

**I-0427-001**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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

**From:** [MARTIN MCGURK](#)  
**To:** [Swenson, Michael/BOI](#);  
**CC:**  
**Subject:** eComment Issue  
**Date:** Wednesday, August 23, 2006 6:59:36 PM  
**Attachments:**

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Hello,

**I-0427-001**

It is great to see solutions to the SR520 Montlake congestion being addressed. My questions are about the Pacific St. Interchange option which the Draft EIS seems to promote.

The north-south corridors through NE Seattle are limited and already congested... independent of the Montlake congestion. What is the plan to accommodate or discourage the non-residential traffic through Ravenna/Bryant and Wedgwood that the Interchange will attract? Will another north-south arterial through Bryant be opened up? Will I-5 be made a more convenient way to get to 520 than navigating residential streets? Right now, commuters from Lake City don't think it is.

Please keep in mind that these are largely residential arterials (particularly 25th Ave. NE) and already overused as an alternative to I-5. The negative impact on residents in terms of noise, danger, congestion, and city-imposed parking restrictions in recent years, due to an increase in population density, has already been tremendous. Please don't do something that will make it worse.

I'm not necessarily against the Interchange option, I just want to make sure its predictable impact on NE Seattle traffic, particularly on 25th Ave. NE, will be addressed before it gets implemented.

Thanks,

Martin McGurk