

I-0363-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/18/2006

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Check here if you would like to be added to the project mailing list.

Alternatives

- Comment on All Alternatives
- 4-Lane Alternative
- 6-Lane Alternative
- 6-Lane with Pacific Street Interchange
- 6-Lane with Second Montlake Bridge
- 6-Lane with South Kirkland Transit Access
- Other 6-Lane Option

Environmental Topics

- Construction
- Cultural and Historic
- Funding and Tolling
- Land and Structures
- Fish and Wildlife
- Neighborhoods and Communities
- Noise
- Other Environmental Effects
- Parks and Recreation
- Transportation and Transit
- Wetlands/Water Resources

Other Topics

- General Comment
- Urban Design

Enter your comment below. Please be as specific as possible.

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As a resident living north of the proposed "Pacific Street Interchange", I feel that my neighborhood will be negatively affected by an increase in traffic on surface streets. Currently, I sit in traffic in route to the Eastside for roughly 45 minutes to an hour, 30 of which are spent trying to merge onto 520. By changing the current design, you will be adding more cars that travel through the neighborhoods in the University District. Although you might slightly alleviate traffic on NE 25th just prior to the bridge, the proposed plan will increase the amount of cars taking back roads to navigate an even speedier trip to SR 520 (a prime example would be the Clyde Hill neighborhood on the Eastside). The residents of this neighborhood have to endure commuters traveling from as far east as Redmond who take 520 Westbound until the congestion begins, then exit off 148th or 108th and take back roads through residential neighborhoods and re-enter the freeway at the last possible exit (Clyde Hill). Logic tells me that when this particular onramp was proposed, "traffic forecasts" indicated that there would only be a minimal increase (possibly 1-2%) in surface area traffic during peak hours. Unfortunately for the Clyde Hill residents, this is not the case. As an offender of this particular traffic diversion, I see an unbearable line of cars parked in front of these homes making it impossible for their inhabitants to travel freely in and around their neighborhood.

I feel my neighborhood is in danger of becoming a Westside version of Clyde Hill. With congestion being as difficult as it is on I-5 Southbound, I'm afraid residents of Northgate, Roosevelt, and Lake City who normally avoid Montlake traffic in favor of I-5 traffic will find hidden arterials to take advantage of. Instead of coming down NE 25th, they may choose to travel down 24th, 26th, 27th, etc. as far south as possible, then rejoin 25th further in the commute, and finally merge onto 520. And as a frequent commuter, I understand this. There is definitely a sense of progress in moving at 20 mph down a residential street rather than taking a more direct route and sitting in gridlock traffic. When given the option, the average commuter will find a way to keep moving. The most obvious example of this is reflected in single occupant HOV violators who know it's against the law to use the carpool lane, but would rather risk their chance receiving a moving violation than spend an additional 20 minutes sitting in traffic.

I agree that the current bridge is a disaster, however, I do not believe that this project is the solution. Hopefully you will be able to find a way to relieve traffic on NE 25th and Montlake Avenue without additional cars overpouring into the neighboring communities, but until that time, you do not have my support.

How did you hear about this open house?

- Newspaper ad
- Postcard in mail
- Community Calendar
- Poster
- Email announcement
- Project webpage
- From a friend or neighbor
- Other