

From: [dos Remedios](#)
To: [SR 520 DEIS Comments; Krueger, Paul W \(UCO\);](#)
CC: [Ziegler, Jennifer; Deputy Mayor Tim Ceis; Councilmember Nick Licata;](#)
Subject: protect the Arboretum and our cultural heritage
Date: Tuesday, October 31, 2006 4:30:15 PM
Attachments: [historic Foster Island.jpg](#)

Dear Mr. Krueger,

I-1262-001 During the past year, I have donated over 1,000 hours of volunteer time to bring public awareness to the cultural heritage issues surrounding the replacement of the 520 Bridge.

At the beginning of this year, I conceived of the Grass Routes environmental arts festival. In addition to recruiting artists, researching the site and grant writing, I partnered with the Arboretum Foundation, Seattle Parks and Recreation, the University of Washington, the Museum of History and Industry and 4Culture. It was an amazing experience and a resounding success. We had an outdoor, community dance performance on the WSDOT peninsula; jazz and theater performances in the MOHAI Auditorium; a performance/installation tour that encompassed the entire 2 mile trail loop; an agitprop on the 24th Ave E overpass; photography; a living arts performance with the Duwamish Tribe on Foster Point; and children's educational activities. Appropriately enough, the event took place during a smog-warning and heat advisory; it was one of the hottest days in Seattle history. Much of Seattle shut-down, including the Capitol Hill/Madison Park Farmer's Market and arts performances city-wide. As a community, we have to ask ourselves: Is the convenience of the single-user automobile worth so much damage to our culture and environment?

To me, it is odd that the highway department is being asked to provide a solution for such a complex situation. This is why I request that a multi-organizational, cross-disciplinary committee be formed to think about this issue from different viewpoints. Public health, sustainability, design, technology and usability are all critical elements of this project. These need to be added to the areas studied in the draft EIS: noise, odor, air quality, water quality, habitat, historic, cultural and archaeological impacts, visual impacts, impacts to future plans, environmental justice, transportation and traffic.

I-1262-002 It has been my pleasure to read and study your draft EIS. I have cross-referenced this with the equally lengthy Governor's expert panel notebook. In addition, I have attended City Council meetings and met with individual Councilmembers, in partnership with Parks and Open Space Advocates.

Of the options available in the Draft EIS, I request the:

1. 4-lane option with a dedicated transit/HOV lane and a second Montlake Bridge with transit priority.

In addition, I request that WSDOT:

2. Perform a thorough section 106 review.
3. Remove the Arboretum interchange.
4. Reject any option that includes a bridge crossing-over Marsh Island.
5. To the greatest extent possible, contain expansion of the 520 bridge to already developed urban areas.
6. Remove the construction staging area and temporary bridge from the Arboretum.

I-1262-001

Comment Summary:

Arboretum (Concerns)

Response:

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

I-1262-002

Comment Summary:

4-Lane Alternative

Response:

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

- I-1262-002** 7. Respect the Arboretum plant collection.
8. Prioritize design.
9. Add lids.
10. Support environmental justice.
11. Consider public health.
12. Respect tribal heritage
13. Study the Arboretum By-Pass Plan.
14. Provide a holistic regional solution.

1. The Draft EIS makes it clear that capacity cannot be met by catering to single-occupancy vehicles (SOV). There will never be enough capacity for an SOV-based system, yet by trying to appease drivers, we design transportation systems that exacerbate our problems. We cannot pave our way into speed. By 2030, the year for which the EIS projections are being made, in all scenarios, it will take an SOV two hours to travel from 125th St in Bellevue across the bridge. This same trip is projected to take 20 minutes via the HOV lane.

The Governor's Expert Review Panel Notebook states, "Statewide, congestion levels are expected to increase, especially if SOV continues to be the public's most popular travel choice. The annual hours of delay per person (additional time spent in congested traffic) is forecasted to rise nearly 91 percent in the urban centers and 488 percent in rural areas from 1998 to 2020 . . . "Even with the benefits of more fuel-efficient and less polluting vehicles, transportation systems are still the largest producer of smog precursors and greenhouse gas in our society."

During the City Council briefing on the 520, city staff told the Council "It's hard to say which option allows the most congestion. There is congestion in all alternatives." The 6-lane option guarantees continued environmental degradation, and does not decrease congestion.

