

# Coalition for Alternative K for SR 520

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## Meeting with West side subgroup of Legislative Workgroup on SR 520 September 15, 2009

### Summary:

- You have opportunity to improve mobility and to fix some problems created in past.
- Coalition for Alternative K remains strong, representing all communities contiguous to SR 520, approximately 25,000 voters. *See page 2*
- Coalition has ideas which may reduce costs of Alternative K by \$1 billion to \$2 billion. *See page 3*
- We ask the workgroup to include some very important considerations which WSDOT has omitted. *See pages 4 and 5*
- We ask the workgroup to choose now a west side solution that enhances mobility and preserves livability and environment, even if money is not presently available.
- We recommend choosing a solution at “essential features” level. *See page 6*

The Coalition for Alternative K

Excerpt from Project Impact plan

We believe Option K performs decisively above all other options, both in solving current regional transportation problems and in minimizing the creation of new problems for those who live, who work, or who travel or transport goods to public facilities, parks and businesses near SR 520. That is why we have formed the Coalition for Option K. We urge you to review the facts in the following report, and we welcome your support.

**Boating Community**

by *Jay R. Stone*

**Laurelhurst Community Council**

by *Allen McAllen*

**Madison Park Community Council**

by *Maurice B. Cooper, P.E.*

**Montlake Community Council**

by *Jonathan M. Dubman*

**N. Capitol Hill Neighborhood Assoc.**

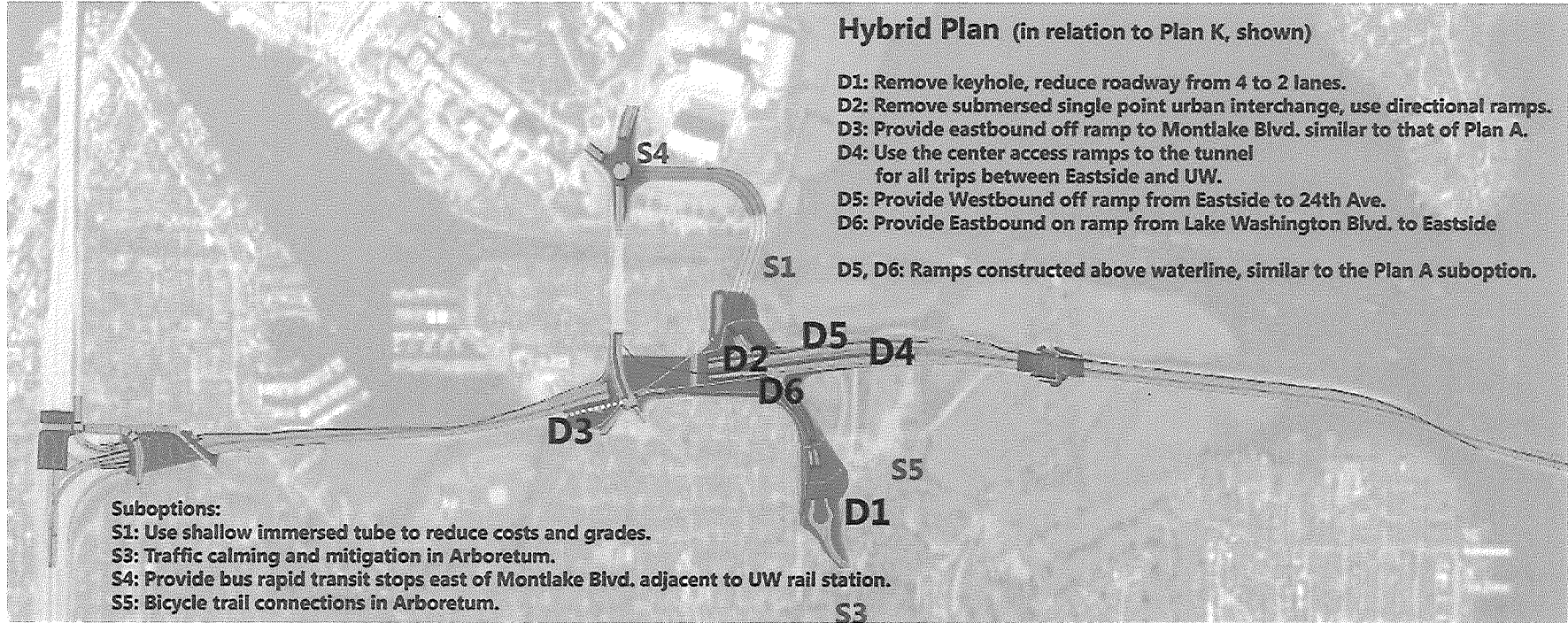
by *Nancy Brainerd*

**Roanoke Park/Portage Bay Community Council**

by *Theodore Love*

## New ways to reduce costs of Alt. K

1) New "Hybrid" K Alt might save \$1 billion, reduce environmental impacts, improve mobility to the south, maintain mobility benefits, reduce impacts to Arboretum



2) Immersed tube tunnel might save \$500,000,000 (compared to current proposed tunnel method). Tube tunnel has been excluded from SDEIS without scientific study of environmental impacts.

