



Corridor Program

Public Comments

I-405/SR 167 Executive Advisory Group

Thursday, June 18, 2015
Bellevue City Hall
10 a.m. – Noon

Becky Birch:

I live in Bothell by the Beardslee exit of I405 and we moved there 24 years ago because of the great access to the freeway. **Now**, we stay away from the freeway as much as possible because it goes nowhere fast.

I am not against tolling but believe that we have "the cart before the horse" ... we have no viable mass transit options and won't for a long while especially in my area ... how much will my husband and I have to pay to get to the airport in the future? I fear that surface streets will become even more congested once the tolling begins! What's our plan if tolling doesn't accomplish the mph & load design objectives?

How does the general public get the opportunity to participate in surveys? I use NextDoor.com which gives me ready access to nearly 550 households in Bothell . . . data from 1900 people is too small a sample to consider statistically viable on this important topic. (I have since sent the links to the ST3 survey and the overall transportation plan survey to all 550 households.)

Someone spoke earlier about the economic issues related to traffic congestion . . . carpooling shouldn't just be thought of as related to the world of work. There is also a significant economic impact to having 3-person carpools everywhere. Fewer retired people are going to go to Bellevue and Seattle for dinner, concerts, shows and sporting events due to the tolling. The aging population is the fastest growing population in the United States . . . was this fact considered in the decision for 3-person tolling?

I have a real world situation to share with you . . . I've been called to report for Jury Duty at 8 am at the Redmond Court House on 8/4/2015. I used the Trip Planning application to use the transit options I have available to me and found that it will take 71 minutes and \$5 to get there, assuming that I'll be able to park at the Bothell Park & Ride Center and that's a stretch as it is often full! I have to go to Bellevue and then get to Redmond all before 8 am, so I will have to drive on surface streets to make it on time as I have no other viable options!

Matthew Martin:

Who more than the humble citizens of Kenmore deserve your kind and compassionate consideration? I beg you to hear the honesty in my words and feel the passion I have for this topic. What impacts our lives more than the manner in which we attend to our daily needs? The word Kenmore itself is derived from Gallic meaning 'Big Head' and is not ego, or an appliance, but a topographical reference to the end or 'head' of a lake or loch as the case may be. Long have the people of Kenmore understood the natural flow thru the head as an important part of the holistic approach to building our region's dreams. Kenmore is in fact composed of such stuff, land filled with debris from I-5 construction long before most of our time. Have we not professed our willingness to participate in regional goals through generations of construction supply and human toil on and in our soil? Have we not earned a place at the table in discussion of our simple needs?

Perhaps it is lost on others that the anchors holding highway 520 to the floor of Lake Washington are built in Kenmore with sales taxes paid to Medina, a Russell Wilson's stone throw from our City Hall, or that the construction site itself lies on the same property that a commission of Kenmore's citizens had focused our vision. Is it lost on WSDOT that when the 520 bridge span opens for a mega-yacht, that a throbbing vein appears on the Northshore's forehead? Will span openings also delay proposed light rail traffic in the future? Why is 522 not more readily recognized as an alternative route during such occurrences on WSDOT's website? Are impacts on this alternative route ALSO omitted from funding considerations? Does WSDOT leadership not consider the additional impacts tolling I-405 will have on our streets? Is the region intentionally punishing our children with what even the US Governmental Accounting Office* characterizes as 'inequitable' treatment so Lynn Peterson can claim victory in providing a "choice for a reliable trip" that only our society's Executives and 'Brogrammers' can afford? Please answer only this: Will WSDOT request a permit to extend its use of the 520 Construction Site in Kenmore beyond 2015?

Rhetorical questions aside, what is clearly understood is the dramatic and life altering impact of regional policy on the broadest spectrum of socioeconomics possible in Kenmore. Tolling and 'toll diversion' are a reality others may not understand or contemplate, but to anyone stuck in Kenmore gridlock little needs explanation. An axiom of Dr. Henry J. Minthorn comes to mind... *'The meanest thing a man can do is to do nothing.'* If we hope to heal the body we need to think holistically down to the cells and capillaries and not just the arterials that contribute to maintaining healthy flow. Regional policy is restricting our capillary flow while a tide of anecdotal evidence does NOT seem to slow drowning the will of the people. Thank You!