I-113-001

MS. RAINEY: I'm Dori Lee Rainey, and I live on Queen Anne. I'm not directly involved in the problems with 520. However, I love this city with a passion, and I hate to see it destroyed.

Years ago, the people taxed themselves and collected funds to set aside the Arboretum, which should stay as it is as a legacy to our children and grandchildren.

I-113-002

When you say that we've worked 13 years on this plan, you also have to take into consideration that, 13 years ago, we lived in a different world. We had gasoline at very cheap prices. We did not have the transit that we have now. The world has changed. We need to change with what is going on.

The City Council has now decided to declare Seattle a carbon-neutral city. Building this A-Plus, or any of the present configurations, as I see them here, does not accomplish carbon-neutral.

We need to start thinking about how we will fund this after people decide they cannot afford their cars any longer. I know I've given my car away, and I know that more and more people are opting for buses or transit or bicycles and walking. We need to accommodate those people and not accommodate more and more cars.

I remember when 520 was built originally. When it was planned, I heard the same thing: We have to alleviate the traffic congestion. It was exactly all the same wording that we hear now. And they built it, and everything came true. The growth on the Eastside went out into the suburbs, where they were not configured for any transportation



**I-113-001**

Comment noted.

**I-113-002**

Increases in demand for cross-lake travel are a result of growth in population and employment that would occur with or without the project. The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. Thus, the project is aligned with improving the overall efficiency of the transportation system by creating incentives for people to choose an alternative to driving alone. The SR 520, I-5 to Medina project would result in immediate benefits for transit speed and reliability in the corridor by providing high-occupancy vehicle (HOV) lanes across the floating bridge and better HOV connections at the Montlake and I-5 interchanges (see Section 5.1 of both the SDEIS and Final EIS). The HOV lanes would allow for the near-term implementation of bus rapid transit, as called for in the SR 520 High-Capacity Transit Plan. Section 2.4 of the Final EIS provides further discussion of how the project can accommodate high capacity transit.

The project would also add a bicycle/pedestrian lane to the corridor and provide other improvements to bicycle and pedestrian facilities and connections (see Chapter 2 of the Final EIS and Chapter 7 of the Final Transportation Discipline Report in Attachment 7 to the Final EIS).

The addition of a dedicated lane for transit and HOV, along with the reduction in general-purpose demand achieved by tolling, would provide benefits regarding greenhouse gas emissions. As discussed in Section 5.9 of the Final EIS, the Preferred Alternative would result in a 4 percent reduction in vehicle miles traveled (VMT) in the project area compared to the No Build Alternative, with a corresponding 4 percent reduction in annual fuel consumption. The reduction in VMT results in a reduction of approximately 10 percent in GHG emissions compared to the No Build

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needs. And we will keep on paving over the suburbs to accommodate people who want to drive their cars. We have to stop that. We have to get into the 21st Century with our traffic planning.

Thank you.

(End of comment.)

Alternative, which is consistent with state legislation calling for such reductions and would contribute to other regional and national reduction efforts. It should be noted that this estimate does not take into account the estimated 60 percent increase in transit ridership that would be achieved if bus rapid transit is implemented in the corridor as part of the SR 520 High Capacity Transit Plan. Section 5.9 of the Final EIS includes a discussion of how the project relates to regional goals to reduce greenhouse gas emissions.