

Online Comment by User: Raymond Larson

Submitted on: 9/21/2006 8:28:00 AM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-3, Page-13

Address: 11526 Alton Ave NE, Seattle, WA 98125

Comment:

I-0816-001

The picture of the Pacific Interchange option is pretty misleading since it doesn't show the offramp termini of the bridge portions--which are just outside the pictured area. The visual impact on the area shown is spread over a much wider area than the existing view of the Pacific Interchange. The PI alternative would dramatically alter the portions over water to the immediate east of this view as well as the Pacific Street--important considerations.

Comment Category: Pacific Street Interchange

Comment Location: Chapter-3, Page-18

Comment:

I-0816-002

It would also be accurate to say that other residents are concerned about the traffic flow effects of the Pacific Interchange option on other parts of the corridor adjacent to the Montlake-Shelby & Hamlin St. area. I'm concerned, as are others, that this option will significantly increase traffic through Lake Washington Blvd. an area that cannot be easily engineered to improve traffic flow to and from the Pacific Interchange bridge over Union Bay. I feel that traffic for the interchange will simply be pushed out to adjacent areas, such as the on ramps to the PI bridge, Montlake Blvd. up to University Village, Lake Washington Blvd. through the Arboretum and between the offramps and Montlake Blvd. and Pacific Street itself. These are concerns that need to be addressed or explained much more clearly.

Comment Category: General Comments

Comment Location: Chapter-7, Page-14

Comment:

I-0816-003

The congestion discussion here is very misleading in regards to the Lake Washington Blvd/SR 520 ramp area. The congestion at the ramps themselves would likely improve-- however, the congestion leading to the ramps, especially on northbound Lake WA Blvd in the Arboretum would still be very heavy, and probably drastically so. With the addition of higher capacity for cars that this report cites under the 6-lane alternatives it seems likely that more commuters, and likely most all of them from south of SR520 and east of Montlake Blvd, would access SR520 through Lake WA Blvd, rather than going to Montlake and then going north of the Montlake Cut to access the Pacific Interchange on ramps. How can Lake WA Blvd possibly handle more traffic to SR520? It seems like this basically turns Lake WA Blvd into one giant on ramp for SR520. While Lake WA Blvd is not a "state" road or highway, this issue must be addressed as a potential impact of building a new bridge with MORE capacity.

I-0816-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-0816-002

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-0816-003

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.