

## University Village Merchants Association

September 22, 2006

Paul Krueger  
WSDOT Environmental Manager  
SR520 Project Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

Dear Mr. Krueger,

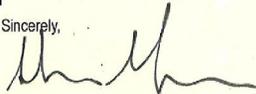
**C-006-001** This letter is submitted on behalf of the University Village Merchants Association which represents the over 100 merchants doing business at University Village, a significant shopping resource for consumers throughout the Pacific Northwest and particularly in Seattle. The merchants in our Association employ workers who commute to University Village from throughout the region.

We would like to express our support for a solution to the Montlake Blvd. bottleneck and our impression is that the Pacific Street Interchange Plan is the alternative that significantly improves the traffic bottleneck occurring at the current SR520 interchange in the Montlake neighborhood. This bottleneck results in significant traffic back-ups for cars heading south on Montlake Boulevard. This back-up often leads all the way to University Village, delaying our customers and employees in twenty-to-thirty minute traffic line-ups should they desire to access SR520 or local neighborhoods south of that interchange (Montlake, Capitol Hill, Madison Park, Washington Park, Broadmoor, Mount Baker, etc.).

In addition, we welcome the opportunity to restore transit service to northeast Seattle, a critical consideration for our employees seeking alternative forms of transportation. As retail and restaurant owners, we heavily subsidize bus passes for our employees but the increasingly unpredictable traffic situation resulting from the Montlake bottleneck has led to a decline of bus service to University Village and adjacent neighborhoods, placing additional burdens on employees and customers with increased single occupancy vehicles. The fact that the Pacific Street Interchange Plan provides a direct link between buses and the Sound Transit light rail station at the University of Washington is another transit improvement that will significantly help our employees and customers. We support Metro's commitment to providing additional bus service to and from the proposed transfer station and University Village. It is the only SR520 plan that supports direct bimodal transit connectivity for our part of the city.

In short, we believe that the Pacific Street Interchange Plan offers the greatest opportunities for traffic and transit mobility throughout the region that University Village serves, and accomplishes this in a way that minimizes adverse environmental and residential impacts. Indeed, it appears that with this alternative there are several opportunities to enhance parks, pedestrian and bike trails, and green space in and around the neighborhoods adjacent to SR520, through the mitigation planning process.

Sincerely,



Shawn Garner of Zao Noodle Bar

Representing the University Village Merchants Association Board of Directors:

<i>Toni Forseth, Louie Perrella</i>	<i>Jim Mar, Bartell Drugs</i>	<i>Kristi Holmes, The Confectionery</i>
<i>Mindy Bogdan, Kiehl's Since 1851</i>	<i>Karla Easton, Kid's Club and Sole Food</i>	<i>Carol Bromel, Mrs. Cook's</i>
<i>Mary Anne Stusser, Paint the Town</i>	<i>Keith Hudson, The Ram</i>	<i>Susie Plummer, University Village</i>
<i>Tony Elliott, Barnes &amp; Noble</i>		

cc Governor Christine Gregoire  
Mayor Greg Nickels  
Seattle City Councilmember Richard Conlin  
Seattle Chamber of Commerce

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**C-006-001**

### Comment Summary:

Pacific Street Interchange Option

### Response:

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