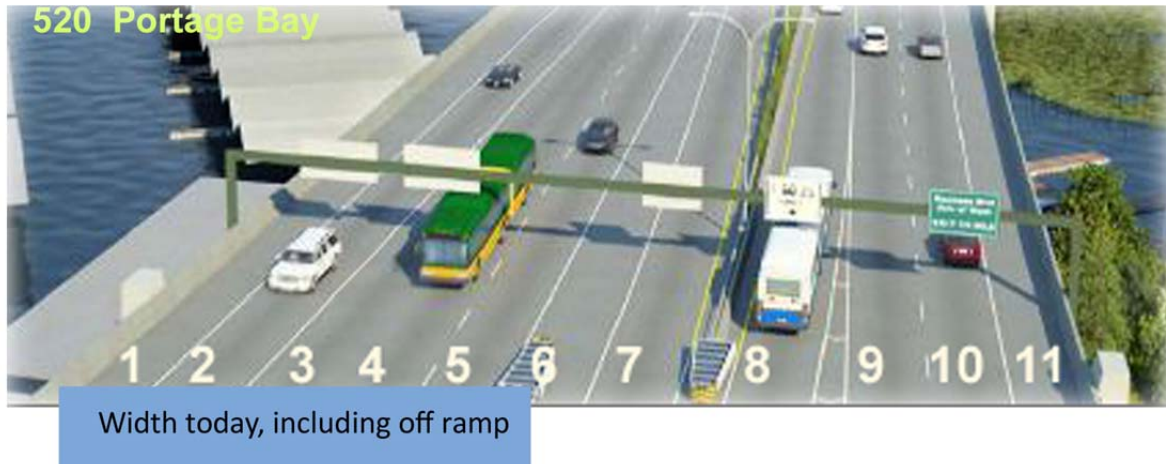


## We can do a lot better than this!

The state plans to spend money it doesn't have to expand 520 in a way that doesn't solve traffic problems and blights our historic communities.



*The state's "Preferred Alternative" above Portage Bay. WSDOT video image. Our labels show the number of lane-widths.*

## If we do nothing now, we will get a 520 highway that

- Wastes your money;
- Blights your community;
- Makes trips slower, not quicker;
- Increases noise and health impacts;
- Degrades historic sites and much-loved parks;
- Worsens traffic in Seattle neighborhoods and on I-5;
- Creates a much larger profile across Lake Washington;
- Destroys fragile outdoors areas which are key to Seattle's lifestyle.

**For more information, please go to [www.sustainable520.org](http://www.sustainable520.org)**

## What do we propose?

Instead of committing to a bad plan for which it has less than half the funding it needs, the state should promptly use available funds to fix 520's safety problems. This will give everyone the time to see what impact tolls have on 520 traffic and agree on a design that really addresses 21<sup>st</sup> century needs and constraints.

The final solution will be political. We must continue to alert our elected officials to the issues. Even more important, right now, we must prepare for legal action to stop the state from building its harmful "preferred alternative."

# What is the harm of the state's current plan?

## It's not what was promised

This project was sold as a way to make the bridge safe. Instead of using available funds to fix the safety problems, the state plans to expand from four to six lanes on the east side and part way across the lake ... and then run out of money.



This plan leaves us with no money to improve the Seattle side and with the worst safety problems unaddressed. The segment shown in red above rests on columns that are vulnerable in an earthquake.

## It means more taxes and more tolls are coming

Politicians know there isn't enough money to expand the 520 bridge all the way into Seattle, and they are hoping that a partial bridge will put pressure on you to approve additional tolls and taxes, more than have already been announced.

## It reduces your property value

The increased size and presence of the currently proposed 520 highway will blight much of our city: historic Roanoke Park, Portage Bay, Capitol Hill, Montlake, Madison Park, Laurelhurst, and University District. Property values will drop, thanks to huge concrete walls, increased noise, pollution and neighborhood traffic. Imagine the scene below when it fills with vehicles!



