

FR: Evans/McDonough  
RE: Highway 520  
DT: May 2006



A recent survey in Puget Sound makes it clear that a strong majority of voters believe that the Highway 520 corridor does not have enough capacity, and that a six lane 520 is the most popular replacement option for the corridor and bridge.

**Capacity is the primary reason to replace the bridge and improve the corridor**

Voters are given a forced choice between two options about 520.

**23. I'm going to read you two different statements, and I'd like you to tell me which one comes closest to your opinion, even if neither one fits exactly.  
(Rotate Statements)**

<b>520 does not have enough</b> capacity and needs improvement	66 %
<b>520 has enough capacity</b> and does not need improvement	29 %

Two-thirds of voters in the three-county Puget Sound region say that 520 does not have enough capacity and needs improvement.

In addition to the “forced choice” question, voters are also asked to rate eleven reasons people have given to support replacing the 520 bridge and improving the corridor. Voters are asked to rate these reasons on a scale of one to seven, where one means that item is not at all important to them, and seven means that item is very important to them. Voter ratings aggregate to create overall mean scores for each item.

<b>Item</b>	<b>Mean Score</b>
To reduce congestion	5.34
To improve traffic flow	5.29
To prepare the corridor for adding mass transit in the future	5.12
To increase safety	5.08
To better move people, goods, and services so our economy stays strong	5.07

The top two items relate to the same idea, reducing congestion and improving traffic flow. The third ranking item is to prepare the corridor or mass transit, followed by safety and keeping the economy strong.

**A six-lane replacement bridge and corridor is the preferred option.**

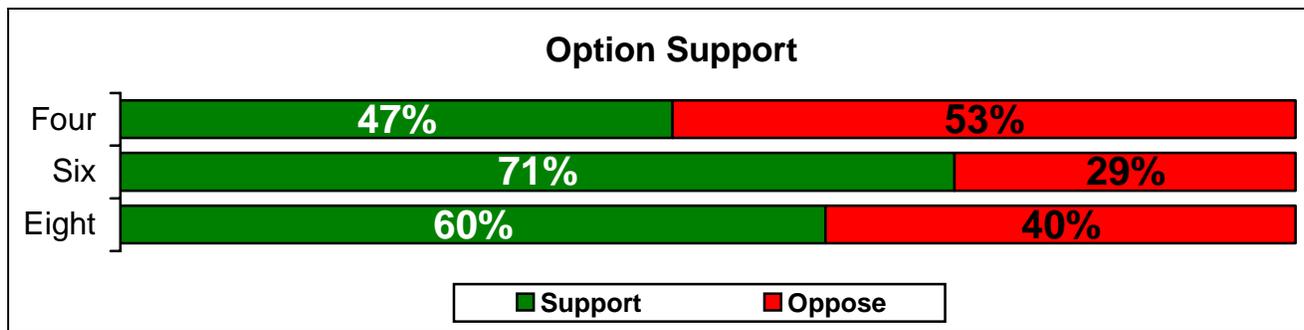
After voters are asked to rank the reasons to replace 520, they are read a description of the current corridor, and the idea of a replacement bridge and corridor is introduced. Then, in the following order, the four, six, and eight lane options are described.

The 4 lane option builds a new bridge with 2 lanes in each direction. Both lanes are open to all traffic. This option retains present capacity in the corridor. The bridge in the 4 lane option will be about 2 times the width of the current bridge, and the current roadway would be widened to accommodate added shoulders and a bicycle pedestrian lane.

The 6 lane option builds a new bridge with three lanes in each direction. 2 lanes are open to all traffic, and one is an h oh vee lane. This option increases capacity in the corridor. The bridge in the 6 lane option will be more than 2 times the width of the current bridge, and the current roadway would be widened to accommodate the additional HOV lanes, the modified interchange connections, the added shoulders, and a bicycle pedestrian lane.

The 8 lane option builds a new bridge with 4 lanes in each direction. 3 lanes are open to all traffic, and 1 is an h oh vee lane. This option increases capacity in the corridor. The bridge in the 8 lane option will be more than 2 times the width of the current bridge, and the current roadway will be widened to accommodate the additional lanes for all traffic, the HOV lanes, the modified interchange connections, the added shoulders, and a bicycle pedestrian lane. In addition, I-5 in Seattle and I-405 in Bellevue will also need to be widened to accommodate 520's new general purpose lanes.

