

What We Heard: Seattle Design Options

Pacific Street Interchange

- Improves transit connections with Sound Transit Link light rail
- Allows SR 520 traffic to avoid the Montlake Bridge
- Improves the Montlake lid and connections to surrounding park areas
- Addresses congestion on Montlake Boulevard north of the Montlake Bridge
- Requires property at Husky Stadium
- Adds Union Bay Bridge over the Arboretum and Foster Island
- Additional columns in the Montlake Cut could have more effects on fish



Montlake Interchange (Base 6-Lane Alternative)

- Maintains the current transit stop location, which works well now, but would not be a direct connection to the future Sound Transit station
- Provides better west-to-south movement from the westbound SR 520 off-ramp
- Allows the traffic queue to wait on the ramp rather than on the local streets, although on/off ramps are big
- This is too big—the ramps and general width through Montlake and Portage Bay make this unappealing



Pacific and Montlake Interchange options

- Good to have reliable lane for transit and HOV
- Consider other options such as a tube/tunnel that might minimize effects
- Find ways to reduce footprints — both interchanges are too big