

520 Tolling Implementation Committee - Public Comments Received

Comment	
From:	GCP
Source:	info@build520.org
Date:	06/14/2008
Zip Code:	98033
Comment:	Please put me on your email list. Thanks.
From:	Scott Penner
Source:	info@build520.org
Date:	06/16/2008
Zip Code:	98004
Comment:	<ol style="list-style-type: none">1. Tolling 520 and not I90 makes no sense at all. Please don't waste taxpayer money on a study to confirm that traffic will move from 520 to I90 if you only toll 520.2. Do not start tolling in 2009 unless you want irritated voters. Tolling is a tax.3. It is unfair to put the burden for improvements to the 520 corridor on the folks that take 520. Much of the need for the improvements is due to huge population increases in outlying areas, who ironically have more choices as to the corridor to get to work. Many people who live close to 520 (1) have no other realistic transit path and (2) are not the reason you have chosen to expand the bridge.4. 520 is not just a commuter corridor, although a lot of the language on this site suggests that is your main focus. The rates need to be reasonable and you need to have HOV rates. Many people have to cross the bridge at hours they can't choose to transport kids to sports, school events. 520 is more like I5 in some ways than the Narrows Bridge, so the tolling needs to keep that in mind.5. If tolls are significant (more than \$2), there better be plenty of added Metro bus capacity.6. There should be a maximum toll charged for any one day. Per Item 4, I have had to make 4 roundtrips on 520 in a single day, all at HOV capacity.7. You should charge Metro riders a toll, say .50 cents each way as they will be the main beneficiaries of the revised bridge.
From:	William Merrick
Source:	info@build520.org
Date:	06/16/2008
Zip Code:	98053
Comment:	Whatever tolling options are considered, I think it is very important that the resulting 520 bridge replacement provide better mass transit options than exist today, where transit has to share the same two lanes crossing the bridge as regular traffic. To affect changes in people's use of mass transit (which is a necessary long-term fix for Seattle area commuting), there needs to be some associated benefit, otherwise if oil prices stabilize people will hop right back in their cars. I believe people would embrace a mass transit solution more if it promised reduced commute time where current congestion points (i.e. the bridges) would then offer HOV only lanes. Thanks!
From:	Jennifer Payne
Source:	info@build520.org
Date:	06/17/2008
Zip Code:	98034

Comment: I think it would be best if the state could cut waste in the budget rather than toll a highly-taxed public. However, if tolling is implemented, I think it would be best to use a lower rate equally on both I-90 and SR-520 so as to not make one bridge more used than the other. I'm not aware of the plans concerning busses, but I think it would be wise to not make busses have to pay, since they reduce traffic. We should reward riders by not having their buss passes skyrocket in price for riding a bus across the bridge.

From: Dan Trimble
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98074
Comment: Any plan for a new bridge that doesn't include transit is crazy beyond belief. I will not support any toll for a new bridge that is for cars only, especially with carpool lanes that are empty most of the time. It is wasteful and irresponsible planning.

No support for Transit, No support for Tolls.

Get real and you'll get my support.

From: Lindsey Wahlman
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98052
Comment: Hello,

I was curious when the toll is slated to begin, if it does begin? Are we talking a year, two years, or 6 months? I live in Seattle and work in Redmond and this toll is just going to kill me. Do you also have any idea about the cost of the toll may be for one way?

Thanks,

Lindsey

From: Stephen Gripe
Source: info@build520.org
Date: 06/17/2008
Zip Code: 98075
Comment: Philosophically against tolls and will vote that way at every opportunity

From: Renay
Source: info@build520.org
Date: 06/18/2008
Zip Code: 98004
Comment: No tolls, please. The state has been raking in gas taxes and other taxes to pay for transportation for years - and hasn't. Why? Is it because we are subsidizing modes that don't pay for themselves? Why are ferries part of the transportation system? These folks decided to live on an island - let them buy a boat to get to the mainland.