Voters are asked if they support or oppose each option, as shown in the graph below.



Nearly three-quarters (71%) of voters support the six lane option, the highest level of support. A majority also support the eight lane option (60%) though net support for this option is 22 points lower than for the six lane. On the other hand, a majority of voters (53%) oppose the four lane option.

**METHODOLOGY**

Conducted by Evans/McDonough: May 4 – 9, 2006

N = 1000 registered voters in King, Pierce, and Snohomish Counties, ± 3.1 point margin of error

King County assigned 500 interviews, margin of error ± 4.4 points

Pierce County assigned 250 interviews, margin of error ± 6.2 points

Snohomish County assigned 250 interviews, margin of error ± 6.2 points

		All	
		N	%
Number of cases		1004	
Row percent			100%
County	King	582	58%
	Pierce	221	22%
	Snohomish	201	20%
M3. Quota by Gender & County	King Male	276	27%
	King Female	306	30%
	Pierce Male	101	10%
	Pierce Female	120	12%
	Snohomish Male	96	10%
	Snohomish Female	105	10%
RTA Dist	Snohomish	116	12%
	Central/North King	222	22%
	East King	171	17%
	South King	126	13%
	Pierce	172	17%
	Outside	198	20%
Q4. RECORD GENDER BY OBSERVATION	Male	473	47%
	Female	531	53%
Q5. Are you registered to vote at this address?	Yes	1004	100%
Q6. Do you feel things in the Puget Sound Region are generally going in the right direction, or do you feel things have gotten off	Right direction	497	49%
	Wrong track	397	40%
	Don't know	110	11%
Q7. What do you think is the most important	99999	1	0%
	SE	1004	100%
8. the Washington State Department of Transportation or DOT	Strongly Favorable	118	12%
	Somewhat Favorable	440	44%
	Somewhat Unfavorable	230	23%
	Strongly Unfavorable	130	13%
	Can't Rate	70	7%
	Never Heard	15	1%
9. Sound Transit	Strongly Favorable	192	19%
	Somewhat Favorable	385	38%
	Somewhat Unfavorable	128	13%
	Strongly Unfavorable	133	13%
	Can't Rate	127	13%
	Never Heard	39	4%
10. King County Metro Transit	Strongly Favorable	185	18%
	Somewhat Favorable	410	41%
	Somewhat Unfavorable	127	13%
	Strongly Unfavorable	72	7%
	Can't Rate	163	16%
	Never Heard	47	5%

		All	
		N	%
11. Community Transit	Strongly Favorable	140	14%
	Somewhat Favorable	346	34%
	Somewhat Unfavorable	87	9%
	Strongly Unfavorable	59	6%
	Can't Rate	189	19%
	Never Heard	183	18%
12. Pierce Transit	Strongly Favorable	102	10%
	Somewhat Favorable	234	23%
	Somewhat Unfavorable	47	5%
	Strongly Unfavorable	34	3%
	Can't Rate	382	38%
	Never Heard	205	20%
13. Everett Transit	Strongly Favorable	53	5%
	Somewhat Favorable	173	17%
	Somewhat Unfavorable	28	3%
	Strongly Unfavorable	17	2%
	Can't Rate	412	41%
	Never Heard	322	32%
14. The Washington State Ferry System	Strongly Favorable	306	30%
	Somewhat Favorable	466	46%
	Somewhat Unfavorable	102	10%
	Strongly Unfavorable	38	4%
	Can't Rate	86	9%
	Never Heard	7	1%
15. The Washington State Patrol	Strongly Favorable	468	47%
	Somewhat Favorable	425	42%
	Somewhat Unfavorable	37	4%
	Strongly Unfavorable	22	2%
	Can't Rate	43	4%
	Never Heard	9	1%
16. I would like to ask you about some transportation issues in the Puget Sound. What have you heard, read, or Q17. Do you think the five twenty floating bridge is in excellent, good, only fair, or poor condition?	Record Response	622	62%
	Nothing	326	32%
	Don't Know	55	6%
	Excellent	17	2%
	Good	206	21%
	Only fair	446	44%
Q18. And what about the Alaskan Way viaduct? Is it in excellent, good, only fair, or poor condition?	Poor	178	18%
	Don't know	157	16%
	Excellent	5	0%
	Good	56	6%
	Only fair	251	25%
Poor	628	63%	
Don't know	64	6%	

