

I-0218-001

Online Comment by User: Grego

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Comment Category: Pacific Street Interchange

Comment Location: Chapter-12, Page-4

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Comment:

I use the bridge every day as the chief driver of a 4 party carpool that originates at my house (3 seattle drivers park at my house) then commutes to Redmond.

The Montlake mess as we affectionately refer to it does not dissappear with any of the alternatives mentioned in the study. All reasonable people would agree that based on its age and prone to hazzards the 520 bridge should be replaced. There should be incentives to get more people carpooling, taking transit, or rail. That should be a study related to this as that will be critically important during the construction phase when traffic will be at an all time high congested state.

The Pacific Interchange seems to be an attempt to push the traffic problem out of the Montlake/North Capital Hill area while at the same time making that area more park like. I simply find that insulting!

Traffic flows pretty freely along SandPoint way, down the viaduct along the university, down 35th ave ne, and down 25th. The bottleneck is Montlake. Building the Pacific Interchange seems to make the new bottleneck the University Area. This and other negative impacts make the Pacific Interchange concept only that - a concept. It is a non-starter and should be discarded.

I definately think there should be an HOV lane across the new bridge for whichever option is selected. I also am a fan of having the tolls be more punative for single occupancy vehicles. I would hope this would encourage mass mobility but if it doesn't it will at least have the positive externality of paying the bridge off earlier through higher revenues.

Thanks,
Greg Olson

Long Time Seattle Resident and Daily Driver of the 520 Bridge

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Comment Summary:

Pacific Street Interchange Option

Response:

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