It is past time for the state to get back to the business of what its' legal responsibilities are - and quit using our money to fund anything else.

Put commuter rail on 520, not I-90, where you can build the bridge to support it, not try (and hope) I-90 will work. We all know it won't, regardless of what WSDOT and Sound Transit tell us.

From: Chris Niebauer
Source: info@build520.org
Date: 06/18/2008
Zip Code: 98258
Comment: There should be NO tolls on either bridge. Too much congestion would result, as well as wasted money gone to supporting the toll booths. Get some backbone and raise the gas tax. I drive I90 to Seattle every day, however I would move if tolls were put in place. My father drives a truck delivering lumber throughout the Seattle area and informed me on how the tolls would make for more traffic and lost time. He has been driving for 28 years in this area, and knows the traffic patterns better than anyone I know. Raising the gas tax is a much more efficient way of funding a new bridge.

From: Duane Hansen
Source: info@build520.org
Date: 06/23/2008
Zip Code: 98034
Comment: Very concerned about this. I drive the bridge everyday and most of the tolls being put forward would price me off the bridge. A \$7 toll is \$1750 a year! This would leave me no choice but to drive around the lake. I am very concerned about the traffic on highway 522. I was really hoping that tolls would not be needed for this project but it looks like no one is considering that. 520 is different than the Tacoma Narrows is that you can drive around. For me driving accross 520 is shorter but if I use I-90 to get home it is only 2 tenths of a mile longer to just drive around the lake to the north. What I am afraid of is that a lot of people will have the same idea I have. Buses take 2 times longer to get to work and 3 times longer to get home. Not really a good option for everyday. Toll roads are not the way to go. I think that a lot of people feel that way.

Thank you

From: David Rose
Source: info@build520.org
Date: 06/23/2008
Zip Code: 98004
Comment: Tolling is a great idea and the best way to finance the project; however, there should be no tolls until the project is complete. This will incentivize all parties to get the bridge built quickly. I suggest that you pursue a concession or some other similar delivery method in which a developer agrees to deliver the project for a fixed price and that the tolls provide all or some of that. Therefore, the sooner open to traffic the sooner the developer gets revenue to pay for their own financing whether with their own private equity sources or other types of debt.

In our community -- it is hard to see how we can justify tolls in advance of a project and in advance of a development deal. And for WA state it would also be bad business.

From: Stephen Krauss
Source: info@build520.org
Date: 07/09/2008
Zip Code: 98008
Comment: I work at the University of Washington, and we are not provided with 'free' bus passes, just 'subsidized' passes. This does little to reduce single-passenger vehicle trips across SR-520. What will you do to assure that all employees are offered significant alternatives to driving to work? Additionally, Metro and Sound Transit do not provide weekend bus service from the Eastside to UWMC to get me to work by 0700. I am forced to drive to work on weekends, and I work every weekend. If I was offered bus service that would get me to work on time, I would readily ride the bus instead of drive my single-passenger vehicle Saturday and Sunday.

From: Arnie Brandon
Source: info@build520.org
Date: 07/09/2008
Zip Code: 98006
Comment: Bicycles and pedestrians should pay tolls too. Most of these crossings happen on the weekends thus pointing out that this is more recreational than people going to and from work. With the increased costs of building a pedestrian roadway, why should they go for free?

Additionally, why are bicycles not licensed/taxed? Why do we keep using automobile tax money to build roads then devote part of those roads for bicycles to use for free? Makes no sense to me when we are looking for additional revenue and where the government mentality dictates that individual entities should be self sustaining or, pay for themselves?

Thank You for your consideration.

Arnie Brandon

From: Renay
Source: info@build520.org
Date: 07/10/2008
Zip Code: 98004
Comment: Please don't toll any existing bridge. We already pay taxes for transportation and plenty of them! Funding from tolls should NOT BE USED to expand transit service. Install high speed cable so more folks could telecommute. Start slashing government employees by 10% this year to get rid of dead weight and lose that traffic!
No tolls!