		All	
		N	%
Q19. And on the Alaskan Way Viaduct, do you think it needs to be replaced in the next few years, or does it not need to be replaced?	Needs to be replaced in the next few years	709	71%
	Does not need to be replaced	205	20%
	Don't Know/Undecided	89	9%
	Refused	1	0%
Q20. And again on the five twenty floating bridge, do you think it needs to be replaced in the next few years, or does it not need to be replaced?	Needs to be replaced in the next few years	389	39%
	Does not need to be replaced	421	42%
	Don't Know/Undecided	194	19%
	Refused	1	0%
Q21. (520 Needs to be replaced)		616	61%
	99999	1	0%
	SE	389	39%
Q22. (520 Does not need to be replaced)		583	58%
	99999	1	0%
	SE	421	42%
Q23. Which one comes closer to your opinion, even if neither one fits exactly.	The five twenty corridor between eye five and eye four oh fi	663	66%
	The five twenty corridor between eye five and eye four oh fi	296	29%
	Don't Know/Undecided	41	4%
	Refused	5	0%
24. to increase safety	Not at all Important	92	9%
	2	55	5%
	3	72	7%
	4	96	10%
	5	179	18%
	6	140	14%
	Very Important	359	36%
	Don't Know	11	1%
25. to reduce congestion	Not at all Important	91	9%
	2	39	4%
	3	61	6%
	4	67	7%
	5	151	15%
	6	160	16%
	Very Important	425	42%
	Don't Know	10	1%
26. to reduce travel time	Not at all Important	109	11%
	2	47	5%
	3	81	8%
	4	102	10%
	5	206	20%
	6	154	15%
	Very Important	296	29%
	Don't Know	10	1%

		All	
		N	%
27. to improve traffic flow	Not at all Important	81	8%
	2	48	5%
	3	61	6%
	4	71	7%
	5	171	17%
	6	171	17%
	Very Important	390	39%
	Don't Know	10	1%
28. to allow more cars and buses to use the bridge	Not at all Important	102	10%
	2	63	6%
	3	72	7%
	4	100	10%
	5	200	20%
	6	170	17%
	Very Important	284	28%
	Don't Know	13	1%
29. to reconnect neighborhoods that were divided when the road was originally built, by putting lids over sections of the new roadway	Not at all Important	288	29%
	2	173	17%
	3	142	14%
	4	104	10%
	5	145	14%
	6	49	5%
	Very Important	76	8%
	Don't Know	27	3%
30. to improve water quality in Lake Washington	Not at all Important	171	17%
	2	97	10%
	3	105	10%
	4	104	10%
	5	144	14%
	6	115	11%
	Very Important	234	23%
	Don't Know	33	3%
31. to reduce traffic noise in neighborhoods close to five twenty	Not at all Important	212	21%
	2	132	13%
	3	156	15%
	4	139	14%
	5	183	18%
	6	60	6%
	Very Important	102	10%
	Don't Know	20	2%
32. to include an HOV lane for transit and carpool traffic	Not at all Important	128	13%
	2	43	4%
	3	64	6%
	4	86	9%
	5	182	18%
	6	154	15%
	Very Important	345	34%
	Don't Know	2	0%

