Individuals

From: Adams, Lee [ladams@ICOS.com]
Sent: Friday, May 23, 2003 1:35 PM
To: exec.sims@metrokc.gov
Cc: tulla@soundtransit.org
Subject: Please support R2B alternative for I-90

Der Executive Sims

I am writing you to urge you to support the R2B alternative for the I-90 bridge over Lake Washington. This alternative is predicted to result in many fewer vehicle accidents, and, importantly, maintains safety of the only trans-lake bike lane, which I personally use many times a month to access biking on the Eastside. I-1

Seattle does not need to accommodate additional vehicle traffic; doing so negatively impacts the quality of life of all of its citizens. I urge you to support the R2B alterntive for the I-90 bridge.

Thank you for your consideration.

Sincerely,

Lee Adams

Dr. Lee F. Adams
2406 NE 60th St
Seattle, WA 98115

I-1

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Jean Amick
3008 E. Laurelhurst Drive N.E.
Seattle, Washington 98105
jeanseattle@earthlink.net

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REGIONAL EXPRESS
MAY 0 1 2003
PROJ NAME I-90
CONTRACT# 3752-2032
DC CODE#:

4/30/04

TO: Project Manager S/T
I-90 Two Way + HOV operation

RE: alternative 2B is only reasonable one. Mercer Island should not have special privileges. Situation as it is now is no more as transportation island than N.E. Seattle. When Montlake Blvd and I-5 jam, we cannot go south.

Alt. 2B – most economically sound. most environmentally sound best for bike/ped lanes existing.

We do need 2 way HOV/Bus lanes on I-90 at all time.

Jean Amick

I-2

I-2

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

33756041_01individuals1.P65

AMICK
3008 E. Laurelhurst Drive N.E.
Seattle, WA 98105

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CONTRACT#
DC CODE#

Andrea Tull, PM
Sound Trans.
401 S. Jackson
Seattle 98104-2826

98104+2826

June 9, 2003

Andrea Forsyth Tull, Project Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104

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JUN 0 9 2003
Sound Transit

Hand deliv.
to T Lee
11:20 AM
7

RE: Draft EIS - I-90 Two-Way Transit and HOV Operations

Dear Project Manager Tull:

In preparation for these comments, I have (1) studied the Draft EIS dated April 25, 2003; (2) read RTA Resolution No. 75 dated August 23, 1996; (3) reviewed Sound Move: The Ten-Year Regional Transit System Plan dated May 31, 1996; (4) read RTA Proposition No. 1 in the voters pamphlet dated November 5, 1996; (5) attended many of the public meetings held on Mercer Island concerning this project and environmental process; and (6) attended many of the I-90 Steering Committee meetings on this project.

Summary

In 1996, voters approved implementation in the I-90 corridor of an express bus system only. I-90 works well during all hours of operation, except in the reverse-peak direction. The R-5 alternatives are best because they facilitate the express bus system in the reverse-peak direction with minimal additional effects, thus achieving what voters approved. I-3

Sound Transit and its partners seek to go beyond what voters approved and extend facilitation to HOV in the reverse-peak direction. If this new goal is accepted, R-8A is the preferred choice. R-8A increases the overall capacity of the corridor, while R-2B has the greatest reliability problems of all alternatives and degrades general purpose traffic capacity in the peak direction. I-4

The lead agencies should place a greater emphasis on blocking incidents, rather than average time, as a measure of travel reliability. The technical feasibility of dynamic reconfiguration of lane striping should at least be considered, as opposed to the static lane striping characteristic of all alternatives. Bicyclists should not be allowed to drive the I-90 Project. The 1976 Memorandum Agreement should be respected. I-5

1

I-3

Your preference is noted.

I-4

Your preference is noted.

I-5

Your preference is noted. See also Common Response CR-8: Safety.

Sound Transit I-90 Project

On November 5, 1996 the voters approved Regional Transit Authority Proposition No. 1. The official Ballot Title claimed the purpose was to "implement a regional rail and express bus system." The official Explanatory Statement explained that across Mercer Island the proposition would implement "regional express bus lines" that would "travel in separated rights-of-way on congested freeways." The official Ballot Title and Explanatory Statement constitute what the voters approved, along with the background material of RTA Resolution 75 and the Ten-Year Regional Transit Plan, which was referenced in the Ballot Title but not included in the voters pamphlet.

Purpose and Need for the I-90 Project (between I-5 and I-405)

The purpose of this project, as approved by the voters, is to implement regional express bus service in the I-90 corridor. I-90 works well for express bus service except in the reverse-peak direction. The R-5 alternatives are designed to facilitate express bus service in the reverse-peak direction.

The I-90 Steering Committee members seek to expand the voter-approved objective to facilitate HOV in the reverse-peak (DEIS S-1). R-8A and R-2B are designed to facilitate express bus service and HOV in the reverse-peak direction.

What follows are brief descriptions of the advantages and disadvantages of the build alternatives, favoring R-5 for implementation of express bus service only and R-8A if the voter-approved objectives are to be expanded and express bus service and HOV are to be implemented. Additional issues that should be considered by the lead agencies are also included.

Build Alternatives

R-5 Restripe and R-5 Modified

Both R-5 alternatives fulfill the 1996 voted purpose of implementing a regional express bus system by increasing transit reliability and decreasing the chance of transit being stuck in traffic for many minutes (DEIS 3.1-13). Both of these have little effect on HOV

I-6

I-6

Your comment is noted.

and general purpose traffic. Since R5 alternatives meet the regional express bus system objective with minimal additional effects, they are the best alternatives for the I-90 Project. Additionally, R-5 Restripe is by far the least expensive to implement.

I-6 cont.

R-8A

R8-A expands the voted purpose of this I-90 Project to include facilitation of HOV in the reverse-peak direction without degrading the peak direction (DEIS 3.1-13). If the expanded objective of facilitating reverse-peak HOV is accepted, the R-5 alternatives are not adequate and R-8A is the best alternative. R-8A also has the advantage of having the greatest capacity of all alternatives as measured, for example, by the total number of people traveling in the corridor (person throughput) (DEIS 3.2-37).

I-7

R-2B

R-2B implements the expanded voter objective for the I-90 project by facilitating reverse-peak transit and HOV, but is a poor alternative for other reasons. R-2B degrades both transit/HOV and general purpose travel in the peak direction (DEIS 3.1-9).

I-8

The biggest problem with R-2B results from incident blockages in the center lanes. The DEIS underestimates the impact of center lane blockages. Though the DEIS acknowledges the center lane incident blockage problem (DEIS 3.1-12), the DEIS minimizes crash and breakdown impacts on travel reliability (DEIS 3.2-49).

R-2B creates the only narrow, confined freeway lane in this region. After a crash or breakdown, debris and lack of vehicle maneuverability could block the center lane for long periods. Transit and HOV traffic behind the incident would be trapped indefinitely. The lead agencies should further evaluate the operation of this proposed narrow, confined freeway lane by determining if it exists or has ever existed anywhere else in the country and how reliable it is.

I-9

Transit Reliability: Incident Blocking vs. Average Travel Time

The lead agencies are relying far too heavily on average travel time as a measure of reliability (DEIS 3.1-2, 3.1-5, 3.1-6, 3.1-10, 3.2-30). For most commuters, the fear is being stuck in traffic, either

I-10

3

I-7

Your preference is noted.

I-8

Your comment is noted.

I-9

Blocking incidents are addressed on page 3.2-49 of the DEIS. The estimates of blocking incidents provided in the DEIS for Alternative R-2B reflect the lower volumes of traffic in the center roadway Alternative R-2B has not been carried forward as a Preferred Alternative.

I-10

Purpose of the project is to improve mobility with reliable and safe transit and HOV operations. The travel time measure of mobility (Table 3.2-12 of the EIS) includes the effect of blocking incidents.

crawling or actually being parked. A few minutes either way does not matter much. Transit schedules can be adjusted to allow for several minutes of variability in travel times, but not for being stuck.

Tables 3.1-2 and 3.2-12 show the average travel times for all alternatives in 2005 and 2025 for transit and general purpose traffic. A vehicle traveling at 30 mph would take 16 minutes to traverse the 8-mile corridor. Under A L L alternatives through 2025 the average travel times are less than 16 minutes. That means that vehicles are traveling at greater than 30 mph, which is as fast as speed limits on the surface streets that intercept I-90. If vehicles were guaranteed a speed of 30 mph in this I-90 corridor, there would be no problem.

Alternative R-2B provides the greatest unreliability since an incident in a center lane will likely shut down the center lane, creating a parking lot behind. Any measure of reliability should more heavily weight crawling or stopping than average travel time does.

I-10 cont.

Dynamic Lane Striping Reconfiguration

The lead agencies should at least consider dynamic lane striping reconfiguration. All current alternatives use static lane striping. The I-90 Project under all alternatives will result in fixed striping of lanes. Certain lanes will be used differently at different times of the day, but the striping remains fixed.

Early in the I-90 Project, staff described a system of traffic barriers used in another state that allowed the barriers to be moved by transit workers to reconfigure the lanes dynamically preceding peak periods. There was no discussion of whether there are any methods for lane striping to be changed preceding peak periods. If there was a method of dynamic lane stripe reconfiguration, then the lanes could remain as they are except in the reverse-peak direction.

I-11

Bicyclists should not drive the I-90 Project

Bicycles were not even mentioned in the official Ballot Title and Explanatory Statement made available to voters who passed RTA Proposition No. 1 in 1996. Yet, recent press reports have suggested that the bicyclists are having an inordinate influence on the I-90 Project. Bicyclists have bicycled to and been prominent at public meetings on Mercer Island and the I-90 Steering Committee meetings.

I-12

I-11

No known method of reliably changing lane striping on a daily basis has been developed.

I-12

Your comment is noted.

The R-5 and R-8A alternatives may inconvenience bicyclists by requiring the pedestrian/bicycle shared-use pathway on the bridge to be temporarily shut down. Sound Transit would provide shuttles to move walkers and bicyclists across the bridge. R-5 Restripe and R-8A would also shift westbound transit/HOV traffic closer to the shared use pathway during PM peak hours only. Sound Transit would install an additional fence to further protect the few walkers and bicyclists present during these hours.

Ironically, in the rare instances when bicycles are even mentioned in supporting materials to the voted RTA proposition (RTA Resolution No. 75 Section 1(c); Sound Move pp. 10 and 24, Voters Pamphlet "Statement for"), it is in the context of transit "community connections." That is, bicyclists are either storing their bicycles at a station or taking their bicycles on transit, which is precisely what bicyclists are objecting to now.

Sound Transit is properly mitigating any impacts on bicyclists, but the voter- approved purpose of improving transit should not be blocked by the very few bicyclists using the bridge during peak hours.

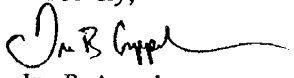
I-12 cont.

The 1976 Memorandum Agreement should be respected

The operation of I-90 between I-5 and I-405 is governed by a 1976 Memorandum Agreement that was reached as a condition for I-90 being built to replace the old US 10 (DEIS Appendix I). The agreement provides that the Transportation Commission "will take no action which would result in a major change in either the operation or the capacity of the I-90 facility without prior consultation with and involvement of the other parties to this agreement, with the intent that concurrence of the parties be a prerequisite to Commission action to the greatest extent possible under law (p. 13). In other words, this part of I-90 has and should continue to operate by consensus of the parties to the original agreement.

I-13

Sincerely,



Ira B. Appelman
6213 83rd Place S.E.
Mercer Island, WA 98040-4915
appelman@bmi.net

I-13

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

As a holder of a Civil Engineering Masters Degree with a major in Traffic Engineering, and a Registered Professional Engineer, I have studied with great interest and concern this EIS for I-90 Transit & HOV operations.

It is my considered opinion that only Alternative R-8A is viable and makes sense for proper operation and reduction of congestion. It provides the best situation for all users and maintains the integrity of previous agreements.

Please designate R-8A as the Preferred Alternative.

Thank you.

Clifford Tanner P.E.
6-1-03

I-14

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN IN TABLE
THANK YOU!

I-14

Your preference is noted.

Clifford T. Argue
9370 Mercerwood Dr.
Mercer Island WA 98040-4254

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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98104-2826 32

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If you would like to be on this project mailing list, please provide your contact information below

Name: Clifford T. Argue P.E.
Address: 9370 Mercerwood Dr
City: Mercer Island
State/Zip: WA 98040
E-mail (optional): MIGREEK@aol.com
Telephone (optional): 206-232-6092

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

Message from Melissa Sparks Arias <marias@winstarmail.com> on Fri, 30 May 2003 15:09:03 -0700 -----

To: exec.sims@metrokc.gov, cmarshall@ci.bellevue.wa.us, alan.merkle@ci.mercer-island.wa.us
cc: "Emerson, Jane" <emersonj@soundtransit.org>
Subject Please Consider I-90 alternative R2B
:

Dear Sirs and Madame:

Please consider alternative R2B when determining the fate of the I-90 corridor. I have been commuting across I-90 by car, bus and bike for over ten years. The construction of the center lanes was a courageous and forward thinking move on the part of County and City planners. In 1996 this choice was again applauded by the people of the East and West sides of Lake Washington in the "I-90 two way center roadway" promise made in Sound Move. I-15

The R8A choice will be **unsafe** for bicyclists and pedestrians (currently the only way to get around the like from the center or south end). These narrower lanes will also be **dangerous** for motorists by increasing the likelihood of accidents. Compare the safety of the current center lanes to the much narrower 520 lanes. There, buses often have to come to a screeching halt because of wide box trucks and commercial vans protrude into the HOV lanes. Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. This will **penalize those who have found that the most convenient and affordable way to commute is by bus**. The new bus lanes proposed as part of R8A will be subject to delays as a result of disabled vehicles, police stops etc. Finally, the R8A choice is **not cost effective**, with a price tag of 80-100 million and the current economy and tax payer revolt how will the Cities and county pay for this alternative? I-16 I-17 I-18

Please choose alternative R28.

Thank you.

Melissa S. Arias

arias@winstarmail.com

11112 NE 68th ST

Kikland, WA 98033

Outgoing mail is certified Virus Free.

Checked by AVG anti-virus system (http://www.grisoft.com).
Version: 6.0.486 / Virus Database: 284 - Release Date: 5/29/2003

I-15

Your comment and preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-16

See Common Response CR-8: Safety.

I-17

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-18

See Common Response CR-10: Project Costs.

----- Message from "Gary R. Aspiri" <gra@groupservicesnw.com> on Thu, 12 Jun 2003 07:36:07 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>

Subject Mercer Island

:

Andrea - I want to express my concern about the possibility of Mercer Island residents no longer being able to use the H.O.V. lane as a single occupancy vehicle. I commute every day to the west side. When we were looking for a place to live - Mercer Island had by far the best commute option and in turn we paid a premium for our home on Mercer Island because of its location and the availability of the commuter lane. I-19

Could you please address my concern. Thank you for your time.

Gary R. Aspiri

7519 SE 76th Street

Mercer Island, WA 98040

Direct Tel: 206-230-8800

Direct Fax: 206-230-8801

Cell: 206-399-0004

Puyallup Service Center Toll Free: 1-888-829-8660

Email: gra@groupservicesnw.com

I-19

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

Message from "Mitzi M. Aspiri" <mma@groupservicesnw.com> on Mon 0700 -----

To: Tulla <tulla@soundtransit.org.>

Subject: I-90 HOV lane

I would like to express my concern about the possibility of Mercer Island residents no longer being able to use the HOV lane as single occupancy vehicles. When we purchased our home in 1994, this was one of the deciding factors. We were under the impression that the right to use that lane was part of Mercer Island's agreement with the State of Washington when they wanted to build the bridge on Mercer Island. I-20

Could you please address my concern.

Thank you, Mitzi M. Aspiri

I-20

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

Message from "Georgina B." <boygeorgina@attbi.com> on Sun, 8 Jun 2003 14:30:36 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 corridor
:

Please support the SAFETY ALTERNATIVE (R2B).

It costs less, and gives more to people who even occasionally ride a bike or walk, as I sometimes do.

I-21

I-21

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Please provide your comments below.

I HOPE THAT WHICHEVER CHOICE IS MADE FOR THIS PROJECT, IT WILL NOT RESULT IN CLOSURE OF THE BIKE/PED WAY. I BIKE INTO SEATTLE FROM ISSAQUAH MANY TIMES EACH YEAR.

IF THE BIKE/PED WAY MUST BE CLOSED + TRANSIT IS PROVIDED, PLEASE PROVIDE FOR LOOONG BIKES. ONE OF MINE IS OVER 7 FEET LONG.

I-22

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-22

See Common Response CR-3: Shared-use Pathway.

33756041_01individuals1.P65

C BADER
18851 SE 42ND ST
ISSAQUAH WA 98027

PM
10 JUN
2 03

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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If you would like to be on this project mailing list, please provide your contact information below

Name: CAROLYN BADER
Address: 18851 SE 42ND ST
City: ISSAQUAH
State/Zip: WA 98027
E-mail (optional):
Telephone (optional): 425-641-9819

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

Message from ROGER BAIR <rogerobair@msn.com> on Fri, 6 Jun 2003 17:11:22 -0700 ---
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 Comments
:

Ms Tull...

Please note that my wife and myself are in favor of the R8a option for I-90 changes. I-23

Thank you,

Roger & Prudence Bair
3056 67th Ave. SE
Mercer Island
206-236-0279

I-23

Your preference is noted.

Sound transit I-90 Transit and HOV Project

I am a resident of Mercer Island and would encourage you to continue the MI access lanes
by selecting R-8A

It is increasingly difficult with traffic anywhere but with the increase in Mercer Island/s Park and Ride facilities for the Eastside , it looks like Mercer Island will get more than its share of traffic with no guarantee the people of Mercer Island will ever get to park there much less get off the island.

I-24

When you consider this plus 500 additional housing units and several thousand sq. ft of retail added to the Island (to comply with King Co mandates) it will be very difficult even for emergency vehicles to access and exit the Island.

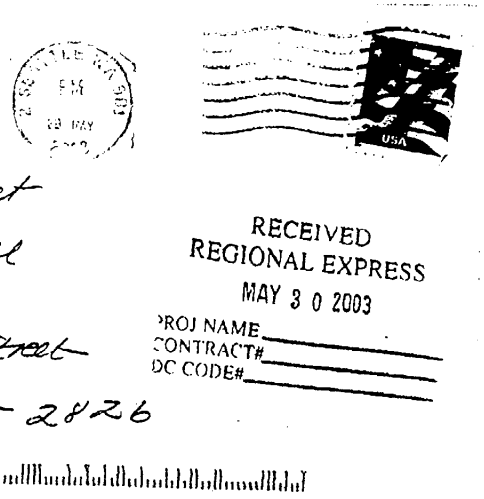
If there were other options rather than I-90 we would have alternate routes available. This is the only access we have. I must say living through the construction of I-90 was a nightmare,..

It would seem that R-8A would be the best solution for all sides.

Linda Barber

I-24

Your preference is noted.



Sound transit Project
Attn: Andrea Sull
Project manager
401 S. Jackson Street
Seattle Wa 98104-2826

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DC CODE#

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R. Lamar Bass
12840 S.E. 40th Ct, A-4
Bellevue, WA 98006-1222
(425) 747-7734

5/8/03

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[illegible] 2 2003
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CONTRACT#
DC CODE#

Re: I-90 Project

After reviewing your 5/03 (excellent) brochure, there is no need for me to come to one of the Open Houses: as a cyclist who has to rely on the I-90 corridor for my daily commute from my home in Factoria to work in Seattle, any closure would be unacceptable! I cycle because I want to be on my bike — Not in ~~some~~ some vehicle transporting me & my bike — And, riding around the lake (south or north) is too time consuming (1½ - 2½ hr each way vs 45 minutes) I-25

ONLY Option ~~[illegible]~~ R-2B is acceptable. I-26

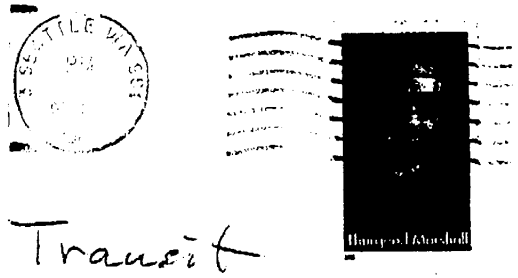
R Lamar Bass

I-25

Your comment is noted. See also Common Response CR-3: Shared-use Pathway.

I-26

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?



Sound Transit
ATTN: Andrea Tull
Project Manager
401 S. Jackson St.
Seattle, WA 98104-2826

SS

98104+2826

Please provide your comments below.

I recommend Sound Transit accept Alternative R8A for I-90 changes

Carol Guttison

I-27

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-27

Your preference is noted.

33756041_01individuals1.P65

[illegible]
8 [illegible] Meadowood Ln
[illegible] Island Wa 98640

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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If you would like to be on this project mailing list, please provide your contact information below

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

06/12/03 THU 16:02 [TX/RX NO 5137]

Please provide your comments below.

I RECOMMEND SOUND TRANSIT
ALTERNATIVE PRO
ACCEPT R8A FOR I-90 CHANGES

R. Craig Brattison

I-28

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-28

Your preference is noted.

33756041_01individuals1.P65

BATTISON
8300 WOODBRESK LN
M.I., WA
98040

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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DC CODE#

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Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

06/12/03 THU 16:02 [TX/RX NO 5137]

Please provide your comments below.

As a Mercer Island resident I am particularly interested in the continued use by single occupants of the HOV lanes. I am familiar with the history of this issue and feel strongly that historical commitments should be honored, especially since the overall commute time for everyone will be significantly increased by introducing an increased volume of Mercer Island traffic into the mainline. ~~The~~ The obvious effort ~~on~~ by Sound Transit to embark on social engineering is, in my estimation misguided because ~~it~~ there is little evidence that it will work and 2) it fails to address the real concerns of the average commuter. I favor R8A because it will provide the best access to those of us who are completely dependent on I90 for our travel to the Eastside and Seattle. R2B is by far the worst option and should be summarily dismissed because it is projected to increase the commute times for all ~~car~~ car users. I-29 I-30 I-31

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-29

Your comment is noted.

I-30

Your preference is noted.

I-31

Your comment is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: Chris Beaty

Address: 7855 81st PL SE.

City: Mercer Island,

State/Zip: Wa 98040

E-mail (optional): cbeaty@nwhsea.org

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

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Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

-----Original Message-----
From: Bedlington, Diane [mailto:DBED461@ECY.WA.GOV]
Sent: Friday, June 13, 2003 10:35 AM
To: 'tulla@soundtransit.org'
Subject: R8A

1) Breaks two promises to voters: it ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the legally binding agreement for transit in the center roadway (1976.) | I-32

2) Is unsafe for bikers & walkers: I-90 is the only cross-lake bike/pedestrian path - 2 foot shoulders would put bicyclists dangerously close to cars and trucks. | I-33

3) Is dangerous: Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. | I-34

4) Is bad for bus riders & commuters: Substandard shoulder width means all disabled vehicles will block traffic & increase commute times. | I-35

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) | I-36

Diane Bedlington

Environmental Specialist

Dept. of Ecology

3190-160th Ave SE

Bellevue, WA 98008

425-649-4355

dbed461@ecy.wa.gov

Do not mind anything that anyone tells you about anyone else. Judge everyone and everything for yourself." - *Henry James, 20th century novelist*

I-32

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

I-33

See Common Response CR-3: Shared-use Pathway.

I-34

See Common Response CR-8: Safety.

I-35

See Common Response CR-6: Congestion.

I-36

See Common Response CR-10: Project Costs.

Original Message-----
From: Jeffrey Belt [mailto:jeffounet@jeffounet.net]
Sent: Saturday, June 07, 2003 2:02 PM
To: exec.sims@metrokc.gov
Subject: I-90 transit: R2B, not R8A

Dear Executive,

I'd like to express my support for R2B.
Putting cars in the center lanes violates the Sound Move promise, ignoring voters once again. I'd love a train in there long term. I-37

Sound Transit and WSDOT sent an "Express Connection" newsletter in May 2003 comparing the various alternatives. I find the "Summary of Transportation Effects" table 6 revealing.
It measures travel time per vehicle, not per traveler. Traveler time matters, not vehicle time. Why doesn't WSDOT set goals on traveler time? I-38
R2B will cost $15 million and greatly improve travel for bus riders, which are half of King County commuters, not only in decreased travel time, but especially connection reliability. I-39
R8A decreases travel times for cars at 6 times the cost. This shows how much more effective transportation choices dollars are, especially at a time when we're hurting for money. I-40
I have trouble believing that congestion will be half in 2025 than what it is today, under R8A or any alternative. This is contradictory to experience in this region; whenever we've built bridges or added lanes, congestion improved slightly for a year or two, and ended up worse after 5 years. The table must ignore induced demand. I-41

Also:
The "Potential Safety Measures" table shows we are trading speed for safety. Car accidents already kill as many people per month as the 9/11 attack! I-42

The one bug reason I ride the bus because I can relax, or work on my laptop. I'll gladly pay for transit improvements. I can pay some for road improvements, half of the rush hour commuters don't ride the bus... but not 6 times the amount!

Thank you for your support of R2B... and for everything else you do for this region!

Jeffrey Belt

16130 NE 15th

Bellevue, WA 98008
(425) 641 6933

I-37

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-38

It is difficult to convey all the information included in the Draft EIS in a newsletter. The Draft EIS does include traveler time for all alternatives in Table 3.2-15 Total Person-Hours of Travel.

I-39

Your preference is noted.

I-40

See Common Response CR-10: Project Costs.

I-41

See Common Response CR-6: Congestion.

I-42

Your comment is noted. With the crash reduction measures that are incorporated into Alternative R-8A, the number and rate of both overall and injury crashes would be similar to those that would occur with the No Build Alternative (R-1). As discussed in Chapter 3.2.3.1, the Preferred Alternative (R-8A) will include speed management measures such as variable speed limits, revision of the posted limits, and/or advisory speed signing.

Message from Dave & Tresa Berg <dtatberg@comcast.net> on Mon, 26 May 2003 08:31:30 -0700 -----

To: "Emerson, Jane" <emersonj@soundtransit.org>

Subject I-90 Alternatives

:

I was given your email address to comment on the proposal to add an HOV lane to each direction of I-90. We moved to Bellevue almost 15 years ago and specifically choose the I-90 corridor to live close to. We always would avoid SR520 because you never knew what traffic mess you'd get stuck in. Over the years we seen traffic volumes grow and grow on I-90. While we both work on the Eastside so don't use I-90 for daily commuting, we do use it frequently to visit relatives in Seattle as well as attend sporting events in Seattle. We have stopped using the ST 550 bus to attend Mariner's games because without an HOV lane going into Seattle in the afternoons, it isn't any faster than driving our car. The region needs a two-way HOV facility on I-90 24 hours a day. Having the center roadway as HOV is great for the peak direction, but the off-peak direction commute can be just as bad. We need this alternative, from what I read it's called R8A, that provides HOV lanes both eastbound and westbound, 24 hours a day as well as the center roadway to handle the peak commute traffic. And it does so without removing the fantastic bike lane on I-90!

I-43

Thank you
David and Tresa Berg
2843 165th Ave SE
Bellevue

I-43

Your preference is noted.

Original Message-----
From: McKinley Billingsley [mailto:mckinleyr2@attbi.com]
Sent: Saturday, June 07, 2003 5:31 PM
To: exec.sims@metrokc.gov
Cc: emersonj@soundtransit.org
Subject: R2B

I support R2B because it is safer and more cost effective. It should be obvious.
That this is the most effective system to set up for I-90 traffic flow.
But it appears that fewer decisions are being made on the merits of logic and for the benefits of the majority of the population. I-44

McKinley R. Billingsley
13702 37th Ave. S. #56
Tukwila, WA 98168-3969
Business: 206-241-4988
Home: 206-246-9338
Cell: 206-719-0612
Fax: 206-248-9134

I-44

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Please provide your comments below.

Please Donot take Mercer Island traffic off the express lanes. R-1 (No build) is the best option. It works well now. By taking M.I. cars off the express lanes and onto the main line only clogs things up more. It makes things worse for more people.
The second option is R-8A and keep more cars moving by keeping the express lanes open to M.I. traffic. It fulfills an old promise when they built the freeway.

By packing more cars onto the main line it makes the commute worse for more people. Busses will still move the same amount of people in a similar amount of time. The idea is to move the most commuters in the least time, not to force people onto busses. I can't even park at the Park + Ride because there is no space. I-90 is the safest road around here and is working well now, don't screw it up.

Also, keep the viaduct, just fix it.

Thank You
Perry Bloch

I-45

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-45

Your preference is noted. See also Section 3.1 Transit/HOV Operations of the FEIS for park-and-ride usage.

If you would like to be on this project mailing list, please provide your contact information below

Name: Perry Blat
Address: 4200 - 95th Ave SE
City: MI
State/Zip: WA 98040
E-mail (optional): Pblat@ad.com
Telephone (optional): 206-624-7162

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from Paul Bouchey <epiphyte2@yahoo.com>
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject: Draft EIS comments

I prefer options that allow SOVs to use the center roadway between Seattle and Mercer Island. I-46

Paul Bouchey

3636 86th Ave SE

Mercer Island, WA 98040

206-323-0445
epiphyte2@yahoo.com

I-46

Your preference is noted.

Message from "Shelly Bowman (Compass Group)" <v-shellb@microsoft.com> on Fri, 30 May 2003 17:04:54 -0700 -----

To: exec.sims@metrokc.gov
cc: "Emerson, Jane" <emersonj@soundtransit.org>
Subject I support R2B
:

I support R2B because it is safer, more cost-effective, and keeps the promise for two-way transit in the center lanes. I-47

It would be a mistake to approve R8A, because it:

1) Breaks two promises to voters: it ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the agreement for transit in the center roadway (1976.) I-48

2) Is unsafe for bikers & walkers: I-90 is the only cross-lake bike/pedestrian path - R8A's proposed 2 foot shoulders would put bicyclists dangerously close to cars and trucks. I-49

3) Is dangerous: Narrower lanes significantly increase injury accidents for motorists (50-100 more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-50

4) Is bad for bus riders & commuters: Substandard shoulder width means all disabled vehicles will block traffic & increase commute times. I-51

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) I-52

Shelly L. Bowman

v-shellb@microsoft.com

I-47

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-48

See Common Response CR-1: Memorandum Agreement.

I-49

See Common Response CR-3: Shared-use Pathway.

I-50

See Common Response CR-8: Safety.

I-51

See Common Response CR-6: Congestion.

I-52

See Common Response CR-10: Project Costs.

Dear I-90 Steering Committee & Sound Transit Board Members: A. TULL

The WSDOT & Sound Transit Alternative R-8A has five fatal flaws:
1) **It breaks the promise to voters.** A 1976 legal agreement and the 1996 Sound Move vote both promised "two-way center lane transit." I-53
2) **It's unsafe for bikers and walkers.** I-90 is the only cross-lake bike/pedestrian path and two-foot shoulders would put bicyclists dangerously close to cars and trucks. I-54
3) **It's bad for bus riders and commuters.** Substandard shoulder width means all disabled vehicles will block traffic and increase commute times. I-55
4) **It's dangerous.** Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year) and flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-56
5) **It costs too much.** The original budget for two-way transit on I-90 was $15 million. Now estimates are 6 times higher ($80- $100 million). I-57

I urge you to adopt R-2B, the Safety Solution, for I-90. R-2B will produce better results in half the time at only a third of the cost of R-8A. By honoring the promise made to voters, you will keep the bridge safe for bicyclists and pedestrians, improve transit speed and reliability and preserve the center roadway for light rail in the future. I-58

R2B is the best way to preserve the center roadway for future light rail.

