

520 Tolling Implementation Committee - Public Comments Received

Comment

From: Ken Howard
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98021
Comment: Using license plate cameras to charge out of town visitors and sometime users is unfair. Use the toll plaza to collect these tolls like Denver does on I-470. It is not fair if I have to pay a surcharge if I use the bridge 5 or 6 times a year.

From: Doug Greisen
Source: info@build520.org
Date: 06/19/2008
Zip Code: 98028
Comment: I am normally a supporter of tolls to help fund highway projects; however, it is my oppinion that tolls are not suitable for the 520 bridge. Alternate routes, such as I-90 and 522 are both easily accessible alternates; however, they are not adequate to hold the volume of traffic that will use them to avoid the 520 tolls. As a result, I-90 and 522 will become parking lots. 522 in particular will become unusable for local traffic in North Seattle, Lake Forest Park, Kenmore, and Bothell. Tolls on 520 will result in a lower quality of travel for residents living on the north end of Lake Washington.

Thank you for listening,
Doug Greisen

From: Cameron Chapman
Source: info@build520.org
Date: 07/01/2008
Zip Code: 98177
Comment: I would like to have new 6 lanes with hov lanes on Hwy 520. So the drivers won't have to wait and waiting in the traffic. It is an good idea to go more faster and better traffic. HOV lanes are very important for the drivers.

From: Julie Nugent
Source: info@build520.org
Date: 07/21/2008
Zip Code: 98077
Comment: Yes there should there be tolls on the existing bridge to start building a new 520.

No there should not be tolls on I-90. Mercer Island traffic and businesses would suffer unfairly.

No funding from tolls should be used only to replace the bridge. Transit proposals should be considered seperately.

Carpoolers should be toll-free.

I would change my commute time to take advantage of a lower toll.

From: James Duvall
Source: info@build520.org
Date: 07/21/2008
Zip Code: 98011
Comment: You have asked for input relative to tolling.

Here is ours: "We have had enough of big government and are loaded down with excessive taxes, fees, etc. with public money being wasted at every level of City, County, State and Federal government!! Government continues to get bigger, more expensive and bureaucratic. Current elected officials are not responsive to needed reforms in this respect and continue to tax and spend wildly!

We don't need bridge or other type of tolls. If you folks can't work out the finance problems considering the public's needs for less taxes and the like then you should resign let some one else get the job done efficiently and with less public expenditures. Government/Elected Officials are taxing us into the grave and even when you die government is after your estate even though the right to this money is not morally and should not be legally theirs to have/use.

Our ultimatum and mandate to you is: Think, think deeply and provide needed reform, less taxes, smaller government/bureaucracies and provide real public services without the big government and related corruption, arrogance and the high public cost for poor quality public services that are now being provided!!! No tolls, please!!!

James DuVall

Elaine Bridger

From: Elaine Bridger
Source: info@build520.org
Date: 07/21/2008
Zip Code: 98022
Comment: You have asked for input relative to tolling.

Here is ours: "We have had enough of big government and are loaded down with excessive taxes, fees, etc. with public money being wasted at every level of City, County, State and Federal government!! Government continues to get bigger, more expensive and bureaucratic. Current elected officials are not responsive to needed reforms in this respect and continue to tax and spend wildly!

We don't need bridge or other type of tolls. If you folks can't work out the finance problems considering the public's needs for less taxes and the like then you should resign let some one else get the job done efficiently and with less public expenditures. Government/Elected Officials are taxing us into the grave and even when you die government is after your estate even though the right to this money is not morally and should not be legally theirs to have/use.

Our ultimatum and mandate to you is: Think, think deeply and provide needed reform, less taxes, smaller government/bureaucracies and provide real public services without the big government and related corruption, arrogance and the high public cost for poor quality public services that are now being provided!!! No tolls, please!!!

James DuVall

Elaine Bridger

From: Judith King, R.N.
Source: info@build520.org
Date: 07/24/2008

Zip Code: 98012

Comment: Hello,

To Whom this may concern,

While the Tolling Implementation Committee is working on the process of tolling on the 520 bridge, I would just like to bring an issue to your attention for you to consider. I would like to bring to your attention issues related to the tolling for emergency medical vehicles and any hospital staff that works on-call in hospitals not only on the Eastside, but in Seattle areas hospitals as well going back and forth over the bridge while they are on-call for their jobs.

Most of the area hospitals have on-call staff for their Cardiac Catherization Labs, Operating Room Staff, Recovery Room staff, Endoscopy staff that take call for a 24 hr period throughout the week 7 days a week. This is in addition to their normal work week. It would be awful to charge them every time they are going across the bridge which might be 2-4 times during a 24 hour period while they are on-call. With hospitals experiencing shortages already in most areas, it would be a very big problems for staff, if they had to pay each time they crossed those bridges, since many staff now commute. Perhaps a system could be in place where they might pay one time each 24 hour period. I wanted to bring this to your attention, as I am not sure the committee is aware of what is expected from Medical and Surgical teams on both sides of the bridges.

Thank you for your time,

Judith King, R.N.

From: Julia Wiese

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98011

Comment: Hi, I rarely travel to Seattle because of the commute across the bridge (and now the cost of gas). I would definitely consider changing drive times as I do now when I must head into Seattle. If possible, I take Metro when I travel across 520 or I use 522 it all depends on the location to which I am going in Seattle. Adding a smaller toll now to build up funds is not a bad idea. I think more people would rather pay less over a longer period then a large fee for a shorter time and especially people with lower incomes. regards, Julia

From: Carl Michelman

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98028

Comment: Please put me on your list. What is the state going to do to midigate all the traffic that will be going through Kenmore. There will be people who do not want to pay the toll and they will be coming this way

From: Jeannie Dines

Source: info@build520.org

Date: 07/26/2008

Zip Code: 98028

Comment: Some consideration must be given to mitigation to Kenmore as drivers who live north will choose to use Juanita Drive as an alternate. The traffic on Juanita Drive is barely tolerable now, particularly during the evening peak hour commute.

From: Kent M. McLean

Source: info@build520.org

Date: 07/26/2008
Zip Code: 98028
Comment: First, as a resident of Kenmore rarely use the 520 bridge, so my interest is indirect. However, I am very concerned about the diversion of traffic (to avoid the toll) to the 522 corridor, which is already very busy during rush hour, and (in Kenmore and Bothell) is nearing completion of what will obviously be the last improvements for quite some time. These improvements were designed for local traffic, and did not account for any increase from route 520. If I-90 is tolled as well, I suppose a similar problem could be created for the south end of the lake, although I am not familiar with the details of that situation.

As a general rule, I think that imposing tolls prior to completing the new bridge is inappropriate - too similar to the never-ending light rail fiasco in which we've been taxed for 12 years and have yet to have a single functional train in the Seattle area (not to mention cost overruns and construction delays). I think the model for the new 520 bridge (and I mean BRIDGE, not the approaches at the east and west ends) should be the Tacoma Narrows bridge - impose the tolls once the users actually get something for their money. This pay-ahead for promises not delivered is bad practice and will damage your credibility for future projects if (when?) the 520 schedule slips as well.

From: Arthur Moss
Source: info@build520.org
Date: 07/26/2008
Zip Code: 98036
Comment: Dear 520 Committee,

I am familiar with Toll roads in most areas of our country from personal experience.

Tolls Must be placed on both Lake bridges at the same time. If not there will be a major shift in Traffic to the I-90.

The Toll put on BOTH the I-90 and I-520 Bridges Lake should be the same amount.

The tolls should not be removed.

Sincerely
Arthur Moss

From: David & Karen Farthing
Source: info@build520.org
Date: 07/27/2008
Zip Code: 98011
Comment: Dear Sir / Madam,
We are very much against tolls on the existing 520 bridge (already paid for).

Soon you will want tolls on all roads and only the wealthy will afford them.

You really need to consider people trying to survive on minimum wage etc. and the impact on them.

Yours
David G. Farthing & Karin E Farthing
Bothell, Wa.

From: Peter Williams
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98077
Comment: You should toll both bridges now, talking about inflation adjusted number in the future will just scare

people. If you do congestion tolling, do rates changes gradually otherwise there will be people parking on the side of the highway waiting for a sudden lowering of the rate to take place. Make sure light rail will work on the bridge, don't say the bridge will be expanded later to accommodate it, no one will believe that. By tolling sooner, people are making decisions regarding gas prices and tolls.

If you only toll on 520 then the toll can't be too much higher than the gas cost of going around i-90 or people will try to save money by doing that.

From: Jan E. Foss

Source: info@build520.org

Date: 07/29/2008

Zip Code: 98072

Comment: Toll for driving on a road or to cross a bridge is a system that belong in the middle ages. Even if one set up a "good to go" system, the State will have to hire a bunch of people to make a toll system work.

The correct way to do it would be to allocate the necessary funds from the taxes and fees the State is already collecting from owners of automobiles. Since the State will continue to pump all this money into the general funds, the only alternative is to raise gas taxes within King County. Extra taxes collected should be earmarked for 520 first and then be used to upgrade the totally neglected road system around Seattle.

Regards

Jan E. Foss

I know that to earmark a larger portion of kr has established a hte

From: Vic Mills

Source: info@build520.org

Date: 07/29/2008

Zip Code: 98072

Comment: My primary concerns and questions centers around the gas/road taxes. It is my understanding that these taxes were to be kept for building and maintaining roads and bridges. Over at least the past 35 years it is estimated that the state coffers had taken in excess of \$500 billion from fuel and road taxes. Where's the money? Where did it go? This was (is) the citizens money that the legislature in Olympia had been in-trusted to safe-guard for -- Roads & Bridges.

So, what did you all do with my money? This is your responsibility. If you lost it, pay it back; if you spent it elsewhere, pay it back, then we can move forward to build and repair our roads. There may even be some there to build new ferry boats.

Vic Mills

From: Anonymous

Source: Summer 2008 OH VC - Bothell

Date: 07/29/2008

Zip Code: unknown

Comment: You need a good plan, if you deal with mitigation as you go it will be a problem. When you do tolls, do it seriously and get all the money. Either do it or don't do it. How much money from tolls goes to Bothell and/or Kenmore? Will 522 need to be a four lane highway? If you do tolls, do both bridges right away.

From: David Hutchinson

Organization: City of Lake Forest Park

Source: Summer 2008 OH VC - Bothell
Date: 07/29/2008
Zip Code: unknown
Comment: There's a Bothell Council meeting tonight. The three things in the letters from the Mayor were.

- 1) Impacts are negligible on SR 522 according to your results and we don't agree, because it's probably based on 1999 figures. Please take another look at that, we're willing to meet with your staff and talk.
- 2) Increasing jobs in Bothell/Woodinville, the increase in employment must have some impact.
- 3) Diversion, I would hope you look at bus rapid transit or buses and increase service. I know Sound Transit already has.

From: Scott
Source: Summer 2008 OH VC - Bothell
Date: 07/29/2008
Zip Code: unknown
Comment: The public should stay involved with this, and encourage their neighbors to be involved. The letter speaks to many of our concerns. Tolling will change commuting patterns. There are not many options; bus service in Woodinville is not very good. So meetings after work keep people from taking the bus, we need an express bus. Expanded Sound Transit and Metro service and there's no parking available at the Brickyard Park and ride. With a toll, there will be route changes and congestion on 405 and SR 202 which is getting worse, as is Woodinville-Duvall road. There are not enough good alternatives because the routes are already full of traffic. The 520 bridge is important but we need to keep people moving to work.

