

I-1003-001

Comment Summary:

Pacific Street Interchange Option

Response:

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

From: [Tina Tanemura](#)
To: [SR 520 DEIS Comments](#)
CC:
Subject: opposed to Pacific Interchange
Date: Thursday, October 19, 2006 2:16:12 PM
Attachments:

I-1003-001 I am currently a Washington Park resident and will be a Laurelhurst resident by the time the new 520 bridge is built. I grew up in NE Seattle and attended the UW so I am very familiar with living in the 520 project area. I am for a four lane bridge, and opposed to the Pacific Interchange option, for the following reasons:

Building the six lane Pacific Interchange, which inherently expands capacity for automobile use by freeing space in SOV lanes, will only improve traffic congestion temporarily. At the WSDOT's own web site, it states "In 1979, 16 years after opening [of the current 520], the number of vehicles crossing the bridge quadrupled." (DEIS, SR520 Replacement and HOV Project, Chapter 1, p. 15) A larger bridge would only encourage single family housing development even further out as it becomes easier to commute across the lake. Housing development in a rural area like Snoqualmie is now possible because of the expansion of the I-90 Bridge. In 30 years, we will be having the same conversation about increasing highway capacity to meet demand.

In addition, the Arboretum is too valuable an environment to be sacrificed to solve the region's traffic problems. A new bridge cutting through a pristine wetland, one of the few areas untouched by development on the lake, plus the enormous footprint of the Pacific Interchange, is not an acceptable solution. The DEIS barely mentions how traffic will affect Lake Washington Boulevard, although it will be significantly impacted by two major freeway ramps diverting traffic away from Montlake Boulevard. How can a two lane road in a park handle all that through traffic?

A four lane bridge is the only alternative which would discourage automobile use and suburban sprawl. It supports the city of Seattle's goals of promoting mass transit alternatives. A four lane bridge preserves the Arboretum for future generations and minimizes adverse effects on important wetlands.

Thank you for taking the time to consider this letter.

Tina Tanemura
1010 36th Ave E
Seattle, 98112

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