Signed Jesseca Brand

Jesseca Brand
Print Name

502 Bellevue Ave E #302, Seattle, WA 98102
Address

jesseca@livablecoalition.org 206.343.3074
Email Phone

I-53

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

I-54

See Common Response CR-3: Shared-use Pathway.

I-55

See Common Response CR-6: Congestion.

I-56

See Common Response CR-8: Safety and CR-5: Flammable Cargo Rerouting with Preferred Alternative R-8A.

I-57

See Common Response CR-10: Project Costs.

I-58

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

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SEATTLE, WA 98122-6729

Daniel J. Bray
1400 – 92nd Avenue NE
Clyde Hill, Washington 98004-3405
(425) 454-5722

E-mail: bray2@verizon.net

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Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Subject: Two-Way Transit and HOV Project

Re: Open House; Bellevue May 22, 2003

Dear Ms. Tull,

I am a regular driver across SR-520 and I-90. My conclusion as an engineer is that the R-1 Option is the safest choice which will serve the public best.

Reason: The increased lane width, favored by US DOT provides a more comfortable, and thus safer route for the wide variety of vehicles and drivers using I-90. While this may require more buses, those buses can be made available.

I-59

Sincerely,

Daniel J. Bray

Daniel J. Bray

I-59

Your preference is noted.

Please provide your comments below.

In this time of a state budgetary crisis, I believe R-2B STRIKES the proper balance between gain and expense. It seems irresponsible to me to spend the kind of money R-8A proposes in this economic climate. I-60 I-61

Enhancing the risk of accidents with narrower lanes, while eliminating shoulders seems like a ~~recipe~~ plan for many hours of unneeded congestion. I-62

Bellevue Christian School sits literally a stone's throw from 520 in medina. I am uncomfortable with the idea of routing 90 hazardous material-laden trucks to that area--particularly ~~when~~ as that is where the carpool lane merges. Merging traffic, Dangerous trucks, and an Elementary School should not all be in the same place at the same time...! I-63

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-60

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-61

See Common Response CR-10: Project Costs.

I-62

See Common Response CR-6: Congestion.

I-63

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

If you would like to be on this project mailing list, please provide your contact information below

Name: STEVE BROBACK

Address:

City:

State/Zip:

E-mail (optional): Steve @ Avondalemed.com

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from Rich and Donna Brown <richanddonnabrown@attbi.com> on Thu, 5 Jun 2003 15:21:39 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>
cc: Chuck Knight <chuckk@attbi.com>
Subject: Mercer Islanders Use of I-90 HOV lane

We are opposed to the proposed I-90 lane changes which would result in the loss of Mercer Islanders' right to use the HOV lane with a single occupant vehicle. I-64

This compensatory right was part of an agreement among the Fed Hwy Admin, WA State DOT and Seattle and Bellevue when they wanted to use Mercer Island for the I-90 expansion. I-65

We are opposed to losing the right to use the HOV lanes.

I-64

Your comment is noted.

I-65

See Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

I have agonized & analyzed to come to a preferred solution on I-90. My husband & I use I-90 in every possible way: as bicyclists, transit users, SOV's with the peak flow, HOV's against the peak flow & SOV's against the peak flows and HOV's with the peak flow.

We require alot of flexibility from I-90 because 520 may never be fixed. Here's what I think.

1. No-build is not an option

2. Transit-only shoulders puts buses in the only available break down lane for half the roadway (peak reverse traffic) It also provides no option for reverse traffic HOV's.

3. R-8A costs too much and reduces lane width/shoulder width to a level where accidents would be more frequent & more awkward. It also accommodates 3 lanes of preferred direction HOV/SOV traffic - and 1 for reverse traffic. It seems to be an expensive, awkward solution.

4. R-2B modified isn't very expensive and should address all issues: reverse traffic, adequate lane & shoulder width, no closures on multi-use path.

I think R-2B is the most practical solution for the next 15 years. If traffic volumes substantially increase by then, a 2-way transit overpass system should be

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-66

I-67

I-66

Your comments are noted.

I-67

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

If you would like to be on this project mailing list, please provide your contact information below

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Jay & Lindy Brace
13624 SE 18th St.
Bellevue, WA 98005

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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ALWAYS

Please provide your comments below.

The existing freeway at the 96th block on the north side - approx. directly across from the Mercer Island Cut hill. Has excessive noise. The height of the retaining wall is much too low. It runs from 3 feet to 4½ feet high next to the bike path. If any additional lanes were added to the freeway it would only increase the noise level. The problem should be rectified. If any new construction is done the retaining wall should be raised to at least 8 feet.

I-68

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-68

The 96th Avenue SE location was analyzed as Receptor 30 in the Draft EIS. Receptor 30 is a single-family residence north of I-90 at the street end of 96th Avenue SE. A sound measurement of 66 dBA was taken in the back yard of the residence at 3508 SE 35th Street, on the east side of 97th Avenue SE overlooking I-90 (Table 4.5-5). The predicted L_{eq} levels at Receptor 30 under all alternatives would range from 65 to 66 dBA (Table 4.5-7). The measured and predicted traffic L_{eq} levels at Receptor 30 would approach or exceed the FHWA noise abatement criteria of 67 dBA for residential areas (Table 4.5-3), which would be a traffic noise impact and mitigation was considered. The EIS has evaluated a potential noise wall at this location as the "North Mercer Barrier," which would not be considered feasible and reasonable under FHWA-approved WSDOT guidelines (Tables 4.5-9 and 4.5-10).

The existing noise/retaining wall provides considerable shielding of I-90 traffic sound at Receptor 30 because the existing wall and roadway cut provide up to an 11 dBA reduction of I-90 traffic noise. Although the wall appears to be only 3 to 4 feet tall from the perspective of residences behind it, its effective height is much taller. The existing noise/retaining wall is approximately 27 feet above I-90, which reduces noise levels. Because this area is already shielded, only barriers that would be unreasonably tall would provide a substantial reduction in noise levels. The existing noise wall would have to be raised to a total height of 34 feet to provide the minimum 7-dBA reduction as required under WSDOT noise guidelines. In comparison, raising the existing wall from 3 to 8 feet would not provide a substantial noise reduction compared to the existing wall.

The proposed I-90 project does not include altering the wall on Mercer Island. Your concerns about the potential safety hazard of the height of the wall have been forwarded to WSDOT as the operator of the existing facility. In the fall of 2003, WSDOT responded directly to Mr. James Lee who had written to WSDOT about safety concerns. As WSDOT stated in their reply to Mr. Lee, the agency will continue to monitor the safety conditions to determine if the addition of a chain-link fence is warranted. See also Responses H-31, H-32, and H-47.

If you would like to be on this project mailing list, please provide your contact information below

Name: Stephen Burgess

Address: 3508 96th Ave. SE.

City: Mercer Is.

State/Zip: WA. 98040

E-mail (optional):

Telephone (optional): 206 232-2606

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Attn: WA State Dept. of Transportation
Mercer Island City Council
Sound Transit

This letter is being submitted to you by residents living near the I-90 bike trail between 96th Ave S.E. & 35th Ave, 97th Ave S.E. & 35th Place S.E.
We would like to address the need for improvement to the existing barrier between the residential neighborhood and the I-90 freeway. The "Need for Improvements to I-90" does not show consideration to the existing wall and we believe this to be of great importance with, or without the improvements to the I-90 Freeway.

The "Express Connection" states that increased traffic on I-90 between Seattle and Bellevue over the past decade requires transportation improvements. It also states that some locations in the Mercer Island corridor approach, or exceed the 67 decibels restriction. With increases in traffic over the past two decades since the wall was built the noise level has increased significantly also. There is a very real safety hazard that we believe is of the utmost importance. Residents have witnessed children throwing items over the 4-6 foot wall and also witnessed climbing up onto this wall on many occasions.

I-68

The existing wall reaches just 4 - 6 feet in height from North Mercer Way to 97th Ave S.E. this being much lower that the newer barriers built in the Bellevue, Kirkland and Issaquah areas along I-90 and the barriers along I-5 from Seattle, Marysville into Silverdale.
The freeway overpass at North Mercer also allows a flowing eastbound echo that increases as motorist excel at the gradual incline under this overpass creating a consistent higher level of noise that we believe far exceeds 67 decibels.

We are requesting your attention to address the safety hazard and noise levels by increasing the height to the wall east of North Mercer Way at East 35th and continuing along the path between 35th S.E. ending at 35th Place S.E.

Thank You,
Concerned I-90 residents

James Amphlett
3434 97th Ave S.E.

James Lee
3425 97th Ave S.E.

Kent & Jennifer Rounds
3424 97th Ave S.E.

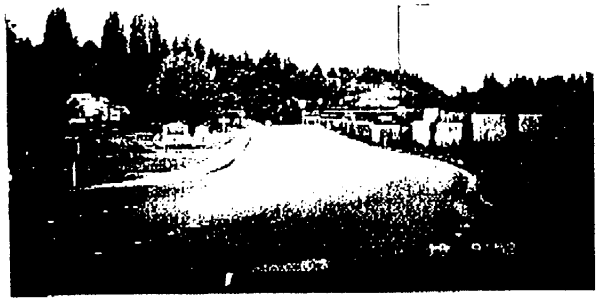
Mimi Lee
9810 35th Place S.E.

Mathew Lum
3455 96th Ave S.E.

Steve Burgess
3508 96th Ave S.E.

Jay Thompson
3411 96th Ave S.E.

Mark & Lisa Beebe
3502 96th Ave S.E.



Please provide your comments below.

I would like to Request a noise evaluation be done at 96th Ave on Mercer St. The location is directly across from The Mercer St. City Hall on the North side of the freeway. The noise level is excessively high, because the retaining wall does not extend high enough. At many places the wall extends no more than 3 feet above the level of the bike path.

I-69

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-69

Please see the Response I-68 for a discussion of potential noise impacts and mitigation at 96th Avenue SE in Mercer Island.

If you would like to be on this project mailing list, please provide your contact information below

Name: Stephan Burgess

Address: 3508 96th Ave S.E.

City: Mercer Isl. WA

State/Zip: 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from Alyssa Burrows <alyssaburrows@hotmail.com> on Tue, 3 Ju
0700 -----

To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 lane changes
:

Well, I hoped it wouldn't come to this, but I can't believe the idea of narrowing the lanes on the I-90 bridge has been brought up again. Because I work, I haven't been able to attend any hearings, but I vehemently oppose the removal of the breakdown lane, the narrowing of the current lanes and the adding of another lane.

I see vehicles that take up the entire width of the lanes as they are now. I'm not talking about large transport trucks which already do take up the entire lane, I'm talking about hummers, some SUVs and some double back-tired trucks. Do you plan on disallowing these vehicles?

When you take away the breakdown lane (which I have broken down in twice in two different vehicles due to circumstances beyond my control and NOT due to lack of vehicle maintenance), you put these citizens in extreme danger because traffic will have to stop and move around the disabled vehicle. Woe to those who have a person talking on their cell-phone or a drunk-driver behind them.

I-70

There will many many many more slight accidents that will turn into major traffic jams and major accidents when you have no breakdown lane. I urge the people who will eventually vote for or against this proposal to consider the deaths that will needlessly result from this action and to think of the pain and suffering of the families as if these future dead were their own families. Don't forget, some traffic-accident related injuries are a fate worse than death when you consider the pain, the inability to work or perhaps to even walk. Large issues are a stake.

Even driving to work across I-90 at 9-10 a.m., cars have come close to hitting me through driver inattention and cell-phone-related driver-inattention. I can't imagine there are too many drunk drivers at this time of day. I'd prefer slower-moving lanes and traffic back-ups to driving with 6 inches between my car and the one next to me.

Why don't you consider better mass-transportation ideas so that people are willing to get out of their cars to reduce the volume of vehicles on ther bridge to begin with? I, for one, am not willing to lose at least two hours of my day every weekday in order to factor in the transfer time to Seattle-bound buses.

I-71

I would appreciate an acknowledgement of this email.
Sincerely, Alyssa Burrows

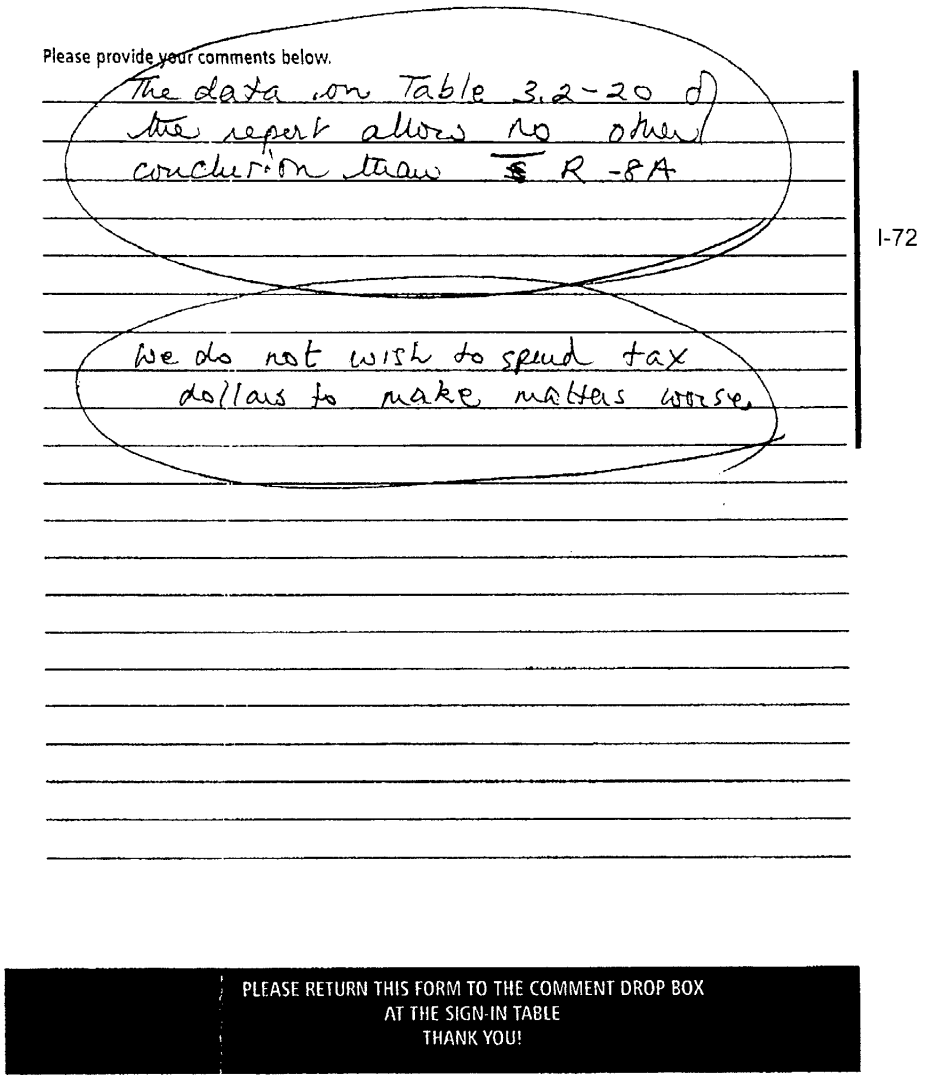
I-70

See Common Response CR-8: Safety.

I-71

The purpose of the I-90 project is to provide reliable two-way transit and HOV operations on I-90 between Bellevue and Seattle. The project is part of Sound Move, a ten-year transportation plan for the region.

Other forms of mass transit in the I-90 corridor will be considered in the future. Sound Transit will evaluate HCT in the I-90 corridor and make a determination regarding the corridor and the most appropriate technology to be used based on analysis and public input. This would be done in a regional transit planning and environmental process separate from the I-90 Two-Way Transit and HOV Operations project. That process is being initiated and is anticipated to be completed in 2005. In doing so, Sound Transit will be guided by the Steering Committee's recommendation as well as the agency's Long Range Vision, which identified the I-90 corridor as a potential rail extension crossing for Lake Washington. Sound Transit will also be guided by the Trans-Lake study, which confirmed the use of the I-90 corridor for HCT. HCT alternatives include light rail and other fixed-guideway technologies that operate in their own dedicated right-of-way. See Common Response CR-2: High Capacity Transit (HCT). HCT is defined as a transit system operating in dedicated right-of-way such as light rail or a substantially equivalent system.


Please provide your comments below.

The data on Table 3.2-20 of the report allows no other conclusion than R-8A

We do not wish to spend tax dollars to make matters worse.

I-72

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-72

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: CAIRNS

Address: 7628 79 AVE SE

City: MI.

State/Zip: WA

E-mail (optional): bscairns@attbi.com.

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Original Message-----
From: CCscupe@aol.com [mailto:CCscupe@aol.com]
Sent: Monday, June 02, 2003 2:38 PM
To: emersonj@soundtransit.org
Subject: TRAFFIC IMPROVEMENTS BETWEEN BELLEVUE & SEATTLE ON I-90

The only logical choice, it seams is R2B:

1. Safety
2. Cost

I could go on but after No. 1 (Safety) everything else becomes moot.

I-73

I-73

Your preference is noted.

May 20, 2003

Allen –

I, and many others, have tried just about every mode to do business off of Mercer Island and I'd like to share my experiences with you to back up my suggestion **for the "No-Build" alternative**.

Driving – Mercer Islanders driving off island are subjected to other Eastside traffic that has far exceeded what planners have forecast. We are subjected to this increase in pollution and pressure to add lanes for other Eastsiders that have transportation alternatives we do not have. I believe, adding additional lanes for Eastsiders will only increase congestion for Mercer Island trips to Seattle, the Airport or Eastside destinations. I-74

By Bus – Mercer Island's bus service centers around time consuming transfers between inadequate local shuttles and crush loaded tunnel buses. Buses are cramped, uncomfortable and clearly designed for people who don't have to make appointments. Two way transit lanes would not improve this situation. I'd rather wait in traffic than board a crush loaded bus. I-75

Park and Ride – The Mercer Island Park and Ride is full of Eastsiders by 7am and is useless to most Mercer Islanders. Expanding this Park and Ride seems not part of any of the alternatives. Without a Mercer Island Park and Ride available to Mercer Islanders, the buses are irrelevant. I-76

Bicycle – Weather permitting, getting off the island by bicycle is a great way to travel. Loosing this alternative for two years for a questionable transportation gain is not acceptable. **Alt R-8A is not an acceptable solution.** I-77

Safety – We've been converting breakdown lanes into traffic lanes for several years at our peril. As the economy weakens, the likely hood of a breakdown with its resulting accidents is the rule, rather then the exception. Converting breakdown lanes and re-stripping to create smaller lanes is unsafe, inefficient, and counter to rational thought. **Alt R-2B is the next best after No Build.** I-78

Light Rail – Although Sound Transit seems incapable of building logical systems, Mercer Islanders know rail based mass transit is the answer. It is comfortable, efficient, safe and capable of expansion without undo expense. Level boarding, barrier free, many doors and quiet. Mercer Islanders have voted consistently for rail based mass transit because they've seen it work in other areas. The only alternative to our exclusive use of transit lanes should be such a system. I-79

Sincerely;

Clinton G. Chapin

I-74

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-75

Your comment is noted and has been forwarded to Metro. As a part of the Mercer Island Park-and-Ride expansion project and in the interest of improving service on Mercer Island, Metro is evaluating existing Mercer Island transit service and connections. Potential alterations to frequency of service or bus routing would require a community involvement process on Mercer Island. If it is determined that such a restructuring effort should go forward, it could start as early as late this year, and potentially be forwarded to King County Council for adoption in spring of 2005.

I-76

See Response I-242.

I-77

See Common Response CR-3: Shared-use Pathway.

I-78

Your preference is noted.

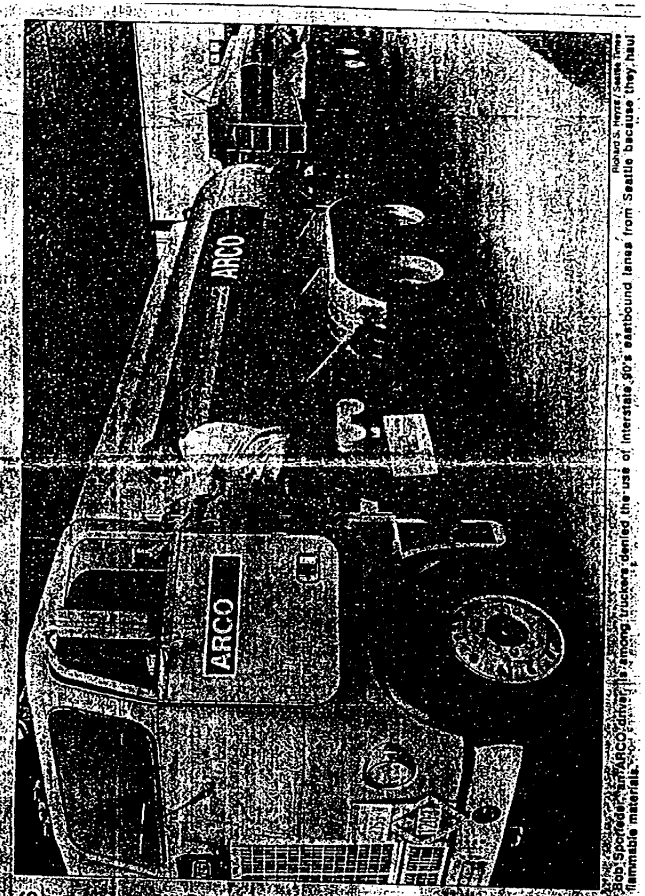
I-79

Your preference is noted.

Northwest

I-90 restriction upsets truckers

Flammable loads barred from new eastbound road



Richard S. Hayes / Seattle Times

Bob Sporleder, an ARCO driver, is among truckers denied the use of Interstate 90's eastbound lanes from Seattle because they haul flammable materials.

Please see TRUCKS on B 2

who was able to get the to work together. Now, l, he appears to be a team on the Republican side and y mean taking pro-admin- n votes on issues he care about deeply.

ere are two national par- nd if you want to move you have to modify your " added Nick Licata, an- ormer supporter and local rat. "He felt comfortable his conservative side full "

shington state Republicans ecome so right-wing that may be in keeping with the Licata said, "but among like myself, he has moved away from his orientation is disappointing."

possible that some of that cy may be cured for Miller. w is full of praise for the eaker Foley is treating the lican minority, and Foley's modations may help to he right-wing tendency in

arding charges of public- king, Miller defends him-

don't think a member seek publicity for public- ake," he said. "But if you orking on something, and ecome expert at it, you to let your constituents about it. That's the political s."

ler said he's justified in about his foreign-policy —"Radio Moscow has ded to my comments the fter. I made them. I have hours on human-rights that didn't get any public- but he notes that he never press conferences or hands ess releases on issues not his committees or within pertise.

s year, he said, issues such spills and drift nets were topics for the Merchant e Committee, and sanctions t China and the proposed fighter deal with Japan were agenda for Foreign Affairs.

said that his amendment to ll legislation may not give ast Guard more power than before, but that it "sends a ger signal" that it should ver spill cleanups if private ry isn't up to the job.

d, while he did oppose ington state interests on the provisions for assessing pen- he argues that the resulting which allows states to tap l cleanup money — is better 'the state had dreamed of."

ller does concede that the of his former aide, Perez, have cost him in the quality litical advice he gets and d his approach too much to issues without enough atten-

tion to Washington, D.C., advice.

"This is a balance," he said. "No one way is right or wrong."

Fire danger sparks ban

TRUCKS

continued from B 1

must drive farther north on Interstate 5, take the Evergreen Point Floating Bridge across Lake Washington and go south on I-405 before he can head east on I-90. Or he can go around the south end of the lake via I-405.

Sam Johns, president of Pacific Trucking, estimated that about 40 loaded tanker trucks each day had been traveling east from various terminal points in Seattle across the I-90 floating bridge.

Taking the other routes means driving an extra 15 to 20 miles. Those miles are adding to hauling costs, and could drive up the cost of petroleum products on the Eastside and in Central Washington.

The ban doesn't apply to I-90's westbound lanes, whose covered sections are protected by foam sprinkler systems.

But it will be in effect on the eastbound lanes through the tunnel and Mercer Island lid for the next three years, until new eastbound lanes are built. Their covered sections will have sprinklers.

Then the present eastbound lanes will be converted into reversible lanes for buses and carpools only.

The highway builders decided motorists in those lanes don't need the protection of overhead sprinklers in covered sections, pointing out that there are fire hydrants, emergency telephones and portable fire extinguishers in them.

The opening of seven miles of new I-90 between Seattle and Bellevue has allowed the old twin tunnels through Mount Baker Ridge and the old Mercer Island Floating Bridge to be closed for reconstruction. They will become part of the new eastbound lanes in 1992.

The ban on flammable materials took effect last month when the temporary eastbound lanes were opened. Sporleder said he was unaware of it at first and drove tanker rigs eastbound on I-90 for a few days before being notified to stop. He is among truckers and officials of trucking firms who question the need for the ban, while recognizing that I-90 should be kept as safe as possible from fires and explosions.

"It's a nuisance. We're considering proposing, along with other trucking companies, a change in tariffs to the Utilities and Transportation Commission that would allow us to recoup some of our extra expenses over the next three years," said Mark Johns, an owner of Pacific Trucking Inc.

"It concerns us greatly," Bud Hill, division manager of Arrow Transportation, said of the ban. "It's costing us a great deal of money. Miles are dollars."

Bill Dues, acting manager of the I-90 construction project for the state Department of Transportation, said the decision to ban eastbound trucks was made late last year. "The new lids are much longer, so the potential for a serious accident is much greater. We just couldn't risk having gasoline tankers going through them without a foam sprinkler system," he said.

Dues said that only flammable cargoes, not all hazardous materials, are banned from the eastbound lanes, adding that even sprinkler systems would prove useless in the event of some chemical spills.

Mercer Island Fire Marshal Ed McKinney and Seattle Fire Marshal Bobby Lee Hansen were rankled several years ago when they learned that there would not be sprinkler systems throughout the new tunnel, an adjacent lid and the long lid at First Hill on Mercer Island. At that time trucks carrying flammable cargoes were to be allowed on the temporary eastbound lanes.

McKinney said his concern has been reduced but not erased.

"I still believe that these kinds of tunnels should be (fully) sprinklered for the safety of public transportation. I would be screaming like crazy if they were letting tankers go through," McKinney said.

Flammable materials are defined as liquids and solids with a flash point under 100 degrees Fahrenheit in quantities of more than 1,000 pounds, the Department of Transportation reports. These include flammable gases of 100 pounds or more. Class A explosives, such as dynamite and nitroglycerin, are also prohibited.

The state bureaucracy strikes again, said Sporleder, 46, who lives in Federal Way. "If we could use that old bridge with its reversible lanes and the old tunnels all these years without a sprinkler system, I don't see why we can't use the new eastbound highway. The new I-90 is one of the safest pieces of highway in the Seattle area.

"That's a beautiful stretch of freeway."

-----Original Message-----

From: David Chenoweth chenoweth55@hotmail.com

To: ron.sims@metrokc.gov

Sent: 6/11/03 12:30 PM

Subject: I-90 Expressway changes

Dear Mr. Sims,

by way of media it has come to my attention that there is some movement on the I-90 project.

I respectfully question removing the right of Mercer Islanders to use the reversible express lanes with single occupants as this was an agreement to allow expansion from 4 lanes to 8 lanes during the I-90 expansion. I am not an attorney, but wouldn't that constitute a breach of contract? Would the city of Mercer island then not be permitted to reduce said 8 lanes back to 4? I-80

An issue that should be considered if one were to proceed with this idea, is the impact of pushing an estimated 2000-4000 Mercer Island cars per commute period onto the outside roadway. Obviously, those cars would not travel very quickly, let alone the additional delays caused to the other commuters. Do the few transit buses that are relegated to the outside lanes due to routing issues, who are faced with some delays outweigh the economic and environmental impact of moving MI SOV's off the express lanes? I-81

As an alternative, would it not be better to expand the I-520 bridge to eight lanes, making it more desireable to commuters going to Redmond/Woodinville and thus reduce counter-commuting traffic on I-90? From a concerned Mercer Island resident, who lived on the Island when the original agreement was made. I-82

Respectfully,

David Chenoweth

(206) 232-1322

I-80

See Common Response CR-1: Memorandum Agreement.

I-81

See Common Response CR-6: Congestion.

I-82

The Preferred Alternative would not displace Mercer Island single occupant vehicles (SOVs).

Message from Bernard Chester <bernard.chester@prodigy.net>
0700 -----

To: alan.merkle@ci.mercer-island.wa.us,
exec.sims@metrokc.gov
cc: "Tull, Andrea" <tulla@soundtransit.org>
Subject I-90 Planning
:

Gentlemen:

Just a brief note to encourage you to support option R2B for I-90, and to support transit options in general. This option saves money and preserves the bicycle and walking path which my family uses. I-83

Thank You.

Bernard Chester

8522 SE 79 Place

Mercer Island, WA 98040
office: 206-230-9253 / mobile: 206-979-7389

I-83

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

From: Amanda Clark
Sent: Saturday, May 10, 2003 1:43 PM
To: Tull, Andrea
Subject: Comment about I-90 revisions

We strongly support the **R-2B Modified** proposal.

This proposal makes by far the most sense in terms of **safety**, both vehicular and bicycle/pedestrian; in terms of cost; and in terms of traffic flow. I-84

Please add these comments to your file. We are unable to attend the public meetings.

Robert and Amanda Clark

4319 86th Ave SE

Mercer Island, WA 98040

I-84

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

From: Tim Coglon [mailto:coglont@verizon.net]
Sent: Sunday, June 08, 2003 9:34 PM
To: ron.sims@metrokc.gov
Subject: I-90 bridge expansion (lane number increase)

cc to Sen. Bill Finkbeiner, Rep. Toby Nixon, Mr. Ron Sims
Dear Andrea Tull; As a concerned bicycle commuter and an automobile driver (who uses the I-90 bridge and tunnels) I wish to express my opposition to (1) Adding more lanes, (2) Forcing hazardous and flammable cargo carriers to use alternate routes. Adding more lanes would force the narrowing of the bike and pedestrian lane. This would greatly increase the risk of accidents and injury of bicycles passing in opposite directions and increase the likelihood of accidents between bicycles and pedestrians (i.e. walkers, runners) The path needs to be wide enough for the handle bar width of two bicycles to pass, plus a safety margin (for the speeds at which bicycles travel). The path also needs a safe width for a runner and bicycle to pass, The current path is barely adequate for both of these. Forcing the hazardous and flammable cargos to use alternate routes would not only be expensive in terms of milage for the carriers, it would increase costs for escorts, police and fire personnel. It also would increase the risk of spills, fires and explosions in business and residential areas. I would request you look at other alternatives that do not put our safety and the safety of others at such high risk. Respectively yours, Tim Coglon ..... Please reply.

I-85
I-86
I-87

I-85

Your comment is noted.

I-86

None of the proposed alternatives would decrease the width of the shared-use pathway.