From: Tim Tobin
Organization: City of Bothell
Source: Summer 2008 OH VC - Bothell
Date: 07/29/2008
Zip Code: 98011
Comment: Diversion is our key issue. The 2004 tolling study did not consider the North End, you need to consider the 405 and 522 choice from up here. Create bias – there is bias created by no toll booths. So people will avoid the route because there is no toll booth. People who don't like 520, we already have 522 projects that are going to make traffic miserable already. We need to complete those projects before tolling begins. When things back up on 520, it's a highway but 522 is in the middle of a town.

From: Anonymous
Source: Summer 2008 OH VC - Bothell
Date: 07/29/2008
Zip Code: unknown
Comment: Is the presentation on the web?

From: Anonymous
Source: Summer 2008 OH VC - Bothell
Date: 07/29/2008
Zip Code: unknown
Comment: People like transponders on the Tacoma Narrows Bridge. Transponders are common and people use them. People forget they are being charged a toll because it's so convenient. Speeds are better – people don't mind paying tolls they mind stopping to pay tolls.

From: C. Garneski
Source: Mail
Date: 07/29/2008
Zip Code: 98028
Comment: Open House Comment Form

Question 3:

You don't include Juanita Drive -- that will be a mess

Question 8:

What a piece of crap survey -- there is no provision to reduce the traffic on 68th / Juanita and this will be a mess and it already a mess. Plus -- what are the new gas taxes paying for -- plus since there will be a bike lane the bikes should pay there own way as well.

From: Clarke Orcutt
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98028

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: I-5 to I-405 or I-405 to I-5

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98028

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Most likely, lower income drivers would use alternate routes (including me). For me I would use Metro Transit since I am somewhat disabled and am 86 yrs. old.

From: Vic Mills
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98072
Comment: I just sent in an email to you.

From: David Hutchinson
Organization: City of Lake Forest Park
Source: Mail
Date: 07/29/2008
Zip Code: unknown
Comment: July 29,2008
520 Tolling Implementation Committee
Bob Drewel, Executive Director, Puget Sound Regional Council
Paula Hammond, Washington State Secretary of Transportation
Dick Ford, Washington State Transportation Commission
c/o Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

Dear 520 Tolling Implementation Committee Members:

On behalf of several Northend King County Cities, we appreciate your leadership on the issue of evaluating appropriate financing options and mitigation measures for SR 520. We applaud your efforts to evaluate and recommend mitigation measures regarding potential traffic diversion from 520 to other parts of the transportation system, including SR 522 and local roadways, when tolls are implemented on 520 or other corridors. We especially appreciate the outreach you have done with all of us and our communities on this important task.

With the release of the first analysis of the tolling committee, we would like to express our serious concerns with the reliability of the data for 522 and I-405 corridors, and would like to offer our recommendations on necessary mitigation for our communities.

Reliability of the Data

Our residents and businesses use 522 on a daily basis and recognize that many commuters already use this route as an alternative cross-lake connection when 520 is unavailable or experiencing significant delays. With the possibility of tolling 520 and I-90, common sense tells us there will be a significant impact on this alternative cross-lake connection. We are therefore surprised that this initial data shows "relatively little change to speeds or vehicle volumes on 522 in any of the initial scenarios." We recommend further analysis such as the following:

Peak Periods. We are glad to note that the committee recognizes that additional work needs to examine changes in peak periods. Many of the intersections on 522 are already functioning at the lowest level of service, especially during peak periods. Even minor changes to this volume, without a mitigation plan, will have a serious impact on the functioning of this corridor. Better data on demand during peak periods will be critical to fully understand the impact.

Need for Actual Trip County, Not Only Modeling. According to the briefing we received, the real data used for this report was from a 1999 Origin/Destination survey and then was updated with a model from 2006. There needs to be an update to this data set due to the rapidly changing demographics of North and East King County.

Housing and Jobs Growth. There has been explosive growth in housing and jobs in the northeast part of King County and South Snohomish County, which has significantly impacted 522 and the 1-405 corridor. We do not believe the current and future growth has been taken into account in this analysis.

Transit Analysis. There needs to be a better understanding of the role transit has in these corridors. Currently in this study, all trips are counted the same and transit is outside the discussion. We believe more residents will choose transit on the 522 corridor if more transit options are provided. Understanding the current frequency and volume is important to understanding actual trip counts across the lake.

Diversion Assumptions. The analysis states that up to 23% of the trips will be diverted to "other routes" if both bridges are tolled, and therefore are not counted as impacting routes such as 522. We have two concerns. One is that this modeling assumption most likely underestimates the

true impact to these alternative routes, such as 522. The other is that arterial routes, such as SR 202 and the Woodinville Duvall road, will experience significant impacts and should be mitigated with improvements.

Other Possible Concerns. Our technical staff will meet with your staff to understand the underlying assumptions of this analysis and may express additional concepts at that time.

Mitigation Measures

As was stated in the original legislation creating the Tolling Committee, a key charge was to "recommend mitigation measures to address the diversion." We offer the following recommendations to mitigate the impact from tolling on 520.

Improve Transit Service. We recommend a Bus Rapid Transit service on the 522 corridor that will provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes (Metro routes 306 and 312 and Sound Transit route 522) are already at capacity with most at standing room only during peak periods.

Improve Park-and-Ride Facilities. All of these facilities along 522 are also at or near capacity. This is a compelling need for structured park and ride facilities, especially in Lake Forest Park and Kenmore, which would complement downtown redevelopment plans.

Improve Transit Capacity. Prior to tolling, complete the Business Access/Transit Lanes (BAT) in the 522 Corridor to help move transit faster. More transit capacity down I-405, especially during peak times, needs to be added to the Woodinville and Brickyard park and rides. Especially necessary are increased express bus service to and from downtown Seattle.

Improve Capacity on the 522 Corridor. Prior to any tolling, complete the scheduled improvements on this corridor, especially those in Kenmore and Bothell. These include straightening out 522 in the Bothell corridor and completing improvements that are planned but not fully funded in Kenmore.

Improve Capacity on Other Routes. As already noted in this initial analysis there will certainly be diversions to other routes, such as the Woodinville-Duvall Road and 202. These corridors will also need substantial improvements to mitigate these tolling impacts. \ We are pleased that the committee has shown a true desire to be transparent in its outreach to residents and community leaders, and in its analysis of the true impact of tolling. We look forward to working with you and the surrounding communities to evaluate the actual diversion and necessary mitigation measures to alleviate these concerns.

Additionally, we have consulted with Mayor Mark Lamb of Bothell. He has indicated that he would like to confer with his city council prior to providing feedback to the Tolling Committee.

Sincerely,
Mayor Dave R. Hutchinson, Lake Forest Park
Mayor David Baker, Kenmore
Mayor Scott Hageman, Woodinville
Councilmember Bob Ferguson, King County Council

From: Doug Huxtable
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98028
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: use SR 522 / Lake City Way

Question 4 – How many days in the last week did you use 520?

1

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98028/98052

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

Very concerned about impact on Juanita Drive - and intersection with 522.

From: Anonymous

Source: Summer 2008 OH - Bothell

Date: 07/29/2008

Zip Code: 98028

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Undecided

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98028/98125

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

The highest impact on tolling seems to be on Route 522. All 4 scenarios have speed of 16-18 mph which is too slow. Park and Ride are already at capacity. One immediate mitigation solution might be to add neighborhood metro shuttle that commuters can catch close to their home and be shuttled down to 255 to

catch the express busses going by. This way they can leave thier cars at home and not have to rely on space at the park and ride

From: Ed Schein
Organization: Water Tenders
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98077
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take transit & bicycle

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

Question 7 – Are there additional tolling scenarios that the committee should consider?

Tolls should help pay for increased transit and carpooling options & bicycling options. Toll rates should vary with time of day to reduce congestion. Toll rates should also pay for environmental mitigation prior to construction work. Toll rates should be HIGH to discourage auto use.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:
a. Reasonableness of the tolls
b. Traffic diversion effects
c. Performance of the bridges when tolled
d. Funding for the new bridge
e. Impacts on lower income bridge users

I'm very concerned about traffic & environmental aspects beyond the 520 bridge (202, Woodinville, Duvall & Avondale). I'm a member of Water Tenders, a volunteer org. concerned about the integrity of the Bear Creek Watershed. 520 Bridge design should encourage transit and DISCOURAGE auto use. Transit on 522 must be improved & Park and Ride lots increased. Bus service to Woodinville (Express) must be repaired.

From: Diane Strom
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98028
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in

2010 or 2016?

Undecided

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Make the trip, but don't cross the lake

Question 4 – How many days in the last week did you use 520?

1

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98028/98125

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I see the likelihood of people using alternative routes such as 522 or Juanita Dr. These roads do not have the capacity to handle more traffic, and are already dangerous roads. I believe light rail and more bus routes should be in place before tolling begins to give riders more viable options. Why has the north end been left out of Light Rail connections? The 306 bus route should offer more times in both directions - more loops into neighborhoods need to be implemented to make ridership more viable.

From: Rob Fuhrman
Organization: Bothell Planning Commission
Source: Summer 2008 OH - Bothell
Date: 07/29/2008
Zip Code: 98011
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2016

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

No

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Move

Question 4 – How many days in the last week did you use 520?

2

Question 5 – How many days in the last week did you use the I-90 bridge?

2

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98011/98052

Question 7 – Are there additional tolling scenarios that the committee should consider?

No toll!

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

NO TOLLS!

From: Jeff Altman

Organization: Lake Forest Park Transportation Commission

Source: Summer 2008 OH - Bothell

Date: 07/29/2008

Zip Code: 98155

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: use SR 522 / Lake City Way

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98155

Question 7 – Are there additional tolling scenarios that the committee should consider?

Yes - (1) Toll both 520 and 90 in 2010. (2) Also toll SR 522 to prevent traffic diversion to 522 - also to finance mitigation on 522.

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge

e. Impacts on lower income bridge users

(Letters referring to topics from Q#8) a. Very reasonable, make sure they are variable tolls. B. traffic is very likely to be diverted to SR 522. Your analysis on your website showing 2016 vehicles per day on SR 522 increasing from 52K to 54.7K. That does not fit with projected mph decrease in average speed. In fact, impacts are likely to be major on SR 522 traffic flow. c. With tolling especially, variable tolling speeds on bridges will improve dramatically. d. Without tolling the Eyman - emasculated WSDOT cannot afford the road improvements that we need. e. Some provision for lower income bridge users should be made - perhaps apply for biennial discount in their Good to Go discount and/or discounted transit pass.

From: Judy Korac

Source: Summer 2008 OH - Bothell

Date: 07/29/2008

Zip Code: 98012

Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Yes

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Take a different route: use SR 522 / Lake City Way

Question 4 – How many days in the last week did you use 520?

0

Question 5 – How many days in the last week did you use the I-90 bridge?

0

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?

98012/98105

Question 7 – Are there additional tolling scenarios that the committee should consider?

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

I drive a vanpool with 6 passengers on 522 to Children's Hospital, we come from Woodinville and pick up at Kenmore P&R. Through Kenmore and Lake City there is a transit only lane. Why can vanpools not use this lane? Why should seven people in 1 vehicle (owned by Metro) not be allowed access to an Expeditious form of travel. We are doing the right thing by vanpooling so why penalize as if they were single occupant vehicles? I remember when the 520 was a toll bridge. Are the toll rates in line with what costs will be? Are toll rates in perpetuity(?) or will they end? I personally feel tolls are appropriate as those using the roads are paying. Those that do not use it will not be paying. Please follow up with me via e-mail.

