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MS. CARLSON: I'm Jan Carlson, and I'm a citizen. I live in Eastlake. I live on a houseboat, so I'm concerned about the environment. The -- whenever a new roadway is built, the primary, first concern should be not automobiles, but alternative transportation.

I know that -- I've been through the -- we looked on the Internet the other day, and I've been through the designs over here, and I know that there are transit -- rapid bus transit and bicycle lanes and pedestrian lanes are part of the planning. However, access to the bus transit is very poor.

One of the problems is the 1200 feet that you have to go, over in the U District or the Montlake area, in order to get to the rapid transit. To change, you have to change modes of transportation there. And there's no way for people -- people are expected to ride their bike or walk and walk in between those transportation -- or in between those points.

And when I asked some of the staff people about the problem of getting to and -- you know, and where are the Park & Ride lots? And they said, "Well, that's not our issue. That's not what we're doing. That is either King County or the City of Seattle." Another person said, "Well, the City of Seattle doesn't want to encourage parking. They want people to walk or ride their bike."

And what's going to happen is, number one, for handicapped people who can't walk and don't qualify for Access or -- Access would not be feasible because, to get off the bus and sit and wait for an Access

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Improving the access between the bus stop located Pacific Street and the University Link light rail station was one of the efforts considered as part of the 6392 workgroup process. Analysis of ridership projections from the 2008 HCT planning effort indicate most riders traveling to the Montlake Triangle area are going directly to or from the UW campus. When the Montlake Triangle area is the end of the light rail line, approximately 60 percent of transit customers will be destined for the UW campus and Medical Center, another 20 percent will transfer between buses and 20 percent will transfer from bus to light rail at the Sound Transit UW station. Fewer than 1 percent are expected to walk to the light rail station from the neighborhoods south of the Montlake Cut. Relocation of the Pacific Street bus stop was an integral part of the conversation. The group concluded that the Pacific Street bus stop could be relocated somewhere along the Montlake Triangle that would reduce the walk distance for the transfers. People making transfers would also be able to cross over Montlake Boulevard via a new pedestrian crossing that will be implemented by Sound Transit as a result of their participation in the 6392 process. This pedestrian crossing will allow people to walk over Montlake Boulevard without having to wait for a signal to change and without having to cross the free right turn movements that exist today.

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van to come and take you 1200 feet is not reasonable.

But it would not -- it would -- what it's going to do is throw all kinds of people into their cars and have them drive, because the access to the alternative transportation doesn't work for them.

So I just want to say that somebody needs to take responsibility for that problem. And I would say somebody in all three areas -- in King County -- in King County, in WSDOT, and in the City of Seattle. You need to get together.

Thank you.

(End of comment.)