

I-1191-001
Comment Summary:
6-Lane Alternative

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

From: Herb Curl [mailto:hcurl55@comcast.net]
Sent: Monday, October 30, 2006 12:24 PM
To: Swenson, Michael/BOI
Subject: eComment on SR 520 DEIS

Sirs:

- I-1191-001** I am opposed to the SR 520 bridge replacement six (6) lane alternative and the "Pacific Street" Exchange option.
1. The Pacific Street Interchange option was generated by the Montlake community to move ramps out of their neighborhood and into a non-voting public amenity: the University Arboretum & wetlands. Running a major highway through both areas is totally unacceptable.
 2. The unique wooded wetlands adjacent to the Arboretum are the last such habitat on Lake Washington and cannot be mitigated by constructing a replacement elsewhere. There is no available "elsewhere." Mitigation banking is unacceptable.
 3. The six-lane alternative runs counter to the idea of "getting people out of their cars" by reducing capacity not increasing it.
 4. Seattle is on record as supporting the anti-global warming Kyoto Treaty. Increasing capacity runs counter to that objective. It also will add to increased summertime atmospheric pollution.
 5. Six lanes and the "Pacific Street" Exchange will discharge into grid-locked I5, I405 and the University District already congested streets.
 6. 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, but the draft EIS failed to study this.
 7. Any tolls placed on a rebuilt SR520 should be accompanied by tolls on I90. Toll plazas are unnecessary since electronic transducers can be placed in cars.
 8. The new, required cross-lake bike/ped lane must be connected south of SR520 to Madison Park, not the Arboretum, allowing non-motorized 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.
 9. 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. Since SR 520 is a state road the legislature will decide the level and source of funding as it has with the SR 99 Viaduct replacement.
 10. The Governor's expert review panel finds that even the four-lane alternative is too big to be affordable. The four-lanes must be scaled back by reducing width of lanes, shoulders, and

I-1191-001 ramps, cutting the proposed Portage Bay Viaduct from seven (!) lanes to the current four, and making the shoulders intermittent (pull-out) rather than continuous (and thus convertible to future traffic lanes).

11. This is about more than replacing a bridge. Bellevue, Seattle and businesses need to determine how to get people to live near where they work and not encourage commuting. We are not going to grow our way out of congestion!

12. The WSDOT is planning transportation modalities without taking into consideration the unintended consequences of mere road building. Moreover road-building should not be an end in itself.

Sincerely,

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