From: Bob Madden
Source: info@build520.org
Date: 07/11/2008
Zip Code: 98052
Comment: If tolls are collected in variable amounts based upon time of day and related traffic congestion (assuming these items coincide such as during typical rush hour) then YES, a toll would be great to get people to delay/alter their commute patterns.

I already do this daily by watching the WSDOT cameras to see which direction to travel to avoid traffic. I usually drive at times to avoid rush hours. But then I am self-employed so I have that flexibility.

What about carpools though? Will they be (they should be) exempt at all times from tolls -- peak time or not?

What about travel by anyone (HOV or not) during quiet, non-peak, non-congestion times? There should not be a toll during hours like between 9:00pm or 9:30pm and 6:00am Monday through Sunday. The purpose in my mind would be to use the tolls to influence smooth traffic flow and there is typically very little traffic during these hours. Vehicles are therefore moving efficiently and not burning fuel inefficiently in bumper to bumper traffic, so there should be no tolls during these hours. Maybe true also of 9:30am-11am and 1pm to 2:30pm. By and large, most of the other times are more congested and encompass rush hour type periods. So, collect from these congested times in variable rates but collect nothing from use during non-congested use times. Over time, the peak hour toll collection will more than pay for construction and maintenance, I would suspect, given our population base.

How will an automatic system know if a driver is a carpool (and therefore exempt) or not (therefore requiring a toll or transponder set-up)?

Thanks,

Bob Madden

From: Paul deCoriolis
Source: info@build520.org
Date: 07/18/2008
Zip Code: 98052
Comment: I think tolls are a great idea on the 520 bridge as it so expensive to replace and maintain. One question, I live and work in Redmond and go into Seattle about once a week. Would it make sense for me to use a transponder?

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 separately.

Carpoolers should be toll-free.

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

From: Carl Stork
Source: info@build520.org
Date: 07/21/2008
Zip Code: 98004
Comment: As a resident living on the Eastside near the 520 bridge, I have the following inputs regarding tolling of the 520 corridor:

I think it would be insane to place a toll on the 520 bridge but not the I-90 bridge. It would divert much traffic to I-90, congesting that bridge, while not raising as much money as is needed for 520.

Ideally, in my opinion, rather than tolling just the two bridges, there should be tolls placed on all the freeways in the Seattle area, perhaps with a premium for the actual lake crossing, but not a situation where it costs \$5 to drive 4 miles between Bellevue and Seattle but it is free to drive from Renton to Everett or Bothell to Tacoma. All our freeways are funded from the same sources and it seems unfair to penalize only Lake traffic

In addition, I think it is a negative for the cultural, retail, restaurant and sports environment to put a large tax or cost on crossing the lake. It is good for the region if Eastsiders can shop, dine out and attend events in Seattle and Seattle residents can shop and have economic opportunities on the Eastside. Some toll is OK, but if it gets too large it creates a significant dampener on economic and cultural opportunities which I think is negative for our entire region.

Expanded transit service is a must, and should be funded from tolls. I think the expanded service needs to run until midnight at least Mon-Sat so that also evening outings are easy to do. Ideally service on core routes should be provided every 15 minutes so that waiting for the next bus isn't a big issue. For example today, route 255 service across the bridge reduces to only hourly after 9pm, and that is the major reason I won't take the bus into Seattle for an evening event – even though it often puts my on the bridge into town when it is highly congested. In addition, bus fares are already pretty darn high. For a party of two using Sound Transit it is \$10 round trip between Yarrow Point and Seattle - \$2.50 per person each way for an 8 mile trip. On Metro it's either \$2.25 peak or \$1.50 off-peak, with these fares slated to rise this fall.

It makes sense to me to begin tolls sooner so the rate can be lower, but as I stated above, I'd prefer to see some toll rate on all our freeways, because it is fairer, and because a congestion-based rate should have the effect of reducing congestion.

