

I-0251-001

Online Comment by User: Jan Carlson

Submitted on: 10/30/2006 5:25:00 PM

Comment Category: 4-Lane Alternative

Comment Location: Chapter-1, Page-1

Address: Eastlake Floating Home, Seattle, WA 98102

Comment:

As a resident of the Eastlake Neighborhood and a floating home resident I would like you to know that I am opposed to a six lane alternative on 520 for numerous reasons:

1. Pollution by the Washington Toxics Coalition. Studies show that the most major source of pollution in Lake Washington and Portage Bay comes from automobiles. Rain washes the numerous toxic metals off of the bridge left by vehicles crossing the bridge into the Lakes. Six lanes will encourage more auto traffic and let the city and county governments and the population out of taking responsibility for developing alternative and mass transit options. The Arboretum and Union Bay and their wetlands and fish and wildlife must not be damaged further by SR-520, especially by the Pacific Street Interchange.

2. The Pacific Street Interchange is not community-generated, It was proposed by WSDOT in the 1960s and emphatically rejected by Seattle voters and the City Council in the 1970s, but resurrected by a neighborhood that, in order to push SR520 traffic into other neighborhoods and natural areas, is willing to expand that traffic further.

3. Adding more lanes encourages more driving, energy use, pollution, and global warming.

4. I-5, I-405, and local streets cannot accommodate the additional traffic caused by the six-lane alternatives.

5. The current four-lane bridge's excellent transit share of total persons who cross would decline with the six lane alternatives. Transit share can best be maintained and improved not by more lanes, but by bus priority on the way to and from SR520 (such as on ramps and local streets,, and on nearby parts of I-5 and I-405), but the draft EIS failed to study this, and the final EIS should.

6. HOV and transit lanes should be converted from general purpose lanes; the draft EIS fails to study converting any of the existing four lanes to HOV or transit-only, whether at rush-hour or around the clock.

7. Noise pollution from freeways already greatly impacts the Eastlake neighborhood. The four-lane alternative creates the least noise, but the EIS ignores noise under 66 decibels and above the first floor, both of which are worst with the six lane alternatives.

8. The new, required cross-lake bike/ ped lane must be connected south of SR520 to Madison Park, allowing nonmotorized travel between north and south Seattle and allowing much better connections across the lake. The 43rd and 37th Ave. routes for this bike-ped connection must both continue to be studied in the final EIS.

I-0251-001

Comment Summary:

6-Lane Alternative

Response:

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

I-0251-001 |

9. Cost - The six-lane alternatives, especially the Pacific Interchange (estimated cost \$4.38 billion!) are not affordable. The preferred alternative must be one who financing can be confidently relied on.