

I-0003-001

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Comment Category: General Comments

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Comment:

I believe the effects of the alternatives which increase width and capacity of 520 have devastating impacts on salmon habitat, the priceless resource of the Arboretum, and the valuable MOHAI building, which is both a modernist building of merit, and a cultural resource of the community, whether or not MOHAI continues to use it. As a region we could reduce traffic volumes by more use of specialized transit, like the Husky football buses, to serve major employers and special events that draw large audiences. These would reduce demand on 520, reduce air pollution, and provide safer, more convenient means of travel to such events as symphony concerts, Bumbershoot, sports events, etc. It would take education and marketing to help people learn to appreciate the convenience of such service. As traffic density has increased, more people have learned to use transit, and recent spikes in gas prices contributed to participation. Once we lose the natural and environmental resources that make our region so special, we cannot regain them.

I support structural repair/replacement of the roadway as needed to secure it in the event of an earthquake, but I believe the increased capacity options have draconian impacts on the environment and the region. I have lived in Seattle and the region for 32 years, and commuted from Seattle to Bellevue for 10 years, lived in Bellevue and commuted to Seattle for 7 years, and lived in Seattle and bused and biked to work in Seattle. I recognize the serious transportation issues in the region, but don't believe adding capacity in the 520 corridor would be as beneficial to the region as improved transit access, specialized transit services, and greater efforts to reduce demand. I believe the visual impacts, environmental impacts, impacts on natural, cultural, and physical environments are too great.

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Comment Summary:

Regional Land Use and Transportation Planning

Response:

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

