

I-0192-001

Online Comment by User: fiddlerd

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, Shoreline, WA 98177
Comment:

The SR 520 corridor already imposes a severe burden on one of Seattle's most important urban outdoor undeveloped areas - McCurdy Park, Marsh and Foster Islands, and the Arboretum. It is not reasonable to make further sacrifices in this area. The point is not to provide improved automobile capacity across the lake; the point is to provide improved capacity for people to conveniently move across the lake. The latter goal can be achieved by investments in the transit system and minimizing further impacts on the area immediately east of Montlake Bridge.

I therefore strongly oppose the six lane alternative. I also oppose the Pacific Interchange option. I also reject the description of the four lane alternative as inherently worse for transit than the six lane alternative. It is not impossible to dedicate HOV lanes on a four lane configuration. That would not be popular with those who give automobile access a higher priority, but it is a reasonable solution should it be necessary for transit.

In any vision of a sustainable world for the future, it will simply not be possible for everyone to drive their personal car everywhere. We will need a sophisticated, versatile transit system, a system of a sort not envisaged in the DEIS with its weak descriptions of 'no current plans' to fund the kind of enhanced transit which would actually solve the problems.

In the meantime, there is no need to further impact the natural areas east of Montlake. Any option selected should absolutely minimize such impacts. If the description of a rebuilt four-lane alternative truly represents the minimum impact, a few intrusions may be necessary. But nothing further.

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Comment Summary:

Arboretum (Concerns)

Response:

See Section 9.3 of the 2006 Draft EIS Comment Response Report.