Approaching Montlake from the east. WSDOT video image. Our labels show the number of lane-widths.

## It increases traffic congestion

The state's "preferred alternative" will carry more vehicles. Yet near Montlake there will be only one 520 exit/entrance instead of today's two exits/entrances. The plan dumps more vehicles onto I-5, yet removes one of today's I-5 express lanes. Each of these changes will force more traffic onto our already-overloaded local streets, as drivers try to avoid these new bottlenecks.

## It neglects your future

The current plan to expand 520 is a short-term political ploy, not a serious attempt to improve transportation for the next 50 to 100 years. If state officials were really trying to create a framework for the long term, they would recognize that we need new solutions, not a bigger 1950's highway. We need new ways to transport the growing number of people in the region.

## It squanders your heritage



It is natural beauty that attracts many to live and work near Union Bay, Portage Bay and the Montlake Cut. The state's "preferred alternative" would more than double the width of the 520 highway. Pollution, noise and concrete will grow, while our natural areas wither. Why are we giving up this sacred space? Let's preserve it for our children's children.

## How can we improve this plan?

We must also continue to alert our legislators and city council members to the reality of the current plan. Many of them don't want to stand up to the governor and WSDOT. Please encourage them with your letters, emails and phone calls! You'll find their contact information at our website: [www.sustainable520.org](http://www.sustainable520.org)

In a few months, the state plans to sign off on its final review of the environmental impacts of its design, award contracts and start building the floating bridge. The state doesn't have the money to build the Seattle segment of the highway, but once the environmental review process is complete, there is no room for design changes. The approved plan can be built when the state does find financing. That's why we have to pursue legal action even before the state has funding. And that's why we need your financial help now.

Through legal and political action now, we may be able to prevent the state from issuing the bonds to fund 520 that would both violate the state constitution and siphon future funding from other state projects. Equally important, through legal and political action, we may be able to insist on a real review of impacts, rather than the whitewash which is now occurring.

# Who are we?

## Coalition for a Sustainable SR 520



We represent all the communities contiguous to 520. We have worked together for more than four years seeking a path to improve the corridor without doing excessive damage to local mobility, open spaces and neighborhoods. We are the appointed representatives of the boards and community councils of our communities. We report to them and take counsel from them.

With the money we raised last year, we have the legal and political foundations we need to succeed. Our attorney and consultants have created a record of objections to the state's draft environmental impact statements. We have the support of State Speaker of the House Frank Chopp, State Representative Jamie Pedersen, State Senator Ed Murray, Seattle Mayor Mike McGinn and Seattle City Council Member Mike O'Brien.

**Our Leaders:** Fran Conley, Coordinator of the Coalition 206-328-4444, [fran@roanokecap.com](mailto:fran@roanokecap.com). Ted Lane, Roanoke Park Community Council; Anita Bowers, Jonathan Dubman and Robert Rosencrantz, Montlake Community Council; Maurice Cooper, Madison Park Community Council; Colleen McAleer and Jean Amick, Laurelhurst Community Club; Nancy Brainard, North Capitol Hill Neighborhood Association; Gary Stone and Kip Cramer, representing the boating community; Fundraising chair, Mabry DeBuys. Treasurer, Mary Ann Mundy.

**For more information, please go to [www.sustainable520.org](http://www.sustainable520.org)**

### Let's make a better plan for 21st Century transportation!

After years of working to get state and city officials to address the problems, we are taking legal action. Please join with your neighbors to finance our best hope of reshaping this plan and getting a better solution

Please write a generous check to

**Friends of the SR 520 Corridor**

c/o MaryAnn Mundy

117 East Louisa St., # 205 Seattle, WA 98102-3203

Friends of the 520 Corridor is a nonprofit corporation which can receive and disburse funds. Donations are not tax exempt. The corporation has no offices and officers do not charge for their time.