

From: [Harriett Cody](#)
To: [SR 520 DEIS Comments:](#)
CC:
Subject: Opposition to 6-lane SR520 alternatives!
Date: Tuesday, October 31, 2006 12:56:34 PM
Attachments:

To: WADOT
Re: Comments on SR520 Draft Environmental Impact Statement

I-1254-001 | I wish to go on record as opposed to any six-lane expansion of SR520 -- with particular opposition to the Pacific Street Interchange Option which will destroy the unique and fragile Arboretum, Foster and Marsh Islands, and ecosystem in Union Bay.

Personal background and knowledge of this area:

My family and I have resided for the past 34 years in the Madrona neighborhood, immediately south of the Arboretum and SR520. We are intimately familiar with the Arboretum and the Foster and Marsh Islands ecosystem, which are crossed by existing SR520. We drive daily through Lake Washington Blvd. through the Arboretum and have personally witnessed dramatic increase in traffic on this corridor, as cars crowd to line-up for the 520 on-ramps at Montlake and at the Arboretum. We hear the noise of the existing 520 traffic, smell the pollution from traffic, and have seen the dramatic increase in single-passenger bridge traffic which has resulted from unrestricted general traffic lanes on 520 which has not changed commuter behavior as HOV or transit lanes would have done. I doubt if many of those urging a six-lane expansion of 520 have the long and personal record of Arboretum use, observation, driving, and support which I have.

I-1254-002 | **Don't compound the problems which SR520 has created in this fragile and critical entry point into Seattle.** We marched in demonstrations in this same area, and participated in the citizens' campaign to save our Arboretum and these wetlands, in the late 60's from the destruction which DOT contemplated with its proposed R.H. Thompson Expressway. The campaign to save our Arboretum many years ago might have been the first significant environmental protection action taken by us and many other Seattle residents to preserve this unique

I-1254-001
Comment Summary:
6-Lane Alternative

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

I-1254-002
Comment Summary:
Arboretum (Concerns)

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

I-1254-002 greenspace, wildlife habitat, and public trail system. Mistakes were made by WADOT in the 1970s when SR520 was originally built (for example, the Lake Wash Blvd & Montlake on-off ramps, and the placement of 520 literally on top of fragile wetlands).

I-1254-003 **Summary of comments in opposition to all six-lane alternatives:**

1. The crisis of global warming compels a 520 rebuild which will maximize incentives to change the behavior of all drivers and decrease the number of single-passenger drivers across the lake. A four-lane rebuild, with one transit/HOV restricted lane each way, will do both.

2. The four-lane alternative will minimize environmental damage to the Arboretum, Foster and Marsh Islands, and Union Bay. If we have learned anything from the past 35+ years of public transportation projects in our City, we appreciate more than ever the priceless value of this unique area -- one of the few remaining forested wetland complexes in our city, and a magnificent entrance to our city and to our university which is unmatched anywhere else in our country.

3. The six-lane alternative/Pacific Interchange will be the most disastrous of the rebuild options being considered. This option maximizes environmental, visual, noise pollution in a unique natural resource, and will create a traffic nightmare when all the increased traffic from this option is dumped at the south entrances to the University District.

4. Any rebuild option should minimize traffic dumped into the University/Montlake Bridge area -- this area simply cannot tolerate increased cars at any time of the day or week. Any 4-lane option is therefore better than any 6-lane option.

5. Any rebuild option should minimize traffic dumped onto I5 and I405 -- both of which are packed to overflowing with congestion for hours every day. Any 4-lane option is therefore better than any 6-lane option.

6. Any rebuild option should minimize the damage and destruction (and daily impact) of prolonged construction on all of us in the Seattle neighborhoods where 520 enters the city.

7. We can no longer afford highway rebuilds which support and increase single-passenger vehicle trips in and out of Seattle.

I-1254-003

Comment Summary:

6-Lane Alternative

Response:

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

I-1254-003

8. The proposed Pacific Street Interchange will be a disaster for the Arboretum, wetlands, and UW/Montlake Bridge traffic. The construction of this massive infrastructure, dwarfing Husky stadium in mass and height and concrete, across and over our Arboretum and Union Bay, cannot and should not be allowed. This area cannot tolerate the increased traffic being dumped at the entrance to Husky stadium and the UW Medical Center. We drive Pacific Street daily and we know.

We urge you to be realistic about traffic realities in the Montlake/University/I-5 entrance of 520 to Seattle now, and forward-thinking about the imperative for all transportation plans for 520 rebuild to reduce single-passenger trips across Lake Washington, to minimize environmental and noise permanent damage and pollution, to mitigate increases in emissions fueling the crisis in global warming, and to save our world-famous unique natural resource in our Arboretum and surrounding areas.

**NO SIX-LANE 520 BRIDGE EXPANSION!
NO PACIFIC STREET INTERCHANGE!
CLOSE EXISTING 520 RAMPS IN THE ARBORETUM!**

**SUPPORT A FOUR-LANE 520 REPLACEMENT!
SUPPORT HOV/TRANSIT RESTRICTED LANES WITHIN THE 4-LANES!**

Save the jewels of Seattle in this priceless area. Change the behavior of drivers entering our city. Consider the relationship between increased 520 traffic on all of our other highways in the already overcrowded Seattle area. **Don't make our bad traffic worse.**

Please keep me on your e-list for further comments and developments. Thank you.
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