From: Vic Mills

Source: info@build520.org

Date: 07/30/2008

Zip Code: 98072

Comment: In one area of your reply to my previous email message to you, was, probably unknowingly and inadvertently -- right on, and I quote, ". . . for bridge users, taxpayers, and the surrounding communities." The key word here is taxpayers -- because everyone, whether a resident or tourist of our State, using a road or bridge in has in fact paid, and had been paying, and continues to pay for our roads and bridges, for several decades.

So, I ask again, where's the money?

From: Jeff Altman

Organization: Lake Forest Park Transportation Commission

Source: info@build520.org

Date: 07/30/2008

Zip Code: 98155

Comment: Hi -- Please (snail) mail AND email to me copies of the green survey/questionnaire that you have available at your Open Houses. What's the URL for the questionnaire?

I think it is superb, in that it doesn't try to steer you to a foregone conclusion, as does Sound Transit's (online) questionnaire.

Thanks, jeff

From: Diane Strom

Source: info@build520.org

Date: 07/30/2008

Zip Code: 98028

Comment: I believe you underestimate the number of people seeking alternate routes, and therefore underestimate the impact upon these routes. I am concerned about congestion on all routes, I-5, I-405, 522 and especially the smaller roads such as Juanita Drive and Ballinger Way. The routes need to be improved before tolling begins. Therefore a 2010 tolling seems unachievable without a great impact on outer regions. A lower-cost toll in 2010 (\$1 each way) would be make taking 520 the more affordable option. I also believe you should offer a cash-paying toll option, for out-of-towners. They may get confused seeing a toll-road with no booths, be unprepared and panic. The license plate photo option seems quite costly, and the surcharge may lead to a lawsuit.

From: Denise Taylor

Source: info@build520.org

Date: 07/31/2008

Zip Code: 98028

Comment: The 522 / Juanita Dr. (68th) intersection in Kenmore already has cars jammed up Juanita Dr. south of the intersection most weekday mornings and evenings. Tolls on 520 and 90 will only worsen the jam up on Juanita and further deteriorate our quality of life.

Consider putting an electronic toll "booth" on 522 between Lake Forest Park and Kenmore. There is no way to bypass that section of 522 using side streets. Unless you go much further north, 522 is the only way around the north end of Lake Washington.

A smaller toll on 90, 520 and 522 could be presented as a "get across Lake Washington toll" and not push cars off the tolled routes onto the untolled routes.

I am not familiar enough with the roads south of Lake Washington to know if tolls would work there. It seems like a long haul from I90 to the 405/5 interchange so maybe people will not drive around the south end of Lake Washington just to avoid tolls on the northern half of the lake.

I drive 522 to N. Seattle every day so I am not proposing a toll for only other people to pay.

From: Katie Kowalski
Source: Summer 2008 OH - Seattle
Date: 08/05/2008
Zip Code: Unknown
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

Question 2 – If only 520 were tolled, more vehicles would switch to I-90. Tolling I-90 would also allow for improvements such as new HOV lanes to be added to the bridge. Do you think the I-90 Bridge should also be tolled?

Question 3 – When a toll is charged to use 520, what is the one thing you are most likely to do for your trips on 520?

Question 4 – How many days in the last week did you use 520?
5

Question 5 – How many days in the last week did you use the I-90 bridge?

Question 6 – What is your home zip code? If you work outside the home, what is your work zip code?
98011

Question 7 – Are there additional tolling scenarios that the committee should consider?
No, no tolls

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee members? Specifically, we would be interested in your opinions and thoughts on the following:

- a. Reasonableness of the tolls
- b. Traffic diversion effects
- c. Performance of the bridges when tolled
- d. Funding for the new bridge
- e. Impacts on lower income bridge users

This toll is a regressive tax. State should rebuild the bridge, state built it poorly the first time around.

From: Deb Blaha
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98155
Comment: I prefer tolling both the I-90 and 520 bridges in 2016.
I live at the top of the lake and commute along 522 to work.
I believe that by tolling both bridges, we can have lower tolls on each and therefore less people will drive over or under the lake. Extending drive times, congestion, and making things environmentally worse than going over the bridges. Thank you for your time and consideration.
Deb Blaha

From: Marian Folsom
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98102
Comment: I am in favor of tolls. If you use it, you should pay. We need fixes on alot of our roads and tolling will help pay for needed repairs.

From: Tim Hagan
Source: info@build520.org

Date: 08/07/2008

Zip Code: 98028

Comment: Thanks for the info regarding SR 522 issues. I'll be out of town on July 29th so I'll miss the open house at UWBNC. I hope my comments below will be considered however, having attended events like this in the past I fear that nothing anyone might say would change the will of the Politicians who seem to have made up their minds prior to events such as these. With all due respect I believe each and every one already has concerning this "proposal". That being said, I'll give it a try anyway as I am deeply concerned with a number of issues surrounding tolls on 520 relative to impacts on other corridors.

You indicate you are a regular transit commuter. If you have not, I encourage you to attempt a bus ride (or drive) either way on SR 522 between Bothell and NE 145th at Seattle's northern border between 7:00 and 9:30 am. and again between 4:00 and 7:00 pm. While you're out here try Juanita Drive between Bothell Way and Juanita (another alternate route) during the same times in either direction. It's already a disaster following years of new home/condo construction without any improvement in road capacity. I'm skeptical that the current construction along SR 522 will do much to alleviate the problem. I'm not against growth and don't think it would have been appropriate to slam the door behind me when we purchased our home 20 years ago. Back then I was young and naive and believed that some of the various taxes being collected would make it back into some kind of road improvements beyond their occasional striping. We live half a mile from 522 but still have an increasing number of commuters cutting through or neighborhood. Tolling 520, contrary to Mr. Charlie Howard's (Senior Planner for the Puget Sound Regional Council) assertion that it won't in today's Seattle Times, will displace thousands of drivers. I'm curious how many studies were done before one finally provided the desired predictions supporting minimal impacts resulting from the toll. The report indicates that 16% of the estimated 115,000 drivers who cross the bridge each day would avoid crossing the lake by changing their work or housing locations. ARE THEY KIDDING?! That's 18,400 people finding new jobs or moving. That sure will be a boon for the real Estate industry. The report predicts another 6% will change routes. That's 6900 drivers displaced if these predictions can be trusted and populations stay stable. They can't and it won't. Many more drivers will change routes and the growth in this region will continue. How can these transportation experts tell us that adding that many cars to an already gridlocked corridor won't create huge slowdowns as they stated in The Seattle Times? These "experts" also state that 3% of drivers are predicted to switch to transit. No they won't. Some might for a short time but the hassle factor of busing for most will cause them to get back in their cars. Might as well sit in gridlock in your own car getting work done on your cell phone in private (OOPS, we can't do that without paying for extra gear anymore) instead of on the bus. Either the surveys are wrong or the Planners are wrong. I personally believe in the surveys as after all, it's the drivers surveyed who's actions will dictate the results.

I would appreciate it if you would forward this to the other Council Members.

Tim Hagan

From: Michael Krolewski

Source: info@build520.org

Date: 08/07/2008

Zip Code: 98072

Comment: The major issue is the relatively low number of vehicle and the relative low increase in speed that tolling will effect.

As someone who travels back and forth across 520 at least once a weekday, I am always appauled at the slow speed and massive bottle necks considering the relative low number of vehicles travelling this route. My typical Redmond to South Lake Union drive (about 15 miles) takes 25 to 30 minutes in the morning (730AM start), and 25 to 45 minutes at night (530-6PM start).

It would wise to have more lanes (3 or 4 in each direction) and HOV and a train/light rail and breakdown lane or at least pull-outs for this bridge. Remember the bridge is for the next 40-50 years.

Since I vanpool, generally I am using the HOV lane. However there are major bottlenecks on both sides. Unless these bottlenecks are removed, tolling will be just another painful experience on top of the current experience.

As to the tolls, tolling up front will be extremely irritating due to slow downs due to construction, people watching, and re-learning to drive (down the road). I personally cannot believe tolls will remediate any traffic congestion.

I would favor the toll on completion. It is funding the project via usage tax.

I would like to know how low income people will be supported. Obviously, driving a different perhaps longer path may be marginally cost effective.

I also favor only a toll on 520. This will allow people to avoid the bridge if they desire. And hopefully this will speed the travel of those willing to pay.

From: Cynthia Johannes
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98011
Comment: Yes! I am completely in agreement to put toll booths on 520. I have supported the idea for years. I honestly think that I-90 bridge, I-5, and I-405 need to have toll booths as well. Putting a "use fee" on our roads will help raise the funds for road improvements and would increase the desire for more public transportation and help with their budget dilemas.

From: Doug Houck
Source: info@build520.org
Date: 08/09/2008
Zip Code: 98028
Comment: When tolling is implemented on SR 520, it will impact traffic on SR522. I live a couple of blocks from SR522 in Kenmore. Last year, an upgrade was completed on SR522 between 145th and 170th streets. A transit lane was not added to the east side of the roadway. There is, however, a left hand turn lane running the entire length of this section, which is mostly unused except at 155th, and 165th. The major reason, of course is the hill on the west side of road has made property entrances impossible. If the U-Turn philosophy, to be employed on SR 522 in Kenmore at 61st, 68th, 73rd, 77th, 80th and 83rd works for that section - can't it also work between most of the way between 145th and 170th? Any chance of getting this 145th to 170th section reconfigured? It will help buses move through the increased traffic that will be using SR522 to avoid paying whatever toll is in place on SR520

From: John Iki
Source: info@build520.org
Date: 08/10/2008
Zip Code: 98155
Comment: I commute daily via Metro on HOV to-from Seattle. I do not commute on 520 nor I-90. I favor tolling any and all bridge routes ASAP, as is done in Orange County, CA, and in NYC. Motorists who use heavily-traveled roads should pay for their use and upkeep. Sell windscreen-mounter chips that deduct toll charges from drivers' ATM accounts as they drive across tollbooth areas. Thank you.

From: Meryll Larkin
Source: info@build520.org
Date: 08/12/2008
Zip Code: 98011
Comment: I am completely opposed to a toll on 520.

I live in "unincorporated King County" - "unincorporated Bothell" - just North of Juanita Drive between Bothell Way NE in Kenmore and Market Street in Kirkland.

Our area has extreme traffic congestion; especially at rush hour and especially coming from the Eastside (Kirkland, Bellevue, Redmond) to Kenmore in the evening. It takes my husband between 1.5 to 2+ hours to get home from Microsoft if he attempts it at "rush time". In the middle of the night - obeying all speed limits - it is less than a 45 minute drive.

There are only 2 roads available in that direction: Juanita drive, which is one lane in each direction, and 100th Ave NE, which is either one or two lanes in each direction, depending on your location along 100th Ave NE.

The estimate King County has made of the additional traffic that my area would receive if 520 became a toll bridge is an inaccurate estimate. Not only will there be hundreds more rides per day, but many will happen at rush time, on this already congested area as people find ways to avoid paying the toll.

This is an easy calculation. Just figure the round trip cost of crossing the 520 bridge and multiply it by 250 workdays per year and you'll have an idea of how much you'll hurt the average worker's purse.

In addition, as people become more motivated to avoid the bridge, my particular area, which has had about 40% growth since I moved there 4 years ago (one construction project - a large housing development - completed last year and 2 more to be completed within a year) will get even more dense; with more trees chopped down, and more road congestion, and more noise, accidents, etc.

It takes about 4 years for a newly planted fruit tree to bear fruit.
How many more times will I have to move and remake my garden?

