

I-1000-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

From: annematsen@aol.com
To: [SR 520 DEIS Comments:](#)
CC: annematsen@aol.com;
Subject: Support for Pacific Interchange
Date: Thursday, October 19, 2006 5:10:22 PM
Attachments:

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I am writing in support of the Pacific Interchange for the 520 rebuild. In considering the alternatives, it is essential that all of us identify the major objectives for Washington State. I would like to share my list of the overarching objectives for the rebuild of 520.

*Linkage of mass transit. All of us living in this region know that no highway solution can focus on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of transportation other than automobiles. There will be a light rail terminal near Husky Stadium, making an easy connection between buses using the Pacific Interchange and this light rail terminal.

*Congestion on Montlake Boulevard. Southbound Montlake Boulevard has backed-up traffic many hours each day. This leads to lost time, personal aggravation and poor air quality.

*Access to the University and Medical Center. For students, faculty, staff, patients and families, it is becoming increasingly difficult to get to the U. The Pacific Interchange bus station would put these individuals within easy walking distance.

*Preserving the Montlake Bridge as is: This bridge can be a bottleneck, but an additional bridge would be a blight on this historic bridge. The 520 solution must provide a "way around" the Montlake Bridge.

Connecting the Burke Gilman Trail to the Eastside. The Pacific Interchange will have a direct link from the Burke Gilman trail across the lake. Bike commuting and recreation are growing increasingly. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute to and from the Eastside will encourage more bikers and fewer cars.

*Minimizing air pollution. Many of us in the area suffer from

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*Maximizing parks. The Pacific Interchange would maximize and connect parks and trails, not only to the Arboretum but throughout Montlake neighborhood as well. Imagine a greenbelt in Montlake!

In consideration of each of the points above, the Pacific Interchange choice is the best solution to the single-car problem. It would bring our city into the 21st century. Thank you for your consideration of the Pacific Interchange.

Sincerely, Anne Matsen
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