

From: [Greg Flood](#)
To: [SR 520 DEIS Comments](#)
CC:
Subject: SR 520 DEIS Comments
Date: Tuesday, October 31, 2006 11:29:24 AM
Attachments:

Greetings

I-1274-001 | The six-lane option and Pacific Interchange option appear to neglect the impact that a \$3.50 toll will have on traffic. Many will elect to shift to I-90 rather than pay \$1800 a year to commute. This would seem to be a significant number of vehicles and the six lanes overkill for the amount of traffic.

I-1274-002 | Also, it seems the footprint could be significantly reduced by using narrower lanes and allowing smaller or no breakdown lanes. Or let the breakdown lane serve double duty with the bike lane.

I-1274-003 | In community meetings, WSDOT stated that all of the vehicle traffic served by the Pacific Interchange option originates from NE Seattle. Therefore, it would seem to make more sense to leave the existing Montlake interchange intact and shift the new interchange intended to serve this NE end traffic to Mary Gates Way, on the east side of Husky stadium. The interchange could be smaller and the impacts to the natural areas of Marsh and Foster Island eliminated.

Similarly, for traffic originating from the south, route the new interchange along the west edge of the golf course, turning east to run between Foster Island and the golf course. Again, the valuable open space of the arboretum will be significantly less affected.

Thank you

Greg Flood
Seattle, WA

I-1274-001

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

I-1274-002

Comment Summary:

6-Lane Alternative

Response:

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

I-1274-003

Comment Summary:

Pacific Street Interchange Option

Response:

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