		All	
		N	%
33. to prepare the corridor for adding mass transit in the future	Not at all Important	108	11%
	2	47	5%
	3	72	7%
	4	70	7%
	5	159	16%
	6	168	17%
	Very Important	367	36%
	Don't Know	13	1%
34. to better move people, goods, and services so our economy stays strong	Not at all Important	89	9%
	2	52	5%
	3	71	7%
	4	83	8%
	5	209	21%
	6	182	18%
	Very Important	310	31%
	Don't Know	8	1%
Q35. The four lane option builds a new bridge with two lanes in each direction.	Strongly Support	128	13%
	Somewhat Support	343	34%
	Somewhat Oppose	207	21%
	Strongly Oppose	311	31%
	Don't Know	14	1%
	Refused	2	0%
Q36. The six lane option builds a new bridge with three lanes in each direction.	Strongly Support	270	27%
	Somewhat Support	444	44%
	Somewhat Oppose	149	15%
	Strongly Oppose	126	13%
	Don't Know	14	1%
	Refused	1	0%
Q37. The eight lane option builds a new bridge with four lanes in each direction.	Strongly Support	266	26%
	Somewhat Support	345	34%
	Somewhat Oppose	172	17%
	Strongly Oppose	204	20%
	Don't Know	15	2%
	Refused	2	0%
38. Supporters say the four lane option is the best choice because it replaces the failing five twenty bridge, preserves capacity, and prepares the corridor for future mass transit	Much More Likely	123	12%
	Somewhat More Likely	301	30%
	Somewhat Less Likely	244	24%
	Much Less Likely	259	26%
	No Difference	62	6%
	Don't Know	14	1%
	Refused	2	0%
39. Opponents say the four lane option does not do enough to relieve congestion in the corridor	Much More Likely	152	15%
	Somewhat More Likely	158	16%
	Somewhat Less Likely	294	29%
	Much Less Likely	320	32%
	No Difference	59	6%
	Don't Know	20	2%
	Refused	3	0%

		All	
		N	%
40. Supporters say the four lane option is the best choice because it has the least environmental impacts and fewest neighborhood disruptions	Much More Likely	133	13%
	Somewhat More Likely	276	27%
	Somewhat Less Likely	244	24%
	Much Less Likely	258	26%
	No Difference	75	7%
	Don't Know	16	2%
	Refused	2	0%
41. Opponents say the four lane option would have us spend billions to get basically what we have now, and what we have now is not enough	Much More Likely	146	15%
	Somewhat More Likely	158	16%
	Somewhat Less Likely	242	24%
	Much Less Likely	385	38%
	No Difference	55	5%
	Don't Know	16	2%
	Refused	2	0%
42. Supporters say the six lane option is the best choice because it preserves the existing capacity for all vehicles, and adds HOV capacity to encourage the use of busses, carpools and vanpools.	Much More Likely	292	29%
	Somewhat More Likely	375	37%
	Somewhat Less Likely	138	14%
	Much Less Likely	144	14%
	No Difference	43	4%
	Don't Know	8	1%
	Refused	3	0%
43. Opponents say that adding HOV lanes is a waste of money. They say any new lanes should be open to all traffic to best reduce traffic congestion.	Much More Likely	184	18%
	Somewhat More Likely	233	23%
	Somewhat Less Likely	235	23%
	Much Less Likely	266	26%
	No Difference	74	7%
	Don't Know	12	1%
	Refused	1	0%
44. Supporters say the six lane option is the best choice because it best balances adding new capacity in the corridor with neighborhood and environmental impacts.	Much More Likely	254	25%
	Somewhat More Likely	364	36%
	Somewhat Less Likely	174	17%
	Much Less Likely	147	15%
	No Difference	49	5%
	Don't Know	14	1%
	Refused	2	0%
45. Opponents say if we're going to build something, we might as well go with the option that adds the most lanes now so in the future we can have more capacity.	Much More Likely	301	30%
	Somewhat More Likely	292	29%
	Somewhat Less Likely	193	19%
	Much Less Likely	166	17%
	No Difference	43	4%
	Don't Know	6	1%
	Refused	2	0%
46. Supporters say the eight lane option is the best choice because it adds the most capacity, which gives us the most congestion relief	Much More Likely	299	30%
	Somewhat More Likely	221	22%
	Somewhat Less Likely	190	19%
	Much Less Likely	235	23%
	No Difference	48	5%
	Don't Know	11	1%
	Refused	1	0%