- I-1262-003** 2. I request that a thorough Section 106 review be undertaken of the effects of the SR 520 Project on Washington Park Arboretum, Lake Washington Boulevard and University of Washington Campus. All are significant Olmsted cultural landscapes, all are eligible for National Register of Historic Places, and all are adversely impacted by all proposed 520 alternatives. I also request to be included as a consulting party to the Section 106 review and any related Memorandum or Programmatic Agreement.

- I-1262-004** 3. The portion of Lake Washington Boulevard that passes through the Arboretum is a "Pleasure Drive," not a City road. This means that it should be for Park access only. Instead, it is currently serving as a funnel for 520 Bridge traffic. When the R.H. Thompson Expressway was shut-down as a result of community protest, the interchange onto 520 remained. The latest traffic flow studies from SDOT show Lk Washington Blvd through the Arboretum averaging 19000 cars per day; while 23rd Av. E, the 4-lane city arterial immediately to the west, averages 18700 cars per day. Traffic through the Arboretum is strictly single-occupancy. The Arboretum contains one of the most diverse collections of woody plants in the United States, and should not

I-1262-003

Comment Summary:

Olmstead Resources

Response:

See Section 11.2 of the 2006 Draft EIS Comment Response Report.

I-1262-004

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

I-1262-004 be a thoroughfare. When I asked you in November 2005 how much more traffic they anticipated through the Arboretum if the Pacific Interchange was built, you stated "6x more per day," but the draft EIS fails to study traffic along Lk. Washington Blvd. The Lk. Washington Blvd interchange will be closed for at least 5 years during construction of the new bridge. It should not be reopened.

I-1262-005 4/5. Do not build the Pacific Interchange. As much as I admire the Montlake communities' involvement in the planning process, 8 of 10 neighborhood groups on the SR 520 Advisory Committee vehemently reject the Pacific Interchange, and I concur. The Pacific Interchange moves infrastructure away from the urban area into our wetlands and open water, while it increases the number of single occupancy vehicles (SOV) in Seattle neighborhoods, especially Montlake. This plan is unconscionable. It destroys an area of astounding beauty and heavily impacts a rich ecosystem.

"... resource agencies indicate that the project could cause negative effects on fish listed under the Endangered Species Act and other aquatic species. These effects would result from wider but higher bridges adjacent to the existing corridor, and fewer but larger-diameter bridge support columns occupying a greater amount of lake bottom. Under the Pacific Interchange option, the new Union Bay Bridge would have large support columns that could provide additional habitat for predators of juvenile salmon within the migration corridor. . . NOAA Fisheries and USFWS are concerned about column effects on fish habitat and are not willing to sign concurrence point two at this time. . . Both alternatives would involve filling and/or shading of wetlands and wetland buffers. In Seattle, these effects would occur to high-quality, lake fringe wetlands, primarily in the Arboretum/Foster Island area."

I-1262-006 6. For a period of about 5 years, a temporary bridge, the existing bridge and the new bridge are designed to sit side-by-side, creating a swath of concrete and construction through the Arboretum. This is true for Portage Bay, too; yet there is no temporary bridge shown for Montlake. The construction site is the "WSDOT peninsula" that was previously Park land and is currently considered to be Park land, at least by Park users. It should be respected as part of the Arboretum, since it was previously part of the Arboretum.

I-1262-007 7. As previously noted, the Arboretum plant collections have international significance and are irreplaceable. It is not a matter transplanting and replanting - these plants will die. Furthermore, our record temperature highs and lows are wrecking havoc on plantings in general. This summer, we had extensive droughts and forest fires in our state. There is a direct connection between automobile use, paved areas such as roads and parking lots, and global warming. We need to act responsibly in this particular time and place. It is now. It is here.

I-1262-008 8. In Daniel Mihalyo's SDOT Art Plan, he asks, "What makes an amazing bridge? There are at least a thousand profound examples around the world and what they share in common is much more than the safe and efficient movement of goods across

I-1262-005

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-1262-006

Comment Summary:

Arboretum (Concerns)

Response:

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

I-1262-007

Comment Summary:

Arboretum (Concerns)

Response:

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

I-1262-008

Comment Summary:

Context Sensitive Solutions

Response:

See Section 10.2 of the 2006 Draft EIS Comment Response Report.