You wanted my feedback.....

The toll bridge is going to be expensive to implement - more expensive than the estimates. It will increase neighborhood congestion and accelerate my neighborhood growth (which is already growing at great speed).

Meryll Larkin

From: Randall Gilliland
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98072
Comment: Let me make this very simple: NO TOLLS! I already pay for the privilege of driving on state roads every time I put fuel in my car and pay one of the highest gas tax in the nation. I pay for the roads with license tab fees and some of the highest sales taxes in the country. Given this state government's dismal record in managing and completing large scale public projects on time and on budget I have absolutely NO FAITH in your numbers in terms of toll cost, traffic congestion reduction and reduced travel times. Need examples: I-90 corridor in Mercer Island, I-405 S curves, Sound Transit light rail cost vs. schedule, King County Brightwater costs. I have more but you get the point. In summary: We citizens already pay for the roads via existing taxes (already some of the highest in the country) and you (our current government) have demonstrated that you are not up to the task of completing this project on time and on budget which will mean more traffic congestion and a n increase in tolls to cover cost overruns. You need to find a way to fund this without double-dipping into our pockets.

From: Dick Kuhner
Source: info@build520.org
Date: 08/13/2008
Zip Code: 98028
Comment: I assume you already understand that, if you place tolls on both the 520 and I-90 bridges, you'll force a significant amount of non-pay traffic through Kenmore on 522. You might simply be thinking of that as a "reasonable" alternative/penalty for those who don't want to pay the tolls. However, for those of us who live in the Kenmore area (and don't even want to commute) it adds a terrible burden to a road system that is already operating beyond capacity for most of every day. There is a construction project, kind of "under way", to help our situation; but, if you look closely at it, you'll see that it doesn't really provide any relief to the highway itself. (I haven't yet figured out why we're spending millions of dollars on a project that'll basically only widen the median.) By the nature of the location of 522, there really is no mitigation possible. All you are doing is shifting more of the traffic pain to a suburban area that already has difficulty in getting its residents on its main road for a trip to the store.

Dick Kuhner

From: Benjamin Sklar
Source: info@build520.org
Date: 08/13/2008

Zip Code: 98028

Comment: In my opinion tolls should be variable to improve congestion. Tolls should start on both 520 and I-90 at the same time to prevent diversion of traffic from 520 to I-90. The transponders should be free or inexpensive and include a 'charge as you go' (to credit card or bank account) feature for those who use the bridge rarely. Also tolls should be for the bridge only.

Another alternative for funding is to raise the local gas tax.

Thank you,
Benjamin Sklar

From: Ken Cowan

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98072

Comment: Greetings.
It's very simple. If you start charging a toll on the bridges, I will cease using them. I see no reason to have to pay to get into Seattle, pay to stop in Seattle, and then pay for my entertainment, and merchandise. They can just do without my business. One reason I moved here was because one didn't have to pay something extra every time they wanted to go down the road. If highway taxes aren't enough, then you're doing something wrong. This plan I hear about of changing the toll depending on the time of day is ridiculous. Then not only would one have to pay, but they'd have to wonder how much until they actually got to the toll plaza. Have I mentioned that tolls are a hassle to tourists? The whole idea is just stupid.

Anyhow, what should I care? I don't NEED to go to Seattle...this just assures me they don't really need my business, either.

Sincerely,
Ken Cowan

From: Troy Kasper

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98011

Comment: If you put in tolling on 520, then you should put in tolling on 522 to mitigate avoiding paying tolls. I bet you'd get a heck of a lot of people to ride the buses which of course would not be subjected to tolls.

From: Hoss (Mark Renee) Hostetler

Source: info@build520.org

Date: 08/16/2008

Zip Code: 98155

Comment: I say do the tolls and do them as early as possible to begin to pay for the bridge replacement. I also agree with the variable tolls based on times of day or congestion. Need to take into account those days with Professional sports games (Mariners, Sonics?, Seahwks only one weekday game a year maybe) games and charge more during the times that the Professional sports game traffic would affect everyone else.

Also wondering what is considered HOV. Are you talking the 2 people needed like I-405 to be HOV or 3 people like SR-520 currently and what about motorcycles?

There needs to be a way for people to easily change habits to reduce or eliminate the toll. This would be a range of options; an exemption for alternative vehicles (scooters, motorcycles, ??), a maintained protected bicycle lane and frequent (every 15 minutes max 6AM-7PM, 30 Minute max rest of the day) Transit all day long from U District and downtown Seattle to Bellevue Transit Center with 520 Stops at Bellevue Way and current 520 stops.

With respect to transit the current back and forth across the water routes are really inadequate unless you

live right next to a 520 stop or right down town seattle. I would think the best option would be to build transfer stations at each end of 520 for busses. All busses North and South on I-405 or I-5 would stop at these transfer points instead of having seperate bus routes that hap-hazardly go back and forth across the water.

I believe the tolls should also help fund the alternative options initiatives. You need to make access across the bridges with tolls accessible to everyone not just the middle and upper clase who will just pay the toll.

From: Margaret Wiggins

Source: info@build520.org

Date: 08/16/2008

Zip Code: 98011

Comment: Promises promises, that 520 would never have a toll again once it was paid off. If the state needs more money, maybe it can use the ferry money it hasn't spent on the new ferries promised.

If tolls are supposed to be the new funding source then, hell, toll all the bridges and all freeways leading into Seattle. But no, divide and conquer is the preferred method of extracting more money, can't have all the taxpayers revolting at the same time.

Needless to say, putting a toll on both 90 and 520 in 2016 would be my choice. We could all be dead by then.

Sleep well :-)

From: Craig M. Rantz

Source: info@build520.org

Date: 08/17/2008

Zip Code: 98133

Comment: Ladies and Gentlemen,

Why don't you make the toll \$100 each way on both bridges?

Craig M. Rantz

From: J. Newman

Source: info@build520.org

Date: 08/18/2008

Zip Code: 98011

Comment: I'd like to see a toll of \$2.00 each way for WA residents and \$3.00 for non- washington residents. I's also like to see toll booths as I don't think any otherway is reliable and it will provide some jobs for WA residents. A Win-Win situation.

From: Steve Newman

Source: info@build520.org

Date: 08/20/2008

Zip Code: 98011

Comment: I very seldom use either of the floating bridges as I live in Bothell and can easily drive to either side of the lake without the need to take one of the floating bridges.

As far as tolling goes, I would think \$3.00 one-way and \$5.00 for a round-trip would be something that will not chase drivers to other routes. If the toll is too high, drivers will most certainly just drive around.

I agree that both bridges should have tolling because drivers would certainly just drive down to I-90 to 'beat' the toll if tolling is not put on both bridges. I also feel that toll boths similar to the Tacoma Narrows

Bridge should be used as they seem to be doing just fine down there.

One thing that is certain, I live just off of Juanita Dr. at the north end of Lk. Washington, and it is a little bit of an inconvenience to drive around the north (or south) ends of the lake, but when tolling is in place, I am sure the traffic will be greatly increased on Juanita Dr. as some drivers will drive around, no matter how big (or small) the toll is.

From: Helgard Gray
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98028
Comment: What about transparency of monies collected and its uses?

From: Michael Daley
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98274
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr and Ms Michael Daley

From: Thomas & Dawn Marshall
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98155
Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr and Mrs Thomas and Dawn Marshall

From: Cristin Dowd
Source: info@build520.org

Date: 08/21/2008
Zip Code: 98077
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Cristin Dowd

From: Jesica Dicione
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98155
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Ms Jesica Dicione

From: Janice Hersch
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98028
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

N/A Janice Hersch

From: Mr & Mrs James Walden

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98011

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr and Mrs James Walden

From: Julian Bacon

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98028

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Julian Bacon

From: Amanda Penn

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98155

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

From: Wayne Kohanik
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98115
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Wayne Kohanik

From: Steven Walters
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98011
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr Steven Walters

From: Scott Selby
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98028
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. It is time we started taking our transportation and peak oil problems seriously by evolving strategies that will take us into the next 50 years, not simply but "a band-aid on a broken leg." Let's encourage people to drive only when they have to.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Scott Selby

From: Harlan White
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98028
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr Harlan White

From: Ronald Long
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98077
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. As a committed bicyclist, I certainly look forward to having a third option (in addition to I-90 and going around the north end) to travel between the Eastside and Seattle by bicycle.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Mr Ronald Long

From: Joyce Kleinholz

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98282

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. The people who use the roads and bridges should pay for them. Including me and you.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Joyce Kleinholz

From: Debbie Bremner

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98155

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Ms Debbie Bremner

From: Judith Enich

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98133

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Ms Judith Enich

From: Ethan Yarbrough
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98021

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

The time has come for us to take responsibility for improving the quality of life in the Puget Sound region and for reducing our impact on the environment. Variable Pricing tolling supports both of those goals.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Mr Ethan Yarbrough

From: Annapoorne Colangelo
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98236

Comment: Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,
Ms. Annapoorne Colangelo

From: Ruth Honorer
Source: Mail
Date: 08/21/2008
Zip Code: 98028

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Larry Johnson
Source: Mail
Date: 08/21/2008
Zip Code: 98072

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Charlene Bender

Source: Mail

Date: 08/21/2008

Zip Code: 98155

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: L. Fred Horand

Source: Mail

Date: 08/21/2008

Zip Code: 98133

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Anna Mony

Source: Mail

Date: 08/22/2008

Zip Code: 98028

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Deanna Neher

Source: Mail

Date: 08/22/2008

Zip Code: 98028

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Great idea!

From: Anne Heartsong

Source: Mail

Date: 08/22/2008

Zip Code: 98072

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our regions's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Alan & JoAnn Riley
Source: Mail
Date: 08/22/2008
Zip Code: 98028
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Barbara Dietrich
Source: Mail
Date: 08/22/2008
Zip Code: 98028
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Donna Lurie
Source: Mail
Date: 08/22/2008
Zip Code: 98077
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Daniel A. Lyons
Source: Mail
Date: 08/22/2008
Zip Code: 98177
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Donald Hanson
Source: Mail
Date: 08/22/2008
Zip Code: 98072
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Roger & Patricia Loschen
Source: Mail
Date: 08/22/2008
Zip Code: 98155-2738
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Claudia Campbell
Source: Mail
Date: 08/22/2008
Zip Code: 98177
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Great idea.

From: William Bonnell
Source: Mail
Date: 08/22/2008
Zip Code: 98155
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 502 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Act now! Thanks!

From: Nancy Friday
Source: info@build520.org
Date: 08/22/2008
Zip Code: 98028
Comment: Aug 22, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Thank you for supporting smart transportation alternatives that will improve our communities and help protect our climate.

Sincerely,

Dr Nancy Friday

From: Robert and Kathryn Hauck
Source: Mail
Date: 08/25/2008
Zip Code: 98177
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Monica Holdridge
Source: Mail
Date: 08/25/2008
Zip Code: 98133
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

This is in operation in S. Orange County. If it can help, why not try it?

From: Cathy Costa
Source: Mail
Date: 08/25/2008
Zip Code: 98133
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: K.F. Lackey
Source: Mail
Date: 08/25/2008
Zip Code: 98177
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Erin
Source: Mail
Date: 08/25/2008
Zip Code: 98133
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.
Thank you for taking action to improve transportation in Western Washington.

From: Richard Marshall

Source: Mail
Date: 08/25/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Carol Rutte
Source: Mail
Date: 08/25/2008
Zip Code: 98155
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Laverne Will
Source: Mail
Date: 08/25/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution

From: Sara McGrath
Source: Mail
Date: 08/25/2008
Zip Code: 98019
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. I'm especially in favor of funding mass transit options and discouraging driving.