		All	
		N	%
47. Opponents say this option won't work without extensive changes to eye four oh five and eye five, and that would cost too much	Much More Likely	201	20%
	Somewhat More Likely	183	18%
	Somewhat Less Likely	251	25%
	Much Less Likely	301	30%
	No Difference	56	6%
	Don't Know	10	1%
	Refused	2	0%
48. Supporters say the eight lane option is the best choice because if we expand eye five and four oh five in the future, an eight lane five twenty will be able to handle the traffic.	Much More Likely	290	29%
	Somewhat More Likely	229	23%
	Somewhat Less Likely	193	19%
	Much Less Likely	236	23%
	No Difference	47	5%
	Don't Know	8	1%
49. Opponents say the eight lane option is not acceptable because it has the most serious impacts on the neighborhoods and the environment.	Much More Likely	180	18%
	Somewhat More Likely	166	17%
	Somewhat Less Likely	274	27%
	Much Less Likely	305	30%
	No Difference	63	6%
	Don't Know	14	1%
Q50. Given what you have heard, do you prefer the four, six, or eight lane option?	Four Lane	132	13%
	Lean Four Lane	12	1%
	Six Lane	441	44%
	Lean Six Lane	22	2%
	Eight Lane	335	33%
	Lean Eight Lane	15	1%
	Undecided/DK	29	3%
	Refused	18	2%
Q51. The four lane option will cost between two and three billion dollars. The six lane option will cost between three and four billion dollars. The eight lane option has a base cost of between five and six billion dollars.	The four lane option	148	15%
	Lean Four Lane	6	1%
	The six lane option	476	47%
	Lean Six Lane	8	1%
	The eight lane option	308	31%
	Lean Eight Lane	3	0%
	Undecided/Don't Know	29	3%
Refused	26	3%	
52. Right now, water collected from rainfall on the five twenty floating bridge flows directly into Lake Washington. This means that oil, fluids, and other materials left behind by cars is not treated. One component includes treatment to	Much More Likely	454	45%
	Somewhat More Likely	367	37%
	Somewhat Less Likely	78	8%
	Much Less Likely	71	7%
	No Difference	29	3%
	Don't Know	3	0%
Refused	1	0%	

		All	
		N	%
53. One component includes noise barriers to reduce noise in neighborhoods next to the freeway	Much More Likely	220	22%
	Somewhat More Likely	398	40%
	Somewhat Less Likely	178	18%
	Much Less Likely	129	13%
	No Difference	75	7%
	Don't Know	3	0%
	Refused	1	0%
54. One component includes landscaped lids over the freeway so communities divided by the original freeway like Roanoke, Montlake, and Points Community, could be reconnected	Much More Likely	145	14%
	Somewhat More Likely	302	30%
	Somewhat Less Likely	254	25%
	Much Less Likely	220	22%
	No Difference	65	6%
	Don't Know	16	2%
Q55. Do you prefer the option that uses the existing Montlake Boulevard ramps or the option that closes the Montlake Boulevard ramps? If you do not have a preference or it doesn't matter to you, please just say so.	One Another option is to use the existing on and off ramps a	425	42%
	Lean Montlake Boulevard Ramps	82	8%
	One Another option is to close the Montlake Boulevard on and	214	21%
	Lean Closes Montlake Boulevard Ramps	14	1%
	Don't Know/Undecided	57	6%
	Doesn't Matter/No Preference	205	20%
	Refused	7	1%
	Q56. How often do you travel to work or appointments outside your home in an average week? Is it:	Every day	261
Five days a week		268	27%
A few days a week		179	18%
Only occasionally		272	27%
Don't Know/Refused		24	2%
Q57. When you go outside the home, are you always driving a car, mostly driving a car, mostly taking public transit, or always taking public transit?	Always driving a car	625	62%
	Mostly driving a car	281	28%
	Mostly taking public transit	53	5%
	Always taking public transit	23	2%
	Don't Know	11	1%
	Refused	11	1%
Q58. How often do you or someone in your household ride public transit - never, less than once a week, once a week, two or more times per week, or daily?	Never	534	53%
	Less than once a week	220	22%
	once a week	71	7%
	Two or more/week	75	7%
	Daily	92	9%
	DK	6	1%
	Refused	5	1%

		All	
		N	%
Q59. How many times in an average week do you use the five twenty floating bridge? Is it:	Every day	16	2%
	Five days a week	23	2%
	A few days a week	63	6%
	Only occasionally	820	82%
	Don't Know/Refused	82	8%
Q60. What is your age?	18-24	26	3%
	25-29	26	3%
	30-34	29	3%
	35-39	63	6%
	40-44	83	8%
	45-49	103	10%
	50-54	138	14%
	55-59	108	11%
	60-64	112	11%
	Over 65	304	30%
	Refused	12	1%
Age Cat	18-24	26	3%
	25-34	55	5%
	35-44	145	14%
	45-59	349	35%
	60+	429	43%
Vote History	4 of 4	485	48%
	3 of 4	241	24%
	2 of 4	177	18%
	<2 of 4	101	10%