I would use transit on those trips where it is convenient and I don't need my car, provided it runs every 15 minutes into the late evening, and the cost doesn't become excessive.

Thank you

Carl Stork

From: Teresa Hopkins

Source: info@build520.org

Date: 07/21/2008

Zip Code: 98033

Comment: I think tolling should begin as soon as possible, i.e. before the new bridge is built. And since we are all in this together -- I-90 will be affected when tolling is put on 520 -- both bridges should be tolled. With this strategy, we would spread the cost, spend less money overall and pay it off sooner.

I don't have a strong opinion on time-of-day pricing, either way would be fair. I do think it is the bridge crossers who should pay the fees; i.e. spare the Montlake & UW folks.

I remember the old toll booths and the long lines. The new technology is great. I will be happy to get a transponder for my car.

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: Duane Hansen
Source: info@build520.org
Date: 07/22/2008
Zip Code: 98034
Comment: Tolling is the mother of bad ideas...you people need to be stopped.

From: Duane Hansen
Source: info@build520.org
Date: 07/22/2008
Zip Code: 98034
Comment: Your web site does not make any mention of this possibility. Funny. Must have been an oversight on your part. This plan is full of so many flaws it is hard to figure out where to begin.

Ok--First--No Toll booths at all.

This is the dumbest thing yet. You can't run a toll bridge without a toll booth. So when a guy, from out of town rents a car, drives across the bridge the license plate will be photographed. Ok, he does not own the car. You would have to go through the rental car company to get a name. Then you would have to track him down, perhaps in a different state. As I see it, that would really cut into the toll, wouldn't it? And his incentive to pay is what again?

Just tolling 520

Ok, I drive 520 everyday and if the bridge was tolled I would never, and I do mean never, use it again. I would use I-90 or 522.

Tolling 520 and I-90

Well, I would use 522 everytime. I actually did the math. Work to home via I-90 is only 2 tenths of a mile shorter than driving around.

Tolls as high as \$8

I have heard this number before and I can't imagine what you are thinking. Ok, did the math on this one too.

\$8 dollars a day 5 days a week 50 weeks a year is \$2000. \$2,000 times 10 years is \$20,000. My last car was 10 years old and my current car costs about \$21000. Well, now, by avoiding the toll I save---a new car.

Free and clear.

This will help congestion on 520.

Riiiiight. All of those cars will be on 522 or I-405. You should really look at a map. The Tacoma Narrows cannot be driven around. Not really. But 520? Not so hard. You need to take that into consideration, and you have not.

I will be following this matter closely. Very closely.

Duane Hansen
Kirkland

From: Joe Willis, Sr.
Organization: City of Medina
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98039
Comment: Director of Public Works representing City of Medina. Oppose incremental segment tolling that will cause increased commute traffic on local connector streets through residential neighborhoods. Local jurisdictions will need funding for throughput traffic control and safety improvements. Overall impacts such as short and long term impacts during the construction phases need to be considered.

From: Jeff Levere
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98004
Comment: I support the use of tolls to pay for congestion relief. I do not believe the current 4 + 2 arrangement for the proposed bridge will result in significant congestion relief. ERGO I do not support the plan to charge tolls for no improvement.

From: John Kittell
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98004
Comment: If you're planning on implementing tolls on the bridge before the bridge is built, please consider the backlash it will have on your bus commuting cyclists.

Currently there are not enough racks on the front of the buses. And adding 3 slot racks to the current buses who only have 2 slot racks won't solve the problem.

Adding tolls to the bridge will result in many more people looking to get to work via bicycling. The new bridge (once completed) will provide an alternate to tolls for cyclists who can ride on pedestrian paths, but tolling before the alternate is available is going to result in mayhem on the busses. Hopefully the DOT, or Metro will provide vans with bike trailers (for up to 12 bikes) much like Microsoft provides their employees to assist them in crossing the 520 bridge.

That's my two cents.