From: Robert Riopelle
Source: Mail
Date: 08/25/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. Let's get off the dime and do something to address the congestion in a way that is ecologically sound.

From: Mary Lynn Antush
Source: Mail
Date: 08/25/2008

Zip Code: 98133

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution. We must address infrastructure in the region.

From: Charles Brockman

Source: Mail

Date: 08/25/2008

Zip Code: 98011

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge.

I agree variable pricing makes sense. However, have you looked at a map of Puget Sound? From Redmond north, how many drivers will simply drive the extra 6 miles on SR 522 to save a \$6 toll? And though SR 522 is already crowded (and the current construction, though beautifying, will not improve safety and traffic flow) will become a true parking lot. Nothing will move, so in your rush to toll, please consider how you will handle the traffic increase on SR 522. Which, by the way, will increase pollution with the heavier stop-and-go traffic.

From: Penny Koyama

Source: Mail

Date: 08/25/2008

Zip Code: 98011

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

I also think the tolls should be put on prior to commencement of construction.

From: Richard Fiddler

Source: Mail

Date: 08/26/2008

Zip Code: 98177

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: L Denning

Source: Mail

Date: 08/26/2008

Zip Code: 98133

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Anything to help congestion

From: Joanne LaVassar Schumacher

Source: Mail
Date: 08/26/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kris Baus
Source: Mail
Date: 08/26/2008
Zip Code: 98077
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Sarah Johnson
Source: Mail
Date: 08/26/2008
Zip Code: 98033
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Please act soon to begin to solve this transportation need.

From: MaryAnn Knetz
Source: Mail
Date: 08/26/2008
Zip Code: 98282
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We're former New Yorkers. Its been working there!

From: Patricia Malkson
Source: Mail
Date: 08/26/2008
Zip Code: 98177
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Long overdue!

From: Gordon Orians

Source: Mail
Date: 08/26/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Variable pricing is not a "magic bullet" but it will help.

From: George M. Poor
Source: Mail
Date: 08/26/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

tolls work!

From: Sharla Unruh
Source: Mail
Date: 08/26/2008
Zip Code: 98028
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

If possible rate should be related to income. (Ability to pay)

From: Susan A. Wood
Source: Mail
Date: 08/26/2008
Zip Code: 98028
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

We should help the middle class of which I am one of thme. Prices are so high, fine for the wealthy not the poor. The poor take busses or dont work. The middle class works and needs lower prices. Please set the tolls at a lower price.

From: Helgard Gray
Source: Mail
Date: 08/27/2008
Zip Code: 98028
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Do not use monies for anything else but transportation.

From: Grace Abrales
Source: info@build520.org
Date: 08/28/2008
Zip Code: 98077
Comment: Hello,

These are reasons why we should not have a toll on 520.

We are better than the East Coast, where everything has a toll, leaving poor people to fend for themselves driving twice as long if they don't have the money for the toll.

I know I personally sometimes I would have to drive around or just forget the trip all together because I don't have the money to pay for the toll. I'm sure the Seattle Business that I frequent would not be very happy about losing my business just because I can't pay for the toll.

The views from the bridge are amazing, and it is a place we drive by when we have visitors. I guess visitors will have to see the bridge and the view from postcards on those times when we cannot afford the toll.

Have you ever driving on the north part of the lake, like NE Bothell Way or Bothell Way NE or even I5 from the north side to Seattle? How are those streets going to handle double the traffic because of the people that will use those routes instead of paying a toll?

I know it may be legally permitted to put tolls on streets and highways and bridges, but I think it is morally deplorable to have tolls. Let's the rich people have the good roads and to the poor, who have to go to work to put food on the table, let them use roads that take longer, that have incise amount of traffic and are destroyed, what kind of society have we become?

From: Maurice Esko
Source: Mail
Date: 08/28/2008
Zip Code: 98155
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Krista Fritsche
Source: Mail
Date: 08/28/2008
Zip Code: 98155
Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Rosalie O'Leary
Source: Mail
Date: 08/28/2008
Zip Code: 98155

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Good idea! We need to do something.

From: Per Curtiss

Source: Mail

Date: 08/28/2008

Zip Code: 98133

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Jerry Fidritd

Source: Mail

Date: 08/29/2008

Zip Code: 98155

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Kraig Peck

Source: Mail

Date: 08/29/2008

Zip Code: 98072

Comment: Dear Tolling Committee Member:

I support early "variable pricing" tolling for the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls do they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Yes!

From: Diana M. Brooks

Source: Mail

Date: 08/29/2008

Zip Code: 98155

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Diana M. Brooks

From: Jim Overton

Source: Mail

Date: 08/29/2008

Zip Code: 98011

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

It's the way to go.

From: Tim Tobin

Organization: City of Bothell

Source: info@build520.org

Date: 08/30/2008

Zip Code: 98011

Comment: Tolling should not begin before completion of the SR 522 re-alignment in Bothell. The re-alignment will move and reconfigure the intersection of highways 522 and 527. Such a construction project will have a profound impact on traffic within the two highways and surrounding arterials and local access streets. The project is scheduled to start in 2010 and be completed in 2012. Likewise, the SR 522 Wayne Curve project in Bothell will result in severe traffic congestion during its construction period of 2009 - 2011. Implementation of tolling in 2010, with resultant diversion of traffic, will unnecessarily exacerbate a difficult situation. Tolling should not begin before these projects are completed or until other planned capacity and safety improvements are completed on SR 522.

The effects of traffic diversion must be mitigated. Sufficient time and financial resources must be provided before the start of tolling to construct/implement safety and mobility improvements along SR 522. The residents and businesses of Bothell, Kenmore, Lake Forest Park and Lake City deserve safety and mobility improvements to mitigate the effects of added traffic resulting from diversion of SR 520 traffic. Tolling shouldn't begin until the necessary improvements are planned, funded and constructed.

Tolling should be implemented for the purpose of financing the bridge replacement, but not as a means for congestion relief. Tolling is poor public policy for congestion relief because it discriminates against persons of poor financial means and because it may result in diversion of traffic off the freeway, where traffic belongs, and onto City streets and neighborhoods. There are too many people in this area who have a difficult time paying their rent or feeding their families. Six dollars round trip is \$1,500 per year for a working person, which is a significant portion of the annual income of many people, especially people earning near minimum wage. Tolls must be set at the lowest level possible to finance construction of the bridge, and nothing more. The higher the toll the greater the financial hardship for some, which simply isn't right. Mobility is essential to our quality of life and should not be limited through high tolls.

The tolling analysis seems to indicate greater diversion of traffic onto SR 522 if both the I-90 and SR 520 routes are tolled, compared to a higher toll on SR 520 only. This result is not intuitive and it suggests an error in the modeling. It suggests the modeling undercounts the effects of diversion from South Snohomish County relative to Kirkland and Redmond. The primary source of traffic diversion onto SR 522 will be from/to South Snohomish County. It is these drivers that must weigh the benefits of travelling SR 522 for free as opposed to struggling down a congested I-405 before then travelling over a tolled SR 520. The higher the toll on SR 520, the greater the incentive to travel a congested SR 522 for free. Lowering the toll amount, by tolling both bridges, would reduce the incentive to travel around the north end of the lake, compared to only tolling SR 520 at a higher amount.

The lack of toll booths will be problematic and may result in causing diversion of some onto SR 522. People who don't have transponders may feel they can't drive over the bridge, or they may know they can but do not wish to be assessed a collection fee, on top of the toll, when they are later invoiced by mail by the State. The lack of toll booths will surely be a source of confusion for people traveling through from out of the area.

The benefits of congestion pricing in reducing green house emissions is often over-stated. If congestion is reduced because drivers make the same trip, but at a different time, or drivers divert along a different route, then little if any green house gases are reduced. Only to the extent that drivers abandon their trip, or carpool or take transit, will green house gases be reduced. Don't underestimate how many drivers will choose the first two options. Tolls should not be used as a means to try to change driver behavior to reduce green house gases. Toll amounts should only be determined by the financial requirements to build the bridge.

The tolling study indicates that one result of tolling would be fewer trips across the lake - that's unfortunate. It's unfortunate for retailers trying to draw customers from a wider area; it's unfortunate for

small business trying to hire the best workers, some of which may reside across the lake, its unfortunate for people who put off visiting friends or relatives because of the price of a toll. Tolls should be the minimum amount necessary because high tolls will adversely impact mobility for some people and may adversely affect small businesses and organizations in other ways.

There is a certain irony in that a new bridge will be constructed resulting in a greater physical capacity to carry traffic, yet through financial policy the bridge may actually carry less traffic than it is physically capable of carrying. The SR 520 bridge exists for only one purpose - to carry traffic. It should carry as much as it can physically handle so that traffic isn't traveling on other non-freeway arterials and local streets. Tolling is an unfortunate financing mechanism to the extent it causes traffic diversion.

From: Che' Gilliland

Source: Mail

Date: 08/30/2008

Zip Code: 98239

Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Che' Gilliland

From: Deb Blaha

Source: info@build520.org

Date: 08/31/2008

Zip Code: 98155

Comment: Hi,

I live along 522 and am very concerned about the added traffic, pollution and environmental impact of people driving over the lake to avoid the tolls.

My recommendation is to toll both bridges that way there can be a lower toll on each bridge and less people will be tempted to drive around.

I also think you should wait to toll until 2016 when there is more capacity over the 520 bridge.

Thank you for your time and consideration,
Deb Blaha

From: Jeri Keasey

Source: info@build520.org

Date: 09/01/2008

Zip Code: 98028

Comment: How about again opening up the 2nd Park & Ride lot behind Kenmore Village and using that instead of using it for expensive condominiums which possibly will not be built for some time. It is a perfect spot and already there, just not being used to its full capacity right now. I don't know why it was ever discontinued - perhaps because it was not being used as much as the older Park & Ride. Now, however, believe it would be and also with the increase in housing in Kenmore. This is one perfect solution for all of the increased traffic there will be on 522 when tolls are in place on 520.

From: Jeri Keasey

Source: info@build520.org

Date: 09/01/2008

Zip Code: 98028

Comment: How about again opening up the 2nd Park & Ride lot behind Kenmore Village and using that instead of using it for expensive condominiums, which possibly will not be built for some time. It is a perfect spot and already there, just not being used to its full capacity right now. I don't know why it was ever discontinued. This is one perfect solution for all of the increased traffic there will be on 522 when tolls are in place on 520. The Baptist Church Parking lot at 181st St. and 62nd now seems to be almost filled to capacity as does the orig. Park & Ride in Kenmore. Also believe we do need increased bus rapid transit service and think they should bring back the bus stops they took out, such as the one near 61st Ave. NE on the right hand side of 522 going towards Seattle, in front of Jet City Printing. People are parking on the side streets, so they don't have to walk so far to the next bus stop which is on the other side of 61st Ave. NE, near Uplake Center and wonder how long they will be allowed to do that. Also wish they would bring back the bus which ran directly to Northgate rather than having to transfer in Lake City.

From: Tris Samberg

Organization: City of Bothell

Source: info@build520.org

Date: 09/01/2008

Zip Code: 98011

Comment: I support variable rate tolling.

If you don't toll I-90, I would predict that a significant amount of 520 traffic would divert onto I-90. I will make whatever choices I need to avoid paying the toll, and would likely only travel over the bridge in a car for special occasions. My first choice would be using more transit. My second choice would be to use SR-522 to get to Seattle.