I-1262-008 a divide; they lift the spirit and appeal to the highest ideals of human creativity. A great bridge is a work of art, enhancing and elevating every aspect of the community it serves. Does Seattle have such a bridge? One candidate would certainly have to be the WSDOT-owned Montlake Bridge (1925), designed by University of Washington campus architect Carl Gould and on the National Register of Historic Places and the Washington Heritage Register. The structure fulfills its function linking previously divided neighborhoods and does so with profound artistry, economy, craftsmanship, and elegance." Betterbridge.org has suggested that they are in contact with Santiago Calatrava about the 520 Bridge. I hope that if their Pacific Interchange is not put forward, they will graciously facilitate this type of design involvement for the benefit of the overall project.

I-1262-009 D. Mitigation is unevenly applied in the draft EIS, favoring certain projects. Lids should be added to the 4-lane option.

I-1262-010 I0. Current studies show that the fastest way to get off welfare in King County is to acquire a car, because transit service so poorly supports outlying communities where lower-income populations can still afford to live. Yet, rather than improve transit for everyone, the draft EIS designs around single occupancy vehicles and suggests implementing tolls; and our development patterns remain the same. "Environmental justice is the concept that minority and low-income populations should not suffer disproportionately high and adverse effects from federal projects. . . Results of the evaluation show that the effect on low-income people from paying tolls to cross the bridge would be more severe than the effect on non-low-income people because the toll would be the same amount for all users, regardless of income."

I-1262-011 I1. King County is a leader in studies showing links between urban design and public health, yet neither the draft EIS nor the Governor's Expert Review Panel Report discuss asthma or the diabetes epidemic. By designing this project around SOV's, the State encourages a 2 hour crossing that results in diabetes; whereas the State could encourage citizens to take a 20 minute bus ride. I request that a portion of the state expense of treating diabetes be analyzed in regards to infrastructure projects.

I-1262-012 I2. I request that Foster Island be respected as a burial site for the Duwamish Tribe, regardless of whether physical cultural resources are discovered, because if they are not, it is a result of past mistreatment of this land. The Honorable Cecile Hansen considers the Arboretum Foundation to be good stewards, but the Duwamish history is minimized in the draft EIS. This is disappointing, given the enormous contributions of the Duwamish tribal heritage to humanity. Chief Si'ahl, namesake of the City of Seattle, was a member of the Duwamish tribe, and it is he who gave the seminal speech on sustainability 150 years ago: "This we know: The earth does not belong to man; man belongs to the earth. This we know: All things are connected like the blood which unites one family. All things are connected." When will we absorb this truth and act accordingly?

Attached is a map of historic Foster Island, prior to the Montlake cut. Please examine the proximity of the 520 bridge to this burial site.

I-1262-013 I3. As a solution to many of these concerns, I request that the Arboretum Bypass Plan receive the same amount of study as the Pacific Interchange. It has been my hope that the extraordinarily technology-savvy demographic who commute along this "information

I-1262-009

Comment Summary:

4-Lane Alternative

Response:

See Section 2.0 of the 2006 Draft EIS Comment Response Report.

I-1262-010

Comment Summary:

Environmental Justice

Response:

Please see Section 8.1 of the Draft EIS Comment Response Report.

I-1262-011

Comment Summary:

Health Impact Assessment

Response:

See Section 7.2 of the 2006 Draft EIS Comment Response Report.

I-1262-012

Comment Summary:

Section 106 Process

Response:

See Section 11.1 of the 2006 Draft EIS Comment Response Report.

I-1262-013

Comment Summary:

Alternatives Development

I-1262-013 Superhighway" would start to submit solutions. Craig Dalby is a bus-riding, bridge-crossing GIS expert. I am so pleased to hear that you have met with him and found his plan is to be feasible, at least in terms of engineering. Please continue to study.

I-1262-014 14. I am aware that the 520 and Alaskan Way are linked to ST 2 in an all-or-nothing ballot issue slated for Fall 2007, and I request that neither the viaduct nor a tunnel be built on the waterfront, but that we implement transit service throughout the region. If you provide an environmentally holistic approach to transportation, I will support your project with my vote. Others will join me, because transit is the only fiscally responsible solution.

Thank you.

Cheryl dos Remedios
artist, grass routes organizer, Arboretum Foundation Board Member, 4Culture Public Art Advisory
Committee Vice-Chair

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Response:

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

I-1262-014

Comment Summary:

Regional Land Use and Transportation Planning

Response:

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