From: Sue Beymer
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98074
Comment: I have a daughter who attends University of Washington (and another planning on attending in 2010) and this toll would heavily impact their ability to come home to the Eastside. College students should be exempt or have a drastically reduced toll if this is implemented. I am very opposed to any toll, as this would open the flood gates for tolls to be added throughout our highway system to head off congestion to avoid the 520 toll. Gas tax is a far better way to go!!!

From: Anton Fedorinko
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98005
Comment: As a daily I-90 commuter from the Eastside to Seattle, I would like for tolling for 520 and I-90 to be uniform -- if you start tolling 520 in 2010, then please toll I-90 at the same time as well, so as not to disrupt existing traffic patterns. I do not mind paying for a new 520 bridge, but I would hate to experience worsening traffic on the I-90 bridge due to tolls being introduced on the 520.

Thank you

From: Myriam Pollock
Source: info@build520.org
Date: 07/23/2008
Zip Code: 98052
Comment: To Whom It May Concern:

I completely support tolls for both 520 and I-90 bridges, hopefully beginning in 2010. I especially support the idea of charging much more during the rush hour commute. This is because the people who use the bridges Monday-Friday also spend the maximum amount of time on them. I think the proposed toll system will raise the money in a fair and proper way, but it will also send a message to people to try and live closer to their workplace, or else carpool, bike, or take the bus. I know so many Microsoft people who give us grief for living on the Eastside because of the sprawl, the large pieces of land, the huge houses--and yet they have no qualms about spending over an hour each day on either bridge to commute, just so they can keep living in Seattle. So much gas being wasted.

Anyhow, that is my two cents. I won't be able to attend the town hall meetings, but I am hopeful that others who share this opinion will be there.

Thank you for your time.

Myriam Pollock

From: Scott Penner
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98004
Comment: Do you folks have any idea what tolling 92nd to Bellevue Way would do to traffic in that neighborhood? Unbelievable that someone even thought this was a valid concept.

Scott Penner

From: Sandy Stromme
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98052
Comment: Hi,

I commute from the Overlake area to the University District Monday through Friday. I'm a single mom of a grade school child, and I'm really happy to be raising my daughter in a quiet but diverse suburb. My job is steady and I couldn't find another one like it. For these reasons, I anticipate commuting across 520 for quite a few years.

I'm looking forward to a new and safe 520 bridge. What I hope will happen prior to tolling on 520 is an improvement in bus service between Overlake and the University District. There are buses between Overlake and downtown Seattle, but nothing between Overlake and the University District. A lot of the

buses running into downtown Seattle only run at peak hours, which doesn't mesh with elementary school hours. Another problem is this: when I've tried taking buses from the Overlake Transit Center, the park and ride lot is full very early making it unuseable. I think it would serve alot of people to have very good bus connections between Overlake and the University District.
Please put improved bus service across 520 into place prior to tolling.

Thank you for your consideration of this suggestion.

Sandy Stromme
Overlake Resident

From: Phil Tracey
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98053
Comment: Tolls on I90 and 520 are NOT a good idea. What do we pay 9% taxes for? and the gas tax? and the car taxes? And the housing taxes? Why do we need to pay MORE? This is just another pay-n-profit idea for the state. I can tell you what's going to happen with this idea even before it's implemented. Tolls will be charged...then guess what...the cost of the bridge will go up...or...not enough will be collected so the tolls will rise. You think the Mariners have declining attendance now...we already lost the Sonics. What's happened to the Hydro races...Bumbershoot...the theatres? LOOK at what you are doing! NO one will be going. You are essentially cutting your base in half. That job on the east side is looking much better than in Seattle. Carry on with your stupid greedy ideas. Tax everything....and you will have nothing! I will be moving by 2012. This insanity has got to stop. Isn't there anyone on this board that has a clue about fund-raising? This state is ridiculous...and it just keeps getting worse!

