

Coalition for Alternative K for SR 520

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Statement

October 8, 2009

As you know, I represent *all* the communities contiguous to SR 520 as well as the boating and maritime communities. We support the Alternative K hybrid.

I find I am rather sad today, because we and all of you here today could have worked together. We are already 9 different communities who have learned to negotiate our differences, and we are eager to work through our differences with others.

The A+ Hybrid—No Solution

Instead, we are now told that there is an emerging consensus about this A+Hybrid. That is not true. Every one of the most-affected communities remains strongly convinced of the benefits of the K hybrid.

It is not possible to ram a harmful plan down the throats of the people who are most affected by it; it simply won't work. Think of the years spent fighting the third runway. Think of the defeat of the "Base 6" proposal for 520 several years ago; and this A+ is very like the Base 6, but bigger... it is a supersized Base 6. The A+ Hybrid is a recipe for altercation, delay, and increasing costs.

This A+ Hybrid suffers from a narrow and obsolete vision... the idea that in order to have good mobility, you have to pave straight through everything in your way. We reject that idea. We believe that the solution can and must achieve three goals:

- 1) better mobility, especially for transit;
- 2) preserving the natural environment ; and
- 3) avoiding new damage to those working, living, and travelling in the area.

The A+ hybrid does not try to meet these goals. It brings new damage to every area near the highway:

- a mammoth intersection bisecting Montlake;
- a second drawbridge strangling traffic flow;
- a seven-lane Portage Bay viaduct invading the waterfront;
- a tower-high structure looming immediately adjacent to the Arboretum;
- destruction of water and land areas heavily used for recreation;
- and the addition of lanes to local streets, which means taking homes.

You can not do that much damage and expect to be accepted. There is and can be no consensus about a plan with these features.

We in the K plan have negotiated many items with each other over several years, and are still working to reduce costs and improve performance. We observe that the A+ hybrid coalition is new and very fragile. Its own document says that its members do not agree on whether or not to have ramps in the Arboretum. This is a truly central issue; the whole design of the interchange is dependent on it. There will be many more issues ; the A+ document lists 14 issues to be resolved. Today's A+Hybrid is just the beginning of the process that leads to solution.

The K Hybrid—A Better Path

The Coalition for Alternative K is much further along. We have worked with WSDOT for several months to improved the original K, and we now have the K hybrid. We are further improving its performance and reducing its costs. David Warner of WSDOT will show you how we are reducing the "boat" section; this should save \$700 million or more. We anticipate at least

another \$700 million reduction in costs as we continue to work with WSDOT on value engineering at Foster Island and more efficient construction methods.

We are pleased to work with anyone who shares our belief that we can and must achieve good mobility and protect the natural environment and avoid significant new damage to the area.