I-87

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

From: pat [pcollier2@mindspring.com]
Sent: Tuesday, May 27, 2003 9:06 AM
To: exec.sims@metrokc.gov
Subject: I-90 future

Dear Executive Sims,

Re: alternatives for I-90 corridor

Please choose the alternative for improving transit in the I-90 corridor that gives highest priority to transit: R-2B. Public policies that cater to SOVs only encourage more SOVs which we know are so detrimental to our environment and to our quality of life. Please support safety for pedestrians and bicyclists. R-2B is the less expensive, more quickly implemented, and most environemtally responsible alternative. Please support enforcement of the1976 agreement that promised two-way transit operations in the center lane and said Mercer Island solo traffic would leave the center roadway when it became too congested. I-88

Please let me know your views on this issue and what action you intend to take.

Thank you.

Pat Collier
POB 574
Vashon Island, WA 98070
206 463 3552
pcollier@scn.org

"In our every deliberation, we must consider the impact of our decisions on the next seven generations."
>From the Great Law of the Iroquois Confederacy

I-88

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

-----Original Message-----
From: Janeen G Cook [mailto:janeengcook@seanet.com]
Sent: Wednesday, July 02, 2003 11:44 AM
To: cmarshall@ci.bellevue.wa.us; alan.merkle@ci.mercer-island.wa.us; tulla@soundtransit.org
Subject: Reconfiguration of I-90

R8A") is unsafe for motorists, cyclists, pedestrians and neighborhoods. Alternative R8A would force buses out of the center lanes into new outside lane created by re-striping with narrower lanes. Government agencies are pursuing this alternative, despite the safety impacts, because it increases the bridge's auto capacity. Our goal should be to encourage transit use to get autos off the road and reduce auto pollution. I-89

The ", would preserve the center lane for two-way bus service and HOV and keep the bridge safe for motorists, bicyclists, and pedestrians by avoiding the re-striping. This safer, cheaper (1/3 the cost of R8A), more effective solution can be implemented in half the time of R8A and 1/3 the cost of R8A I-90

1) R8A breaks two promises to voters: it ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the 1976 agreement for transit in the center roadway. I-91

2) R8A is unsafe for cyclists and pedestrians: I-90 is the only cross-lake bike/pedestrian path; R8A's 2 foot shoulders would put bicyclists dangerously close to cars and trucks. I-92

3) Is dangerous for bus and car commuters: Narrower lanes significantly increase injury accidents for motorists (50 - 100 more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass I-90, exposing more people to risk. I-93

4) Is bad for bus riders & commuters: Substandard shoulder width means any disabled vehicles will block traffic & increase commute times. I-94

Sincerely,

Janeen Cook

19324 Fremont Ave. North

Shoreline WA.

I-89

See Common Response CR-8: Safety.

I-90

See Common Response CR-10: Project Costs.

I-91

See Common Response CR-1: Memorandum Agreement.

I-92

See Common Response CR-3: Shared-use Pathway.

I-93

See Common Responses CR-8: Safety and CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-94

See Common Response CR-6: Congestion.

Message from "Marc Cordova, M.D." <marc.cordova@Polyclinic.com>
10:39:00 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I 90 reconfiguration
:

I would like to voice my support for the plan which preserves the single HOV access for Mercer Island residents. Besides the fact that this allowance was part of the original plan supported by the City of Mercer Island, a change in this policy will cause more congestion on the main line. My understanding of the original provision was that if traffic was significantly slowed by the influx of Mercer Island drivers, the HOV access would be withdrawn. Having used these lanes for many years, I do not believe that there has been any significant slowdown of traffic due to the Mercer Island cars. I urge the adoption of the plan which would preserve the access for Mercer Island residents. I-95

Sincerely,
Marc A. Cordova, M.D.

I-95

Your preference is noted.

Message from Hhcorson@aol.com on Wed, 4 Jun 2003 20:21:12 -0700 --
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject R-8a
:

ms. tull, as a very interested citizen i want to register my opposition to alternative R-8A. the goernment should totally examine all the ramifications of this proposition. as written, it is totally unacceptable.. thank you, ca5rolyn corson, 3201 42n.e., seattle, 98015 I-96

I-96

Your preference is noted.

Message from Chris Crane <cranechris@hotmail.com> on Mon, 9 Jun 2003
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject I-90 lanes comment
:

Dear Ms. Tulla:

As Mercer Island resident, I am writing to voice my support for R-8A, which will help to reduce congestion while preserving Mercer Island residents' right to HOV lanes as solo drivers. This alternative also decreases congestion hours overall, according to the EIS. I am very opposed to R-2B. When I've worked in Seattle over the years , the HOV lanes have been important to ensuring a timely, smooth commute between MI and downtown. This is true for many island residents and is a strong reason for implementing a plan that improves Sound Transit bus service, but also preserves the rights granted to Mercer Island when I-90 was constructed. Thank you for your time and attention.

I-97

I-98

I-99

Regards,

Chris Crane

7948 SE 76th St.

Mercer Island, WA 98040
email: cranechris@hotmail.com

I-97

Your preference is noted.

I-98

Your preference is noted.

I-99

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

May 27th, 2003

RECEIVED
REGIONAL EXPR
JUN 0 6 2003
PROJ NAME
CONTRACT#
DC CODE#

Andrea Forsyth Tull, Project Manager
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Subject: NEPA EIS Comments: "I-90 Two-Way Transit and HOV Operations, King County, Washington Draft Environmental Impact Statement".

Dear Ms. Tull.
Thank you for the opportunity to review the referenced document. My comments concerning the referenced document will be listed In the following categories, **General** and **Specific.** The General comments will address procedural issues and the Specific comments will address noise and air quality. I am recommending that this referenced document be issued a rating of EU-3, based upon my comments below. The research undertaken to reach the conclusions in this referenced document appears, for noise and air quality, arbitrary and capricious and should be considered abusive description. Copies of this letter will be going to both the Environmental Protection Agency (EPA) and the Council for Environmental Quality (CEQ) offices as well as local and state agencies.

GENERAL:

1. NEPA requires the Environmental Impact statement to identify past, present and reasonably foreseeable actions, known as a cumulative impacts study. This referenced document has failed to consider impacts from any past, present or any reasonably foreseeable actions that could affect the study area. This issue will be covered in the **Specific** comments, as document has not addressed; (a.) noise impacts from aircraft that pass overhead and the effect the third runway and proposed FA flight patterns will have on additional noise in the Seattle study Corridor; (b.) previous noise studies, monitoring locations and resulting data from the previous NEPA EIS document to build I-90. I-100
2. The Council on Environmental Quality issued an Executive decision concerning social equity. You have noted that the Seattle corridor contains residents from Southeast Asia. This referenced NEPA EIS document has not been issued in the language of these residents. Your Environmental Justice section of the referenced document has been reduced to small I-101

I-100

The I-90 project area is located outside the 60 Ldn (day-night noise level) for aircraft approach and take off from the Sea-Tac Airport. WSDOT policy is not to analyze cumulative impacts outside the 60 Ldn contour, because aircraft noise would not be a substantial contributor. Although aircraft noise is audible in the project area, it is not considered a substantial noise source.

Noise measurements taken along Davis Place South included sounds from both traffic on I-90 and aircraft from Sea-Tac Airport. The L_{eq} measurements during the morning peak hour were 61 and 62 dBA, as described in detail in Response I-94 below. Because the noise measurements included both traffic and aircraft sounds, the ambient noise measurements represent the existing cumulative noise environment.

The cumulative effects of airport and traffic sounds along Davis Place South can be considered by combining predicted future traffic noise increases under the proposed project with the measured aircraft and traffic noise levels. Traffic L_{eq} levels along I-90 were predicted to increase by a maximum of 1 to 2 dBA under the alternatives compared with the existing conditions. The cumulative measured aircraft and traffic sound levels along Davis Place South of 61 to 62 dBA would increase by 1-2 dBA to approximately 62-64 dBA under the alternatives, which would be below the FHWA noise abatement criterion of 67 dBA for residences (Table 4.5-3).

I-101

As noted in Section 6.4 of the DEIS, newsletters were distributed within the low-income and minority areas in Seattle adjacent to I-90. Advertisements were placed in target newspapers that included local ethnic newspapers. The advertisements were published in El Mundo, Northwest Asian Weekly/Seattle Times Chinese Post, The Facts, Mercer Island Reporter, King County Journal and Seattle Times/PI., followed by public meetings held in the project area. Additionally, numerous posters advertising the public meetings were placed along the shared-use

Appendix that is vague and not adequate as required by the CEQ to fulfill the requirement.

3. NEPA's objective is to disclose environmental information and resolve environmental problems. Your conclusions are supported by arbitrary and capricious data gathering and analysis regarding noise and air quality, in this referenced document.

I-101 cont.

I-102

SPECIFIC:

Noise

On April 19th and on May 5th noise level readings were taken between 5 am and 6:30 am and again at 4:30 to 6:30 pm. The location was at 910 Davis Place South, a residence. On May 6th, between 5 am and 6:30 am and 4:30 pm and 6:30 pm, at receptor location #2 shown on figure 4.5-1 in the referenced document (Attached as Exhibit #1, to this letter). Davis Place South is a residential street that is between Hiawatha Place South and 20th Avenue South and 910 Davis Place South (noted on Exhibit #1) was a data collection site for noise data when the draft NEPA EIS for building I-90 was undertaken. The noise levels at 910 Davis Place South were taken from both the open front porch and the master bedroom, both facing directly west, towards I-90. The noise levels at Receptor #2 was taken at the intersection/curve where 20th Avenue South becomes South Judkins. The noise level meter was pointed directly southwest towards I-90.

The sound meter used was a Sper Scientific Sound Meter model # 840029. The power level was AC, the weighting switch allows for 94dB cal., c and a. the switch was set at c. The dB switch allows for settings of 3—80 dB, 50-100 dB and 80-130 dB. The switch was set at 50-100 dB. The response switch allows for a slow, fast and Max. hold settings. The setting was set at fast. To illustrate the locations and results digital pictures were taken of the meter and the results of the meter readout (attached as Exhibits #2, 2a, 2b, 2c and 2d). The following are the results from this study.

I-103

The readings over a two-hour period, on both days tested, from both locations in the home, at 910 Davis Place South, had consistent reading in excess of 70dB. The average noise level was between 76dB and 84dB.

1. These readings are in far excess of the maximum permissible environmental noise levels allowed by the EPA for the receiving property. The use of previous data, incorrect data and the failure to include the residential street of Davis Place South as a measurement location, failure

pathway at various locations including Sam Smith Park in Seattle, key locations in Mercer Island and Bellevue, and at park-and-ride lots and bus stop board locations throughout the project area. Legal Notices and the Draft EIS included Title VI and ADA statements with information on obtaining project information in alternative formats and languages. No requests were received by Sound Transit or WSDOT.

I-102

Your comment is noted.

I-103

In response to comments, sound measurements were taken at the Crane residence at 910 Davis Place South. Sound measurements were taken on July 29, 2003, between 7 and 8 AM, in order to measure the morning peak-hour traffic conditions. The 910 Davis residence is located north of I-90 and east of Rainier Avenue S near Judkins Park. It is elevated above I-90, and does have a line-of-sight to I-90 at the base of Beacon Hill. It is approximately 1,200 feet from I-90.

Measurements were taken at the two locations within the residence submitted in this comment letter. These locations were the front porch on the elevated entrance and out the bedroom window in the top floor, both of which faced I-90. Note that these two locations did not follow standard noise guidelines to measure in exterior areas of frequent outdoor use, which WSDOT normally interprets as the ground floor at the elevation of the front yard. For the purposes of this analysis, the front porch can be considered an exterior area of frequent human use.

From the front porch, the measured L_{eq} was 61 dBA, starting at 7:11 AM. From the upstairs bedroom, the measured L_{eq} was 62 dBA starting at 7:47 AM. Because both sound measurements were below the FHWA noise abatement criteria of 67 dBA for residential areas, the existing sound levels from I-90 at the 910 Davis residence would not be considered an existing noise impact. These L_{eq} measurements were ambient sound levels, which included aircraft overflights as well as traffic from I-90.

to note that this was a previous location of a noise study included in the NAPA EIS to build I-90 supports my allegation that conclusion in this referenced document is incomplete, arbitrary and capricious and should be issued a rating of EU-3.

The readings taken at the intersection 20th Avenue South and South Judkins Street, noted as near Receptor #2, on May 6th, taken during the noted times in both the morning and evening had constant noise readings in excess of 70dB. The average noise level was between 72dB and 78dB.

2. These levels are both in excess of maximum permissible environmental noise levels allowed by the EPA for the receiving property. The figure 4.5-1 of the referenced document shows receptor location #2 but this location was not reported on in the referenced document. It is incorrectly reported as a receptor #15 in Leschi. This data collection and reporting misrepresentation supports my allegation that the referenced document is incomplete, hastily assembled, arbitrary, capricious, abusive discretion was used and the referenced document should be issued a rating of EU-3.

3. Mitigation of noise, stated in section 4.15.4, Visual Resources, as "an unavoidable adverse impact" is based upon data that is incorrect and locations that have been presented in the referenced document incorrectly and possible receptor locations that arbitrarily and capriciously left out of the study. There are several examples of noise walls in the region that were not considered in the analysis of the referenced document. One example is in the City of Renton and deflects the noise from commercial jet aircraft, successfully, from an adjacent residential neighborhood. This referenced wall's profile and angle could be duplicated directly west of the I-90 roadway, though the Corwin Place Corridor. The cost of this type of wall falls within the allowed cost per household as per table 4.5-9, WSDOT Mitigation Cost Allowances. Failure to prove exhaustion of administrative remedies in this and all other sections of this referenced document further supports my allegation that this referenced document be issued a rating of EU-3.

4. The entire residential neighborhood, consisting of the 900 blocks of Hiawatha Place South, Davis Place South and the west side of 20th Avenue south were left our of the study both graphically on the figure 4.5-1 and as receptor sites. This residentially zoned neighborhood faces directly west to I-90. The receptor sites chosen were strategically located at the base of hills and/or other locations that would produce an expected result. One site, 910 Davis Place South was used as a receptor site for the Draft NEPA EIS to build the Original I-90 Project in the 1980's. This site is located in the 900 block of Davis Place South and was not used or

I-103 cont.

Traffic sound from I-90 at 910 Davis cannot be predicted accurately with available computer models, and the FHWA discourages using the noise models at distances beyond 500 feet. Traffic L_{eq} levels at other locations along I-90 were predicted to increase by a maximum of 1 to 2 dBA with the alternatives compared with the existing conditions. Similarly, traffic sound levels from I-90 at 910 Davis could be expected to increase by no more than 1 to 2 dBA with the alternatives. The future AM peak-hour L_{eq} at the front porch of Receptor 2A could increase from 61 dBA to 62-63 dBA, which would be below the FHWA noise abatement criterion of 67 dBA for residences (Table 4.5-3). Traffic noise impacts would not occur, and consideration of noise mitigation would not be required. An increase of 2 dBA or less under the alternatives would be imperceptible to the human ear (Table 4.5-2). Although I-90 traffic sound would be below the FHWA-approved WSDOT guidelines for considering noise mitigation, traffic sound from I-90 would continue to be audible at many locations along Davis Place South.

The location at 20th Avenue South and South Judkins Street was evaluated in the Draft EIS as Receptor 2. The predicted L_{eq} levels at Receptor 2 with all alternatives would be 66 to 67 dBA (Table 4.5-7). The predicted L_{eq} would approach or exceed the FHWA noise abatement criterion of 67 dBA for residential areas, which would be a traffic noise impact and mitigation has been considered. A potential noise wall, called the "Judkins North Barrier," was evaluated along the north side of I-90 and the westbound off ramp (Table 4.5-8). A sound reduction of 7 dBA, which is required by WSDOT policies, could not be achieved at Receptor 2 because of its height above and distance from I-90. A noise wall at this location would not be feasible under FHWA-approved WSDOT guidelines. Note that this location already receives partial shielding of I-90 traffic noise from the existing noise wall at Judkins Park. A sound measurement of 63 dBA was taken at this location, which has been added to the Final EIS.

The sound level measurements in the comment letter did not follow FHWA and WSDOT guidance for sound measurements. The common

referenced in the study. This clearly shows a deceptive methodology that is arbitrary and capricious and supports my allegation that his Draft NEPA EIS be issued a rating of EU-3

I-103 cont.

descriptor for measuring and predicting environmental sound is the equivalent sound level (L_{eq}), which can be considered a measure of the average sound level. The Type 1 sound level meter used for Sound Transit's sound measurements was an integrating meter that automatically calculates the L_{eq}; sound levels should not be visually averaged from the instantaneous meter readings as indicated in the comment letter. In addition, Mr. Crane's noise meter was set at "C-weighting" (or dBC), rather than the appropriate setting of "A-weighting" (dBA). "C-weighting" can give higher sound measurements than the setting of "A-weighting," depending on the frequencies of the sounds. (Noise is defined as unwanted sound. Environmental noise is comprised of many frequencies, such as high and low pitch. The commonly used frequency weighting for environmental noise is A-weighted decibels (dBA), which approximates how an average person hears sounds.) Immediately after the upstairs measurement of 62 dBA was completed, the Sound Transit sound level meter was switched to "C-weighting." A 5-minute L_{eq} measurement was 70 dBC, which was 8 decibels higher than the immediately preceding 62-dBA measurement at the same location.

Air Quality

4. The data, as a result of modeling, Section 4 Air Quality, presented on pages 4.4-1 to 4.4-12 are based upon an incomplete study of the cumulative impacts. Though referencing a regional model is the correct approach, individual analysis of the area does not include the use of the area as the primary approach and take off flyway for aircraft arriving and departing SeaTac international airport. Further, the FAA is considering routing most air traffic, leaving or arriving SeaTac international airport through this corridor. In addition, the third runway that is proposed for construction, will greatly increase degradation of existing air quality. This lack of inclusion of this data in this referenced documents analysis proposed mitigation (Mitigation 4.4.3) is arbitrary and capricious and should be a factor in this referenced document being issued a rating of EU-3.
In Section 4.4.3 the mitigation did not include in the analysis the Federal policy to create land as part of interstate planning. Two examples are both the I-90 lid and the Mercer Island lid over I-90. Failure to include this policy as a consideration as mitigation further supports my allegation that this referenced document is arbitrary, capricious and abusive discretion was practiced by the authors.

I-104

The evaluation of potential noise impacts and mitigation in Sections 4.5 and 4.15.4 of the EIS have been based on the most up-to-date data and knowledge concerning traffic noise and mitigation. The noise analyses used the most recent available computer modeling techniques, the Traffic Noise Model (TNM), which included traffic projections and alternative designs developed for this proposed Project. Noise receptors were selected where traffic sound from I-90 was dominant or where noise impacts likely would occur under the alternatives. WSDOT and FHWA continually review the effectiveness of noise walls, including their designs, materials, and surface coatings.

Summary and Conclusion:

The obligation of a NEPA EIS is to:

1. Follow procedures to ensure that complete, honest and through environmental documents accompany a proposal through an agency's decision.
2. Follow procedures to ensure decisions are made in accordance with NEPA policies
3. Follow procedures to **ensure alternatives are adequately considered.**

I-105

The feasibility and reasonableness of potential noise barriers must be determined for each specific site. Noise walls at other locations, such as the City of Renton wall that is referenced in this comment, cannot be directly applied along the I-90 corridor. The noise analysis in this EIS evaluated potential noise barriers at each receptor where required, and

It is clear that this referenced document fails to adequately meet its obligation of a NEPA Draft EIS. As a result this comment letter, concerning the referenced document, will go to both the EPA and the Council for Environmental Quality respectfully requesting the outcome of their review of the referenced document as Environmentally Unsatisfactory under Category 3: Inadequate. In addition, it is recognized in the referenced document that minority areas are affected

(4.2 Environmental Justice). One agency involved in the production of this referenced document has been in litigation involving allegations of Environmental Racism. Perhaps by "doing the right thing", providing adequate studies and the resulting required mitigation that will be obvious, these allegations will be could be perceived as moot.

I-106

Please note that I request to be a part of record.

Cordially,

Paul B. Crane
910 Davis Place South
Seattle, Washington 98144

Cc: Honorable Mayor Greg Nickels
Seattle City Council
EPA
CEQ
WDOE
Seattle P-I
Seattle Times

considered for each location the topography, intervening terrain, distance between roadway and receptors, roadway configuration, and projected traffic volumes.

Noise barriers are intended to reduce traffic sound at receivers within several hundred feet of a highway. Noise barriers are less effective for receivers at greater distances. Noise barriers are less effective at greater distances mostly because the sound levels without barriers already are low. Several studies have shown that barriers do not show substantial noise reductions at distances of about 500 feet or greater (Caltrans, 2002). It is doubtful that barriers along the northeast of I-90 at the Corwin Curves could substantially reduce I-90 traffic sound at receptors more than 1,000 feet away such at Davis Place South. A potential noise barrier was considered for nearer impacted receivers (Receptor 2), but could not meet the feasibility criteria required to recommend its construction (Table 4.5-8).

I-104

Your comment is noted. The regional model used for the air quality analysis is the correct approach. As to Section 4.4.3, no impacts to air quality were identified for which an appropriate mitigation measure would be the creation of land.

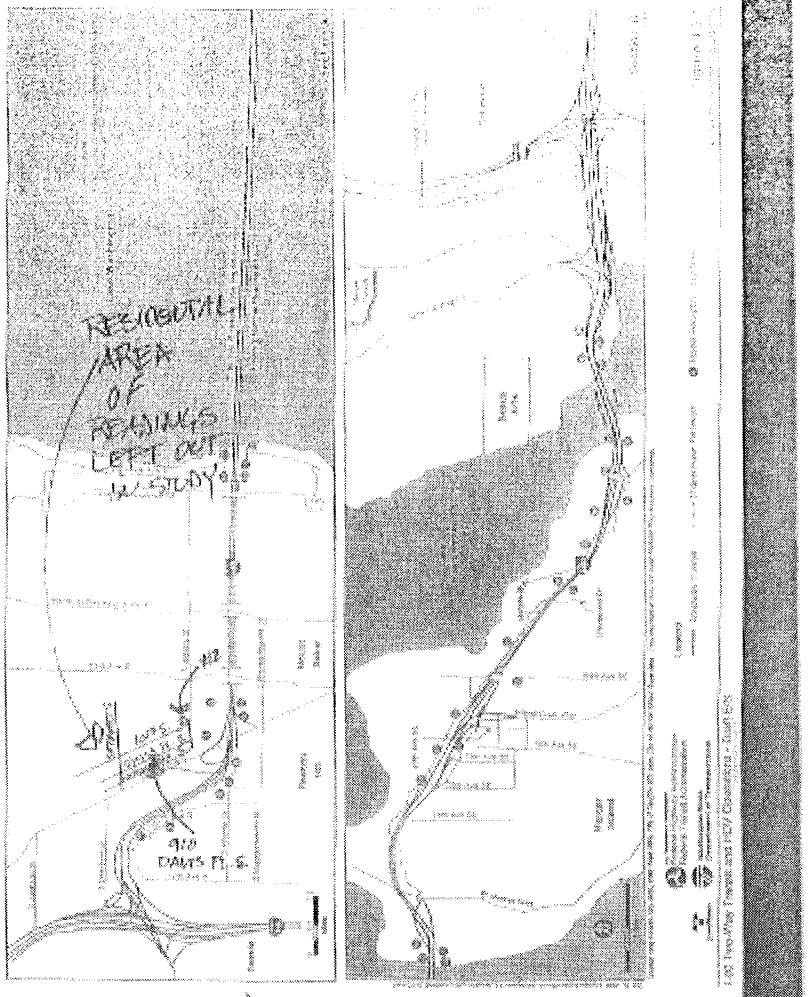
I-105

The Environmental Protection Agency assigned the DEIS a rating of EC-2 (Environmental Concerns, Insufficient Information).

I-106

Your comment is noted.

EXHIBIT #1

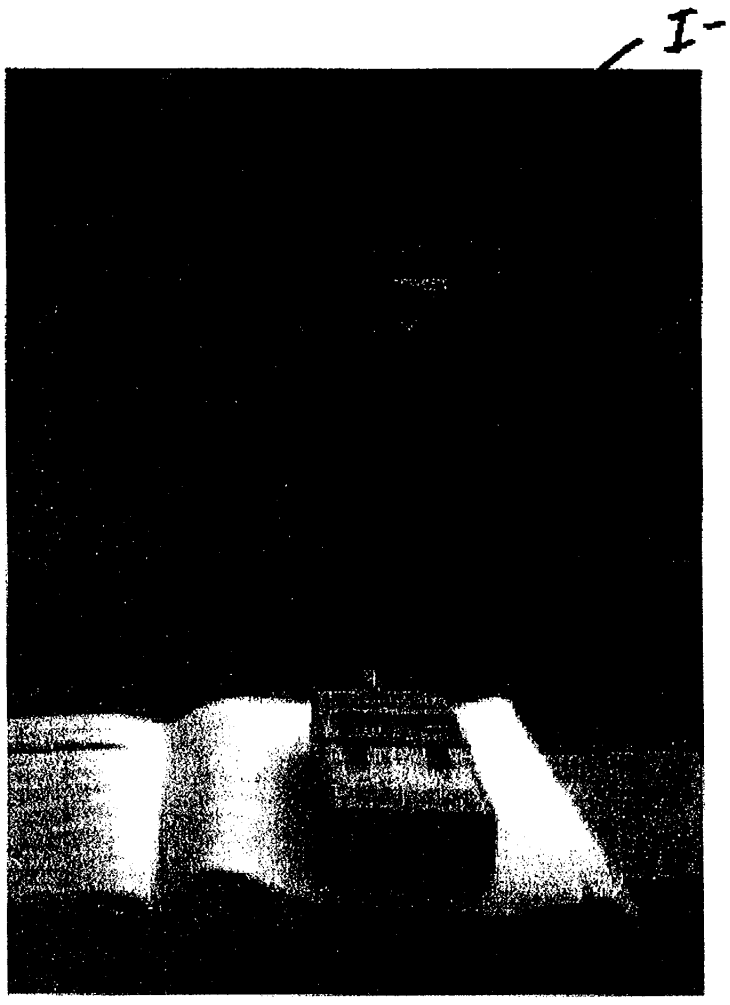


LOCATION OF THE 2 SITES WHERE I TOOK NOISE LEVEL READINGS.

EXHIBIT #2

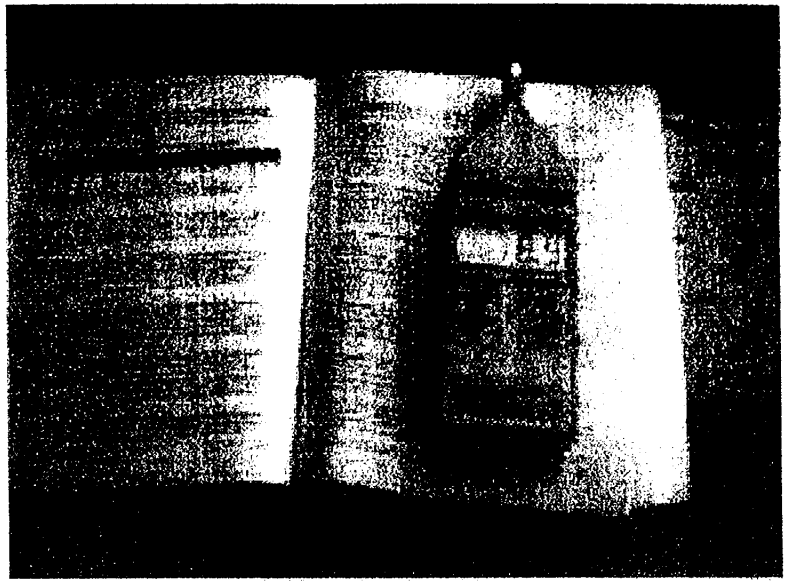
LOCATION IN MASTER BED ROOM, 910 DAVIS PL. S. FACING WEST

EXHIBIT #2A



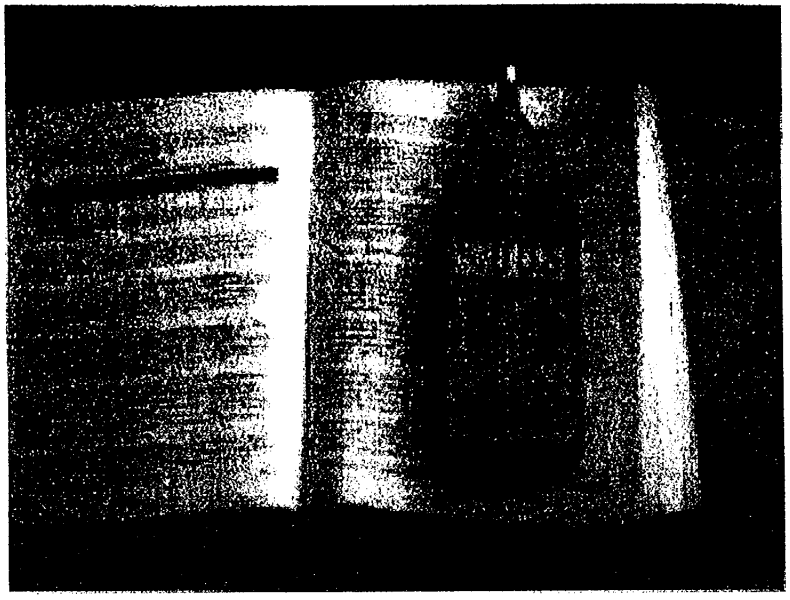
LOCATION ON OPEN PORCH
910 DAVIS PL. S. FACING WEST

EXHIBIT #2B



78.9 dB
ON OPEN PORCH
910 DAVIS PL. S.

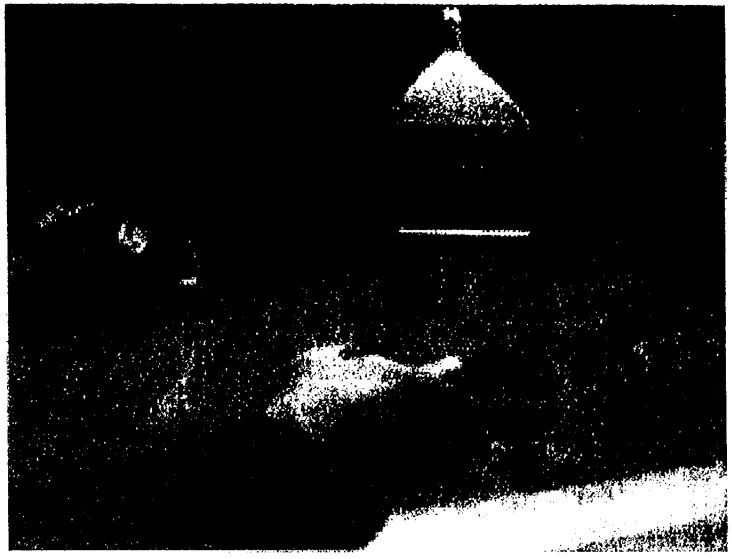
EXHIBIT # 2 C



80.6 dB

ON OPEN PORCH
910 DAVIS PL. S.

EXHIBIT # 2 D



75.3 dB

AT OPENED WINDOW,
MASTER BEDROOM
910 DAVIS PL. S.

-----Original Message-----
From: burt culver [mailto:burtculver@yahoo.com]
Sent: Wednesday, April 30, 2003 2:43 PM
To: ProbarA@wsdot.wa.gov
Subject: I-90 construction plans

Hello,

I read a recent Seattle Times article about WADOT planning changes to increase traffic volumes on the I-90 bridge near Seattle. The article stated that you are accepting comments about this project. I was unable to find a way to leave comments about this project on the wadot website. Do you know where I can do this?

