

I-1087-001**Comment Summary:**

Pacific Street Interchange Option

Response:

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

From: [Erin Stallings](#)
To: [SR 520 DEIS Comments](#)
CC:
Subject: In Support of Pacific Street Interchange
Date: Tuesday, October 31, 2006 11:41:53 AM
Attachments:

Hello –

I-1087-001 | I am writing today to support the Pacific Street Interchange option for SR520. After reading many articles about this issue I am convinced that it is the only alternative that makes sense for our region.

I commute most days from Downtown to the University District via transit, and frequently use the 520 bridge to shop on the Eastside. Traffic now is truly terrible around the interchange; I have sat on a #43 bus for more than 20 minutes just to get over the Montlake Bridge and past the 520 interchange. Traffic entering the highway is mixed with traffic just trying to get through the area, causing tremendous congestion for all. The Pacific Street Interchange would separate 520 traffic from neighborhood through traffic, decreasing travel times for us all.

I also think it's vital that there be a connection between the Sound Transit rail station and 520. Transit only works well when it is considered in a regional context, and the Pacific Street Interchange offers the only opportunity to directly connect buses coming from the Eastside on 520 with Seattle's light rail. Making it easier for commuters to travel from Seattle to and from the Eastside via transit could reduce the number of single car drivers on 520 and encourage commuters to use transit. And as our regional population expands, transit ridership must increase.

I am also excited by the prospect of creating a greenbelt from Portage Bay through Montlake to the Arboretum. There are few options to create new parks in our congested city, and this greenbelt would provide much needed open space for all of us. Though we would have to give up a small portion of the Arboretum to get the land for the greenbelt, I feel the tradeoff is well worth it. Again, the Pacific Street Interchange is the only option that works.

I understand that this option is expensive; major public works projects always are, and I appreciate the careful consideration that planners have put into this proposal. But it's clear to me that inaction is not an option, and that the Pacific Street Interchange offers the greatest benefits to our region. The chance to do this right

I-1087-001 | only comes once, and we desperately need to alleviate traffic through Montlake, connect 520 to Sound Transit, and create new open space. The Pacific Street Interchange is the only option with these benefits and thus has my full support.

Thank you,

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