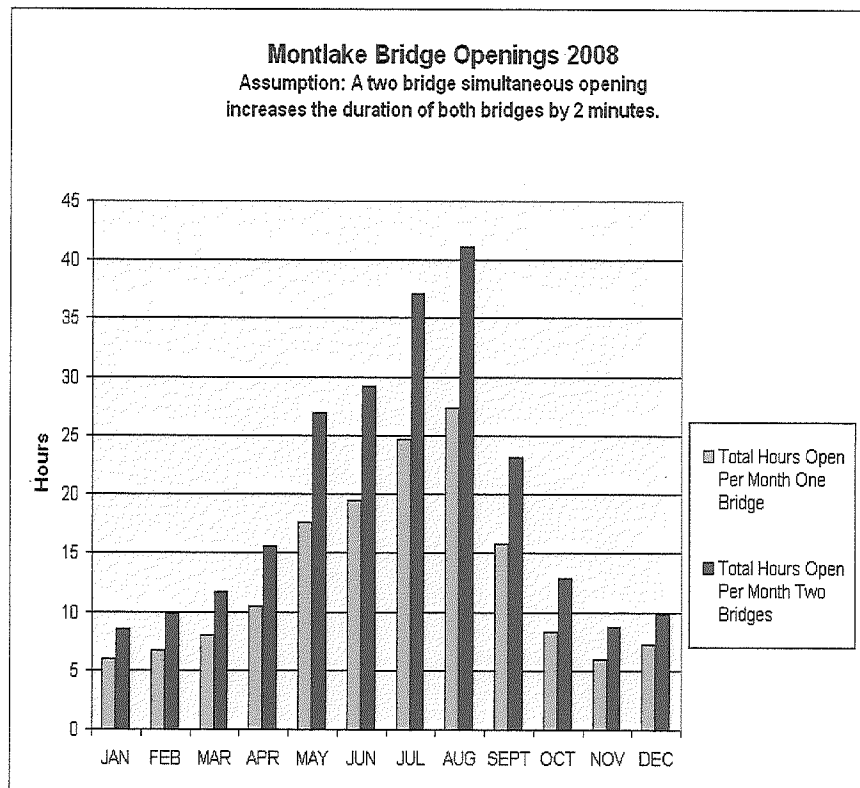
3) Keeping centerline as planned, avoid temporary bridge near Seattle landing. Might save \$500,000,000 compared to current proposed construction method (requiring a temporary bridge).

## Important Considerations:

**Costs of open drawbridges.** Alternatives A and L add drawbridges. WSDOT has not yet considered the cost to mobility because the drawbridge is down during rush hour, but it goes up many times per day. Passage across this drawbridge is essential to get to the University Hospital, University Village, parts of the University, and points north.

### MONTLAKE BRIDGE 2008

Month	Number of Openings	Duration of Each Opening	Total Hours Open Per Month		Estimated Opening Time Increase/Hours	Percentage Increase
			One Bridge	Two Bridges		
JAN	77	4.6	5.9	8.5	2.6	44%
FEB	93	4.3	6.7	9.8	3.1	46%
MAR	111	4.3	8	11.7	3.7	46%
APR	153	4.1	10.5	15.6	5.1	49%
MAY	278	3.8	17.6	26.9	9.3	53%
JUN	292	4	19.5	29.2	9.7	50%
JUL	371	4	24.7	37.1	12.4	50%
AUG	411	4	27.4	41.1	13.7	50%
SEPT	221	4.3	15.8	23.2	7.4	47%
OCT	138	3.6	8.3	12.9	4.6	55%
NOV	85	4.2	6	8.8	2.8	47%
DEC	76	5.7	7.2	9.8	2.6	36%
<b>Total</b>			<b>157.6</b>	<b>234.6</b>	<b>77</b>	<b>49%</b>



## Important Considerations Continued

Factors that are critical to mobility and success. :

**Connectivity of transit:** Alt K connects busses directly to light rail. Alt A and Alt L have busses stopped at drawbridge. Connectivity is required by state law, should be a major factor.

**Ability to get on and off SR 520** and to destinations. Local congestion can make a faster highway meaningless.

**Acceptability** to city, businesses, neighbors. Impacted parties will eventually force real costs to be considered; better to do it now:

- impacts on Seattle roads
- impacts on health, property values. Include noise, visual blight.
- costs to businesses of loss of business and ability to deliver freight and services.
- probability of delays because of widespread community opposition.

**Integrity of process:** will it hold up? Intent of EIS process is to examine impact and alternatives, not just costs.

**Probability of significant changes in costs:** As engineering continues, costs of Alternative K are likely to decline. Details of how to accomplish objectives may change.

## Proposed solution at “Essential features” level

### **The purpose of the west side solution:**

The west side solution is designed to move traffic, including transit, easily from east to west and from north to south; and to minimize the impacts on surrounding areas and organizations, with these impacts shared rather than focussed on one area or entity.

### **The essential features of a west side solution**

- a) An overall low profile relative to the ground and surrounding neighborhoods from I-5 east through the Arboretum.
- b) a tunnel from East Montlake under the Montlake Cut, surfacing near the UW rail station near Husky stadium.
- c) A Six-lane Portage Bay viaduct from I-5 to Montlake.
- d) Access to and from the south and the north to SR 520 without using an additional drawbridge.
- f) A bermed lid over SR 520 in the Arboretum.
- g) Green, passive-use lids with bike-walk paths at Montlake, at 10<sup>th</sup> & Delmar and at Roanoke & I-5.
- h) Less noise than the current level: Rubberized asphalt (“Quiet pavement”) and other best practices to reduce noise and eliminate the need for traditional noise walls.