If not and you are able to accept my comments, my comments are basically: Do the cheapest option, leave the bridge as is. Alternatively, add a toll both system to fund highway costs elsewhere in the state. Expanding the bridge will only lead to an increase in traffic volumes and therefore a net zero effect on the rate of traffic flow. People who work in Seattle should live in Seattle, and people who work on the East side should live on the East side. Commuting in a gas powered vehicle pollutes. I-107

Thanks,

Burt Culver
1526 14th Ave S
Seattle, WA 98144

I-107

Your preference is noted. See also Common Response CR-9: TDM/TSM.

From: Jack Curran [jwcurr@qwest.net]
Sent: Tuesday, May 13, 2003 4:47
To: Tull, Andrea
Subject: I-90 TRANSIT

YOUR WASTING TIME AND MONEY ON I-90 PROBLEM WHEN THE PROBLEM IS I-5 THROUGH DOWNTOWN SEATTLE. ADDING lanes will not solve on and off ramps problems onto and off I -5 and that will be the problem forever---plus Sonic and Mariner ball games played during the week. It's either a major highway north sourth on 405 or another north south farther east. Get with the program. Jack curran I-108

I-108

See Common Response CR-6: Congestion.

From: Nora Daley [mailto:nora.daley@otak.com]

Sent: Monday, June 09, 2003 4:34 PM

To: exec.sims@metrokc.gov; //www.cityofseattle.net/mayor/citizen_response.htm@otak.com

Cc: emersonj@soundtransit.org

Subject: Support R2B

Hello,

I'm a registered voter of King County and I'm writing you to support R2B. It is safer and more cost-effective than R8A. And it keeps the promise for two-way transit in the center lanes. We need to continue to provide a safe and enjoyable route for pedestrians and cyclists to cross I-90. I-109

It would be a mistake to approve R8A, because it:

1) Breaks two promises to voters: it ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the agreement for transit in the center roadway (1976.) I-110

2) Is unsafe for bikers & walkers: I-90 is the only cross-lake bike/pedestrian path - R8A's proposed 2 foot shoulders would put bicyclists dangerously close to cars and trucks. I-111

3) Is dangerous: Narrower lanes significantly increase injury accidents for motorists (50-100 more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-112

4) Is bad for bus riders & commuters: Substandard shoulder width means all disabled vehicles will block traffic & increase commute times. I-113

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) I-114

Sincerely,
Nora Daley

I-109

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-110

See Common Response CR-1: Memorandum Agreement.

I-111

See Common Response CR-3: Shared-use Pathway.

I-112

See Common Response CR-8: Safety and CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-113

See Common Response CR-6: Congestion.

I-114

See Common Response CR-10: Project Costs.

Message from dave3176@attbi.com on Wed, 4 Jun 2003 18:48:17 -

To: "Tull, Andrea" <tulla@soundtransit.org>
cc: "Sims, Ron" <ron.sims@metrokc.gov>
Subject I-90
:

Please leave the I-9 HOV lanes alone!!! It helps with the over all flow of traffic. It's such a short distance from Seattle to Mercer Island. Why have all those cars in the traffic, too. It helps everyone! I-115

I-115

Your preference is noted.

From: Dick Del Missier [delmi@earthlink.net]
Sent: Friday, May 16, 2003 11:41 AM
To: tulla@soundtransit.org
Subject: I-90 Two-Way Transit

I live on Mercer Island just above I-90 and observe the traffic every day. It is obvious to me that the reversible lane concept no longer works. The so called reverse commute(westbound) is just as heavy, or heavier, in the evening as the regular commute (westbound) is in the morning. The regular eastbound lanes back up both in the morning and evening. I-116

The best and fastest remedy is alternative R-2B which eliminates the reversible lane concept by converting the center roadway to 2-way operation for transit and carpools. This will provide balanced travel in both directions throughout the day. It would also simplify adding lanes in each direction on the outer roadways as demand in either direction requires. It would also preserve the option of permitting Mercer Island access to the HOV lanes by use of the new ramps. Option R-2B is the best solution. I-117

R.J. DelMissier
8220 SE 29th St.
Mercer Island, WA 98040

I-116

Your comment is noted. See also Common Response CR-6: Congestion.

I-117

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Paul B. Demitriades
2254 Evergreen Point Road
Medina, WA 98039
(425) 453-8288

June 3, 2003

Ms. Andrea Tull
Project Manager I-90
Sound Transit
Seattle, WA 98104

Re: I-90 Two-Way Transit & HOV Operations draft EIS – R8A

As a points community resident active in transportation project planning, I wish to add I-90 draft EIS comments to those submitted by the City of Medina, May 28, 2003:

- The impact of diversion from I-90 of additional flammable loads to SR520 raises unacceptable risks to residents/school children adjacent to SR520 – an accident would be disastrous. Mitigation/safety measures must be discussed in the draft EIS. I-118
- The draft EIS does not address the risks of increased flammable load, accident, impact to a SR520, adjacent elementary school – Bellevue Christian School (Medina). I-119
- Trans-Lake Project plans for mitigation of noise, from a new roadway/bridge, include lids over SR520 at Evergreen Point Road; 84th; and 92nd; plans do not include fire suppression systems under the lids which must be considered, if hazardous load diversions are planned. Such systems would require additional state spending and effectiveness must be evaluated against accident hazards. I-120
- Has the Bellevue Fire Department, that provides points community fire/EMS service, made EIS comments related to SR520 increased hazards? I-121
- Has the WA State Patrol provided comments? Re: SR520 impact? I-122

The R-2B is the safety solution and provides more congestion relief than R8A. I-123

Paul B. Demitriades

RECEIVED
REGIONAL EXPRESS
JUN 0 5 2003
PROJ NAME I-90
CONTRACT# 3382-2032
DC CODE#

I-118

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-119

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-120

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-121

The City of Bellevue received and reviewed a copy of the Draft EIS.

I-122

The Washington State Patrol (WSP) has not formally commented to date on the potential of re-routing of trucks carrying flammable cargo to SR 520 with the Preferred Alternative (R-8A). The project team has provided briefings to representatives of the WSP, including the proposed prohibition on flammable cargo in the I-90 tunnels and lids.

I-123

Your preference is noted.

Desonier Law & Mediation Services, P.S.
Don P. Desonier
Attorney at Law
10900 N.E. 8th St., Suite 900
Bellevue, WA 98004-4448
Ph: 425-453-1252
Fax: 425-462-5753
e-mail: : don@desoniermediation.com
www.desoniermediation.com

FACSIMILE COVER SHEET

****

DATE: 6/9/03

TO: ANDREA TULL

FAX NUMBER: 206-398-5215

NUMBER OF PAGES (including cover): 2

FROM: Don P. Desonier

PHONE: 425-453-1252

FAX: 425-462-5753

ENCLOSED: Comment re: I-90 Two-Way Transit and HOV Operations Project Draft Environmental Impact Statement

REMARKS:

Please provide your comments below.

as residents of Mercer Island
my wife and I urge that the alternative
chosen be one that preserves the expressive
area on and off the Island -

Don & Nancy Dessoines
4326 90th Ave. S.E.
Mercer Island, WA 98040

I-124

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN IN TABLE
THANK YOU!

I-124

Your preference is noted.

Message from Tom Donahue <tmdonahue@attbi.com> on Mon, 9 Jun 2003 08:35:48 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
cc: exec.sims@metrokc.gov, Sven Goldmanis <svengoldmanis@attbi.com>, Rob McKenna <rob.mckenna@metrokc.gov>, Dan Grausz <dangrausz@attbi.com>, transc@wsdot.wa.gov, info@transportationchoices.org
Subject I-90 Two-Way Transit and HOV Project The missing alternative, R -2MI! I support it!
:

My comments are for the record, and I speak only for myself, as a resident of Mercer Island.

The missing alternative, let's call it R-2MI, would provide the center roadway to be Two-Way Transit and HOV Only at all times. That is like R-2B Modified. However, R-2MI would provide for three general purpose lanes at 12 feet each, the current standard, and one restricted lane at 11 feet on the outside edge for both Eastbound and Westbound roadways, also at all times. The new lane would replace the outside shoulder, and would be separated from the three general purpose lanes by approximately one foot of soft safe barrier such as rumble strip, heavy chevron striping, vertical hollow rubber stanchions, or some combination . This 11 foot lane would run between the Eastbound on, and Westbound off ramps at Rainier Ave South; and the Eastbound off, and Westbound on ramps for Bellevue Way. That is; between Bellevue Way and Rainier Ave in both directions there would be a restricted use lane on the outside. I-125

The restriction would limit the use of those lanes to cars and light trucks going to or from Mercer Island only, with their speed restricted to 55 MPH vs. the general purpose lane's 60 MPH.

These are my arguments for R-2MI:

1. **In time, 10 to 25 years, the center roadway is likely to be restricted to transit and HOV, or even strictly transit, anyway.** Be it bus rapid transit, light rail, or something we have not yet thought of, it will happen. Reading the record and history of the I-90 project, it is clear this was recognized by the negotiating parties 25 or 30 years ago. Then, 25 - 35 years seemed a long time away. Well, it wasn't and it isn't! In recognition of that, why spend an inordinate amount of money for a 10, 15 or even 25 year band aid solution for a problem affecting some Mercer Islanders, access between their community and Seattle? I-126

2. **Three general purpose lanes in each direction is all the I-90 corridor need provide.** Adding greater capacity in the trans-lake I-90 corridor would simply allow the SR-520 corridor communities to delay their opportunity for contributing to regional transportation improvement. The Draft EIS acknowledges that much of the traffic on I-90 is in fact, SR-520 avoidance traffic. I-127

3. **Mercer Island is obviously, an authentic island! Our only access and egress is over the floating bridge or the East Channel Bridge.** It is not a question of some seeking undue privilege. It is reasonable that the 22,000 plus people on the island be able to have 24/7 access, yet there are no alternatives to those two options. There is also a matter of equity, and now I'm speaking for those of us who live on the North end of Mercer Island. Everyone in the Puget Sound region benefits from I-90, the safest, most reliable highway in the state. Having lived less than 200 yards from I-90 since before the first shovel turned dirt on the Island, we have witnessed and endured a great deal due to the project. In fact, all North end Mercer Islander's have been indulgent and forbearing regarding there hosting this huge piece of regional infrastructure. Our neighborhoods are the big pillar under I-90 that made the project possible. Asking to have 24/7 access to our homes from east and west mainland is not seeking privilege! I-128

4. **Both the R-1 No Build and the R-8A alternatives help only *Mercer Islanders using Island Crest or 77th SE* traveling during peak periods *between Seattle and Mercer Island.*** (Actually, some Eastsiders use the HOV lanes, in combination with North Mercer to avoid the backups.) Those traveling between Mercer Island and points East get no benefit. Currently, transit users benefit only if they are traveling with the Westbound and I-129

I-125

See Common Response CR-4: Hybrid Alternative.

I-126

See Common Response CR-10: Project Costs.

I-127

There is considerable existing demand for both the SR 520 and I-90 bridges. This demand will increase during the next 20 years due to growth on both sides of the lake. It is also true that improvements to SR 520 would divert some traffic away from I-90. Absent the Mercer Island traffic, you may be correct that the three general purpose lanes would be sufficient to carry the remaining 'regional' traffic. The addition of the new restricted lane between Mercer Island and Rainier Avenue would result in comparable roadway capacity to that provided by Alternative R-8A, although in a different configuration.

I-128

Your comment and preference are noted.

I-129

Each of the build alternatives improves transit speed and reliability in the reverse-peak direction. Alternatives R-2B and R-8A also provide reverse-peak direction improvements for carpools and vanpools. In the peak direction, Alternatives R-1 and R-8A are virtually the same, as you suggest. However, Alt R-8A also provides an additional HOV lane in the peak direction, as compared with R-1.

Eastbound so-called peaks, and if their bus didn't get stuck coming from a cross-lake base. With R-8A, counter peak transit may benefit, but at less than the optimum, and at enormous expense. I-129 cont.

5. **R-2MI gives *everyone* traveling to or from Mercer Island access to on/off Island lanes in both directions.** Islanders heading west in the morning would have access to the westbound Mercer Island lane from East Mercer, 76th Ave SE, and West Mercer. They would also have the option of getting on the main line at Island Crest, and if HOV+2 they could use the center roadway. People coming from the east to the Island would have easy access to MI at East Mercer and Island Crest and if HOV+2 at 80th SE.

Eastbound Mercer Island residents would have access to the eastbound Mercer Island lane at Island Crest and East Mercer. HOV+2 would have access to the center roadway from 80th SE. People coming to the Island from Seattle could exit at West Mercer, 77th SE, Island Crest or East Mercer. I-130

It seems to me that all these options would mitigate most of the exaggerated peak traffic avoidance alternatives that currently plague the Island. If successful it would also draw significant traffic off the general purpose lanes at peak periods benefiting those not coming to or from the Island. (This alternative needs to be reviewed to see if it improves upon the R-2B travel times for peak direction travel.)

6. **Restricted to cars and light trucks operating at reduced speeds, the Mercer Island Only lanes on the outside edge address legitimate safety concerns held by WSDOT and the Federal Highway Administration. Keeping the general purpose lanes at 12 feet retains the current high standards.** Lighter, slower vehicles on the outside lane will produce less bow wave upon pedestrians and cyclists on the floating bridge's Pathway. As a practical matter, given the reduced speed limit, the outside Mercer Island lanes will be fully utilized only when they are actually needed, that is during peaks, whether routine commuter hours, or when weather or special events affect traffic volume. I-131

7. **R-2MI offers a long term, equitable alternative that helps *everyone* using the corridor.** I-132

Not without cost.

A. Alternative R-2MI will not be cost free. There are the identical R-2B costs for HOV ramps, plus re-striping. In varying degrees at various points along the right of way, the three general purpose lanes will need to shift to the inside to make room for the new restricted lane. Nevertheless, the cost for this should be much less than that needed to accommodate heavy coaches on the outside edge as in R-8A. I-133

B. The Mercer Island Only roadway use will need to be enforced. Nevertheless, in just a few short years smart lane technology will be common place and the problem made more manageable. I-134

Plus and Minus

The absence of shoulders means that stalled vehicles will have to be removed promptly. Restricting all but light vehicles on the Mercer Island Only lanes should make reopening that lane fairly easy. I-135

Sincerely,

Thomas M. Donahue Sr.

I-130

See Common Response CR-4: Hybrid Alternative.

I-131

See Common Response CR-4: Hybrid Alternative.

I-132

Your comment is noted. See also Common Response CR-4: Hybrid Alternative.

I-133

See Common Response CR-4: Hybrid Alternative.

I-134

See Common Response CR-9: TDM/TSM.

I-135

See Common Response CR-8: Safety.

----Original Message----
From: Candace Donovan [mailto:cdonovan@bellevuechristian.org]
Sent: Thursday, May 15, 2003 11:33 AM
To: main@soundtransit.org
Subject: feedback on the I-90 bridge

Hello,

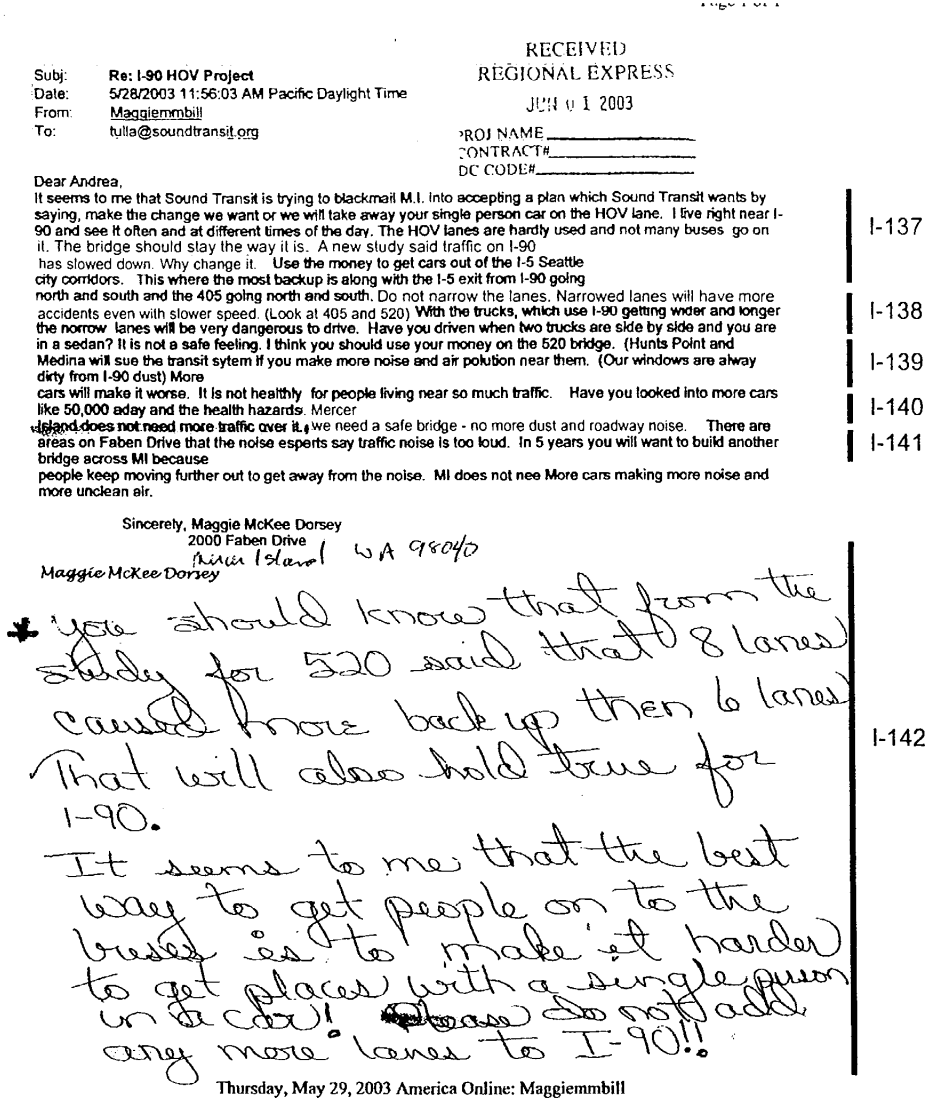
Please pass this information along to the appropriate section of Sound Transit. Thank you.

I couldn't get to any of the forums and would like to say I like **PLAN B for the I-90 bridge.** I-136

Candi Donovan
12516 SE 15th St.
Bellevue, WA 98005
donovan@seanet.com

I-136

Your preference is noted.



RECEIVED
REGIONAL EXPRESS
JUN 0 1 2003
PROJ NAME_____
CONTRACT#_____
DC CODE#_____

Subj: **Re: I-90 HOV Project**
Date: 5/28/2003 11:56:03 AM Pacific Daylight Time
From: Maggiemmbill
To: tulla@soundtransit.org

Dear Andrea,
It seems to me that Sound Transit is trying to blackmail M.I. into accepting a plan which Sound Transit wants by saying, make the change we want or we will take away your single person car on the HOV lane. I live right near I-90 and see it often and at different times of the day. The HOV lanes are hardly used and not many buses go on it. The bridge should stay the way it is. A new study said traffic on I-90 has slowed down. Why change it. **Use the money to get cars out of the I-5 Seattle city corridors. This where the most backup is along with the I-5 exit from I-90 going north and south and the 405 going north and south.** Do not narrow the lanes. Narrowed lanes will have more accidents even with slower speed. (Look at 405 and 520) **With the trucks, which use I-90 getting wider and longer the narrow lanes will be very dangerous to drive. Have you driven when two trucks are side by side and you are in a sedan? It is not a safe feeling. I think you should use your money on the 520 bridge. (Hunts Point and Medina will sue the transit sytem if you make more noise and air polution near them. (Our windows are alway dirty from I-90 dust) More cars will make it worse. It is not healthly for people living near so much traffic. Have you looked into more cars like 50,000 aday and the health hazards.** Mercer Island does not need more traffic over it, we need a safe bridge - no more dust and roadway noise. **There are areas on Faben Drive that the noise esperts say traffic noise is too loud. In 5 years you will want to build another bridge across MI because people keep moving further out to get away from the noise. MI does not nee More cars making more noise and more unclean air.**

Sincerely, Maggie McKee Dorsey
2000 Faben Drive
Mercer Island WA 98040
Maggie McKee Dorsey

You should know that from the study for 520 said that 8 lanes caused more back up then 6 lanes That will also hold true for I-90.
It seems to me that the best way to get people on to the buses is to make it harder to get places with a single person in a car! Please do not add any more lanes to I-90!!

Thursday, May 29, 2003 America Online: Maggiemmbill

I-137
I-138
I-139
I-140
I-141
I-142

I-137

Your preference is noted.

I-138

See Common Response CR-8: Safety.

I-139

Your comment is noted.

I-140

CO and PM_{10} concentrations have been declining since 1988 despite the population growth experienced throughout the Puget Sound region. Traffic volumes will likely continue to increase even if no action is taken to improve transit operations along the I-90 corridor. It is estimated that by the year 2025, 164,000 vehicles will use the floating bridges each day. The total number of vehicles using I-90 varies slightly by alternative, however, these changes are not likely to have a significant affect on the design year air quality.

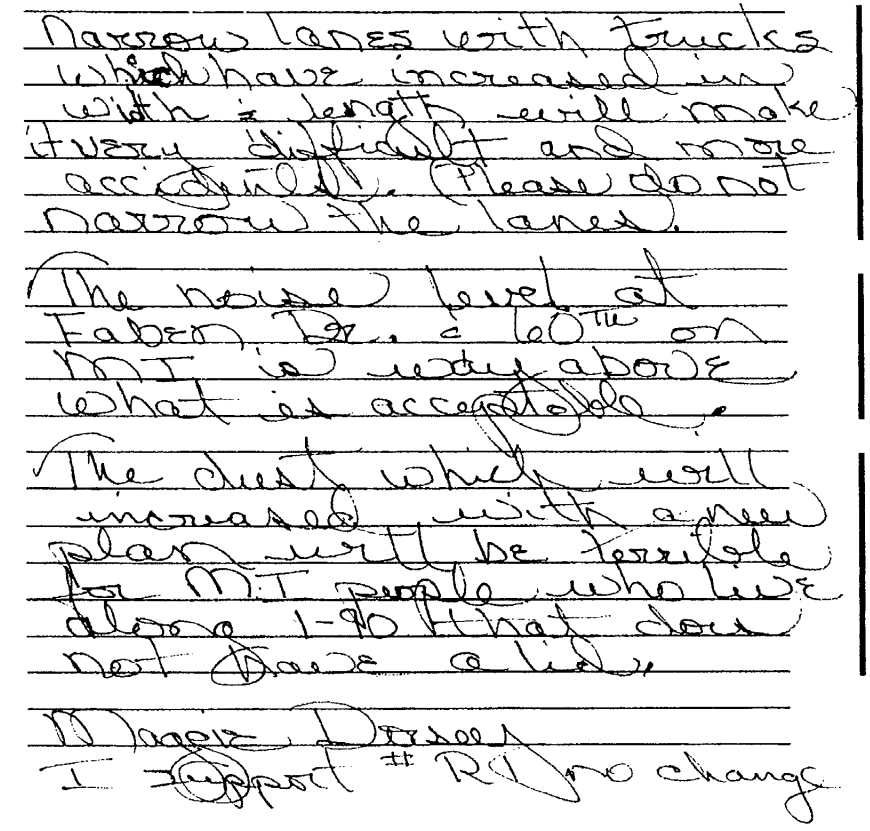
I-141

Please see Response H-5 for a discussion of potential noise impacts along Faben Drive in Mercer Island.

I-142

See Common Response CR-6: Congestion.

Please provide your comments below.



I-143

I-144

I-145

I-143

See Common Response CR-8: Safety.

I-144

Please see Response H-5 for a discussion of potential noise impacts along Faben Drive in Mercer Island.

I-145

Traffic volumes will continue to increase along the I-90 corridor with or without improvements to the roadway. Since tailpipe emissions are maximized, especially those of carbon dioxide, when vehicles are at idle or proceeding at very low speeds, air quality may degrade even if no action is taken to improve transit operations. Roadway design, barriers, landscaping and other techniques could be used to mitigate the particulate impacts from entrained road dust and tailpipe emissions.

If you would like to be on this project mailing list, please provide your contact information below

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Please provide your comments below.

As a bicycle commuter, I would like to see R2-B; mostly because there would be no interruption to the bike lane usage or only minor disturbances to bike traffic. In the event that one of the other alternatives is chosen, keeping the bike lane open on one of the other bridges would be acceptable, provided the lanes on the bridges and the accessways are safe — It would be OK if the route were a bit circuitous (if necessary) just to keep ~~them~~ the bike lane open. I-146

Finally, as a tax payer, it would seem prudent to adopt one of the less expensive options during these days when the State's financial condition is not great. Leaving the option open for more expensive alternatives for better financial times. There are lots of places $30 million could be spent to improve traffic. (Eg I-405). I-147

Thanks for the opportunity to comment

Jon Daughtry I-148

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-146

Your preference is noted.

I-147

See Common Response CR-3: Shared-use Pathway.

I-148

Your comment is noted. See also Common Response CR-10: Project Costs.

If you would like to be on this project mailing list, please provide your contact information below

Name: Jim Daugherty

Address: 2725 Aberdeen Ave NE

City: Renton, WA

State/Zip: WA 98056

E-mail (optional): jd.daugherty@[redacted]ATT.com

Telephone (optional): 425-271-1054

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Sound Transit I-90 Two-Way Transit Comments from Tim Dowd

This comment on the I-90 HOV project supports option R-2B. I-149

As a long-time reverse commuter on I-90, it has been obvious for several years that the two transit lanes in the middle of I-90 are not being used efficiently and ought to be rebuilt into a two-way configuration. Even in the worst case afternoon commute, the two reversible lanes eastbound are nowhere near capacity with buses and single occupant Mercer Island traffic, whereas the westbound lanes are almost always clogged up. I would not directly benefit from this change, even if I were to join a vanpool, because my exit is at Rainier Avenue, but the increased reliability of bus travel would make it more likely that I might take the bus on days that I don't ride my bicycle. The data presented at the open house clearly showed that option R-2B was the most cost effective and safest of all options presented. Somehow I don't see Mercer Islanders offering $25,000 each for the $50,000,000 necessary to fund their preferred option R-8A. Having grown up on Mercer Island, I know that there was never a firm guarantee of maintaining perpetual single occupant vehicle access to the transit lanes. Furthermore, the restriction on flammable trucks would further tie up traffic on alternate routes and make fuel delivery just that next notch less efficient. I-150 I-151 I-152

If adding a westbound lane to the existing three fixed westbound lanes is still an objective after all these studies, I propose that instead of pushing the shared use pathway northward two feet as shown, that it be upgraded to an overhead bridge. I ride from Seattle to Issaquah three to four times/week, and the loudest, dustiest, most polluted (during south winds) and generally least pleasant parts are the I-90 bridges. That R-8A puts traffic some ten feet closer yet means that I would likely suffer hearing loss from the increased noise. The most casual calculation of noise intensity would suggest that four times as much noise energy will impact shared use pathway users, since the distance to the traffic would drop in half, and noise outside generally follows and inverse-square relationship. I-153 I-154

If R-8A goes through, the mitigation options presented for the several month loss of the shared use pathway are grim. The shuttle van and bus transit options for bike users would be almost completely of no value to anyone that goes north and south on the Seattle side, since it is so far in distance and time to the Rainier Avenue ramps. If the temporary south side path were not setup using portable concrete barriers, I for one would be forced to take my car across the bridge, and likely park on Mercer Island to keep up with my bicycle commute. I-155

Tim Dowd

and Janet Dowd.

Janet Dowd.
6-4-03

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REGIONAL EXPRESS
JUN 06 2003
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CONTRACT#
DC CODE#

I-149

Your preference is noted. See Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-150

Each of the build alternatives provides improvements in the reverse peak direction commute for transit. Improved use of the existing reversible lanes is also identified in the DEIS.

I-151

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

I-152

Your comment is noted. See also Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-153

See Common Response CR-3: Shared-use Pathway.

I-154

Future L_{eq} levels from traffic on the shared-use pathway have been predicted to range from 81 to 83 dBA under the alternatives (Table 4.5-7). The highest L_{eq} on the shared-use pathway would occur under Alternative R-8A, because of its relatively higher volumes and closer distance of the nearest traffic lane to the shared-use pathway.

Your comment raises the issue of the potential for hearing loss by users of the shared-use pathway. Exposure to very high sound levels could cause hearing loss, the extent of which depends on the intensity of the sound and the duration of exposure. Guidelines to evaluate the potential for hearing impairment are the Occupational Safety and Health Administration (OSHA) occupational noise exposure regulations. To protect workers against the effects of noise exposure, OSHA has established the noise standards of 90 dBA for eight hours of exposure, 97 dBA for three hours of exposure, and 105 dBA for one hour of

Please provide your comments below. 6-4-03

See attached comments by my husband, Tim Dowd, who commutes 5x/week over I-90. I am in support of option R-2B for the reasons stated in his letter.

Sincerely,
Janet L. Dowd
Janet L. Dowd
Seattle

I-156

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

exposure (23 C.F.R. § 1910.25). Most users of the shared-use pathway across the HMH Floating Bridge would be exposed to 81 to 83 dBA for less than one hour, which would be well below the 105-dBA OSHA standard for one hour of noise exposure.

I-155

Your preference is noted. See also Common Response CR-3: Shared-use Pathway.

I-156

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Message from Jonathan Dubman <jon@dubman.com> on Mon, 9 Jun 2003 23:59:35 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject I-90 Two-Way HOV DEIS public
: comment

The emphasis on this project seems to have changed from supporting transit to addressing general purpose capacity issues, in contrast with the original stated objectives. Alternative R-8A violates the 1976 Memorandum of Agreement regarding future use of the center roadway on I-90, and promises made to voters in 1996. Furthermore, alternative R-8A is on the order of triple the cost than R-2B modified, and sacrifices safety of all bridge users. R-8A would result in a net increase in general purpose capacity heading into Seattle, which is contrary to stated city policy – with corresponding decreases in the level of service of various intersections. It would be foolish to degrade one of the safest corridors in the state and simultaneously force flammable cargo onto substandard alternative routes such as SR-520. R-8A would represent bad public policy and a breach of faith with those who approved and funded both the construction of the original highway as well as the effort that led to this EIS. I-157 I-158 I-159 I-160 I-161 I-162

I commute frequently on the I-90 bicycle path, despite living and working adjacent to SR-520, as it is the only cross-lake bicycle corridor. The bike/ped path is already adversely affected by the noise and wind generated by adjacent traffic, particularly large trucks. The reduction in shoulder width associated with alternative R-8A would severely degrade safety and the aesthetics of this path, with large trucks traveling at 80-90 mph relative speed, only 2 feet away. I-163

R-8A is bad highway engineering. Lane friction would result in a further degradation of safety for HOV users. The reversible center lanes serve a pattern of travel demand that is increasingly out of date I-164

In contrast, R-2B would yield the highest increase in transit ridership, at what is by far the lowest cost. R-2B would represent an improvement, and good value for the dollar. R-8A would make things worse, at a total cost we cannot afford. I-165

Jonathan Dubman
2014 E Calhoun St.
Seattle, WA 98112

I-157

Transit is the central emphasis of the study as stated in the Need for the Project in the Summary of the EIS.

I-158

See Common Response CR-1: Memorandum Agreement.

