

**I-1125-001**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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

**From:** [Julia Paulsen](#)  
**To:** [SR 520 DEIS Comments:](#)  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: comments on SR 520/  
Evergreen Point Bridge proposals  
**Date:** Wednesday, November 01, 2006 7:28:41 AM  
**Attachments:**

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Dear Washington State Department of Transportation:

We are writing to express our strong opposition to the six-lane, "Pacific Interchange" plan proposed for the Evergreen Point Bridge/SR 520 by the Washington State Department of Transportation (WSDOT). Our opposition is based on the adverse impacts of both the construction time for this project and its aftermath, affecting the following areas:

1. The Arboretum. The proposal would destroy much-needed green space and water areas, especially around Foster and Marsh islands, including loss of habitat. It also ignores the Arboretum's master plan to the detriment of plants and wildlife, wetlands and quiet spaces for walkers, birders, canoeists and kayakers. Seattle needs more park areas like the Arboretum, not less.
2. The University of Washington. As employees at the UW, we know that the years of required for the six-lane construction alone would greatly impede traffic on NE Pacific Street, especially those needing to access to the University Hospital & Medical Center. In addition, there is no provision for the loss of parking areas (and recreational spaces) that currently belong to the UW, particularly during Husky football games, graduation and other university events.
3. Northeast Seattle neighborhoods. As long-time residents of northeast Seattle, we have seen significant traffic increases in the University District, Ravenna and Wedgwood areas which cannot accommodate further traffic resulting from the "Pacific Interchange," not to mention the years of adverse impacts during the project's construction.

At a recent meeting of our neighborhood association with Seattle City Council and WSDOT officials, we were unimpressed with the seeming lack of

**I-1125-001** | knowledge of the detrimental traffic impacts that the “Pacific Interchange” proposal would impose on the University of Washington south campus and the Northeast Seattle neighborhoods, in addition to the severe environmental damage to the Arboretum. We were especially concerned that the proposal’s astronomical cost compared to other alternatives did not appear to be a factor in the City Council and WSDOT’s considerations.

The “Pacific Interchange” proposal is driven by a small and wealthy group of people at the expense of the irreplaceable natural refuge of the Arboretum, users of the University of Washington and its services, and neighborhoods north of the Lake Washington Ship Canal. Better and far less costly options are being ignored in favor of this hugely expensive and environmentally detrimental proposal. We know that the existing Evergreen Point Bridge needs to be repaired for safety and to include bike & HOV lanes and drivers need to be encouraged to reduce their car travel in the first place, through improved and expanded Metro bus and other public transportation services. These needed changes are not addressed, and in fact they are worsened, by the six-lane, “Pacific Interchange” proposal.

We urge you to listen to our concerns regarding our neighborhood, the University of Washington and the Arboretum and choose one of the more sensible and sensitive proposals for the SR 520 situation. Thank you for your consideration.

Sincerely,

Julia Paulsen & Kevin O’Connor  
8237 Ravenna Avenue NE  
Seattle, WA 98115

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