*****IMPORTANT*****

Although making transit improvements defeats the purpose of paying for the bridge, I think transit improvements are desperately needed.

My number one priority would be to build a parking garage/transit facility at the current Bothell P&R. This P&R is perfectly situated on SR-522 to take traffic between the Eastside, South Snohomish County and Seattle. Improvements can be made on the north side (current P&R lot) and south side (where mobile home park currently sits) to allow for free-flowing transit service on SR522. This P&R is currently full by 6:45 am every day. The Kenmore P&R has only slightly more capacity and is the only other P&R on SR-522.

My second priority would be improvements at the S Kirkland P&R to allow more parking and more bus service. The only way to go across the 520 bridge from this P&R is on Metro 255 or ST 540. Service across the bridge should be every 15 minutes from this P&R at least from 6am-10am and 3pm-7pm.

A third priority would be a parking structure and more service from the Brickyard P&R. I find it so frustrating that I can't go south on I405 and into Seattle on SR520 after 8am. These are major highways! Brickyard P&R is uniquely situated to move commuters from points north (from SR527 and south Sno Cty), east (woodinville,duvall, monroe), and the immediate area (Bothell, Kirkland) across the 520 bridge - and yet the service from there is so paltry.

In summary, the toll will cause diversion of traffic along non-tolled roads, especially SR522. Although it will cut toll revenue, mitigation in the form of improved transit service will be needed. Mitigation dollars will be well-spent if they are devoted to creating P&R's that function as a "string of pearls" - parking structures that have capacity with bus rapid transit that has frequent service between Seattle and the eastside.

Thanks for your time,
Tris Samberg

From: Stephen Bohnemeyer

Source: info@build520.org

Date: 09/02/2008

Zip Code: 98028

Comment: I live on a short deadend street off Juanita drive. It joins Juanita Drive just north of the entrance to St Edward Park. At times the commute traffic is so heavy that it is difficult to exit our street in either direction. Because Juanita Drive is a main connector from I405 via 116th Street to Hwy 522 I feel that tolling Hwy 520 will increase this congestion. The proposed increase in on-campus housing at Bastyr University will further add to the challenges.

I urge you to improve the capacity of Juanita Drive now to mitigate the effects of tolling Hwy 520.

From: Mike Hablewitz
Source: info@build520.org
Date: 09/02/2008
Zip Code: 98011
Comment: I would like to voice my concern about the EZ pass method. After reading numerous articles about how transponders are being hacked in California - I would not consider getting one until after these security issues are resolved. Instead I will drive north to 522 to go around the lake. Hopefully the folks in Lake Forest Park won't mind when I start cutting through their neighborhoods to avoid the 522 congestion as I make my way over to I-5 or 15th Ave NE

From: I Halpern
Source: Mail
Date: 09/03/2008
Zip Code: 98155
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Barbara Cunningham
Source: Mail
Date: 09/03/2008
Zip Code: 98133
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Caryn Woodward
Source: Mail
Date: 09/03/2008
Zip Code: 98155
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Good idea!

Caryn Woodward

From: Andy Cahn

Source: Mail
Date: 09/03/2008
Zip Code: 98028
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Raise gas taxes is even better and fairer!

From: Malcolm Gardner
Source: Mail
Date: 09/03/2008
Zip Code: 98177
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Dennis Heller
Source: Mail
Date: 09/03/2008
Zip Code: 98133
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: H. R. Widditsch
Source: Mail
Date: 09/04/2008
Zip Code: 98133
Comment: Dear Committee Member,

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

H. R. Widditsch

From: Bill Moritz
Source: Mail
Date: 09/09/2008
Zip Code: 98011
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge

and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Do it now! Both I-90 and 520. Add tolls to SR522 between Kenmore/Lk Forest Pk

From: Sharon Groves

Source: Mail

Date: 09/09/2008

Zip Code: 98133

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Leslie Bussert

Source: info@build520.org

Date: 09/11/2008

Zip Code: 98077

Comment: What toll rate is reasonable to you?
\$5 or less round trip.

How will your travel patterns change when 520 is tolled?

I don't regularly have to use the bridge and often use 522 when headed to Seattle anyway, so my patterns won't change all that much. However, if 522 becomes overly congested due to tolling I might consider changing my route.

When should tolling begin on 520 - in 2010 or 2016?

2010. Let's get started on the funding asap. I actually would like to see the idea of beginning tolling for both 520 and 90 in 2010 provided.

Should I-90 also be tolled if it improves congestion in the entire cross-lake corridor?

Yes.

What other tolling scenarios should be considered?

Start tolling on both bridges in 2010.

How will tolls affect low-income users?

I think we need to offer this population some options. Perhaps they could get reduced rates if they buy into electronic passes and offer evidence of their income bracket? Would something similar to food stamps work only they'd be toll passes? Some sort of voucher to help subsidize the toll costs for this population.

Other comments:

I don't like the segment tolling. Too complicated and annoying as a driver. It also could cause more 405 traffic if drivers avoid 520/90 segments to get where they're going.

I'd like to see tolling started asap. Nobody around here wants to pay for transportation improvements, whether they be for the roads or mass transit, but yet everyone complains about the traffic. It's time for users of our roads to contribute to improving them and we should start as early as we can to pay it off quicker and perhaps raise add'l funds for other needed road projects.

Please try and keep a round trip toll under/at \$5.00.

Your website outlining the tolling scenarios under consideration is very useful and helpful and I appreciate the efforts to gather community input and feedback on this process.

From: Donald Maxwell

Source: Mail

Date: 09/15/2008

Zip Code: 98155-6905

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Liz Benavidez

Source: Mail

Date: 09/16/2008

Zip Code: 98072

Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Scott Anderson

Source: info@build520.org

Date: 10/01/2008

Zip Code: 98155

Comment: There should be a way to identify carpools and provide them with a discount or no toll at all. This applies for any of the scenarios

From: Sunni Parker

Source: Mail

Date: 10/02/2008

Zip Code: 98072

Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Mark Lamb

Organization: City of Bothell

Source: Mail

Date: 10/03/2008

Zip Code: 98011

Comment: Dear SR 520 Tolling Committee Members:

We appreciate your leadership on the issue of evaluating appropriate financing options and mitigation measures for SR 520. Your charge includes "Evaluate the potential diversion of traffic from SR 520 to other parts of the transportation system, including SR 522 and local roadways, when tolls are implemented on SR 520 or other corridors, and recommend mitigation measures to address the diversion."

The Bothell City Council has reviewed the analysis data released to date and takes this opportunity to express our concerns with the reliability of the data for the SR 522 corridor. Based upon our review of the data, we offer the following recommendations for mitigation of the expected impacts in Bothell.

Reliability of the Data

Many commuters already use SR 522 as an alternative cross-lake connection when

SR 520 is either unavailable or is experiencing significant delays. With the possibility of tolling SR 520 and I-90, common sense would tell us that there should be a significant impact on SR 522: We are, therefore, surprised that the initial data shows "relatively little change to speeds or vehicle volumes on SR 522" in any of the initial "scenarios." We recommend further analysis, such as the following:

Peak periods: We were glad to see that the committee recognizes that additional work needs to examine changes in peak periods. Many of the intersections on SR 522 are already functioning at a low level of service during peak periods. Even minor changes to this volume, without a mitigation plan, will have a serious impact on the functioning of this corridor. Better data on volumes during peak periods will be critical to fully understand the impact.

Need for current data: We need to have a better understanding of data used for this modeling. Because of the significant decisions that are being made, the data needs to be updated due to the changing demographics of northeast King County and south Snohomish County.

Housing and Jobs Growth: There has been an explosive growth in housing and jobs in the northeast part of King County and south Snohomish County, which has significantly impacted the SR 522 and I-405 interchange during the past ten years. This significant impact has to be taken into account for this analysis.

Transit Analysis: There needs to be a better understanding of the role transit has in these corridors. Currently in this study, it appears all trips are counted the same and transit is outside the discussion. We believe more residents will choose transit on the SR 522 corridor if it is more readily available. The high gas prices have resulted in increased transit use in the region.

Diversion Assumptions: The analysis states that up to 23 percent of the trips will be diverted to "other routes" if both bridges are tolled and, therefore, are not counted as having impact on routes such as SR 522. We believe this assumption underestimates the true impact on SR 522, the connecting arterials, and residential streets.

Other Possible concerns: Our Public Works Department has requested a meeting with your staff to better understand the underlying assumptions of this analysis and may express additional concerns once they are able to review the details of this study.

Mitigation Measures

As was stated in the original legislation creating the SR 520 Tolling Committee, a key charge was to "recommend mitigation measures to address the diversion." We offer the following recommendation to mitigate the impact of tolling on SR 520.

Improve Transit Service: We would recommend a Bus Rapid Transit service on the SR 522 corridor which would provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes (Metro routes 306 & 312 and Sound Transit route SR 522) are already at capacity with most at standing room only during peak periods.

Improve Park & Ride Facilities: All of these facilities are also at or near capacity. This is a compelling need for structured park-and-ride facilities, especially in Lake Forest Park, Kenmore, and Bothell.

Improve Transit Capacity: Complete the Business Access Transit Lanes (BAT) in the SR 522 Corridor west of Wayne Curve to help move transit with more reliability.

Improve Capacity on the SR 522 Corridor: Complete the scheduled improvements on this corridor, especially those in Kenmore and Bothell. These include realigning the SR 522/SR 527 intersection in Bothell and completing the Kenmore improvements.

Improve Mitigation Measures: Allow tolling revenues to be spent on mitigation measures.

Sincerely,

Mark Lamb
Mayor

From: Sarah Frohlich
Source: info@build520.org
Date: 10/15/2008
Zip Code: 98177

Comment:

I'm a native of Seattle, but lived back east for over 8 years in Washington D.C. area. I feel that tolls back east even with easy pass options lead to unnecessary congestion on the highways and bridges particularly at normally heavy traffic time periods that already are challenging to commuters. There are also overheads on maintenance of these tolling programs, equipments such as cameras and then following up on unpaid dues. I believe taxes on gas taken at the pump, can raise these same taxes but not cause the road congestion and other headaches for drivers. I don't believe individuals who drive the bridges should have to carry the larger tax burden for the community on these bridges. Everyone in the community benefits from these important public works and infrastructure projects and the tax burden of maintenance and building should be shared by all in the surrounding counties/state.

From:

Steve Hasegawa

Source:

info@build520.org

Date:

11/04/2008

Zip Code:

98177

Comment:

Maybe the funding should be a combination of Tolls (based on tolls) and taxes based on where primary users of the bridge reside. e.g. Maybe those living on the East side who benefit most from the bridges should pay for a higher portion of the costs through taxes. New developers (for east side projects) should also help contribute as well.

From:

Julie Nugent

Source:

info@build520.org

Date:

11/05/2008

Zip Code:

98077

Comment:

I am concerned about how tolls on I-90 would affect Mercer Island businesses who have employees and/or customers coming from off of the Island. It seems that any person who desires to work for or do business with a Mercer Island business would do so at an unfair premium considering there would be no way to access the Island without being subject to a toll. Can you tell me if this has been considered and if so, what offsets might be proposed to address this new business expense/loss?

Sincerely,

Julie Nugent

From:

Warren Walton

Source:

info@build520.org

Date:

11/06/2008

Zip Code:

98021

Comment:

If the toll is set too high, I-405 through Tukwila and through Bothell to return to I-5 will see traffic congestion unimaginable. People will drive around rather than pay the toll. Then we have an unused bridge or bridges that are not getting paid for.