I-159

See Common Response CR-10: Project Costs.

I-160

See Common Response CR-6: Congestion.

I-161

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-162

Your preference is noted.

I-163

See Common Response CR-8: Safety.

I-164

See Common Response CR-8: Safety.

I-165

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Original Message-----
From: Judy A. Dunn [mailto:judyadunn@hotmail.com]
Sent: Sunday, June 08, 2003 10:19 AM
To: emersonj@soundtransit.org
Subject: Sound Transit Board - I-90 HOV Project

Hi Jane-
Please forward as appropriate. Regards, Judy

To: Sound Transit Board Members June 7, 2003

I recently addressed you and wanted to re-iterate my comments concerning the I-90 Two-Way Transit/ HOV Project - and my support for adding two HOV lanes to the bridge.

My name is Judy Dunn. I live at 7718 28th Ave SW in W. Seattle. As a Seattle resident I've commuted to Downtown Bellevue primarily by vanpool over the last four years, I strongly believe the I-90 Two-Way Transit/HOV Project is a critical project which will impact thousands of folks and selecting the highest performing option is critical.

I strongly support the project's purpose: to provide 24-hour transit and carpool accessibility on I-90 in both directions. It's frustrating to have chosen an alternative to driving alone and be continually stuck in traffic heading to the Eastside in the morning, and particularly coming home to Seattle in the evening when traffic is even more backed-up. This is especially frustrating since it appears that equal numbers of commuters are crossing the Lake everyday. If you really want to encourage people to use alternatives to driving alone, we need a reliable way to travel--the so called "reverse commute" just doesn't apply any more. I-166
All this said, I urge you to select a project alternative that accomplishes the following:

1. Moves the most transit, carpool, and vanpool users and does so without causing further gridlock; I-167
2. Maintains the 10' foot bicycle lane--this is a great facility--please protect it and ensure that impacts due to being nearer to cars and construction impacts are minimized ; and
3. Provides an option for rail or rapid transit in future years. I believe our region needs to meet its near and long-term commitment to light rail in order to better connect our major cities. I-168

It appears from reviewing your materials, that the best performing alternative is the one that adds new HOV lanes to the bridge, known at Alternative R8A . I hope you give this idea serious consideration--especially as it relates to transitioning to light rail in future years. I-169

I'm glad to see that you're seeking more public comment concerning this critical project in coming weeks. It appears from the papers that you've heard from a narrow selection of our community. I'm here as part of what I believe to be the "silent majority" who is happy to see this project making headway and look forward to its advantages!

Regards,
Judy Dunn
7718 28th SW
Seattle WA. 98126
206-933-6724

I-166

Your comments are noted.

I-167

Your preference is noted.

I-168

Your comment is noted.

I-169

Your preference is noted.

-----Original Message-----
From: Susan Ogden Dykstra [mailto:ogdensusan@yahoo.com]
Sent: Sunday, June 08, 2003 8:42 PM
To: expresscommunityrelations@soundtransit.org
Subject:

I strongly support Transit alternative R8a for the I-90 bridge. It is by far the best and most efficient alternative.
Sincerely, Susan Dykstra I-170

Do you Yahoo!?

Original Message-----
From: Susan Dykstra [mailto:ogdensusan@yahoo.com]
Sent: Sunday, June 08, 2003 4:40 PM
To: expresscommunityrelations@soundtransit.org
Subject: R8a

I stongly support R8a for the I-90 bridge. The other alternatives make no sense. Why take away Mercer Island's negotiated access to the center lane and inconvenience hundreds of thousands commuters so that bikers don't have to ride single file.
Sincerely, Susan Ogden I-171

I-170

Your preference is noted.

I-171

Your preference is noted.

Message from Jim Eanes <jime@wrq.com> on Wed, 4 Jun 2003 19:14:21 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject Draft Environmental Impact Statement
: Feedback

9012 W. Shorewood Drive, #411
Mercer Island, WA 98040-3249
June 4, 2003

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

Draft Environmental Impact Statement Feedback

Hi Andrea -

I didn't have a lot of feedback to give you but before the feedback period was over I did want to take an opportunity to thank you and your staff for the wonderful job they are doing and make one small pitch.

First let me thank you. As the founder of the Seattle Bicycle Club I am very pleased at all the consideration that you and your staff have given to the needs of Seattle Bicycle Club members. I have seen this in your designs and heard it from members of your staff and it is more than appreciated. Our club members know that you have to answer to all the citizens of our community and we are very appreciative for the time that you have given to us as well. It does not go unnoticed. I-172

Next, and this is a personal consideration, please consider options for closing off part or all of the railing on the water side of the bike trail. I know that this might bring up engineering concerns as well as financial concerns, but I do believe it will make the trail much safer. What I see in my commuting from Mercer Island to Seattle each day along with the many club rides that I lead over the bridge is that beginning and moderate level cyclists hug the inside of the trail as much as possible because of the open railing. Depending on their direction, this puts them in the path of the on-coming cyclist. The interesting point is that even among experienced cyclists like Jean Henderson author of Biking the Great Northwest and myself founder of one of the area clubs both of us hug the inside wall because of a fear of heights so inexperience alone is not causing this problem.

I know there is a concern with trash build up on the trail without the gap at the bottom of the railing but it should be observed that a much bigger trash problem exists on the Seattle side of the island with the open railing than exists on the Bellevue side with a closed railing so it makes you wonder if an open railing really has an effect on trash. The other point is that for a small area of the railing being closed say twelve inches you may be able to do the trick since it is the looking down and seeing the edge that causes most of the problem. I-173

One of your staff members had mentioned at an earlier session the idea of a rolled metal edge that would not only close off the bottom area but also move out the railing out six inches. This is an excellent idea, but I also understand that it might be more than you want to spend so maybe a compromise idea would be acceptable if the rolled edge is not.

I know that everyone else is also asking for their wish list so I don't want to over burden your staff with my requests. Thus, in reading my note please keep in mind the most important thing I have said here which I

I-172

Your comment is noted.

I-173

Your comments are noted. See also Common Response CR-3: Shared-use Pathway.

will repeat in a quote form from our Community Relations Officer, Richard Petters who said to me, "Don't forget to say thank you to members of Sound Transit along with giving your feedback. We are the Seattle Bicycle Club and we like to think that makes us better people." I totally agree with Richard's comments. I-174

Sincerely.

Jim

Jim Eanes

Software Engineer

WRQ, Inc.

206.217.7556

jime@wrq.com

I-174

Your comment is noted.

Message from Sandy & Dave Ness <sandy.ness@attbi.com> on Fri, 6 Jun 2003 12:21:26 -0700 -
---
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I 90 restripe
:

I am strongly in favor of plan R2B for the I 90 Bridge. This would preserve the bicycle lane at its present width and offer greater separation between bike and vehicle traffic.
Sandy Edmonds

I-175

Original Message-----
From: Sandy & Dave Ness [mailto:sandy.ness@attbi.com]
Sent: Friday, June 06, 2003 12:19 PM
To: ron.sims@metrokc.gov
Subject: I 90 lanes

I am strongly in favor of plan R2B for the I 90 bridge because this would preserve the bicycle lane at its present width and offer greater separation between the bike lane and traffic. Dust from passing traffic endangers the vision of cyclists so the greater separation is important to safety.

I-176

I-175

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-176

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Please provide your comments below.

1. NO, CHANGE — IT IS NOT BROKEN I-177

2. KEEP MERCER ISLAND, SINGLE DRIVER TO BE ABLE TO ACCESS HOV LANES — AS TODAY I-178

3. LETS DO R-8A I-179

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-177

Your comment is noted.

I-178

Your preference is noted.

I-179

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: RICHARD ELKINS

Address: 5440 EAST MERCER WAY

City: M.I.

State/Zip: WA. 98040

E-mail (optional):

Telephone (optional):

REPRESENT MANY IN OUR M.I. BLOCK NEIGHBORHOOD !

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from RICHARD ELLISON <richard_ellison@hotmail.com> on Tue, 3 Jun 2003 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>

Subject I- 90 proposal: I oppose alternative R-8A and support R- : 2B.

Andrea Tull
Sound Transit, 401 S.Jackson Street, Seattle, WA

Dear Andrea Tull,

As a commuter and bike rider I urge preservation of the bike lane width and dividers. Bikes and pedestrians must have the safety and comfort of full width walkways. I want to see a future mass transit line on I-90, not more cars. I want a cheaper alternative to R-8A. I-180

Please Urge Sound Transit and WSDOT to do a full analysis of the alternative routes and the additional mileage that alternative R-8A would cause flammable and hazardous cargoes to take. I-181

Please have the EIS estimate the resulting increase in number of explosions, hazardous waste spills, and fires from the increase in collisions involving these cargoes, and their estimated cost in property and environmental damage, and human life and injury. Urge that the EIS' environmental justice analysis (which says nothing about this problem) consider who will be hurt by these additional, unnecessary risks imposed by R-8A. I-182 I-183

Thank you,

Richard Ellison

4418 Latona NE

Seattle, WA 98105

Please send a comment about the draft EIS comment by June 9. Do write to your local elected officials, asking them to oppose alternative R-8A and support R-2B. But send your specific suggestions for the EIS:

I-180

Your preference is noted. See also Common Response CR-10: Project Costs.

I-181

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-182

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-183

See revised Section 3.5 Freight Movement of the FEIS concerning the routing of trucks carrying flammable materials and revised Section 4.10 Hazardous Materials for a risk analysis associated with potential reroutes. If trucks are rerouted, the reroutes would occur on state and interstate freeways, not through neighborhoods.

Message from John Feit <JFeit@MillerHull.com> on Mon, 9 Jun 2003 13:36:10 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject: support SAFETY ALTERNATIVE (R2B

Please support SAFETY ALTERNATIVE (R2B) instead of R8A, for the following reasons. I-184

1) Breaks two promises to voters: it ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the legally binding agreement for transit in the center roadway (1976.) I-185

2) Is unsafe for bikers & walkers: I-90 is the only cross-lake bike/pedestrian path - 2 foot shoulders would put bicyclists dangerously close to cars and trucks. I-186

3) Is dangerous: Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-187

4) Is bad for bus riders & commuters: Substandard shoulder width means all disabled vehicles will block traffic & increase commute times. I-188

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) I-189

Thank you,

John M. Feit
Seattle

John M. Feit AIA

The Miller|Hull Partnership LLP

AIA National Firm Award 2003

911 Western Avenue, Room 220

Seattle, WA 98104

p 206.682.6837

d 206.254.2042
f 206.682.5692

I-184

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-185

See Common Response CR-1: Memorandum Agreement.

I-186

See Common Response CR-3: Shared-use Pathway.

I-187

See Common Response CR-8: Safety and CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-188

See Common Response CR-6: Congestion.

I-189

The updated cost to complete for Alternative R-2B is $49 million. The updated cost to complete for Alternative R-8A is $128 million. The cost of R-2B is more than one-third the cost of R-8A. See Common Response CR-10: Project Costs for more information.

From: sharon florakis [mailto:sljacobs2@yahoo.com]

Sent: Monday, June 09, 2003 1:03 PM

To: exec.sims@metrokc.gov

Cc: cmarshall@ci.bellevue.wa.us; alan.merkle@ci.mercer-island.wa.us; emersonj@soundtransit.org

Subject: PLANS FOR I-90: SUPPORT R2B; OPPOSE R8A

Dear Executive Sims:

As one who commutes often between Bellevue and Seattle, both by bus and by car, I hope you will NOT support Alternative R8A. This proposal is NOT SAFE for motorists or bikers. Also, it would negatively affect commuting by bus, as disabled vehicles would block traffic. I-190

Alternative R2B is much safer, and also much more economical. I-191

With great concern,

Sharon Florakis

720 W. Argand #2
Seattle, WA 98119

I-190

Your preference is noted. See also Common Response CR-8: Safety.

I-191

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

ease provide your comments below.

My wife and I believe that option R8A best fulfills the optimum traffic and safety requirements for I-90 while preserving the intent and spirit of the memorandum of understanding. It also seems to achieve the objectives for the lane reversal problem and does so without dramatic changes to the roadway.

Bruce P. Blynn
206.232.7797

I-192

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-192

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

If you would like to be on this project mailing list, please provide your contact information below

Name: Bruce Flynn

Address: 6320 84th SE

City: Mercer Island

State/Zip: WA 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

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98104+2826 32

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

RECEIVED
REGIONAL EXPRESS
JUN 0 1 2003

PROJ NAME
CONTRACT#
DC CODE#

SEATTLE WA
30 MAY
PM
98101

Message from Brandon Fouts <brandon@psrc.org> on Fri, 30 May 2003
To: "Emerson, Jane"
<emersonj@soundtransit.org>
cc: exec.sims@metrokc.gov
Subject R2B = yes
:

Please don't waste money moving Bus lanes on I-90. | I-193

Please vote for R2B - seems to save money and seems safer. | I-194

thanks,
Brandon Fouts.

I-193

Your comment is noted. See Common Response CR-10: Project Costs.

I-194

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

From: Dan Frank [danielfrank@ureach.com]
Sent: Tuesday, May 20, 2003 7:30 PM
To: tulla@soundtransit.org
Subject: I-90 draft EIS comment

Andrea Tull
tulla@soundtransit.org

Dear Andrea:

Thank you so much for taking the time to discuss the Sound Transit proposals for I-90. I wanted to highlight my concerns:

Mercer Island traffic has had carpool lane access dating back to the 1976 Memorandum Agreement. I am strongly opposed to the R-2B Modified proposal because it removes Mercer Island access to the carpool lane. I am sure Sound Transit has considered the devastating impact that reneging on the prior agreement will have on their future ability to negotiate any sort of agreement with any city or neighborhood in the Puget Sound region. Everyone will look to Mercer Island as an example of how Sound Transit did not keep their promise and cannot be trusted in the future. I am certain that Mercer Island residents and politicians will make this point repeatedly and publicly. Sound Transit might think that they can conduct a "pro forma" discussion of these alternatives and then have the Washington State Transportation Commission force a break in the 1976 Memorandum and remove carpool lane access for Mercer Island traffic, but this will assuredly be a disaster for Sound Transit because no one will believe that the process was fairly and properly conducted and no one will ever trust Sound Transit again. I-195

You have stated that there is technical language in 1976 Memorandum which might allow removal of carpool lane access for Mercer Island traffic. I doubt anyone will take that technical language seriously. The word on the street will simply be that the regional transit authority in this area cannot be trusted to live up to its agreements under any circumstances. They unilaterally took back the Mercer Island carpool lane, despite a written agreement to the contrary. No city or municipality should negotiate with Sound Transit because their "agreements" are worthless. This kind of thinking, which will inevitably follow the adoption of R-2B Modified, will seriously impair your ability to carry out your mandate.

You also pointed out that there are approximately 500 bicyclists, as opposed to 150,000 cars who use I-90 in this area each day. I hope that Sound Transit is not going to be unduly swayed by the 1/3 of 1% of I-90 users who may be in favor of the very unwise R-2B proposal. We cannot allow an extremely narrow special interest group who makes minimal use of I-90 hold sway over this process. Simply because bicyclists represent a "politically correct" narrow special interest group should not give them any more influence. Nor should the number of e-mails they send or the amount they might spend on lobbying efforts influence Sound Transit in any way whatsoever. Transportation funds are so tight, and the problem so serious in our region that we do not have the luxury to indulge these I-196

I-195

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

I-196

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

individuals. If there is a pre-existing agreement regarding bicycle transit, then I am sure Sound Transit will want to live up to it, just as they must do for the 1976 agreement regarding Mercer Island traffic access to the carpool lane.

I-196 cont.

There is no overreaching public policy reason for Sound Transit to default on the 1976 Memorandum Agreement. Plenty of reasonable alternatives exist, but it will be a public opinion and political disaster if R-2B Modified is adopted.

Sincerely yours,

Daniel S. Frank, MD
Mercer Island, Washington

Message from "Fritchman, Bruce M" <bruce.m.fritchman@boeing.com> on Thu, 5 Jun 2003 10:12:24 -0700 -----

To: Moodylo@WSDOT.WA.GOV, "Tull, Andrea" <tulla@soundtransit.org>

Subject I-90 bike lane

:

Dear Andrea, and Lone,

I commute by bicycle from Bainbridge Island to Boeing at Eastgate via the I-90 corridor, 35 miles a day, everyday, all year, and have done for the past two years.

I have the following observations about proposed changes to the I-90 bridge bike lane, based on my all weather experience.

1) do not narrow the lane:

a) bicycles can reach speeds of 30 mph on the down hill sections of the bridge

b) the wind can blow North or South at 30 to 40 mph or more in the winter... it is all one can do to stay on your side while passing by an oncoming cyclist

I-197

2) do not eliminate the "break down" lane next to the bike lane...it is all the protection we have from the "blast" of on coming buses and trucks

a) in the winter the windblast is full of water, dirt and debris...you have to turn your face when a bus or truck passes now

b) imagine yourself on a bicycle heading towards an oncoming bus going 60 mph in the rain, in the winter...without the breakdown lane the blast would knock you right off the seat

I-198

c) the idea of a clear plastic barrier seems logical...but it would quickly become opaque from the dirt blast and obscure the view for bicyclists, pedestrians as well as motorists

I-199

3) do not eliminate the bike lane during construction...

a) it is a long detour on a bicycle around through Renton..

b) I don't think a shuttle bus would be very convenient...and many people (like me) won't put their expensive bikes on the front of a bus in the rain

I-200

4) I've seen the counters periodically on the bike lane...

a) there is always much more usage in the summer than in the middle of the winter, or even spring and fall

b) you should not be using the counters to show "lack of usage" but rather we should be looking for ways to encourage usage...narrowing the lane and eliminating the North breakdown lane will not do that

c) using the bike lanes has to be a relatively non-threatening experience before many people will choose to do it

I-201

respectfully,

bruce fritchman
bruce.m.fritchman@boeing.com

I-197

None of the proposed alternatives would reduce the width of the shared-use pathway.

I-198

See Common Response CR-8: Safety and CR-3: Shared-use Pathway.

I-199

See Common Response CR-3: Shared-use Pathway.

I-200

See Common Response CR-3: Shared-use Pathway.

I-201

Your comments are noted. See Common Response CR-3: Shared-use Pathway.

----- Message from Jeff Frkonja <frkonja@foxinternet.net> on Mon, 9 Jun 2003 23:25:11 -0700 ---
--

To: "Tull, Andrea" <tulla@soundtransit.org>
Subject Comments on I-90 DEIS
:

Dear Ms. Tull:

Please accept my comments on the I-90 Two-Way project (attached). I know

I'm close to the wire, but it's only 11:20pm on June 9th so I had a whole

forty minutes to spare!

I know the Sound Transit staff is working hard on this. We citizens are

counting on you to point the decision-makers to a good choice: anything but

R-8, for God's sake!

Regards,

Jeff Frkonja

2568 NE 83rd St.

Seattle, WA 98115

frkonja@foxinternet.net
206.306.8965

To: Andrea Tull <tulla@soundtransit.org>, Project Manager, I-90 Two-Way Transit and HOV Operations Project
From: Jeff Frkonja
2568 NE 83rd St.
Seattle, WA 98115
jfrkonja@foxinternet.net
Date: 6-9-03
Re: Comments on the I-90 Two-Way Transit and HOV Operations Project DEIS

R-2B is the only viable alternative listed in the DEIS. The R-8 alternative is entirely inconsistent with regionally adopted policies as set forth in *Vision 2020* and its transportation element, *Destination 2030*. The problems R-8 and its treatment in the DEIS suffers vis a vis regional policy are outlined below.

First, *Destination 2030* clearly states that before expanding SOV capacity on regional facilities all alternatives--especially Transportation Demand Management (TDM)--be considered. The TDM options analyzed in the project DEIS do not constitute a robust TDM approach as defined by current practice in the field. The only measure considered was an improvement of transit service. A solid TDM strategy would address more than one alternate mode (you could consider improving nonmotorized linkages north through Bellevue and west from the I-90 tunnel to Seattle), address actual demand reduction measures (you could consider trip reduction measures such as parking or transit cash-out programs), and land use improvements

I-202

I-203

I-204

I-205

I-202

Your preference is noted.

I-203

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-204

Your comment is noted.

I-205

See Common Response CR-9: TDM/TSM.

(you could consider infill development, both commercial and residential, in Seattle). You cannot conclude that R-8 is at all warranted under regional policy until you meaningfully analyze a real TDM approach. I-205 cont.

Second, *Destination 2030* clearly states that transportation improvements should result in a balanced *multi-modal* system. As the DEIS makes abundantly clear, R-8 does not achieve modal balance. It achieves added SOV capacity at the expense of freight mobility. In closing the bridge bike lane for two construction seasons it also effectively eliminates nonmotorized users for two years (if you told SOV users that they would have to cross the bridge for two construction seasons by waiting until they were loaded on a trailer and hauled across, what would they say?). R-8 and its analysis in the DEIS does not address the regional policy goal of good modal balance. I-206

Third, *Destination 2030* makes transportation system safety a high priority. The project DEIS admits that R-8 sacrifices motorists' and truckers' safety in exchange for SOV capacity expansion. It also admits but does not sufficiently analyze the safety degradation for the nonmotorized users who would be only 2 feet from heavy free-flow freeway traffic. R-8 sacrifices lives and property and is therefore inconsistent with regional safety policy goals. I-207

Fourth, *Destination 2030* makes fiscal feasibility and responsibility a key regional goal. The DEIS does not really address the problem of where the incremental funding to carry out R-8 would come from or the cost of delaying the project until such funds could be found. R-8 is fiscally unrealistic and irresponsible. I-208

Finally, regional policy is to base transportation system choices on sound analysis. The DEIS travel demand projections which place R-8 in a favorable light are flawed. A modeler at an open house revealed that a considerable portion of the additional trips that "swamped" alternative R-2B in future decades were drawn away from the 520 bridge because of the improvements to the I-90 bridge. This is ill-founded logic because it does not acknowledge the projected improvements to the 520 facility. I-209

Thank you for the opportunity to comment on the DEIS. We citizens look forward to seeing the FEIS and hope sincerely that R-8 is revealed to be the disaster that it really is.

I-206

HOV capacity is added; number of general purpose traffic lanes remains the same. See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A for freight issues.

I-207

See Common Response CR-8: Safety.

I-208

Your comment is noted. See Common Response CR-10: Project Costs.

I-209

The DEIS did not assume expansion of the SR 520 bridge, since no commitment has been made to a preferred alternative or to fund improvements. In recognition of the ongoing SR 520 – Bridge Replacement and HOV Project, the cumulative effects portion of the DEIS identifies the effects on both I-90 and SR 520 of respective improvements made within each corridor.

Please provide your comments below.

As a Mercer Island resident who commutes to UW, I strongly favor option R8a, which would preserve MI access to the HOV lanes.

I-210

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-210

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: Thomas Gallagher

Address: 7825 85th place SE

City: Mercer Island, WA

State/Zip: 98040

E-mail (optional): thomasg@u.washington.edu

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

-----Original Message-----
From: dongarvett@attbi.com [mailto:dongarvett@attbi.com]
Sent: Thursday, May 08, 2003 11:11 PM
To: tulla@soundtransit.org
Subject: Draft EIS Comments I-90

I am a resident of King County and regular user of I-90 in both dfirections. I strongly favor alternative R-8A. It provides the greatest benefits while also preserve relative safety.

I-211

I-211

Your preference is noted.

Message from Bluebotl@aol.com on Sun, 8 Jun 2003 09:48:32 -0700 -----
To: exec.sims@metrokc.gov, "Tull, Andrea" <tulla@soundtransit.org>
Subject I-90
:

The Honorable Ron SIms,

I'm writing to urge you to improve transit service between Bellevue and Seattle in the I-90 corridor by rejecting Alternative R8A and supporting Alternative R2B instead. R2B offers better transit speed and reliability on I-90 than R8A. I'm opposed to R8A because it: I-212

* Breaks a promises to voters in 1996 by ignoring the "I-90 two-way center roadway" promise made in Sound Move R2B moves forward with the 1996 voter approved option for a 2-way center roadway. It preserves the center roadway for future high capacity transit or light rail. I-213

* Breaks the legally binding agreement made in 1976 for transit in the center roadway I-214

* Costs too much since the original budget for two-way transit on I-90 was $15 million. Estimates for R8A are $80- $100 million I-215

* Is bad for bus riders and commuters because substandard shoulder width means all disabled vehicles will block traffic thereby increasing commute times. I-216

* Is dangerous because arrower lanes significantly increase injury accidents for motorists Estimates are there will be 55 or more injury crashes per year. Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-217

* Is unsafe for bikers and walkers since I-90 is the only cross-lake bike/pedestrian path. Two foot shoulders would put bicyclists dangerously close to cars and trucks. R2A maintains the current 10 ft bike/pedestrian bike path I-218

* Will take twice as long to build as R2B I-219

Thank you for considering my comments.

Sincerely,

Joe Ginsburg

12210 Densmore Ave. N.
Seattle WA 98133-7729

I-212

Your preference is noted. See also Common Response CR-7: Transit Volumes and Reliability.

I-213

See Common Response CR-1: Memorandum Agreement.

I-214

See Common Response CR-1: Memorandum Agreement.

I-215

Your comment is noted. See Common Response CR-10: Project Costs.

I-216

See Common Response CR-6: Congestion.

I-217

See Common Response CR-8: Safety and CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-218

See Common Response CR-3: Shared-use Pathway.

I-219

Estimates of construction duration indicate that Alternative R-8A would have a longer construction period than Alternative R-2B, due to the larger amount of construction associated with Alternative R-8A. Current estimates are that Alternative R-8A will take up to two construction seasons to construct, and that Alternative R-2B would take one to one and one-half construction seasons to construct.

Message from Ken Glass <kenglass@hotmail.com> on Sun, 8 Jun 2003 21:16:16 -0700
To: "Tull, Andrea" <tulla@soundtransit.org>, "Sims, Ron" <ron.sims@metrokc.gov>
Subject Please support R2B
:

Please support R2B.

It's the safest, easiest to implement and fairest solution. Thank you in advance for your consideration. I-220

Ken Glass
kenglass@hotmail.com

I-220

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Message from Elizabeth Goldmanis <Elizabeth.Goldmanis@airborne.com> on Thu, 5 Jun 2003 14:03:37 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>

Subject : OPPOSE CHANGES TO I-90 CARPOOL LANES FOR MERCER ISLANDERS

I strongly oppose the proposed changes to I-90 which would eliminate use of carpool lanes to single-occupant Mercer Island residents. This was an agreement that was made in good faith and should not be reneged upon. This agreement should be honored by our government- not changed to suit someone's current agenda. I-221 I-222

Has anyone ever given some thought to how much it will affect the mainlines if Mercer Island vehicles are added to the already crowded mainline? I-223

Elizabeth Goldmanis

I-221

Your preference is noted.

I-222

See Common Response CR-1: Memorandum Agreement.

I-223

See Common Response CR-6: Congestion.

From: Tim Gould [mailto:4cleanair@usa.net]

Sent: Monday, June 09, 2003 4:03 PM

To: exec.sims@metrokc.gov

Cc: tulla@soundtransit.org; emersonj@soundtransit.org

Subject: Support R-2B over R-8A for I-90 Corridor

9 June 2003

Ron Sims, King County Executive

Seattle, WA 98104

Dear Executive Sims:

I strongly support improving transit and HOV capacity and reliability in the I-90 corridor between Bellevue and Seattle. This is why I support Alternative R-2B as the best plan to promote safer, faster and more reliable transit service and high-occupancy vehicle travel across Lake Washington. I-224

Plan R-2B is the best alternative because:

- It results in 20-100 fewer injury accidents (and therefore less accident related congestion). I-225
- R-2B keeps the promises made to voters for the "I-90 two-way center roadway" made in Sound Move (1996) and the agreement for transit in the center roadway (1976). I-226
- It enables easier conversion of the center lanes to future light rail use. I-227
- It maintains standard lane and shoulder widths providing space for broken down vehicles to remain safely out of traffic's way. I-228
- It maintains the 10-ft wide bike and pedestrian path, and preserves the 10 foot shoulder width next to this path, which is safer for motorists, cyclists, pedestrians and freight. I-229
- It is safer, cheaper, more effective than other alternatives, and can be implemented in half the time of R-8A and at one-third the cost of R-8A. The millions of dollars alternative R-2B would save can be used to increase bus and vanpool service and park & ride capacity, especially on Mercer Island. I-230
- It offers better transit speed and reliability on I-90, which gives commuters a real transit alternative to driving and encourages people to carpool, use park & rides, and ride the bus. I-231
- By moving more people in high occupancy vehicles and via transit, R-2B will reduce vehicle exhaust emissions and help improve our air quality. I-232
- Its configuration moves more people across the bridge in fewer cars. I-233

These last points deserve added emphasis. Last week, fellow air quality professionals and I attending the Northwest Air Summit agreed that the top air quality priority for the next 5 to 10 years in this region is, "Reduce emissions from transportation, especially diesel and carbon dioxide, and support land use planning and alternate transportation as tools". The R-2B corridor configuration will provide significant advantages to HOV and transit traffic over single-occupant vehicles, thereby encouraging a mode shift that decreases transportation air emissions. Metro Transit and Sound Transit are investing in clean fuel and exhaust control devices for their buses, and to maximize the effectiveness of this investment we need to improve service reliability and I-234

I-224

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-225

See Common Response CR-8: Safety.

I-226

See Common Response CR-1: Memorandum Agreement.

I-227

See Common Response CR-2: High Capacity Transit (HCT).

I-228

See Common Response CR-8: Safety.

I-229

Your comment is noted.

I-230

See Common Response CR-8: Safety.

I-231

See Common Response CR-7: Transit Volumes and Reliability.

I-232

Air quality would improve with an increase in HOV and transit usage and a decrease in single occupancy vehicle traffic. However, even with the HOV and transit options currently available the majority of commuters still choose to drive in single occupancy vehicles. Traffic congestion has not facilitated a transition into the available HOV and transit options. Alternative R-2B may not encourage a shift from single occupancy vehicles to mass transit and any gains in air quality due to HOV and transit lane improvements could be offset by the traffic idling on the outer roadways.

frequency. Carbon dioxide (CO2) emissions, the primary greenhouse gas associated with climate change, can only be reduced from the transport sector in the foreseeable future by cutting back on the quantity of fuel combusted. Plan R-2B will help encourage reduced fuel consumption because it is transit-, HOV-, and bicycle-friendly. I-235

In contrast, the other leading option, R-8A, would narrow traffic lanes, reduce shoulders to 2 feet, place cars only 2 feet from the bicycle lane, and result in more accidents. R-8A would put the future of high-capacity transit in this corridor at risk, moving transit out of the center lanes and allowing solo-drivers to remain. Also, R-8A would cause immense delays over the course of two years of construction, and is at least three times the cost of R-2B. I-236

I urge you, as a member of the I-90 Steering Committee, to support R-2B. Alternative R-2B puts us on a path of reducing emissions from the transportation sector. R-2B is a good start for improving multi-modal transportation in the Puget Sound Region and it sends a strong message to the public that local leaders are committed to affordable, effective, and safe transportation solutions in this region. I-237

Sincerely,

Tim Gould

4411 Woodland Park Ave. N. #1

Seattle, WA 98103
cc: Andrea Tulla, Sound Transit

It is important to note that the air quality analysis calculated ambient CO concentrations for comparison to the National Ambient Air Quality Standards (NAAQS). The analysis was not intended to determine which alternative will emit the most or least pollutants, but rather to estimate air quality impacts in an effort to ensure human health would not be compromised.

