

Laurelhurst Community Club

Serving 2800 Households and Businesses in Seattle's Laurelhurst Neighborhood

Laurelhurst Community Club SR520 Position Statement

September 11, 2006

- C-003-001** | The Laurelhurst neighborhood supports the city's goal of reducing driving by promoting pedestrian, bicycle and mass-transit alternatives. We also support the city's goal of being a leader in environmental stewardship and economic viability.
- Our community supports reconstruction of the four-lane SR520 bridge and supports enhancing mass-transit capacity through the corridor. We oppose adding single-occupancy vehicle capacity, which we believe is inherent in each of the 6-lane alternatives. The addition of traditional HOV lanes will by default add SOV capacity to the general-purpose lanes by removing carpool and bus traffic. While statistical analysis shows that buses will run freely along these new lanes, experiences along other regional corridors have shown otherwise. Additionally, transportation modeling suggests that the eventual load from new HOV lanes will require Interstate 5 to be widened, which is not in any future State plans. The LCC supports bus rapid-transit or railways in dedicated rights-of way without automobile access.
- C-003-002** | **Inter-modal Connectivity**
The LCC supports a well-designed inter-modal connection between SR520 mass-transit and Sound Transit serving the larger community of NE Seattle. Suggestions include a dedicated southbound HOV lane from NE 45th to the UW stadium station, allowing for increased direct bus service from critical points in NE Seattle.
- C-003-003** | **Local Traffic Impacts**
Traffic through the Montlake corridor must be improved by this project, not made worse! The state, city, Sound Transit, the U of W and other stakeholders must devise a satisfactory long-term solution to this bottleneck. This is a bigger issue than SR520 alone. The effects of allowing continued expansion of University Village, Magnuson Park, Children's Hospital, Talaris, the UW, multi-family and elder care institutions, etc. must all be taken as a whole and a comprehensive transportation vision be created for NE Seattle. The DEIS focuses on whether the interchanges near the UW hospital and Montlake will rate a 'D' or an 'F'. Neither is acceptable for such a cost.
- C-003-004** | **Noise**
We support utilization of state-of-the-art "quiet pavement" to reduce noise and we support a lower speed limit on SR520 to both reduce noise and improve safety.
- C-003-005** | **Washington Park Arboretum**
We support a "net-zero" impact to the arboretum and surrounding wetlands and 100% funding of the Arboretum master-plan as a mitigation measure of the project. Additionally, we support measures meant to discourage vehicular through-traffic in the Arboretum.

C-003-001

Comment Summary:

4-Lane Alternative

Response:

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

C-003-002

Comment Summary:

North of Montlake Cut

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

C-003-003

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 6.4 of the 2006 Draft EIS Comment Response Report.

C-003-004

Comment Summary:

Noise Walls

Response:

See Section 12.2 of the 2006 Draft EIS Comment Response Report.

C-003-005

Comment Summary:

Arboretum (Concerns)

C-003-006 Project Scale

Our specific opposition to the Pacific Interchange Option has much to do with its immense scale and completely inappropriate location above native wetlands. A similar criticism could be levied against the 6-Lane Base Option and the huge swath of pavement it cuts through historic neighborhoods and Portage Bay.

C-003-007

We support minimizing the visual scale and the total impervious surface area required for the project. Specific suggestions include larger landscaped lids and the narrowing of traffic lanes and shoulders. These measures are only a start and do not go nearly far enough. Additional measures must be identified to reduce what are currently unacceptable visual and environmental impacts over our waterways and wetlands. Toward this end, we support a thorough feasibility study of the tunnel/tube concept by experts in the field.

C-003-008 Conclusion

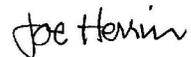
This project is huge. Construction for this project, in tandem with Sound Transit, will place an almost impossible burden on our community during construction. These projects, along with the Viaduct, will have an enormous impact on what we become as a city and a region over the next 50 to 100 years.

We understand that regional politics suggest that we A) choose from the options we've been given and B) that we'd better choose from one of the 6-Lane options. The Laurelhurst Community Club rejects this. The options on the table do not reflect our rhetoric regarding what we aspire to be as a city. We urge the city council to reject the 6-Lane alternatives on the table and demand that the State plan and build a four-lane plus dedicated transit-way for the future SR520. Inherent in this approach must be a much stronger package of mitigation measures to minimize the project's impact to our environment and our communities.

This statement was unanimously approved at the September 11, 2006 meeting of the Laurelhurst Community Club Board of Trustees. For further information, please contact:



Jean Amick, LCC Transportation Committee
3008 East Laurelhurst Drive NE
Seattle, Washington 98105
206-525-7065 jeanseattle@earthlink.net



Joseph Herrin AIA, LCC Transportation Committee
5040 47th Avenue NE
Seattle, Washington 98105
206-525 6541 jherrin@heliotrope.cc

Response:

See Section 9.3 of the 2006 Draft EIS Comment Response Report.

C-003-006

Comment Summary:

Pacific Street Interchange Option

Response:

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

C-003-007

Comment Summary:

Tube/Tunnel Concepts

Response:

See Section 1.1 of the 2006 Draft EIS Comment Response Report.

C-003-008

Comment Summary:

4-Lane Alternative

Response:

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