Set a permanent toll on all of Washington's bridges. Set an affordable toll!

A permanent toll should allow the toll to be a little lower than current plans.

It may take longer to pay for each new construction project, yet over the years, some surplus should be realized that can go toward required maintenance.

Thanks for your time.

From:

Carol Freese

Source:

info@build520.org

Date:

11/07/2008

Zip Code:

98028

Comment:

Why aren't you holding meetings in the Kenmore/Bothell area? Kenmore and Bothell will be impacted if

tolls are put on 520. Lots of people will choose to go around the north end of Lake Washington rather than pay a toll. Consequently Juanita Drive and Bothell Way will be greatly impacted. Neither of those two roadways can handle much more traffic.

From: Patrick Ewing & Ed Sterner
Organization: SeaShore Transportation Forum
Source: Mail
Date: 11/07/2008
Zip Code: unknown
Comment: Dear Members of the 520 Tolling Implementation Committee:

Of the many transportation problems facing the Puget Sound Region, one of the most serious is the continued deterioration of the SR 520 Bridge. The SeaShore Forum has closely followed your efforts to find a funding solution for the construction of a replacement bridge. It is our concern that if tolling is implemented on the bridge, traffic congestion in surrounding communities will significantly increase without proper mitigation measures.

For example, SR 522 is a critical transportation corridor for north King County residents. This route currently suffers from frequent traffic congestion, overcrowded transit service, and a demand for park-and-rides that exceeds capacity. Without proper mitigation, tolling the SR 520 Bridge will exacerbate these existing transportation problems because additional drivers will use SR 522 as they seek alternative routes to avoid paying a toll.

SeaShore recognizes the importance of tolling the Lake Washington corridor to help pay for a new SR 520 Bridge. However, it is clear that no matter which tolling approach is used, mitigation measures will need to be in place to ensure that diversion does not adversely impact nearby cities.

SeaShore recommends that mitigation measures include increased transit service, construction of new and improved park-and-ride facilities, and assurance that infrastructure improvements will be completed on schedule. These measures should be implemented prior to the start of a Lake Washington tolling program.

More specifically, our requests include:

- Increased transit service on SR 522 that, between Metro and Sound Transit, will provide service at least every five minutes during the peak periods and no more than every 20 minutes in the off-peak periods. Additional transit capacity is also needed on I-405.
- New and improved park-and-ride facilities in Lake Forest Park, Kenmore, and Bothell, which will complement downtown redevelopment plans.
- Completed scheduled improvements along SR 522, including the Business Access/Transit lanes project, the planned Kenmore improvements, and realignment of the SR 522 and SR 527 intersection in Bothell.
- Improved capacity on other routes, such as SR 202, SR 527, Juanita Drive, SR 104 (Ballinger Way), SR 523 (145th Street) and the Woodinville-Duvall Road. These corridors will need substantial improvements to mitigate tolling impacts.

SeaShore recognizes that finding a funding solution for the replacement of the SR 520 Bridge is an arduous task, and we thank the 520 Tolling Implementation Committee for its continued effort. With proper mitigation, implementing tolling can be an effective strategy for addressing transportation problems in the 520 corridor. We look forward to participating in further discussions as new information becomes available and recommendations for action are developed.

Sincerely,

Patrick Ewing
Councilmember, City of Bothell

Ed Sterner
Councilmember, City of Lake Forest Park

From: Jeff Altman
Organization: Lake Forest Park Transportation Commission
Source: info@build520.org

Date: 11/08/2008
Zip Code: 98155
Comment: Hi -- What is the last date that electronic comments will be accepted during the current comment period?
Thanks, jeff

From: Ken Cowan
Source: info@build520.org
Date: 11/10/2008
Zip Code: 98072
Comment: Are you also looking at the loss of retail income from the people who choose to no longer drive into Seattle, or for that matter, leave Seattle, but will choose, rather, to shop via internet, rather than have to fuss with, and suffer tolls? You're talking tolls, and reducing traffic, and you still aren't even close to having a transit system on a par with Washington D.C. or San Francisco...and yet you should. Taxes are a fact of life, but tolls are a bad idea. As mentioned before, they discourage commerce. Of course the people who will pay them will get used to it. They are already inured to the idea. Also, naturally, traffic will reduce and speed up. That happens when people stop driving. Given the current economy, though, are you so sure we'll have recovered enough by 2010 that the loss of sales won't cause a great number of businesses that had survived to that point, to totally tank?
Have at it, but know that at least this constituent thinks you're a pack of short sighted idiots.

From: Jeannie Dines
Source: info@build520.org
Date: 11/10/2008
Zip Code: 98028
Comment: I think your evaluation that found "route diversion - people may change their routes, but net effect is distributed across the system" does not take into consideration that the "system" which equates to other ways around the lake are extremely limited particularly to the north. The only other routes in the "system" are Juanita Drive and SR 522. Those routes are so congested now that any additional traffic will have a significant impact. I am not even sure your evaluation considered Juanita Drive (via I-405, exit at 116th, 124th or 160th).

As a family of 4 who use Juanita Drive during AM and PM peak periods, we are most concerned with the impact route diversion would have on this roadway. I am not sure that there is enough money to adequately mitigate the effect tolling would have on Juanita Drive but I would expect that a significant amount of mitigation would need to be paid to the City Kenmore in an effort to mitigate the impacts.

It is unfortunate that the 520 Tolling Implementation Committee was entire composed of Washington State agency representatives and did not include either a Councilmember/Mayor/staff member from affected cities. The effect of route diversion on surrounding communities is an important consideration in determining when/if to toll 520.

Thank you,
Jeannie Dines and family

From: Craig M. Rantz
Source: info@build520.org
Date: 11/11/2008
Zip Code: 98133
Comment: Dear Ladies and Gentlemen,

I believe the only way to assure a plan to pay off the 520 bridge and all other related construction costs would be to toll both the 520 and I-90 bridge in both directions at a cost of at least \$75 dollars each way, per day.

This would generate \$150 dollars per day, per vehicle. The monthly cost to users of the bridges would be minimal (@ 5 days per week the cost would only be \$750 per week or \$3000 per month). The total yearly

tolling dollars generated would be a minimal \$36,000 per user, per year. In a ten year period the cost would only be \$360,000.00 per user.

This is not a great deal of money compared to the cost of construction and maintenance.

If you would like to address this issue at length please feel free to contact me!

From: James Duvall
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98011
Comment: 1. THESE QUESTIONS HAVE BEEN POORLY PRESENTED. FOR EACH QUESTION YOU SHOULD HAVE A CHOICE THAT CAN REFLECT PARTIAL AND/OR COMPLETE DISAGREEMENT WITH THE TOLLING CONCEPT!
2. TOLLS ARE NOT THE ANSWER IN ANY WAY, SHAPE OR FORM. WE NEED A SYSTEM SIMILAR TO THE JAPANESE HIGH SPEED ELECTRIC TRAIN CONCEPT. THE CONSTRUCTION ALONE WOULD PROVIDE MORE JOBS, HELP THE ECONOMY, REDUCE AIR/GROUND POLLUTION, GASOLINE USAGE, BENEFIT ROAD/HIGHWAY/ PARKING CONGESTION EVERYWHERE AND MUCH MORE!
FINANCING/PLANNING/CONSTRUCTION/USAGE FEE STRUCTURE COULD BE READILY ACHIEVED THROUGH A MUTUAL/COMMITTEE EFFORT. THE COMMITTEE TO BE COMPOSED OF APPROXIMATELY 15 OR LESS MEMBERS WHICH WOULD INCLUDED BANKERS, UNION REPS, CITY STATE/FEDERAL LEGISLATORS OR REPS, BUSINESS LEADERS, CITIZENS AND ATTORNEYS (AT LEAST ONE OF EACH CATEGORY, NECESSARY EXCEPTIONS WOULD BE TWO MAX). FINANCING COULD UNDERWRITTEN BY LOCAL/COUNTY/STATE/FEDERAL FUNCTION IN SUPPORT OF THE BANKING INDUSTRY WHO WOULD PROVIDE THE FUNDS, OVERSEE FINANCIAL AUDITS AND ASSURE ETHICAL PRACTICES HERE. PARTICIPATING PRIVATE FINANCIAL INSTITUTIONS WOULD BE GUARANTEED A REASONABLE PROFIT (POSSIBLY IN THE RANGE OF 4-8%); HANDLE THE OUTLAY OF FUNDS FROM BEGINNING TO SYSTEM IMPLEMENTATION. POSSIBLY THERE COULD EVEN BE SOME INITIAL PUBLIC FUNDING GRANTS FROM EXISTING GOVERNMENTAL FUNCTIONS WHICH WOULD ASSIST IN MINIMIZING COSTS. THE PAYMENT FOR THIS TOTAL SYSTEM WOULD EXTRACTED FROM THE FEE STRUCTURE FOR USAGE OVER AN ESTABLISHED PERIOD OF YEARS BASED ON CURRENT AND "AFTER IN USE STUDIES" WHICH COULD DETERMINE CONTINUED NEED AND AMOUNT LOOKING A PERMANENT MAINTENCE/UPGRADE/TECHNOLOGY REQUIREMENTS! I HAVE MORE HERE AND IF YOU'RE INTERESTED CONTACT ME AT MY E MAIL ADDRESS!

From: Julia Wiese
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98011
Comment: On page 5, question 1 there were several options I would have chosen depending on my reason for crossing into Seattle. It would depend on my final destination and the day and time of the week on which I needed to go to Seattle. I probably could have chosen all or most of the answers. Selecting one was not necessarily representative of my true choice. So assuming it was for a Mariner game I selected transit. If it were for business I would have selected carpool or to change the time I needed to get to the other side from Bothell. You might want to rework that question. Thanks and regards.

From: Stephen Bohnemeyer
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98028
Comment: Please improve Juanita Drive/68th Ave NE before the tolling begins. This is an often overlooked access to 522/Lake City Way. We are somewhat trapped in our cul-de-sac that exits onto Juanita Drive during rush hours now. An increase in traffic by people avoiding the tolling would be further detrimental to our access. Please consider the unintended consequences of tolling on the existing infrastructure.

Thanks

From: David & Karen Farthing
Source: Tolling web survey
Date: 11/11/2008
Zip Code: 98011
Comment: Tolls are very nice for the rich, other people already have a hard time making ends meet. I am not poor but oppose tolls on principle.

From: Becky Birch
Source: info@build520.org
Date: 11/12/2008
Zip Code: 98011
Comment: I am unable to make any of the meetings on this topic, but wanted to share what I know is done in other cities with tolling . . . when I lived in San Francisco, the toll was forgiven for any carpoolers . . . 2+ over the Golden Gate Bridge qualified, so I would encourage that we adopt that approach here too. I think they use a shield over the transponder when they carpool in other places . . . like for those who don't have transponders, you may need to photograph the plate if there's no payment. Please don't forget that babies/children in car seats in the back seats won't be visible but should count for carpooling. Let me know if you have any questions about this input. Thanks!

From: Larry Nakatsu
Source: info@build520.org
Date: 11/14/2008
Zip Code: 8011
Comment: I respectfully request that the people in charge of designing a replacement bridge seriously consider ALL options regarding replacement including but not limited to a suspended bridge (part of the way or most of it) similar to the Oakland Bay Bridge, Tacoma Narrows Bridge, Golden Gate Bridge, Astoria Bridge, etc. I am interested in knowing if it might be less expensive to build and maintain.