I-233

See Common Response CR-7: Transit Volumes and Reliability.

I-234

See Response I-232.

I-235

Certainly reducing fossil fuel consumption would reduce greenhouse gas emissions and air quality would improve with an increase in HOV and Transit usage and a decrease in single occupancy vehicle usage. However, even with the HOV and transit options currently available the majority of commuters still choose to drive in single occupancy vehicles. Traffic congestion has not facilitated a transition into the available HOV and transit options. Alternative R-2B may not encourage a shift from single occupancy vehicles to mass transit and any gains in air quality due to HOV and transit lane improvements could be offset by the traffic idling on the outer roadways.

It is important to note that the air quality analysis calculated ambient CO concentrations for comparison to the NAAQS. The analysis was not intended to determine which alternative will emit the most or least pollutants, but rather to estimate air quality impacts in an effort to ensure human health would not be compromised.

I-236

See Common Response CR-2: High Capacity Transit (HCT).

I-237

Your preference is noted.

From : "PHILIP GREGA" <pgppatch@hotmail.com>
To : MacDonD@wsdot.wa.gov
CC : hammon@wsdot.wa.gov, richard.conlin@seattle.gov, rubstel@wsdot.wa.gov, maln@soundtrasnsit.org, rob.mckenna@metrokc.gov, pgppatch@hotmail.com, mayors.office@seattle.gov
Subject : I-90 Two Way Transit & HOV Operations Project EIS alternative REQUEST
Date : Wed, 04 Jun 2003 17:01:33 -0700

Reply | Reply All | Forward | Delete | Put in Folder... | Printer Friendly Version

Dear Secretary McDonald,
As I expressed as a public comment at a recent, 6/3, Seattle Transportation Committee meeting, I ask that a hybrid I-90 Two Way Transit Alternative be evaluated and considered for I-90. I ask that my request be submitted and evaluated as input on the EIS for this SOUND TRANSIT/WSDOT project whose public comment period I understand ends on June 9, 2003.

I describe my I-90 Two Way Transit & HOV Operations Alterantive as:
Bi-directional Two Way Center R-8A.

Although I requested consideration of this alternative at a recent WSDOT I-90 conversion workshop at Bellevue City Council Chambers, I was asked to submit it on a form that I have been unable to find. I, therefore, submit it to you and others to assure that it is evaluated and assessed.

This Alternative is a Union of R-2B on R-8A. ie.
R-8A (10 Lanes) in which the 10 Lanes are:
Center I-90 Roadway: TWO WAY BIDIRCETIONAL (Three Person + HOT Lanes). ie. in Center I-90.
ie. Conversion of R-8a Two Way Morning/Night Reversible Lanes to R-2B Bidirecitonal Lanes

&

R-8A's Two Exterior Lanes (Two +) HOV Lanes in I-90 Outer Lanes. These Outer HOV Lanes could
be converted to (Three Person +) HOV Lanes.

With this alternative, as in R-2B, SOUND TRANSIT and Metro transit I-90 transit and carpool transit flow would be assured as in R-2B, and I deem the Center Bi-directional HOT Lanes could accomodate flammable tanker truck traffic if the trucking firm were willing to pay the HOT Lane fee.

I thank you for your time, and an acknowledgement that my input into the I-90 Two Way Transit & HOV Operations EIS has been made would be appreciated and is requested.
Sincerely, PHILIP GREGA 6/4/03

I-238

I-238

See Common Response CR-4: Hybrid Alternative.

Message from Carol Gregg <carolwgregg@hotmail.com> on Mon, 9
-

To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject Honoring your word
:

When a deal is made, only the dishonest try to change it once they have gotten what they wanted. Please protect the right given to single occupancy vehicles to use the hov lanes for a few miles, relieving the congestion a bit, and keeping faith with the deal made to do the project. Thank you, Carol Gregg

I-239

I-239

See Common Response CR-1: Memorandum Agreement.

Original Message-----

From: Greutert Ed [mailto:greutert_ed@bah.com]

Sent: Friday, June 06, 2003 1:31 PM

To: masnikc@soundtransit.org

Subject: COMMENTS REGARDING I-90 AND MERCER ISLAND PARK AND RIDE

Dear Ms. Masnik,

I am writing to express my concerns on some of the options posed for the modifications to I-90 and to comment on the additional parking spaces at the Mercer Island Park and Ride.

I-90 Alternative

I am a resident of Mercer Island and work in downtown Seattle. Bicycling is my primary means of commuting to work year-round. I am strongly opposed to the I-90 options which narrow the shoulder adjacent to the I-90 bike path, particularly the R8A alternative which will narrow the adjacent shoulder to 2 feet. This alternative indisputably poses serious safety hazards to bicyclists and pedestrians. Can you imagine riding a bicycle next to cars and buses whizzing by at 60 mph, with a 2-foot lane between you? Current efforts of King County, Sound Transit, and the Department of Transportation should promote bicycle commuting, not discourage it. I-240

I support the R-2B alternative. It's not only safer, it's cheaper. I-241

Regarding the Mercer Island Park and Ride Additional Parking Spaces, you state on your website (http://www.soundtransit.org/stplans/eastling/I_90.htm#r8a) that 40% of the Mercer Island P&R users come from off-Mercer Island. By expanding I-242

I-240

Your preference is noted.

I-241

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-242

Sound Transit has a Mercer Island Park and Ride project to address park and ride needs on Mercer Island. The purpose of the Mercer Island Park and Ride project is to add approximately 200 park and ride spaces on Mercer Island to address the current spillover parking issue that impacts adjacent neighbors and the downtown area and to provide some additional capacity.

the P&R on Mercer Island, you are encouraging more cars to drive on I-90 in order to park there. Expansions of the P&Rs east of Mercer Island (i.e. Bellevue and Eastgate) would alleviate the traffic on I-90 driving to Mercer Island. Increasing the number of buses that go directly from those P&Rs to downtown (i.e. bypassing the Mercer Island P&R) will encourage eastside commuters to use those P&Rs. Specifically- reduce frequency of the No. 550 Bus to every ½ hour during peak hour and start a direct Bellevue-downtown bus. This would obviate the need to build additional parking spaces on Mercer Island.

I-243

I-244

Thank you for your consideration,

Ed Greutert

3052 71st Ave. SE

Mercer Island, WA 98040

I-243

A portion of the funding originally allocated to the Mercer Island Park and Ride project has been reallocated to the planned Issaquah Highlands Park and Ride Project. This additional funding will provide for more spaces than originally planned by King County Metro and will intercept riders closer to their homes along the I-90 corridor.

I-244

The DEIS mentions the plans to increase park and ride capacity to the east of Mercer Island. These expansions would certainly help intercept drivers before they reach Mercer Island. Your suggestion regarding the ST Route 550 will be forwarded to Sound Transit for their consideration. In the past, Mercer Island residents have enjoyed the frequent service provided by the Route 550 despite the crowded parking conditions. Quite a few people connect from other King County buses operating on Mercer Island to the Sound Transit service.

Please provide your comments below.

- The only option which provides 2-way transit and HOV on the I-90 Lake Washington bridge without impacting other traffic is R2b. There is no impact on flammable truck traffic and no impact on bicycle/pedestrian use with R2b. I-245
- R2b (at $20M) is 1/3 the cost of R8a ($80-$100M) and can be completed in 1/2 the time required for R8a. R2b is consistent with the voter-approved Sound Transit project (1996) where the measure called for 2-way transit on the I-90 bridge at $15M. I-246 I-247
- R2b is consistent with the 1976 Memorandum of Agreement on the I-90 bridge. R8a is not. I-248
- R8a is a perfect example of "Scope Creep" where the purpose of obtaining 2-way transit lanes has been stretched to provide increased SOV capacity - definitely not a Sound Transit purpose and not a proper Sound Transit objective. I-249
- R2b is safer. It retains the full standard lane width and shoulders for interstate highways. Fewer accidents and resulting delays. I-250

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN IN TABLE
THANK YOU!

I-245

Alternative R-2B would have the greatest negative impact on other traffic, in that it would result in the largest increase in congestion on the I-90 corridor. The FEIS provides additional detail on these impacts in Table 3.2-16, which has been revised to include average weekday delay per person by transportation mode in each direction. With forecast year 2025 traffic demands, peak-direction delay to general purpose traffic would increase by an average of 25 percent, or about 5 minutes, for a typical peak-direction trip made on I-90 during the 12 hours of the day representing the highest travel volumes. In addition, Alternative R-2B would have a negative impact on transit travel times in the peak direction (see Table 3.1-2 in the FEIS).

I-246

Your comment is noted. See also Common Response CR-10: Project Costs.

I-247

See Common Response CR-1: Memorandum Agreement.

I-248

See Common Response CR-1: Memorandum Agreement.

I-249

See Common Response CR-1: Memorandum Agreement.

I-250

See Common Response CR-8: Safety.

If you would like to be on this project mailing list, please provide your contact information below

Name: GEORGE GUNBY

Address: 2540 NE 90th

City: Seattle

State/Zip: Wa 98115

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

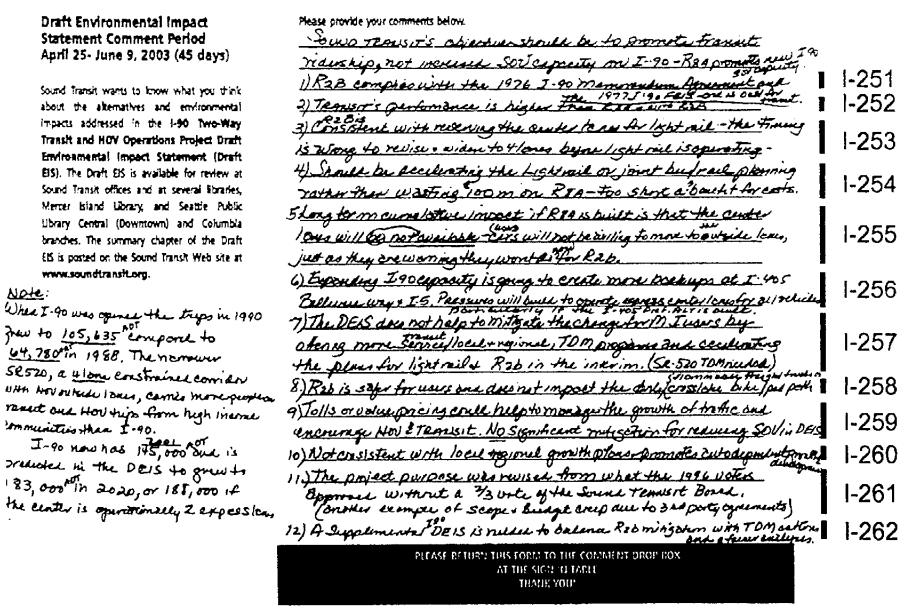
Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here



Draft Environmental Impact Statement Comment Period
April 25- June 9, 2003 (45 days)

Sound Transit wants to know what you think about the alternatives and environmental impacts addressed in the I-90 Two-Way Transit and HOV Operations Project Draft Environmental Impact Statement (Draft EIS). The Draft EIS is available for review at Sound Transit offices and at several libraries, Mercer Island Library, and Seattle Public Library Central (Downtown) and Columbia branches. The summary chapter of the Draft EIS is posted on the Sound Transit Web site at www.soundtransit.org.

Please provide your comments below.

Sound Transit's objectives should be to promote transit ridership, not increased SOV capacity on I-90 - R8A promotes new SOV capacity I-251
1) R8A complies with the 1976 I-90 Memorandum Agreement only I-252
2) Transit's performance is higher from R8A and R8B than R8A. I-253
3) R8B is inconsistent with reserving the center lanes for light rail - the timing is wrong to revise a widen to 4 lanes before light rail is operating -
4) Should be accelerating the light rail or joint bus/rail planning rather than widening I-90 in R8A - too short a "built for cost. I-254
5) Long term cumulative impact if R8B is built is that the center lanes will (how) not be available - DEIS will not be willing to move to outside lanes, just as they are warning they won't for R8B. I-255
6) Expanding I-90 capacity is going to create more backups at I-405 Bellevue way & I-5. Pressure will build to convert express center/roadway 2+/vehicles (particularly in the I-90 Bike/Ped Path corridor). I-256
7) The DEIS does not help to mitigate the change from HOV lanes by offering more transit service/local + regional TDM programs and accelerating the plans for light rail. R8B in the interim. (SR-520 TDM included) I-257
8) R8B is safer for users and does not impose the daily (commuter) freight traffic on the bike/ped path I-258
9) Tolls or value pricing could help to manage the growth of traffic and encourage HOV & transit. No significant mitigation for removing SOV's DEIS I-259
10) Not consistent with local regional growth plans promotes suburban development I-260
11) The project purpose was revised from what the 1996 voters approved without a 2/3 vote of the Sound Transit Board. (Another example of scope + budget creep due to 3rd party agreements) I-261
12) A Supplemental I90 DEIS is needed to balance R8B mitigation with TDM actions and other options. I-262

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX AT THE SIGN-IN TABLE
THANK YOU!

Note:
When I-90 was opened the trips in 1990 grew to 105,635 AOT compared to 64,780 AOT in 1988. The new express SR520, a 4 lane constrained corridor with HOV outside lanes, carries more people than our HOV trips from high income communities than I-90.

I-90 now has 145,000 Total AOT and is predicted in the DEIS to grow to 183,000 AOT in 2020, or 188,000 if the center is operationally 2 express lanes.

I-251

See Common Response CR-1: Memorandum Agreement.

I-252

See Common Response CR-7: Transit Volumes and Reliability.

I-253

See Common Response CR-2: High Capacity Transit (HCT).

I-254

Alternative R-8A can be viewed as a first step toward achieving HCT on I-90. By constructing R-8A now, needed capacity can be provided for transit and carpools now. This capacity will also be beneficial in the future when HCT is implemented in the center roadway. This will displace transit and carpools which can then operate in the transit/HOV lanes in the outer roadways.

I-255

See Common Response CR-2: High Capacity Transit (HCT).

I-256

See Common Response CR-6: Congestion.

I-257

See Common Response CR-9: TDM/TSM.

I-258

See Common Response CR-8: Safety.

I-259

See Common Response CR-9: TDM/TSM.

I-260

See Section 4.1 Land Use of the EIS for a description of Alternative R-8A's consistency with local and regional plans and policies.

If you would like to be on this project mailing list, please provide your contact information below

Name: VIRGINIA GUNDY

Address: 2040 NE 90th ST

City: Seattle WA 98115

State/Zip:

E-mail (optional):

Telephone (optional): 206-524-2791

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

I-261

See Common Response CR-1: Memorandum Agreement.

I-262

See Response O-130. Also, see additional text and analysis provided in the FEIS regarding potential Transportation Demand Management measures (TDM), Section 3.1.2.2.

June 5, 2003

RECEIVED
REGIONAL EXPRESS
JUN 05 2003
PROJ NAME
CONTRACT#
DC CODE#

Andrea Tull, I-90 Project Manager
Sound Transit
401 Jackson St
Seattle Washington 98104

Dear Andrea,
Enclosed is the ~~I-90 DEIS Review Comments, 12 pages, plus Appendix 1 two page I-90 History and~~ Appendix 2 Low Cost Hybrid combining R-5-Restriped/R2B, one page.

Thanks you very much for you assistance in the DEIS process. I look forward to working with you and the project staff in the future on this important project.

Yours truly,

Virginia K. Gunby

Virginia K. Gunby
2540 N.E. 90th
Seattle, WA 98115
vgunby@aol.com
Phone and FAX-206-524-2731

P.S. I am submitting the Appendix 2 Low Cost Hybrid as an individual and not for 100 friends.
VKG

2 copies

Appendix 2-2003 I-90 Review Comments –

Virginia Gunby-Reviewer for 1000 Friends of Washington

Low Cost I-90 Operational Changes to Achieve Hybrid-Combining R5 Restripe/R2B-Project –

Purposes-To operate Two-way I-90 Center Lane Transit/HOV, implement R-5Restripe and Implement TDM I-90 Corridor Demand Management Program. Does not preclude R8A, if needed later when Light Rail Transit is implemented

a.) The purpose of this **HYBRID** alternative is to reduce the costs, develop a safer I-90 corridor with center lanes operating with reliable Two-way transit/HOV3+ (or HOT lanes). It combines the benefits of proposed alternative **R5 Restriped** for HOV2+ rather than for buses in the AM/PM peak-hours. The HOV2+, in 14 foot outside lanes, would travel eastbound in the AM and westbound in the PM. Provides for efficient **R2B** center lane Two way transit HOV now in the underutilized lanes, and preserves the separated right-of-way for future cross-lake use by Bus Rapid Transit and/or Light Rail Transit.

b.) Calls for a negotiated I-90 community "**Corridor Management Agreement**", consistent with future WSDOT Translake/SR 520 and I-405 connecting system scenarios and programs for transportation systems and demand management strategies, including pricing options.

Estimated Costs: R-5 Restripe/R2B Hybrid option: R 5-Restripe is estimated in the I-90 2003 DEIS to cost $10-12 million. Plus the added R2B costs of $28-$30 million + inflation to year of expenditure would result in a total cost of $40–42 million+. A significant reduction from the R8A costs of $100 million + inflation in year of expenditure.

Benefits:

1. It keeps public promises written in the 1976 Memorandum Agreement, the I-90 1977 FEIS and to the 1996 regional vote for I-90 Two-way center transit.
2. **Does not preclude** a later option to build new **R8A** lane. **R8A** could be implemented, if needed, after developing a Community I-90 Corridor Management Agreement, increased transit service and trip management plan.
3. The **Hybrid R-5/Restripe/R2B would be in the outside peak shoulder as the R8A option and would transition well to the R8A if,** when BRT or Light Rail is implemented in the center lanes. It also depends upon what happens to I-5-SeattleNorth and South, Translake SR 520 and I-405 implementation which are all part of an interdependent quadrangle of major state highways currently under study for capital investments.
4. Protects the Bike/ped path and users during most of the major hours of the day, except evening afternoon peak. There should be at least four feet rather than 2 feet between the bike lane and the R-5 HOV2+ vehicle lane.
5. Increases the outside lanes at the commuter peaks for HOV2+ and all day for center two-way transit and HOV3+. The outside HOV2+ lane can be operated for evening games and events along with Two-way Express event buses in the center lanes.
6. Is quicker and cheaper, with one year or less constriction time, and has far less life costs.
7. It is safer for all users, since all lanes are not narrowed. Does not require additional capital and operational costs to install and maintain all of the R8A mitigation measures in I-90 DEIS Appendix J, pp. J-1 through J-4.
8. Non-peak traffic could use the east/west right shoulders for breakdowns. During the AM peak the eastbound outside 14'shoulder would be open. In the PM the westbound shoulder would be unoccupied.
9. Current 60-mph speed would not have to be reduced to 50 mph for safety reasons.
10. Hazard and flammable truckloads would not have to be diverted to longer and less safe highway routes where there is no fire suppression equipment available in case of an accident.
11. Promotes Transit and HOV use at the peaks and does not increase SOV capacity by 6-800 cars at the peak hours, like R8A.
12. Provides space for displaced center lane Mercer Island SOVs, into the 3 mainline lanes space vacated by HOV2+ that are in the **R5-Restripe** peak hour new shoulder lane and reverse route transit vehicles spaces that are now in the center lane. Assumes improved new local Mercer Island transit-service and improved two way Express bus service is part of a corridor sustainability program.
13. One year rather than a two- year construction program would reduce the disruption of delay and save time of I-90 users.
14. The I-90 Two-way center lanes interconnect well with the I-90 bus-way into Seattle to 4th and Dearborn or Seattle CBD bus tunnel. Revisions are needed to connect directly to I-5 North and South or North and South I-405 BRT lanes. Sound Transit spends large amounts of capital funds on constructing direct access bus ramps I405 and I-5, when they currently are not using the potential of the I-90 two way bus lanes between Bellevue, Mercer Island and Seattle.

I-263

I-263

See Common Response CR-4: Hybrid Alternative.

Message from Curtis hammond <cjhammond@msn.com> on Wed, 4 Jun 2003 19:43:40 -0700 ---
--

To: alan.merkle@ci.mercer-island.wa.us, "Tull, Andrea" <tulla@soundtransit.org>, <ron.sims@metrokc.gov>
Subject I-90 Proposals
:

I have never been involved in "politics" or active in community affairs, so this is my first communication with our political leaders...so bear with me.

I am very troubled by the possible removal of the rights of Mercer Islanders to utilize the Express lanes between Mercer Island and Seattle. My main concern, other than the fact that a document was signed with the intention of allowing this right in perpetuity, is that, unlike residents of other neighborhoods or cities, I have no other access to/from my home other than the bridges. Normally not a big deal, but with Seattle growing, Mariners games, Sonics games and the many events that are taking place on week days, the traffic to/from Seattle is a major pain. I have no other alternative but to be on I-90. Residents of other neighborhoods have alternatives to get to where they are going or home after a day's work....I don't. Please don't take away my only choice to have a reasonable commute, due to other peoples wishes for a speedy bus trip to a Mariners game or a quicker trip on a bus to get from Seattle to Bellevue via Mercer Island. I-264

I'm sure they happen, but I have yet to see one accident or issue with a bus having to do the "weave" as the drivers fondly call it, during my commutes. Why not buy narrower busses? Why not station tow trucks every 1000 yards? Both would be cheaper and probably improve the flow better. I-265

Curt Hammond
Mercer Island

I-264

See Common Response CR-1: Memorandum Agreement

I-265

The standard width of transit buses is 102 inches (8.5 feet), with the typical minimum width for smaller transit buses being 92 to 96 inches. In both cases, the proposed 11- and 12-foot wide travel lanes, or 14-foot wide transit shoulders, would be adequate for existing and proposed transit buses. Narrower buses (e.g. less than 92-96 inches) would have a lower person-carrying capacity and higher operating costs, and would have substantially higher acquisition and maintenance costs due to non-standard components.

Weaving maneuvers by buses are not a major source of crash involvement today, because few buses are required to make these movements. In addition, state law requires other vehicles to yield to buses changing lanes. Crash involvement by buses is not necessarily related to the width of the buses, but to the actions of drivers of vehicles, or adverse environmental conditions.

The I-90 corridor currently has extensive provisions for the detection of incidents, including closed-circuit television (CCTV) and traffic flow loops used to monitor traffic flow on a 24-hour per day, 7-day per week basis. Provisions for shoulders and pullouts for use by incident response trucks at key locations in the corridor would keep response times to an acceptable level. The tow truck spacing proposed in the comment would not likely provide a substantially improved operation over that currently proposed with the Preferred Alternative (R-8A), and would increase WSDOT's operating costs out of proportion to the benefit provided by the additional service.

Please provide your comments below.

I AM STRONGLY SUPPORTIVE OF ALTERNATIVE R-8A.
IT MAKES NO SENSE TO MOVE THE MERCER ISLAND SOV'S
INBOUND INTO SEATTLE IN THE MORNING TO THE MAINLINE.
MAINLINE TRAFFIC WOULD BE BACKED UP TO NORTH BEND!

I-266

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-266

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: NEIL HAMPSON

Address: 6290 W. MERCER WAY

City: MERCER ISLAND

State/Zip: WA 98040

E-mail (optional): neil.hampson@vmmc.org

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

tulla@soundtransit.org
----- Message from "Masnik, Carol" <masnikc@soundtransit.org> on Wed, 30 Apr 2003 14:58:59 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>
Subject FW: Information request
:
for your handling

-----Original Message-----
From: Brian Hart (Experio Solutions Corporation) [mailto:v-bhart@microsoft.com]
Sent: Monday, April 28, 2003 2:42 PM
To: expresscommunityrelations@soundtransit.org
Subject: Information request

Thank you for all of your efforts in looking to reduce commute times across Lake Washington on I-90. I believe your suggestions listed in Saturday's *Seattle Times* have merit, and any one of them (except for maintaining the present configuration) would help reduce our congestion problem. I-267

However, I have questions regarding the cost estimates for implementing these proposed alternatives. How can simply adding a new lane in each direction (alternatives R-5 Restripe, R-5 Modified, R-8A) cost up to $100 million? I may be wrong, but wouldn't most of the work be simply repainting the lane markers? I cannot understand how this could be so expensive. I realize that some portions of the roadway may need to be widened, but how much are we talking about? I-268

I would appreciate it if you could provide me with more detailed cost estimates for these proposed alternatives. I would like to support Sound Transit in its endeavors, but would like some clarification around this issue first. Thank you for your time.

Brian Hart

I-267

Your comment is noted.

I-268

See Common Response CR-10: Project Costs.

Message from Steven Hartholz <sbh@eskimo.com> on Fri, 30 May 2003 18:59:21 -0700 -----
To: exec.sims@metrokc.gov
cc: "Emerson, Jane" <emersonj@soundtransit.org>
Subject Transportation on I-90 Issue
:

Please support the proposed R2B Plan. It is less costly and a lot safer because it will not cause congestion like R8A can. | I-269

It is also hoped that light rail will also be able to serve the I-90 corridor in the future. | I-270

I-269

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-270

Sound Transit will evaluate HCT in the I-90 corridor and make a determination regarding the corridor and the most appropriate technology to be used based on analysis and public input. This would be done in a regional transit planning and environmental process separate from the I-90 Two-Way Transit and HOV Operations project. That process is being initiated and is anticipated to be completed in 2005. In doing so, Sound Transit will be guided by the Steering Committee's recommendation as well as the agency's Long Range Vision, which identified the I-90 corridor as a potential rail extension crossing for Lake Washington. Sound Transit will also be guided by the Trans-Lake study, which confirmed the use of the I-90 corridor for HCT. HCT alternatives include light rail and other fixed-guideway technologies that operate in their own dedicated right-of-way. See Common Response CR-2: High Capacity Transit (HCT).

----- Message from AlanHarvey@aol.com on Sun, 1 Jun 2003 14:47:13 -0700 -----
To: jennifer.ramirez@seattle.gov
cc: "Emerson, Jane" <emersonj@soundtransit.org>
Subject No on the I-90 changes
:

Dear Mayor Nickles:

I understand alternatives are being considered for the I-90 bridge that do not include two-way bus service on the middle lane. This is not what we voted for and what was promised. Please keep bus service and HOV lanes as they are.

Single person autos are costing us a lot. There is no need for them to cost us safety. The only answer is mass transit, and making this clear on every commute is the only way to get there. I-271

Please keep the promises and keep the roadway safe.

Alan Harvey

Alan Harvey --- 2601 W. Manor Pl., #424, Seattle, WA 98199 --- 206-282-7402

I-271

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

-----Original Message-----
From: Geoff Hazel [mailto:geoff_hazel@yahoo.com]
Sent: Wednesday, May 21, 2003 10:54 AM
To: expresscommunityrelations@soundtransit.org
Subject: Comment on I-90 Two-Way Transit and HOV Operations project

I've been doing some more thinking about my previous comments on the I-90 Two-Way Transit and HOV Operations project that I made to the court reporter yesterday on Mercer Island at the open house.

It seems to me that when I look at the center roadway, it isn't "full" by any measure most of the time. This morning during rush-hour around 8:15 AM there was one lane of cars speeding across.

Given that it isn't full most of the time, and that I-405 and other freeways only have one carpool lane and seem to get by with that (or at least try to get by), and that the balance of traffic across the I-90 bridge/corridor is nearly 50-50 (no more "reverse commute") it makes total sense to me to convert the center roadway to two-way full time operation. If the busses are slowed down by congestion THEN, just up the requirement in cars from 2 to 3 to free up some space. I-272

Sure, it'll have a negative impact on the mainline, but that's not what this project is addressing anyway, we're interested in getting the busses across the water with as little delay as possible. And if the mainline traffic is a bit slower, well there's just more incentive to carpool and take the bus, right?

So Plan R2-B makes the most sense to me, for all those reasons. I-273

Geoff Hazel
2428 129th Ave SE
Bellevue, WA 98005

Do you Yahoo!?
The New Yahoo! Search - Faster. Easier. Bingo.
http://search.yahoo.com

I-272

Your comment is noted. See also Common Response CR-6: Congestion and Chapter 3 - Transportation of the EIS for potential effects to the mainline (outer roadways).

I-273

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Please provide your comments below.

Option R-8A is clearly the most appropriate alternative to solve the traffic problems facing the area. It accomplishes the key objective of reducing reverse peak travel times for transit as well as reducing freeway non travel time and congestion duration.

To implement any of the other plans would be a serious misuse of public funds.

I-274

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-274

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: S. Heckbert

Address: 7580 SE 71st St.

City: Mercer Island

State/Zip: WA 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

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Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

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JUN 0 3 2003

PROJ NAME
CONTRACT#
DC CODE#

-----Original Message-----

From: Tom Henderson tomh@tomh.org

To: ron.sims@metrokc.gov

Sent: 6/8/03 5:09 PM

Subject: in support of R-8A for I-90

Mr. Sims,

I am a Mercer Island resident and commuting cyclist. I wish to strongly support the R-8A option to restripe the outer roadways. I have lived in many other regions where restriping to add lanes has been successful (such as on the bridges in the Bay Area). This region has too few lanes on its major roadways (including I-405). I do not believe that restriping will be that disruptive to the pedestrian/bicycle lane, but even if it is, it will be worth it to maintain the center lanes as is.

I-275

Sincerely,
Tom Henderson

I-275

Your preference is noted.

To: RTA Main Mailbox

Subject: RE: Draft EIS on I-90 Two Way Transit & HOV

----Original Message----
From: mark benley [mailto:henleymark@hotmail.com]
Sent: Friday, May 16, 2003 2:32 PM
To: main@soundtransit.org
Subject: Draft EIS on I-90 Two Way Transit & HOV Operations

The Draft EIS fails to adequately address the project's impacts on "non-motorized" users of the bicycle/walk way on the north side of the I-90 bridge. Other than the No-Build Option, it is unacceptable for any of the alternative to restrict at any time, either temporarily during construction or permanentantly after construction, the use of the bicycle lane. I, along with many other bicyclists, use the bicycle lane daily to get to and from work. I ride from Beacon Hill to east of factoria. The WSDOT and Sound Transit must recognize the importance of bicycle commuters whom free up roadways and reduce the amount of parking and prevent pollution. I am not saying that bicyclists are more important than a person in a single occupancy vehicle - we are all important. What I am saying is that bicyclists deserve the same right to use our roadways as people in "motorized" vehicles. As a bicyclist, my tax dollars go to road improvements and this extends to safe bicycle facilities. I am writing to urge WSDOT and Sound Transit to respect the bicycling community and to provide an adequate bicycling lane, of greater or equal width, during the construction of the selected alternative (even if it is a temporary facility) as well as a permanent bicycling lane for the full length of the project's improvements. No impacts to the existing bicyle facilities is the best option. Thank you for your consideration.

I-276

I-276

See Common Response CR-3: Shared-use Pathway.

Please provide your comments below.

R-2B BEST SOLUTION WE DO NOT NEED 25% MORE VEHICLES IN THE CITY. I-277

R-8 MORE NOISE
VIEW TO MT RAINIER FROM PATH IS LOST,
90 TRUCKS REROUTED
CLOSURE OF ONLY CROSS LAKE BIKE ROUTE DURING CONSTRUCTION.
LIKELY THE MOST CRASHES & INJURIES,
MORE CONGESTION IN SEATTLE = MORE NOISE & AIR POLLUTION
LOSS OF PEDESTRIAN AMENITIES, I-278

R-5 YOU CAN NOT BE SERIOUS EXPECTING BUSES TO WEAVE ACROSS LANES ON THE BRIDGE. I-279

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-277

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-278

Your comments are noted.

