both serve the Montlake area, and allow transfers towards Capitol Hill and northward toward the University and beyond.

No alternative should be designed so that buses headed to downtown have no ability to serve a stop at Montlake. The ideal location for that stop will be Montlake Blvd/24th Ave where local service intersects.

No alternative should be designed with the concept that passengers headed to downtown must transfer at Pacific Street.

In addition, If some buses do terminate at Pacific Street, there should be a seamless connection to the Link Light Rail which requires crossing no streets.

The Eastside stops at Evergreen Point and at Yarrow Point (92nd Ave) should be maintained so that these areas have some ability to access transit.

If the 520 project goes as far as I-405, there should be a structure built that will allow transfers along Bellevue Way/S. Kirkland P&R for buses that are continuing on 520 or 405.

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Comment Summary:

Regional Land Use and Transportation Planning

Response:

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