

I-0311-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

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Check here if you would like to be added to the project mailing list.

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| Alternatives | Environmental Topics | |
| <input type="checkbox"/> Comment on All Alternatives | <input type="checkbox"/> Construction | <input type="checkbox"/> Noise |
| <input type="checkbox"/> 4-Lane Alternative | <input type="checkbox"/> Cultural and Historic | <input type="checkbox"/> Other Environmental Effects |
| <input type="checkbox"/> 6-Lane Alternative | <input type="checkbox"/> Funding and Tolling | <input type="checkbox"/> Parks and Recreation |
| <input checked="" type="checkbox"/> 6-Lane with Pacific Street Interchange | <input type="checkbox"/> Land and Structures | <input type="checkbox"/> Transportation and Transit |
| <input type="checkbox"/> 6-Lane with Second Montlake Bridge | <input type="checkbox"/> Fish and Wildlife | <input type="checkbox"/> Wetlands/Water Resources |
| <input type="checkbox"/> 6-Lane with South Kirkland Transit Access | <input type="checkbox"/> Neighborhoods and Communities | |
| <input type="checkbox"/> Other 6-Lane Option | Other Topics | |
| | <input type="checkbox"/> General Comment | <input type="checkbox"/> Urban Design |

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Enter your comment below. Please be as specific as possible.

I support the Pacific Street Interchange option for SR520 and I oppose all other DEIS alternatives. My support is based upon the following considerations: a) traffic mobility; b) transit access and connectivity; and c) park impacts and opportunities.

The Pacific Street Interchange is the only option that provides a direct link for transit from SR520 to the Sound Transit light rail station that will be located on the UW campus adjacent to Husky Stadium. It is also the only option that METRO-KingCounty has concluded provides a realistic opportunity to restore bus service to NE Seattle along the N-S Montlake Blvd. arterial that begins at the current Montlake interchange for SR520 and heads N past University Village. Finally, the rebuilt SR520 bridge will include two dedicated HOV lanes. These three factors have the potential to significantly increase transit opportunities and ridership, which in turn will be good for traffic mobility and the environment in the neighborhoods adjacent to and dependent upon SR520.

The Pacific Street Interchange is the only option that traffic studies suggest will effectively mitigate - if not resolve - the notorious Montlake bottleneck. This bottleneck effectively backs up traffic from the current SR520 interchange in Montlake to University Village, resulting in traffic and transit delays of 20 to 30 minutes. In addition to creating huge delays for commuters these backups impede the access of emergency vehicles to University Hospital and Children's Hospital. The backups also erode the air quality in the neighborhoods adjacent to the SR520 Montlake interchange and the Montlake Blvd, including the University of Washington. The traffic studies demonstrate significant mitigation in traffic congestion through this corridor will occur because the addition of the Union Bay bridge will permit SR520 traffic and transit destined to the University of Washington and points North to by-pass the Montlake bridge and that section of Montlake Blvd. south of the Montlake Bridge that was designed as and intended to function as a local access residential arterial instead of an access ramp to a major freeway. The traffic mitigation that will occur with the Pacific Street Interchange should dramatically improve commute times and access for residents in Laurelhurst, Ravenna Bryant, Sand Point and other communities in NE Seattle.

The Pacific Street Interchange, like the base 6 alternative, will have a larger footprint through the Arboretum, however the net park impacts with the Pacific Street Interchange suggest that it is the only option that has the potential to actually increase useable green space and parks through a Montlake lid that could be extended to create a continuous greenbelt from Portage Bay through the Montlake Community Center greenspace, up over SR520 and north to the Arboretum. The base 6 lane alternative, in contrast, because of the 9 lane configuration across Portage Bay adversely impacts both the Arboretum and the green space adjacent to Portage Bay and further destroys the residential character and Olmstead legacy of Montlake Blvd., south of the Montlake bridge.

In sum, the Pacific Street Interchange is the only option that provides increased HOV lanes, with HOV speed and reliability; provides a direct link between HOV bus rapid transit on SR520 and the Sound Transit Light Rail station; effectively addresses the notorious Montlake bottleneck thereby improving traffic mobility and transit access for the University of WA and communities in NE Seattle; and mitigates the impacts on parks and greenspace in and around the Arboretum and Montlake and provides an opportunity to actually expand available green space and trails from the Arboretum to Portage Bay.

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