I-279

Your comment is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: GREGORY HILL

Address: 1215 N 47th ST.

City: SEA WA

State/Zip: 98103

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Please provide your comments below.

Retain single occupant access from Seattle to Mercer Island per EIS DA

I-280

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-280

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: Hal Hill

Address: 8910 SE 54th St.

City: Mercer Island

State/Zip: 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from Virl Hill <vhill@real.com> on Thu, 5 Jun 2003 15:52:18 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 plans
:

Dear Ms Tull

I am writing to encourage Sound Transit to adopt alternative R-8A in any subsequent reconfiguration of I-90.

Everyone in Puget Sound wants improved traffic solutions for the region. The cost-benefit analyses I've read indicate that R-8A provides the optimal combination of improved access, safety, minimal construction impact, operations and maintenance costs. R-8A also preserves the negotiated right for **all** travelers between Seattle and Mercer Island to use HOV access lanes. Mercer Island agreed to a steep impact for that right. HOV access for single occupant vehicles between Seattle and Mercer Island also encourages highway travellers to stop at local businesses en route to their final destination. I personally know working parents on the Eastside and in West Seattle who use Mercer Island child care facilities for this reason. I-281

R-8A is a win-win for everyone in Puget Sound, not just for Mercer Island. I encourage its adoption.

Sincerely,

Virl Z. Hill
8316 SE 57th Street
Mercer Island

I-281

Your preference is noted.

From: Sam Hobson [sam@hobson.org]
Sent: Thursday, May 08, 2003 10:13 PM
To: tulla@soundtransit.org
Subject: EIS Comments

Thank you for the recent "Express Connection" newsletter update on the I-90 project. You solicited comments on the Draft EIS and on the alternatives, in general. I-282

The EIS seems thoughfully done, and none of the adverse impacts seem significant. That's good news!

Regarding the design alternatives, I believe R-2B makes the most sense. It achieves the primary goal of reducing average transit/HOV times at what seems to be the cheapest cost. In addition, it appears to be the safest of the alternatives. I-283

I think the R-5 designs and the R-8A design are not appropriate. In addition to being more expensive, they will create more incentive for more single-occupant traffic. The traffic will increase, and we'll be back to the same congestion level in a year or two. In addition, R-5 and R-8A have adverse impacts on the shared-use pathway (bike/pedestrian) that are far too severe. Many people rely on the I-90 path for their daily bicycle commute. Isn't this one of the things we want to promote? Closing the pathway for up to 2 seasons is simply unacceptable. I-284

Thank you.

sam

I-282

Your comment is noted.

I-283

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-284

Your preference is noted. See also Common Response CR-3: Shared-use Pathway regarding pathway closure.

Message from Elaine Howard <elenas@attbi.com> on Wed, 4 Jun 2003 23:24:23 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 Lane Configuration
:

Elaine Howard
4817 Forest Ave SE
Mercer Island, WA 98040
(206) 232-4443

Attn: Andrea Tull, Project Manager

I believe that people have forgotten why Mercer Island residents are currently allowed to use the HOV lanes of I-90. When originally configured, the I-90 bridge was to have lanes exclusively for the use of Mercer Islanders. This was one of the conditions negotiated for the taking of so much of our prime real estate.

Then the City of Seattle refused to let I-90 carry the number of lanes required into the City. So, there was a negotiation that allowed Mercer Islanders to use the HOV lanes in exchange for giving up their exclusive lanes.

I-285

I want to be sure that whatever configuration is decided upon, that we on Mercer Island will have a way to access the HOV lanes. It would be very unfair to expect us to give up everything we got in exchange for the loss of our tax-paying real estate.

Respectfully,

Elaine Howard

I-285

Your preference is noted.

Please provide your comments below.

I believe that the R&A plan for I-90 makes the most sense. It accomodates everyone —

Thank-you for allowing me to participate

Nancy Hspadt

I-286

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-286

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name:

Address:

City:

State/Zip:

E-mail (optional): nspaeth@mindspring.com

Telephone (optional):

FOLD HERE

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

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MAY 23 2003
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CONTRACT#
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Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Message from gretchenq <gretchenq@attbi.com> on Wed, 4 Jun 2003 13:23:34 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 lane configuration
:

Regarding the proposed changes to I-90 - Bob and Gretchen Ilgenfritz, residents of Mercer Island, favor option R 8A. I-287

I-287

Your preference is noted.

Please provide your comments below.

Bike path:

(1) Retain current width. I-288

(2) 96" barrier with Solid : PLASTIC / PERSPEX upper section. Need protection from debris if shoulder narrow. Also need protection from water spray from traffic on wet Road. Bars / gratings do not prevent water spray. I-289

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN IN TABLE
THANK YOU!

I-288

Your preference is noted. None of the proposed alternatives would decrease the width of the shared-use pathway.

I-289

See Common Response CR-3: Shared-use Pathway.

If you would like to be on this project mailing list, please provide your contact information below

Name: Louis Jacobson.

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

4356 92nd Avenue SE
Mercer Island, WA 98040
May 18, 2003

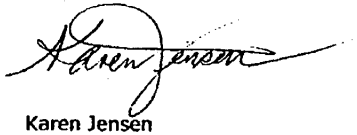
To Whom It May Concern:

I strongly support R-2B, the safety solution for I-90. | I-290

The WSDOT & Sound Transit alternative, R-8A, is unacceptable because it is unsafe for bikers and walkers, it is bad for bus riders and commuters, it would be dangerous, it would cost too much, and it breaks the promise made to voters by the 1976 legal agreement and the 1996 Sound Move vote that promised "two-way center lane transit." | I-291

Please make every effort to bring R-2B into action. | I-292

Thank you,



Karen Jensen
email: Karen_Jensen@msn.com
phone: 206-230-6626

I-290

Your preference is noted.

I-291

Your comment is noted. See also Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety and CR-10: Project Costs.

I-292

Your preference is noted.

From: D Jones [dionysius@hotmail.com]
Sent: Friday, May 23, 2003 1:41 PM
To: exec.sims@metrokc.gov
Cc: tulla@soundtransit.org
Subject: Please support Safety Alternative R2B for I-90

Executive Sims:

I am a biker and a triathlete, and a carpooler. I ask that you support the Safety Alternative (R2B) that would preserve the center lane for two-way bus service and HOV. It would keep the bridge safe for motorists, bicyclists, and pedestrians by avoiding the re-striping. It's a safer, cheaper (1/3 the cost of R8A), more-effective solution that can be implemented in half the time of R8A, with existing Sound Transit and WSDOT funds. I-293

R8A breaks two promises to voters. It ignores the "I-90 two-way center roadway" promise made in Sound Move (1996) and the legally binding agreement for transit in the center roadway (1976). I-294

R8A Is unsafe for bikers and walkers. I-90 is the only cross-lake bike/pedestrian path, and speaking as someone who has biked innumberable times over that bridge in races and for fun, 2 foot shoulders would put us dangerously close to cars and trucks. I-295

R8A would create enormous traffic snarls. Substandard shoulder width means all disabled vehicles will block traffic and increase commute times. I-296

Finally, R8A costs too much! The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are *6 times* as high ($80- $100 million.) I-297

Thank you very much,
Denise Jones
Issaquah, WA

I-293

Your preference is noted. See also Common Response CR-10: Project Costs.

I-294

See Common Response CR-1: Memorandum Agreement.

I-295

See Common Responses CR-3: Shared-use Pathway and CR-8: Safety.

I-296

See Common Response CR-6: Congestion.

I-297

See Common Response CR-10: Project Costs.

From: Rob Kaplan
Sent: Wednesday, May 07, 2003 1:37 PM
To: tulla@soundtransit.org
Subject: I90 Two-Way Transit and HOV Project

COMMENT ON I90 TWO-WAY TRANSIT AND HOV PROJECT

I am absolutely opposed to any plan that would void Mercer Island residents access to HOV lanes.

Eradication of Mercer Island residents access to the HOV lanes, as stipulated in the 1976 Memorandum Agreement, would result in distinct losses to residents of Mercer Island. Our quality of life, as well as our property values, would be negatively affected by denial of HOV access. I-298

HOV access is a distinct factor for many who make the choice to live on Mercer Island. Elimination of this covenant is simply unacceptable.

I am all for improving commuting conditions for those traveling the I90 corridor..but it must be done in a way that is sensitive to commitments made and embraced by our community.

Thank you.

Robert Kaplan
6735 84th Avenue SE
Mercer Island, WA 98040

I-298

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.

From: Jerry & Michelle Kavesh
Sent: Friday, May 09, 2003 8:12 PM
To: tulla@soundtransit.org
Subject: I-90 EIS Comments

May 9, 2003

Ms. Tull
Sound Transit
Attn: Andrea Tull
Project Manager
401 South Jackson Street
Seattle, WA 98104-2826

Dear Ms. Tull,

SUBJECT: I-90 EIS COMMENTS

This letter is to register our opinion regarding the proposed I-90 Improvement Alternatives. We prefer the HOV on Outer Roadway (R-8A) and believe Sound Transit & the WA State DOT are obligated to honor the original agreements made with the City of Mercer Island when I-90 was completed. I-299

Sincerely,

Jerry & Michelle Kavesh
4265 89TH AVE SE
MERCER ISLAND, WA 98040

I-299

Your preference is noted. See also Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

ALTERNATIVE 2B1 I-300

I DON'T LIKE 8A, I THINK IT WILL MAKE THE BIKE/PED PATH MORE UNCOMFORTABLE IF NOT UNSAFE. THERE'S LESS AUTO SAFETY AS WELL WITH REDUCED SHOULDERS. I-301

THE AGREEMENT WITH MERCER ISLAND WAS PRETTY CLEAR. TRAFFIC VOLUMES HAVE RISEN ENOUGH THAT THEY NO LONGER SHOULD HAVE ACCESS TO THE CENTER LANES. I-302

2B1. I-303

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-300

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-301

Your comment is noted. See also Common Responses CR-8: Safety.

I-302

Your comment is noted. See also Common Responses CR-1: Memorandum Agreement.

I-303

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: ROBERT KETCHERSIDE

Address: 510 6TH AVE S. #505

City: SEATTLE

State/Zip: WA 98104

E-mail (optional): tiger@zombiezodiac.com

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Dear Ms. Tull, 6-5-03

I support option R-8A for the conversion of I-90. Please honor the commitment that was made to Mercer Island, during the original expansion of I-90. R-8A will ease congestion & fulfill that commitment.

Thank you,

Sincerely,

Christine B. King

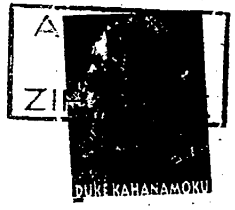
Thomas H. King

4117 83rd Ave SE

Mercer Island, WA 98040

I-304

Ms. Christine B. King
4117 83rd Ave. SE
Mercer Island, WA 98040



Attn: Andrea Tull
Project Manager
Sound Transit
401 S. Jackson St.
Seattle, WA 98104-2826

I-304

Your preference is noted.

Barbara L. Knopes
8170 W. Mercer Way
Mercer Island, WA 98040
206-236-0306

May 31, 2003

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Ms. Tull,

***I am both a cyclist and a commuter by car** on the I-90 corridor. After careful reading of the proposals for the I-90 two way transit/HOV project, it seems to me that **clearly the best proposal is R8A**.* I-305

Using a 96" railing and perhaps even reducing the speed of traffic on the bridge would be important. I-306

Sincerely,

Barbara L. Knopes

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I-305

Your preference is noted.

I-306

See Common Responses CR-3: Shared-use Pathway.

Please provide your comments below.

I oppose any of the plans which narrow the lanes. I favor plan R-2B Modified with the addition of a railing between the bike lanes and the traffic. Don't narrow the lanes. Going faster with a smaller margin for error is not safe!

I-307

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-307

Your preference is noted. See also Common Responses CR-3: Shared-use Pathway.

33756041_01individuals2.P65

If you would like to be on this project mailing list, please provide your contact information below

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Mary Lou Kraus
911 Fed. Ave E.
Seattle, WA
98102

Place stamp here

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

From: Masnik, Carol
Sent: Monday, May 19, 2003 10:40 AM
To: Tull, Andrea
Subject: FW: Please keep bike lanes on I90

Carol L. Masnik
Carol L. Masnik
Regional Express Department
206.398.5048

-----Original Message-----
From: Bill Kuhn [mailto:bill.kuhn@gettyimages.com]
Sent: Monday, May 19, 2003 9:03 AM
To: 'expresscommunityrelations@soundtransit.org'
Subject: Please keep bike lanes on I90 intact

I've been a bicycle commuter for over 10 years, and frequently use the I-90 bridge for weekend trips as well. I'm stunned to hear you're considering closing the bike lane for 2 years and making the whole thing more dangerous as well! The I-90 bridge sure isn't the most pleasant bike ride, but it's a critical link for us Seattle people to get to the east side. Please do not implement the R8A plan. I-308

And while you're at it, can you re-pave the bike lane on the eastern high-rise? It's so rough I think my teeth are going to fall out when I ride over it. I-309

Bill Kuhn
Chief Architect
Getty Images
206.925.6689
bill.kuhn@gettyimages.com

This email and its contents are confidential. If you are not the intended recipient, please do not disclose or use the information within this email or its attachments. If you have received this email in error, please delete it immediately. Thank you.

I-308

Your preference is noted. See also Common Response CR-3: Shared-use Pathway.

I-309

Repaving the bike lane on the eastern high-rise is not currently in the scope of this project. The WSDOT will evaluate options during final design.

Message from Fredl821@aol.com on Mon, 9 Jun 2003 16:14:57 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject COMMENT on I-90 Two Way Transit and HOV
: Project

COMMENT on "I-90 Two Way Transit and HOV Project".

Of the alternatives presented at the Open House on Mercer Island on May 20, 2003, and earlier, only Alternative R-1 complies with the law.

The other Alternatives focus on "transit reliability" and do not comply with RCW 46.61.165 which requires such projects to "increase the efficient utilization of the highway or will aid in the conservation of energy resources." By focusing on a small portion of the utilization of the highway, the project cannot prove it is in compliance with the law quoted above. These alternatives will negatively impact so-called general purpose traffic and add to congestion and fuel wastage. This project is not exempt from both complying with the law and needing to provide the tax payer something of value for the money invested. I-310

The scope of the project for Alternatives R-2B Modified, R-5 Restripe, R-5 Modified and R-8A results in this project only making traffic congestion on the I-90 corridor worse. In all of these Alternatives, the scope does not include the true causes of congestion of cross lake travel which are the interchanges of I-90 with both I-5 and I-405. In essence, these Alternatives would result in a widening of the top of a funnel with no widening of the outlet. While projecting statistics based on a limited scope may look good on the surface, they are not valid and would not stand a challenge in court. I-311

In summation, this project does not merit being continued in any form until the bottlenecks that hinder both transit vehicles and the general public are adequately addressed. This project will only result in squandering tax payer funds, increasing traffic congestion, and further eroding the public's confidence in Sound Transit and the Department of Transportation. Even projects funded with funds earmarked specifically for transit cannot violate the law by negatively impacting overall highway utilization. We voters and taxpayers do not want a project just so "something is being done". We will, however, support projects that improve conditions (This is not one of them). I-312

Fred LaCroix
9104 SE 57TH ST
Mercer Island, WA 98040

I-310

RCW 46.61.165 pertains to high-occupancy vehicle lanes, and the Preferred Alternative R-8A complies with the law. The law authorizes the state department of transportation and the local authorities "to reserve all or any portion of any highway under their respective jurisdictions, including any designated lane or ramp, for the exclusive or preferential use of public transportation vehicles or private motor vehicles carrying no fewer than a specified number of passengers when such limitation will increase the efficient utilization of the highway or will aid in the conservation of energy resources." The preferred alternative, Alternative R-8A would create an additional lane in each direction in the outer roadway for the exclusive use of transit and high-occupancy vehicles (HOV). No lanes that currently are available to general purpose traffic are being taken away. By creating the additional lanes, transit and HOV traffic can move from the general purpose lanes to the HOV lane, reducing the congestion in the general purpose lanes for general purpose traffic. In year 2005, Alternative R-8A would decrease congestion by 5 hours to a total of 2-3/4 hours as compared to 7-3/4 hours of congestion projected for the No Build Alternative R-1. By year 2025, Alternative R-8A would decrease congestion to a total of 3 hours as compared to 10 hours of congestion for the No Build Alternative R-1.

I-311

Your comment is noted. See also Common Responses CR-6: Congestion.

I-312

Your comment is noted.

Please provide your comments below.

R 8-A is my number 1 choice, this not only preserves MI SOV but helps the eastside with additional capacity and allows Sound Transit two way HOV use.

Frank Lane

I-313

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-313

Your preference is noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: Frank Laul

Address: 8407 SE 47th St

City: Mercer Island, WA

State/Zip: 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

I-314

Your comment is noted.

From: Tull, Andrea
Sent: Friday, April 18, 2003 10:45 AM
To: Kennedy, Steven; Lee, Tina; 'Chaney, Katy'
Subject: I-90 DEIS: contact from Chief Lavin, Kikiallus tribe

I am documenting that I had a call today from Chief Lavin of the Kikiallus tribe. He acknowledged receipt of the Draft EIS for the I-90 project. He said that he was impressed with the document and supportive of the I-90 project. I-314

Andrea Forsyth Tull
Project Manager
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826
206.398.5040
tulla@soundtransit.org

-----Original Message-----
From: Michael J Lettini [mailto:mlettini@seanet.com]
Sent: Wednesday, May 07, 2003 2:56 PM
To: tulla@soundtransit.org
Subject: I-90 Project input

Hi:

It appears that there are 351 summary drafts of the EIS on your web site ... I wish you could summarize it in a few paragraphs. | I-315

In reading the mailed literature I would prefer either the No Build or the two-way center HOV lanes ... And would like to see some accountability of whatever the decision is. | I-316

Thanks ...

Michael J Lettini

I-315

Your comment is noted.

I-316

Your preference is noted.

-----Original Message-----
From: Norman Levin [mailto:nlevin@usgtn.net]
Sent: Thursday, May 08, 2003 3:46 PM
To: tulla@soundtransit.org
Subject: I-90 Project (Draft EIS)

Dear Ms. Tull:

I have resided on Mercer Island for over 40 years, and was a close observer of the process that led to the development of I-90 over the Island and through a newly constructed M.I. tunnel. As I recall, in exchange for the above, SOV Island commuters were awarded HOV and Transit lane use, to and from Seattle. This agreement, however, did allow for reconsideration of the arrangement only if public transit traffic slowed to less than 45 mph.

Given that "(T)he reliability of transit service across the lake has diminished significantly due to the lack of priority for transit and carpools traveling in the reverse-peak direction", it would appear that the only alternative that would both improve the transit traffic and keep the agreement made with Mercer Island commuters would be Transit-only Shoulders on Outer Roadway, either R-5 restripe or R-5 modified. In my opinion, the other alternatives would break the promise made to Mercer Island residents, something I am confident Sound Transit does not want to do.

I-317

I appreciate the opportunity to comment on Draft EIS.

Sincerely,

Norman Levin
Mercer Island, WA
nlevin@usgtn.net

I-317

Your preference is noted. See also Common Responses CR-1: Memorandum Agreement.

From: Jerry Liebermann [jerry.liebermann@alum.mit.edu]
Sent: Saturday, May 24, 2003 1:20 PM
To: exec.sims@metrokc.gov
Cc: tulla@soundtransit.org
Subject: Please support the SAFETY ALTERNATIVE (R2B)

Please support the SAFETY ALTERNATIVE (R2B) which would preserve the center lane for two-way bus service and HOV and keep the bridge safe for motorists, bicyclists, and pedestrians by avoiding the re-striping. This safer, cheaper(1/3 the cost of R8A), more-effective solution can be implemented in half the time of R8A , with existing Sound Transit and WSDOT funds. I-318

ALTERNATIVE R2A:

1) Breaks two promises to voters: it ignores the I-90 two-way center roadway promise made in Sound Move (1996) and the legally binding agreement for transit in the center roadway (1976.) I-319

2) Is unsafe for bikers & walkers: I-90 is the only cross-lake bike/pedestrian path - 2 foot shoulders would put bicyclists dangerously close to cars and trucks. I-320

3) Is dangerous: Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year.) Flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk. I-321

4) Is bad for bus riders & commuters: Substandard shoulder width means all disabled vehicles will block traffic & increase commute times. I-322

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) I-323

I-318

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-319

See Common Response CR-1: Memorandum Agreement.

I-320

See Common Responses CR-3: Shared-use Pathway and CR-8: Safety.

I-321

See Common Responses CR-8: Safety and CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-322

See Common Response CR-6: Congestion.

I-323

See Common Response CR-10: Project Costs.

From: James Lindsey
Sent: Tuesday, May 20, 2003 9:27 AM
To: Aubrey Davis; Andrea Tull
Cc: Alan Merkle
Subject: I-90 Bridge

We ask that you adopt plan R2B for the I-90 bridge. I-234

The bridge that we now have across Lake Washington is fantastic. We have lived on Mercer Island since 1965 and recall the old bridge with its dangers and its congestion. It has been quite a change. The broad lanes and shoulders on the new bridge allow for a fast moving, safe flow of traffic. Problems now seem to arise only when there is congestion on either I-5 or I-405. Two-way transit, if it is now needed, should be placed on the center bridge and the outside bridges should remain the same. Re-striping the outside bridges to add lanes will only slow traffic and make the bridge decks less safe. I-235

Mercer Islanders, in arguing for continuing privileged use of the center HOV lanes by Mercer Island SOV's, are short sighted. They have forgotten what a great deal Aubrey Davis and others managed to get for us. There was some apprehension here before construction, but the I-90 project through Mercer Island could not have turned out better. We now have convenient access and a very safe, high speed arterial. Mercer Island's segment of I-90 is landscaped, came with parks, has a covered or otherwise out-of-sight roadway and was hugely expensive. The exclusive use of the HOV lanes for Mercer Island drivers was frill. We have had a wonderful run with our exclusive use, but it is time to give it up. I-236

We also support R2B because it provides for a safe pedestrian/bicycle path by retaining the wide westbound shoulder adjacent to the path. The disruption for pedestrians and bikers that will result during construction with other alternatives is unacceptable. The proposal to bus bikers across the bridge during construction is ridiculous. I-237

Jim and June Lindsey

I-324

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

I-325

See Common Response CR-6: Congestion.

I-326

Your comment is noted.

I-327

See Common Response CR-3: Shared-use Pathway.

Message from David Linton <DLinton@bigelowco.com> on Thu, 5 Jun 2003 13:45:37 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>
cc: pglinton@aol.com
Subject: Options for converting I-90

We are Mercer Island residents, and we would urge that the so-called R-8A alternative—that of adding HOV lanes to the outer roadways—should be the chosen course of action. Furthermore, we should maintain current use of the center HOV lanes by single driver, Mercer Island residents. These actions will provide all travelers of I-90 to enjoy improved driving conditions, and also preserve Mercer Island residents' rights as negotiated when it supported expanded use of I-90 over the Island. Please recognize that this is very important to the residents of Mercer Island, who have been and continue to be important supporters of the King County and State of Washington tax rolls! I-328

Thank you,

David C. and Paige-Ann G. Linton

7645 West Mercer Way
Mercer Island, WA 98040

I-328

Your preference is noted.

Original Message-----
From: Franz Loewenherz [mailto:franz_loewenherz@hotmail.com]
Sent: Friday, May 16, 2003 3:47 PM
To: emersonj@soundtransit.org
Subject: Support for I-90 Two-Way Transit/HOV

Hello.

My name is Franz Loewenherz and I live at 6239 26th Avenue NE, Seattle, WA 98115 and work in downtown Bellevue.

I'm writing in strong support of the **I-90 Two-Way Transit/HOV** on behalf of all of the folks who have chosen to take the bus, carpool or vanpool to work everyday that are continually disadvantaged by the lack of transit/ HOV access being available in both directions.

As a Seattle resident who commutes each day to the Eastside by bus I am tired of being continually disadvantaged by being stuck in traffic heading to the Eastside in the morning and especially burdened by coming home to Seattle in the evenings.

This project will dramatically improve the appeal and travel time for all users, particularly transit and HOV users. We need this project now-for our livability and mobility.

Having reviewed the DEIS findings, R8A is clearly the best performer.

Thank you for your kind consideration of my perspective.

Sincerely,
Franz Loewenherz

I-329

I-329

Your preference is noted.

Message from Corina Logan <itsme@corinalogan.com> on Mon, 9 Jun 2003 10:03:56 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject I support R2B
:

I support the SAFETY ALTERNATIVE (R2B) and ask that you do the same. This alternative would preserve the center lane for two-way bus service and HOV and keep the bridge safe for motorists, bicyclists, and pedestrians by avoiding the re-striping. This safer,
cheaper (1/3 the cost of R8A), more-effective solution can be implemented in half the time of R8A, with existing Sound Transit and Washington State Department of Transportation funds. I-330

Please vote for safety.
Thank you,
Corina Logan

I-330

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Dear I-90 Steering Committee & Sound Transit Board Members:

The WSDOT & Sound Transit Alternative R-8A has **five fatal flaws:**
1) **It breaks the promise to voters.** A 1976 legal agreement and the 1996 Sound Move vote both promised "two-way center lane transit."
2) **It's unsafe for bikers and walkers.** I-90 is the only cross-lake bike/pedestrian path and two-foot shoulders would put bicyclists dangerously close to cars and trucks.
3) **It's bad for bus riders and commuters.** Substandard shoulder width means all disabled vehicles will block traffic and increase commute times.
4) **It's dangerous.** Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year) and flammable and hazardous cargo would have to take longer, more circuitous routes to bypass 1-90, exposing more people to risk.
5) **It costs too much.** The original budget for two-way transit on I-90 was $15 million. Now estimates are 6 times higher ($80- $100 million).

I-331

I urge you to adopt R-2B, the Safety Solution, for I-90. R-2B will produce better results in half the time at only a third of the cost of R-8A. By honoring the promise made to voters, you will keep the bridge safe for bicyclists and pedestrians, improve transit speed and reliability and preserve the center roadway for light rail in the future.

Valerie Lycette
Signed

Valerie Lycette
Print Name

see other side
Address

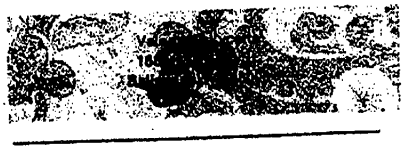
I live in Bellevue and regularly ride my bike across the I-90 bridge. Narrowing the shoulders will make it unsafe for bikes. I also drive across daily to my job in Seattle. Narrowing lanes will make it unsafe for drivers.

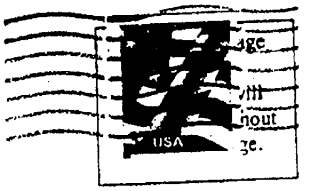
Email

Phone

I-331

Your preference is noted. See also Common Response CR-1: Mamorandum Agreement, Common Reponse CR-3: Shared-use Pathway, Common Response CR-6: Congestion, Common Response CR-8: Safety, and Common Response CR-10: Project Costs.





I-90 PUBLIC COMMENTS
C/O TRANSPORTATION CHOICES COALITION
1617 BOYLSTON AVENUE, SUITE 202
SEATTLE, WA 98122-6729

98122-6730 23

33756041_01individuals2.PG5

Message from "MacDougall, Nora Lindsay" <macdougall.n@ghc.org> on Fri, 6 Jun 2003 16:01:48 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>

Subject MI HOV LANES

:

I would like my voice counted as against any plan which removes/cancels the right for Mercer Islanders to use HOV lanes with a single vehicle occupant. We have lived on Mercer Island since 1983 and feel that the original agreement/trade set up a compensatory right not a privilege that can be taken away from Islanders. I-332

Sincerely,

Lindsay MacDougall
8531 E Mercer Way

I-332

Your preference is noted. See Common Response CR-1: Memorandum Agreement.

JAMES W. MACISAAC, P.E.

381 - 129th Place NE ** Bellevue, WA 98005 ** Phone/Fax (425) 454-6307

E-mail: jimacisaac@qwest.net

DATE: June 9, 2003

TO: Andrea Tull, Sound Transit

FROM: Jim MacIsaac

SUBJECT: I-90 Transit and HOV Operations – DEIS Comments

Overview

I have reviewed the subject DEIS and offer the following comments. My primary concerns are perhaps more of a scoping issue, which time has passed. Nevertheless, I would like some commentary on my corridor concerns. I-333

My concerns are listed as follows with commentary and illustrations to follow:

- The I-90 center roadway is grossly underutilized today and will continue to be so under R-8A. Its ramps at the Seattle end make it impossible to ever utilize more than half of its two-lane capacity. Its "charter" use favoring Mercer Island traffic cuts its use to less than 25% of potential capacity east of Island Crest Way. The four lanes on the East Channel Bridge are even more grossly underutilized. The DEIS does not adequately address this gross under-utilization of existing capacity on I-90. I-334
- Trans-lake traffic patterns are now nearly balanced by direction during peak periods (in fact all day). I-90 traffic counts into Seattle in the morning are higher than outbound traffic counts, but most likely because of the capacity unbalance caused by the reversible roadway. The DEIS limited its scope to addressing only the need to accommodate transit/HOV in both directions. But there is a very significant need to investigate options that balance the I-90 directional capacity. I-335
- Mercer Island traffic is now more highly oriented to/from the Eastside during commuter peaks as well as all day than it is to/from Seattle. The DEIS has not provided sufficient information to better inform Mercer Island residents and businesses of their grossly changed travel patterns over the past 30 years since the "I-90 Agreement" was crafted. Perhaps the continued focus on priority access to/from Seattle may be unjustified. I-336
- In view of the above, a most desirable alternative would be a combination of Alts R-2B and R-8A: Add HOV lanes to the outer roadways, and convert the center roadway to two-way operation. This may be physically difficult to accomplish, but should be addressed – even if as an alternative that was considered and eliminated with reasons. I-337
- The WSDOT and the PSRC are searching for a corridor to implement a HOT lane pilot project. The I-90 center roadway would make an excellent pilot project if converted to two-way operation for transit and toll use. The outer roadway HOV lanes (again if such a combined alternative is physically feasible) would accommodate free HOV use without complicating the control/identification of free versus toll vehicle use of the HOT lanes. I-338

I-333

Please see the following responses to each of your comments listed below.

I-334

The analysis of the I-90 freeway specifically considers the limited capacity of the center roadway at its terminal points. The extra capacity on the East Channel Bridge was noted but was not highlighted since it was not a capacity limitation.

I-335

Thank you for your comment. The EIS identifies the balancing of vehicular demand across the bridge.

I-336

The DEIS documents impacts in both directions during the peak periods. The Preferred Alternative provides priority HOV/transit access in both directions.

I-337

See Common Response CR-4: Hybrid Alternative.

I-338

Your comment is noted. Various corridors in the region are being considered for HOT lane implementation sometime in the future. I-90 could be one of those facilities.

Center Roadway Very Poorly Utilized

Not addressed in the DEIS is the very poor utilization of the I-90 center roadway. Alternative R-8A would add more lanes to I-90 yet leave this gross under-utilization of the center roadway largely unaddressed. In fact adding an additional set of HOV lanes in the outer roadways would further decrease use of the center roadway. As will be seen below, the need for reversible traffic capacity is also a disappearing need as trans-lake traffic becomes balanced in both directions.