From: Larry Nakatsu
Source: Tolling web survey
Date: 11/14/2008
Zip Code: 8011
Comment: I suggest a special lane for HOV who would pay a lower rate because they don't have just one person in the car. I also suggest the main bridge committee look at alternative plans such as a something other than a floating bridge. Why limit the potential design to just a floating bridge? While shorter, the Tacoma Narrows bridge upgrade is way cheaper than the current 520 proposal. There are other options.

From: Margaret Wiggins
Source: Tolling web survey
Date: 11/16/2008
Zip Code: 98011
Comment: Does it bother you that the promise made to the citizens of this state to take the toll off the 520 bridge after it was paid for, and then treat that bridge JUST LIKE ANY OTHER ROAD! would be broken? Why not just stop all the gas taxes and put tolls on all the roads? We can be like New Jersey, is that what you want? What if the tolls make the working person lose money over going on welfare, have you calculated how much higher the salaries will have to be just to get someone to take the minimum wage jobs? How much higher the cost will be on the consumers who count on those people for their service? Do you want all the slums in Seattle or do you want to spread them out? Spending toll money on transit, isn't that illegal since the transit bond passed? You already have that pound of flesh, double taxation could be cause for a revolt. But you might want to make sure that more buses are ready to go on day one of any toll. And

most definitely by day 30 or whenever the first bill hits for your automated tolling system.

From: Steve Chick
Source: info@build520.org
Date: 11/21/2008
Zip Code: 98072
Comment: Please do substantial improvements on SR 522 between I-5 and I-405 BEFORE starting the tolls on SR 520. Otherwise SR 522 will be in continual grid lock from all the vehicles diverting to avoid the toll.

From: Mike Hablewitz
Source: Tolling web survey
Date: 11/25/2008
Zip Code: 98011
Comment: The "requirement" to use transponders is VERY unappealing to me. I don't use the road often enough to warrant purchasing a transponder - yet I'm going to be penalized "by an additional video charge" if I don't. Put in a tollbooth! I'll decide if I want to risk the hacking (California Fast Track problems) or spend the time paying. Also, there NEEDS to be mitigation money to cover the expense of handling the impact on 522. As a resident of Bothell, this diversion of traffic will impact me daily. Given the volume of Mill Creek / Woodinville / Bothell traffic that will now begin to use 522 to avoid 520; transit, P&Rs and traffic flow needs to be addressed and mitigated before tolling begins. Finally, I'm highly opposed to variable rate tolling. It seems an easy way to just steal more of my money. Set a rate and paint it on the sign over the toll booth.

From: David Hutchinson
Organization: City of Lake Forest Park
Source: Mail
Date: 11/26/2008
Zip Code: unknown
Comment: Dear 520 Tolling Implementation Committee Members:

Thank you for your recent release of additional modeling information on the possible tolling of SR 520 and I-90. We appreciate Charlie Howard's November 20 presentation to the Lake Forest Park City Council during which time we discussed the traffic diversion to SR 522 under the modeling scenarios and possible mitigation options for the SR 522 corridor through our City.

As a result, Lake Forest Park respectfully requests that the 520 Tolling Implementation Committee strongly consider including the following mitigation measures for SR 522 in your final report to the Legislature:

1. the City requests that additional bus capacity be provided along the corridor by Metro or Sound Transit so that an additional one thousand seats per day be allocated for passengers traveling to the University District and downtown Seattle from our area;
2. the City requests increased frequency of bus service to every 5 minutes during peak periods and 20 minutes in off-peak;
3. the City requests that funding for additional Park and Ride facilities be provided along the SR 522 corridor;
4. the City requests commuter circulator vans in Lake Forest Park that pick up and deliver passengers to and from the bus stops in peak service times;
5. The City requests the implementation of a traffic monitoring and reporting program as outlined in the Committee's November 10, 2008 "Traffic Diversion Mitigation Framework" paper. This program will include at least the following:
 - a. communications outreach and signing plan for the tolling program,
 - b. system-wide construction schedule coordination,

c. arterial ITS System to improve traffic flow and reliability including the full list of plans as outlined in the November 10, 2008 paper.

6. Lake Forest Park understands its role in the region and encourages early tolling of both bridges to provide flexible funding opportunities. The City requests that if early tolling occurs then provisions be included in the legislation requiring monitoring of the impact of diversion along the 522 corridor. If impacts to SR 522 are different than those anticipated in the modeling, the City requests that additional funding be made available to address such additional impacts.

Lake Forest Park wishes to thank the committee again for their accessibility throughout this process. We are happy to work with the Committee as they craft their final recommendations to the Legislature.

From: Jeff Altman
Organization: Lake Forest Park Transportation Commission
Source: Tolling web survey
Date: 11/28/2008
Zip Code: 98155
Comment: Because LOS on SR 522 are already so poor, even the relatively minor increases to SR 522 traffic forecasted by your modeling are actually very significant. Bridge tolls should be bi-directional. Segmental tolls would be fair. Thanks!

From: Deb Blaha
Source: info@build520.org
Date: 11/28/2008
Zip Code: 98155
Comment: After reading through the web site my preference would be to toll both 520 and I-90 in 2016.
Thanks

From: Deb Blaha
Source: Tolling web survey
Date: 11/29/2008
Zip Code: 98155
Comment: I would like to either see no tolls. Or tolls on both 520 and I-90 in 2016.

From: Steve Dill
Source: info@build520.org
Date: 12/01/2008
Zip Code: 98012
Comment: I think this is a very bad idea. All it will do is force poorer people from driving. I think the money this state gets for various projects gets wasted on bad ideas. We are #10 out of 50 states in the country for the highest taxes! Are you guys trying to be #1? I'd rather be #40.

From: Oscar McBride
Source: info@build520.org
Date: 12/01/2008

Zip Code: 98155

Comment: I strongly support congestion based tolling. I lived in Kirkland for many years but moved because of concerns about the viability of the 520 bridge.

I urge the planners to waive tolls for low income and disabled drivers, and also to use a small part of the tolling money for mass transit and pedestrian/bike projects.

Thank you

From: Mark Lamb

Organization: City of Bothell

Source: Mail

Date: 01/14/2009

Zip Code: 98011

Comment: SR 520 TOLLING MITIGATION

We appreciate your leadership on the issue of evaluating appropriate financing options and mitigation measures for SR 520. Your charge includes "Evaluate the potential diversion of traffic from SR 520 to other parts of the transportation system, including SR 522 and local roadways, when tolls are implemented on SR 520 or other corridors, and recommended mitigation measures to address the diversion."

The Bothell City Council has reviewed the recent Tolling Mitigation Framework Document released and we take this opportunity to forward you our comments. Bothell staff had previously reviewed the Tolling Mitigation Framework memorandum dated December 15, 2008.

We are encouraged to see that the Memorandum identifies that when SR 520 is tolled, traffic volumes will increase during peak periods on SR 522. Because SR 522 is already operating at capacity during these peak periods, this additional traffic will result in problems which require mitigation. We are also concerned this additional traffic will increase the negative effect of cut-through traffic on our neighborhood streets.

We are concerned that there has not been an EIS done on the impact of tolling. For example, we, believe tolling SR 520 could result in hazardous materials being routed through our community; this possibility has not yet been studied. An analysis of the consequence of tolling SR 520 on the Crossroads project we are presently designing needs to be conducted. We are concerned that we will be investing millions of dollars into a project that could be adversely affected by the tolling of SR 520. And there has been no analysis of the diversion of traffic onto our local streets resulting from tolling.

We encourage funding the recommendations to promote transit on the 520 corridor to keep commuters on the 520 bridge in alternative modes. Funding for additional transit service in the SR 522 corridor would also mitigate these negative impacts.

The City of Bothell currently has a comprehensive ITS plan under development. We look forward to working with WSDOT to ensure the integration of the Bothell arterial street ITS system with the proposed SR 522 traffic signal reliability and timing coordination project, as recommended. We presume this effort on SR 522 will be funded by WSDOT. We concur with the recommendation that a more reliable power supply for the signals in the corridor should be established.

The memorandum accurately points out that construction projects which might relieve congestion on SR 522 cannot be implemented in time to mitigate the efforts of SR 520 traffic diversion. The City of Bothell is requesting that a commitment be made to assist the Northshore communities with the completion of several projects under design for the SR 522 corridor that will maximize the capacity of the corridor as quickly as possible. For Bothell, we are requesting a commitment of \$20 million to assist with the completion of several SR 522 projects.

The memorandum properly points out that the Northshore communities want to see increased transit service on SR 522 when tolls are placed on SR 520. It is important that we find solutions in the short term that will increase the number of people traveling through the corridor during peak hours. It will not be possible to complete the SR 522 corridor capacity projects to increase the number of vehicles in the corridor prior to the implementation of tolling.

We are encouraged that the memorandum identifies that a traffic monitoring-program be established and that a portion of SR 522 be included. We request that the north end of 100th Ave NE/Waynita Drive be added to the local access roads monitored.

We encourage WSDOT implement as soon as possible the project to install the variable message signage on I-405 approaching SR 522 as mentioned in the recommendations.

Sincerely,
Mark Lamb
Mayor

From: David Hutchinson
Organization: City of Lake Forest Park
Source: Mail
Date: 01/20/2009
Zip Code: unknown
Comment: Dear 520 Tolling Implementation Committee Members:

In July, we provided feedback following the release of your first analysis. We would like to take this opportunity to reiterate our recommendation that transit service along State Route 522 be improved as part of mitigation measures. In our prior letter we offered the following recommendations to mitigate the impact of possible tolling on State Route 520:

- Improve Transit Service. We recommend a Bus Rapid Transit service on the 522 corridor that will provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes Metro routes 306 and 312 and Sound Transit route 522) are already at capacity with most at standing room only during peak periods.
- Improve Park-and-Ride Facilities. All of these facilities along 522 are also at or near capacity. There is a compelling need for structured park and ride facilities, especially in Lake Forest Park and Kenmore, which would complement downtown redevelopment plans.
- Improve Transit Capacity. Prior to tolling, complete the Business Access/Transit Lanes (BAT) in the 522 corridor to help move transit faster. More transit capacity down I-405, especially during peak periods, needs to be added to the Woodinville and Brickyard park and rides. Especially necessary are increased express bus service to and from downtown Seattle.
- Improve Capacity on the 522 Corridor. Prior to any tolling, complete the scheduled improvements on this corridor, especially those in Kenmore and Bothell. These include straightening out 522 in the Bothell corridor and completing improvements that are planned but not fully funded in Kenmore.
- Improve Capacity on Other Routes. As noted in the initial analysis there will certainly be diversions to other routes, such as the Woodinville-Duvall Road and 202. These corridors will also need substantial improvements to mitigate tolling impacts.

With the release of the committee's draft report to the Legislature, we note that the committee did not make a recommendation about the use of tolling revenue to pay for transit service. Tolling revenue is an essential way to guarantee adequate transit service. Considering current economic and budgetary conditions, it will be difficult to provide sufficient mitigation levels without the use of the tolling revenues. We ask that the committee include a recommendation to use tolling revenue for transit service in its final report to the Legislature.

Sincerely,
Mayor Dave Hutchinson, Lake Forest Park
Mayor David Baker, Kenmore
Mayor Scott Hageman, Woodinville
Councilmember Bob Ferguson, King County Council

From: Victoria Robbe
Source: Mail
Date: 08/29/2009
Zip Code: 98072
Comment: Dear Committee Member:

I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Time to pay for infrastructure! Roads & bridges & encourage alternative commuting.

