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Comment Category: General Comments

Comment Location: Chapter-1, Page-1

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Comment:

I live in the Montlake neighborhood. Highway 520 affects me daily so I am terribly concerned about the decision to improve it. After researching all the of the current options it is clear that nothing is perfect and that compromise will have to be reached. It appears the Pacific Interchange option makes the most sense. I like the idea of keeping just four lanes and adding a bike lane but the HOV lanes seem necessary and should promote and reward carpooling and bus usage. The Pacific interchange should strongly reduce the immense backlog on Montlake that occurs at rush hour each day. It should also decrease the impact of traffic flow each time the draw bridge opens. The 6 lanes seem like a lot, but 2 should be dedicated to HOV only so that I5 and I405 don't become overwhelmed with vehicles exiting from 520. The proposed lid over the Montlake section should greatly reduce noise and pollution to our neighborhood, water, and parks, while also providing additional greenspace that will further reduce CO2 emissions for better air quality. The Pacific interchange should also help connect the bus service to the light rail station near Husky Stadium. The current bus stops on 520 below Montlake blvd. will be quite a distance from the light rail station and require an additional bus transfer for those connecting. It will also be crucial for this option to provide a way to add light rail across the water when the budget allows. I believe additional light rail running north to Everett and to the Eastside via 520 and I90 will be critical in reducing traffic and pollution in our beautiful part of the country. Every decision made must keep future light rail in mind. This city is long overdue for a light rail/subway-type system. I sincerely thank you for listening to our opinions.

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Comment Summary:

Pacific Street Interchange Option

Response:

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