The following diagram illustrates the center roadway from its west terminus (upper left) to I-405 (lower right). Shown also are the 2000 traffic counts from the WSDOT *Ramp & Roadway 2000 Traffic Volumes* report. The more current 2002 traffic counts were not used because of traffic decreases and aberrations in travel patterns caused by the economic downturn.

Working from west to east, we can first note that the two-lane two-way portion of I-90 from its west terminus to east of Rainier Avenue is grossly underutilized. It carries less traffic over a total day than one freeway lane could carry in one hour. Over 90% of all traffic using the center roadway through the Mount Baker tunnels enters and exits at the single lane slip ramps west of the tunnels. Due to the reversible operations, only one ramp is available to serve the two-lane reversible roadway at any time of operation. So the capacity of the two-lane center roadway is immediately cut in half as a result of these ramps that are approaching capacity – particularly during the PM peak period under eastbound operation.

By studying the Mercer Island ramp volumes, it can be seen that about half of the traffic volumes through the tunnel and crossing the lake is Mercer Island traffic. That traffic exits to and enters from ramps near the center of the island. That cuts the 50% capacity limit of the center roadway in half again. From Island Crest Way east to the East Channel Bridge the two center lanes with a capacity to carry 4000 vehicles per hour carry a PM peak hour load of only 1165 vehicles. They serve only 7500 vehicles per day when two freeway lanes can carry over 50,000 vehicles per day – though granted, not under part-time reversible operation.

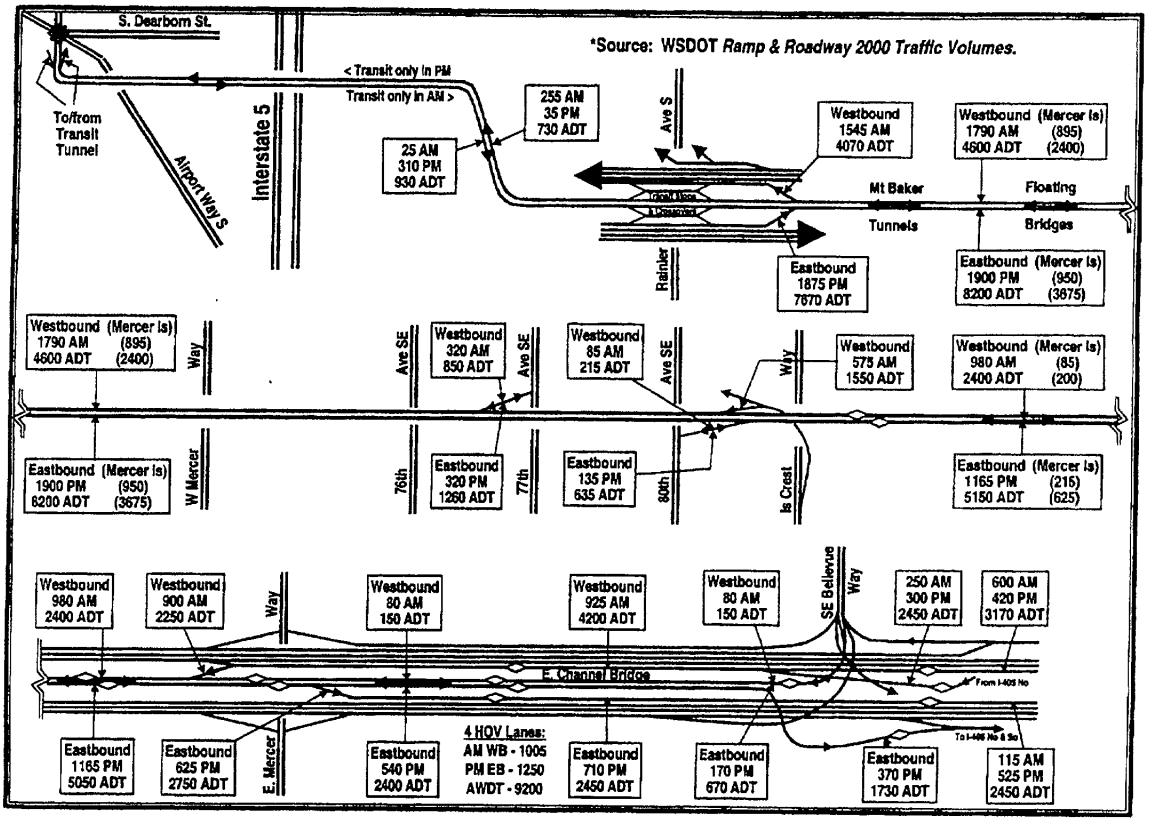
And the greatest misuse of capacity occurs on the East Channel Bridge that has four lanes dedicated to HOV use only – capacity for up to 8000 vehicles per hour. Actual use in 2000 was only 1250 vehicles during the PM peak hour on all four lanes combined, and an average of 2300 vehicles per lane over the total day when the GP lanes are averaging 25,000 vehicles per lane per day. ***During the AM peak hour the 2-lane reversible roadway serves only 80 vehicle trips.***

R-8A appears to eliminate one of the center roadway lanes allowing addition of a fifth eastbound GP lane across the East Channel Bridge. Presumably that lane will add from the E. Mercer on-ramp and drop to Bellevue Way of preferably to I-405. Considering that less than 45% of all eastbound traffic crossing the East Channel Bridge is through-traffic under I-405, it would further improve operations on the East Channel Bridge if an additional lane were to drop to the I-405 ramps.

I-339

I-339

Your comment is noted. See Response I-334. The Preferred Alternative includes some revisions to the East Channel Bridge.



I-90 Center Reversible Roadway with 2000 Traffic Counts*

33756041_01individuals2.P65

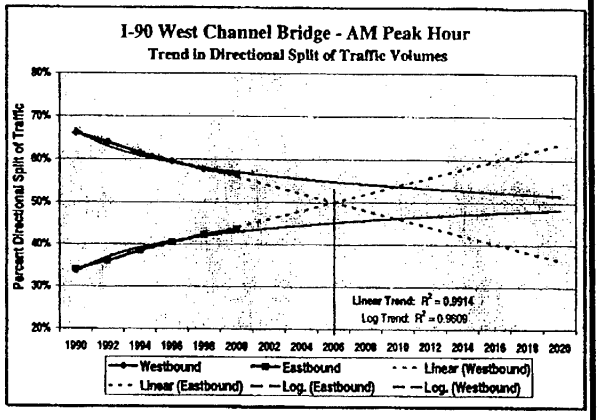
Directional Split of Floating Bridge Traffic

When I-90 was designed during the early 1970s, it was designed to accommodate the traditional unbalanced traffic flows peaking toward Seattle employment during the morning peak period and outbound from Seattle during the afternoon commuter period. During the 1960s that split was 75%/25% across Lake Washington. After years of debate, the bridge was finally designed with a 3-2R-3 lane configuration, which would provide a 63%/37% split of peak period traffic flows.

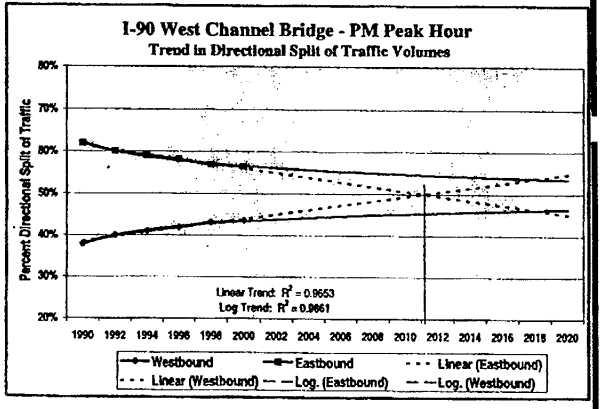
As can be seen from the charts below, by 1990 the directional split of traffic flow on the floating bridge was in fact 66%/34% during the AM peak hour and 38%/62% during the PM peak hour. From 1990 to 2000 the splits have flattened to 56%/44% and 44%/56% respectively. A linear trend projection shows that the two flow directions could be balanced and even reverse over the next ten years. The logarithmic projection shows that the traffic flows could be approaching balance by the 2025 design year of the proposed project.

If it weren't for the unbalanced corridor capacity caused by the reversible roadway, the directional split of traffic flow may already show nearly balanced conditions. Analyses of traffic volumes on the SR-520 bridge show that it currently peaks outbound from Seattle during the morning period and inbound to Seattle during the afternoon peak period.

The DEIS has failed to consider the effect of the projected balancing of traffic flows on the I-90 corridor. To most effectively use all capacity of the massive I-90 roadway, much more attention should be given to alternatives that balance I-90's directional capacity.



I-340



I-341

I-340

Thank you for the historical perspective on the bridge flows.

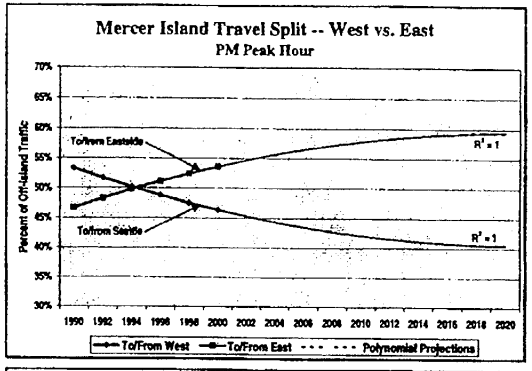
I-341

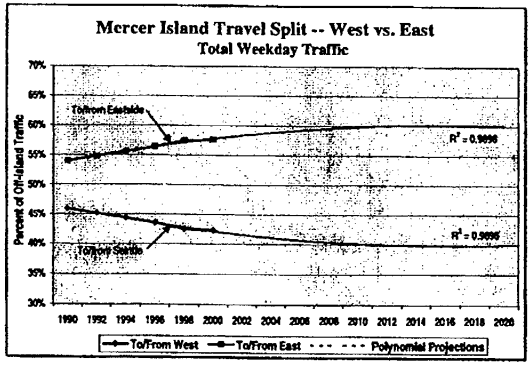
See Response I-334.

Mercer Island Traffic Patterns

When the I-90 Agreement was developed 30 years ago, Mercer Island's off-island travel was about 70% oriented to/from Seattle. That was the reason for allowing Mercer Island full access to the reversible roadway capacity as a trade-off for eliminating a fourth GP lane each way from Mercer Island to Seattle.

But the travel patterns for Mercer Island have changed even more significantly than the travel patterns for trans-lake travel. As can be seen on the charts, Mercer Island travel is now more greatly oriented to and from the Eastside as compared to Seattle-oriented travel. PM peak hour peak direction travel reversed after 1994. Total weekday trips became more oriented to the Eastside circa 1980. By 2020 both peak hour as well as daily travel will be up to 60% oriented to/from the Eastside. This puts even more pressure on the need to balance the directional capacity of I-90.





The diagrams on the next page summarize the 2000 traffic characteristics to, from and across Mercer Island. Note that for westbound traffic on the outer roadway, a greater volume of westbound traffic exits to Mercer Island than enters westbound from Mercer Island. This results in less traffic demand westbound on the floating bridge than westbound across the East Channel Bridge. Likewise, a lesser volume of eastbound traffic exits to Mercer Island then enters Mercer Island eastbound from Mercer Island.

What this all indicates is that Mercer Island residents and businesses should now be more concerned about their ability to move to/from the Eastside than to/from Seattle. The DEIS has not provided the islanders with a proper understanding of its travel patterns and needs. With this knowledge the islanders may not still be clinging so steadfastly to the 30-year old "I-90 Agreement" with its focus on Mercer Island travel to/from Seattle.

I-342

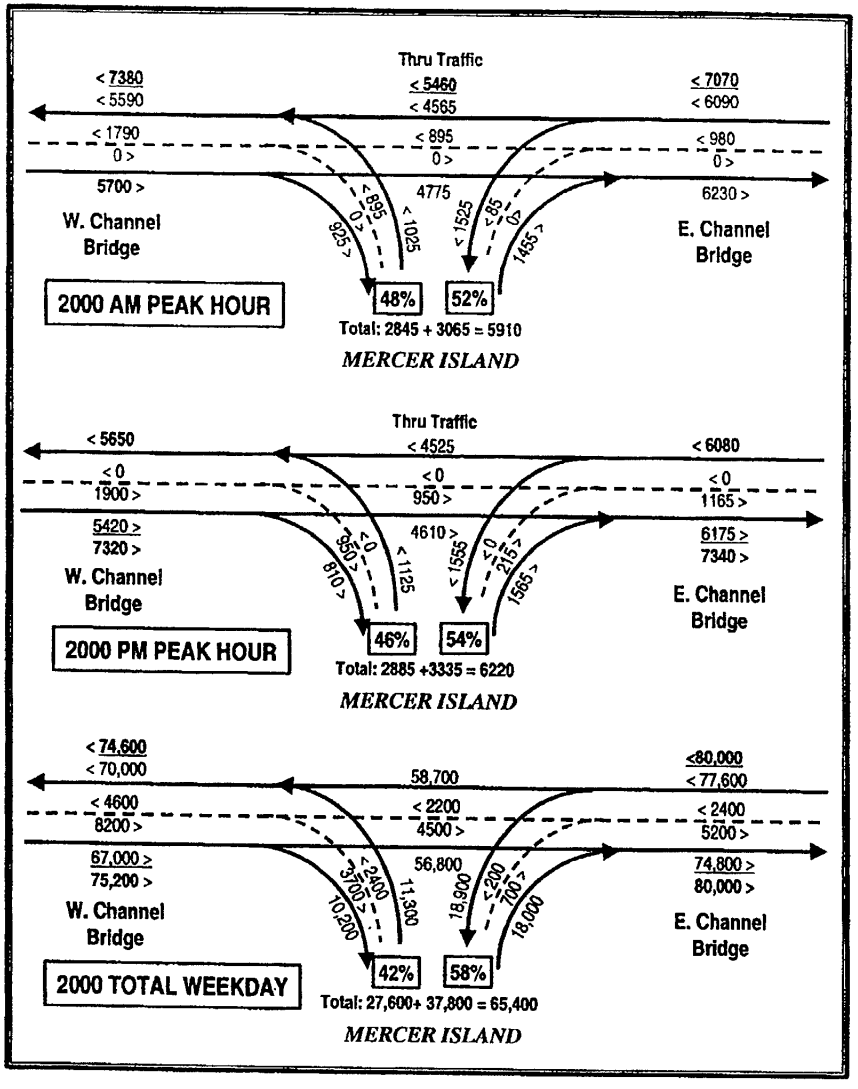
I-343

I-342

Thank you for your historical perspective on the Mercer Island flows. This highlights the need for reverse peak HOV/transit priority in the corridor.

I-343

Your comment is noted.



I-90/Mercer Island 2000 Traffic Counts

R-2B Plus R-8A?

The ideal configuration for I-90 would be to make the center roadway two-way for transit and tolled vehicles (R-2B) plus addition of HOV lanes in the outer roadways (R-8A). To do this would be geometrically difficult, but hopefully has been studied.

Such a combined alternative would much better fit the near-balanced trans-lake traffic demand. It would result in the same number of traffic lanes into Seattle in the morning (five) as currently occurs with the reversible lane operation. This should better meet Seattle's concern than R-8A alone that increases morning inbound lanes to six. Having more westbound capacity plus transit/ HOV lanes westbound during the afternoon would be an economic plus for both sides of the lake – for Seattle residents returning home from Eastside jobs, and for Eastside residents accessing Seattle's evening sports and entertainment activities. I-344

Mercer Island traffic in effect has "head-of-the-line" access to I-90 in either direction off the Island. Therefore if and when congestion again builds on the outer roadways, any AM westbound congestion will build east of the Mercer Island access ramps. Also considering the above discussion, Mercer Islanders may not need the free use of the center roadway as we move into the future. Increasing its eastbound traffic access in the morning (and westbound from the Eastside in the afternoon) by adding "off-peak direction" capacity may have far more benefit to the Islanders.

HOT Lane Test Project

The WSDOT and the PSRC are searching for a corridor to test the operation of a pair of High Occupancy Toll (HOT) lanes. There could be no better near-term option than the I-90 center roadway could provide if converted to two-way operation. With some ramp adjustments (as for R-2A), it could be implemented sooner than any other available option in this region. With HOV lanes added on the outer roadways, the HOT lanes could be devoted fully to transit and paid vehicle use. This eliminates the control problems faced with mixed toll and free HOV use. It also provides sufficient capacity to make toll use economically viable. I-345

Again, a combined R-2B plus R-8A alternative may not be physically possible to accommodate. But hopefully this combination has been studied and evaluated before it was eliminated from the DEIS options. I-346

I-344

See Common Response CR-4: Hybrid Alternative.

I-345

See Response I-338.

I-346

See Common Response CR-4: Hybrid Alternative.

Please provide your comments below.

I support R2-B Modified for several reasons -

1) Reasonable improvement @ reasonable cost } cost/benefit is the greatest

2) Highway accidents don't increase dramatically.

3) A reasonable shoulder is maintained along the bike/pathway.

I-347

I would like to see some analysis of how the ~~which~~ options decrease the bottleneck on Mercer Island.

I-348

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-347

Your preference is noted.

I-348

With the No Build and R-5 alternatives, existing bottlenecks on Mercer Island would remain in place. As demand increases over time, the period of congestion associated with these bottlenecks would become longer. Alternative R-2B would add peak-direction, peak-period Mercer Island general-purpose traffic to the outer roadways, and would further aggravate the existing bottlenecks. With Alternative R-8A, the bottlenecks would be reduced in duration, because the proposed HOV lanes on the outer roadways would provide additional capacity at the existing bottleneck locations.

If you would like to be on this project mailing list, please provide your contact information below

Name: Rebecca Maney

Address: 13604 SE 18th St.

City: Bellevue

State/Zip: 98005

E-mail (optional): rebecca.maney@metrokc.gov

Telephone (optional): 296-8006

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

From: **Shannon Markley [mailto:shandmark@rawfoods.com]**

Sent: Monday, June 02, 2003 5:46 PM

To: alan.merkle@ci.mercer-island.wa.us

Cc: emersonj@soundtransit.org

Subject: The Safety Alternative for I-90

Dear Mayor Alan Merkle,

I am writing to express my support for R2B because it is safer, more cost-effective, and, keeps the promise for two-way transit in the center lanes. It would be a mistake to approve R8B because it breaks promises to voters, it's unsafe for bikers and walkers, it's dangerous for motorists, it's bad for bus riders and communters, and it costs too much. I-349

Sincerely,
Shannon Markley

I-349

Your preference is noted. See also Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety and CR-10: Project Costs.

Please provide your comments below.

RE FLAMMABLE CARGO DIVERSION:
TO SOUTH AND NORTH OF SR 520
1. SHOULD EL INCLUDED IN THE EIS:
A. INCREASED CONGESTION ON I-5
BETWEEN I-90 AND SR 520
B LOSS OF "INVESTMENT" IN THE
CURRENT FIRE SUPPRESSION
SYSTEM
C. COST OF PUTTING NEW
FIRE SUPPRESSION SYSTEM
IN ANY LIDDING PROJECTS
FOR SEA TURN THOUGH
SR520 IS A SEPARATE
PROJECT

I-350

I-351

I-352

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN IN TABLE
THANK YOU!

I-350

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-351

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

I-352

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A.

If you would like to be on this project mailing list, please provide your contact information below

Name: LAUS MARTIN

Address: 3205 EASTERN PT. RD

City: MEDINA WA

State/Zip: 98039

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

Message from DORLICM@aol.com on Wed, 4 Jun 2003 16:43:15 -0700

To: "Tull, Andrea" <tulla@soundtransit.org>

Subject I-90

:

I live on Mercer Island and have greatly appreciated using the HOV lane while commuting to Swedish Hospital Cancer Center for treatment. The R2B solution seems the best one for all of us. I-353

Theodora C. Mason
3205 Shorewood Drive # 126
Mercer Island, WA. 98040

I-353

Your preference is noted. See also Common Response CR-11: Why is Alternative R-8A the Preferred Alternative?

Please provide your comments below.

(1) Four lanes will impact the safety of the highway. People who live on M.I. have to use the highway to get to Seattle or Bellevue. I don't believe that we should expose our families to this increased risk. I oppose 4 lanes. I-354

(2) What is Metro's bigger transportation vision regarding I-90 and how will these options help or inhibit public transportation options in the future? I-355

(3) Turning Middle lanes into two-way Bus lanes AND HOV/Bus lanes on the highway appear to be a better long term solution if we are going to have light rail through I-90 in the future. I-356

(4) The bicycle lane across the bridge must be preserved irrespective of the cost! The bicycle shall not be narrowed to a width less than it currently is due to safety concerns. I-357

(5) Transit should get priority. People must have alternatives for taking the transit to enhance their usage. I-358

(6) Where is the big picture that integrates all various transportation options vs. piecemealing it? This approach of looking at each piece of highway separately will sub-optimize the greater scheme for solving the greater Seattle transportation issues. I-359

(7) Safety must be the first consideration - Four lanes reduces safety I-360

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-354

Your comment is noted. See also Common Response CR-8: Safety.

I-355

The question must be directed to Sound Transit rather than Metro.

Sound Transit will evaluate HCT in the I-90 corridor and make a determination regarding the corridor and the most appropriate technology to be used based on analysis and public input. This would be done in a regional transit planning and environmental process separate from the I-90 Two-Way Transit and HOV Operations project. That process is being initiated and is anticipated to be completed in 2005. In doing so, Sound Transit will be guided by the Steering Committee's recommendation as well as the agency's Long Range Vision, which identified the I-90 corridor as a potential rail extension crossing for Lake Washington. Sound Transit will also be guided by the Trans-Lake study, which confirmed the use of the I-90 corridor for HCT. HCT alternatives include light rail and other fixed-guideway technologies that operate in their own dedicated right-of-way.

Alternative R-8A provides capacity for transit and HOV on the outer roadway, so that when transit and carpools are removed from the center roadway to accommodate HCT, they have dedicated lanes on the outer roadways.

The other I-90 roadway alternatives, R-2B and the two R-5 alternatives do not preclude HCT in the center roadway. R-2B would not provide capacity for transit and carpools on the outer roadway. The R-5 alternatives would provide transit-only lanes in the outer roadway that buses displaced from the center roadway with HCT could use.

See also Common Response CR-2: High Capacity Transit (HCT) for more information.

I-356

Your comment is noted. See also Common Response CR-4: Hybrid Alternative.

If you would like to be on this project mailing list, please provide your contact information below

Name: Barry Massoudi

Address: 8045 E. Mercer Wy.

City: Mercer Island,

State/Zip: WA 98040

E-mail (optional): barry_massoudi@cubicon.net

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

I-357

Your comment is noted. None of the proposed alternatives would decrease the width of the shared-use pathway.

I-358

Your preference is noted.

I-359

The I-90 Steering Committee considered the "big picture" for regional transportation when it identified Alternative R-8A as the preferred alternative for I-90. The Steering Committee envisioned the ultimate configuration for I-90 with HOV lanes on the outer roadways and HCT in the center roadway.

Sound Transit will evaluate HCT in the I-90 corridor and make a determination regarding the corridor and the most appropriate technology to be used based on analysis and public input. This would be done in a regional transit planning and environmental process separate from the I-90 Two-Way Transit and HOV Operations project. That process is being initiated and is anticipated to be completed in 2005. In doing so, Sound Transit will be guided by the Steering Committee's recommendation as well as the agency's Long Range Vision, which identified the I-90 corridor as a potential rail extension crossing for Lake Washington. Sound Transit will also be guided by the Trans-Lake study, which confirmed the use of the I-90 corridor for HCT. HCT alternatives include light rail and other fixed-guideway technologies that operate in their own dedicated right-of-way. See Common Response CR-2: High Capacity Transit (HCT).

I-360

Your comment is noted.

Please provide your comments below.

- How will the Speed Limits be enforced? I-361
- What is the plan for the 4th Street exit to make thing better for game time? I-362
- ~~Priority for transport over single occupancy vehicles?~~ Public

"Big Rules" to consider

1 - Safety to minimize injuries & fatalities

2 - Priority to public transport and Carpools for middle lanes I-363

3 - Fit with the greater regional transportation vision

4 - Ensure bicycle access is safely preserved

5 - Cost - Consider life cycle costs vs. Immediate costs.

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
AT THE SIGN-IN TABLE
THANK YOU!

I-361

The Washington State Patrol is responsible for enforcing speed limits on I-90. Approximately 25 percent of the corridor length would have outside shoulders of sufficient width (ten feet or more) to allow for speed enforcement activity by the Washington State Patrol on the outside shoulder. Additional widening of the inside shoulders on Mercer Island would provide enforcement areas with the Preferred Alternative. Speed management measures, including provisions for variable speed limits that change in response to traffic and weather conditions, are under consideration for I-90 as a part of the Preferred Alternative – research indicates that motorist compliance with speed limits is improved with variable speed limit systems. Finally, the curvilinear alignment of I-90, and the constraints presented by the existing tunnels and lids, tend to naturally limit motorist speeds to levels that are consistent with safe operation on the facility, reducing the need for active enforcement relative to some other corridors.

I-362

The SR 519 project improvements are included in the analyses conducted in the DEIS. The existing 4th Avenue exit ramp from I-90 will operate the same as it does currently. The I-90 on-ramp has been moved south to Atlantic Street. This action will separate the on and off movements to/from I-90, and is expected to result in less congestion in the vicinity of the stadiums. See Section 3.3.3.2 of the FEIS for a discussion of mitigation considered.

I-363

Your comments are noted.

If you would like to be on this project mailing list, please provide your contact information below

Name: Barry Massoudi

Address: 804 E. Mercer Way

City: Mercer Island

State/Zip: WA 98040

E-mail (optional):

Telephone (optional):

If you need additional time to submit comments, send them by June 9, 2003 to:

Andrea Tull, Project Manager
Sound Transit, Regional Express Department
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Fax: (206) 398-5215
E-mail: tulla@soundtransit.org

FOLD HERE

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Place stamp here

From: Tull, Andrea
Sent: Friday, May 23, 2003 11:26 AM
To: Tull, Andrea
Subject: FW: Mercer Island Open House 5-20-

-----Original Message-----
From: DEMatthews2@aol.com [mailto:DEMatthews2@aol.com]
Sent: Thursday, May 22, 2003 11:49 AM
To: main@soundtransit.org
Subject: Mercer Island Open House 5-20-03

I was unable to attend your I-90 open house on May 20th. This does not mean that I do not have an opinion. I reviewed the folder you sent me about the options and believe that Alternative R-8-A is far and away the best alternative for all I-90 commuters on both sides of the lake. Please record my views in your proceedings. Thank you. I-364

Duane Matthews
7817 SE 75th Place
Mercer Island, WA 98040-5501

I-364

Your preference is noted.

From: Masnik, Carol
Sent: Wednesday, May 21, 2003 11:42 AM
To: Tull, Andrea
Subject: FW: Two-Way Transit and HOV Operations

-----Original Message-----
From: Mayer, Sophie [mailto:SMayer@ESD.WA.GOV]
Sent: Wednesday, May 21, 2003 11:23 AM
To: expresscommunityrelations@soundtransit.org
Subject: Two-Way Transit and HOV Operations project

Dear Ms. Masnik

I am a bit surprised at the proposal to narrow the bicycle/pedestrian lane on the I-90 bridge across Lake Washington. Already, this lane is not wide enough to accommodate two-way bicycle traffic. Frequent high winds on this route make it necessary to have more room to negotiate the lane.

I-365

A proposal to narrow this bicycle/pedestrian lane, brings questions to mind. First, I wonder if the traffic engineers who design these facilities ever use them. Second, I wonder what is the intended purpose of a bicycle/pedestrian lane over Lake Washington. Is the primary intent that it be a recreational facility, or is it supposed to encourage transportation alternatives to the automobile?

I am very sorry that I am unable to attend the Combined Public Hearing and Open House that is to be held in Seattle today on this subject. I would like to be there.

Best regards

Sophie Mayer

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I-365

None of the proposed alternatives would result in a decrease in the width of the shared-use pathway. See also Common Response CR-3: Shared-use Pathway.

May 23, 2003

RECEIVED
REGIONAL EXPRESS
MAY 2 7 2003
PROJ NAME
CONTRACT#
DC CODE#

Sound Transit
Attn: Andrea Tull
401 S. Jackson Street
Seattle, WA 98104

RE: I-90

Dear Andrea,

I am writing to support the R8A configuration for I-90.

I live in Seattle and work in Downtown Bellevue. Commonly, I use the ST 550 express bus route. Also commonly, I find myself, and my fellow Seattle-bound evening passengers, stuck in a sea of SOVs heading west. This is especially true when there is a special event in Seattle in the evening, like a Mariners game. I would like to see a two-way, 24 hour transit facility on I-90. It will decrease my evening commute time considerably. I-366

Also, I occasionally ride my bike across the bridge, both for work commuting and recreation. I strongly support retaining the 10' bike path. I understand that the R8A configuration may bring traffic closer to the bike path, and while I don't like the idea of being little more than 2-feet from traffic, I support a higher barrier to provide some measure of security and safety for cyclists. I-367

I understand that the R8A configuration is the only proposal that retains the potential for future high capacity transit. I support providing high capacity transit to the Eastside over I-90, and would like to make sure that we don't make any decisions -- or build any projects - now that would preclude building an hct system in the future. I-368

Thank you for your consideration.

Sincerely,

Kevin D. McDonald
671 B Federal Avenue East
Seattle, WA 98102

I-366

Your comment is noted.

I-367

Your comment is noted.

I-368

Your preference is noted.

Andrea,

I have mailed the following comments to you today:

I strongly favor alternative R-8A for the following reasons:

R-8A preserves SOV access to/from Mercer Island consistent with the MOA. R-2B Modified does not.
R-8A improves HOV travel; R-2B Modified degrades HOV travel for those who cannot easily achieve a 3rd occupant.
R-8A improves all SOV travel; R-2B Modified does not minimize the impact on SOV travel, but instead seriously degrades it. Peak direction travel time will be improved 23% with R-8A, but worsened 13% with R-2B Modified. Similarly, congestion will last 8.75 hours with R-2B Modified, versus less than 2 hours with R-8A. Under R-2B Modified, westbound morning traffic will back up at the West Mercer Way entrance similar to the 520 backup at 84th.
R-8A best preserves the option of adding light rail in the future.
R-2B Modified center roadway accidents would create major problems for transit and HOV travel.
There are only 9 reverse direction buses during the peak hours. Improving reverse-direction transit travel is unlikely to significantly increase transit ridership because of the lack of park-and-ride lots on the Seattle side.
Thus, the lesser cost of R-2B Modified is more than offset by the minimal benefit that would be achieved.
The additional cost of R-8A is well worth it in light of the benefits achieved for transit, HOV and SOV travel.

I-369

Thomas J. McLaughlin

8154 W Mercer Way
Mercer Island, WA 98040

I-369

Your preference is noted.

Message from Jeff Meder <jmeder@costuless.com> on Thu, 5 Jun 2003
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject (no subject)
:

I have been a Mercer Island resident for over fifteen years. I bought my home there for several reasons, one of which was the single passenger use of the HOV lanes. This was the compensation that our community was granted in exchange for the use of our land to build the lid over the freeway. As long as I-90 is used, we should have the same rights as the day the deal was negotiated. No exceptions.
thanks
jm

I-370

I-370

Your comment is noted. See also Common Response CR-1: Memorandum Agreement.