From: Phil Tracey
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98053
Comment: I just checked out the committee. Is anyone under the age of 50? No wonder the thinking and ideas are stale, old and out of date. Try something new...what are the ideas for fund raising for a new bridge?

That's what I thought....no one has any ideas. This is amazingly stupid and no one even see's it. How did these people get on this committee?

Start the tolls NOW and see what happens to the Mariners and Seahawks attendance and the income to the area restaurants. It's at the breaking point now....you might as well finish it off. No wonder Bellevue is growing so fast. Start the tolls now. Bellevue could use the boost!

From: Tom Ryan
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98033
Comment: As a business owner, the crazy notion of tolls on 520 just sickens me and encourages me to think about moving my business to another city. I will have to incur a huge cost of paying these tolls for my employees, and for no reward at all: a puny six lane bridge. Increase the gas tax instead and build a proper 12 lane bridge - I don't mind paying for infrastructure, but this overly punishes people who are stressed out about bad traffic in this region already. I will vote against any legislature representative who is for tolling. I'm a democrat and sad to be voting for Dino Rossi, but we have to stop this tolling madness.

From: Ron Bodey
Source: info@build520.org

Date: 07/24/2008
Zip Code: 98075
Comment: * Should there be tolls on the existing bridge to start building a new 520?

No. Washington State, King County, and the surrounding cities have enough capital. Taxes should be diverted from under performing and unnecessary programs to fund such an important project. Ballot measures requesting tax increases should not be hybrids of roads and mass transit plans.

* Should both the 520 and I-90 bridges be tolled to pay for a new 520 and improvements on I-90?

No. Unlike many other metropolitan areas with stretching suburbs, the geography of the Seattle area does not allow for enough routes to get in and out of the city. Tolls will cause too much disruption and cost commuters too much to be acceptable.

* Should funding from tolls be used to expand transit service in this corridor?

No. Individual projects should be funded on their own merits. Using one project to fund others spits in the face of voters and increases the likelihood of inefficient financing.

* What incentives would encourage you to take transit or carpool rather than drive alone?

None. The state can attempt to do this by imposing punitive tolls, fees, and freeway restrictions but most drivers prefer the convenience of their own vehicles.

* Would you change your commute time to take advantage of a lower toll?

No. I need to get to and from work at specified hours. Businesses need to have personnel on hand during appropriate hours so expecting employers to adjust their standard hours for the majority of employees is absurd.

Go ahead and toll the already financially strangled citizens. It will be yet another reason for us to vote Gregoire out.

From: Bryan Kraai
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98034
Comment: Is it even legal to place a state toll on a federal highway such as I-90? Also I don't believe a toll on 520 should be enacted until the new bridge is built. Look at what happened to the Monorail project in Seattle that the taxpayers paid extra taxes on and never got a new monorail. the state fleeced them and the taxpayers lost out big time. Doesn't the term "taxation without representation" apply when we are getting nothing for those tolls right now if the pre-toll a new bridge now?

From: Sreekumar Chandra
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98034
Comment: I think the toll should be in effect ONLY DURING THE WEEKDAYS and not WEEKENDS. Else this is going to cut down visitor spending/flow to Seattle.

From: Craig Ruden
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98033
Comment: Will there be any discounts for car pooling? Will car pooling be defined as 2 or 3 occupants per car? None

of the FAQs that I read discuss carpooling. These options are important to commuters like myself.

From: Kris Lundberg
Source: info@build520.org
Date: 07/24/2008
Zip Code: 98004
Comment: We all paid for the I90 bridge to be rebuilt, we all should pay for the 520 to be expanded. I am for both bridges to be tolled

From: Mark Kimball
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98004
Comment: I live on Mercer Island and work in Bellevue. Although I am opposed to tolling on I-90 (since it has been fully paid), I am particularly concerned about tolling on the East Channel Bridge--Island residents should not be tolled to leave the island on existing roadways. IF tolls are imposed on either bridge, they should be imposed on the floating bridge or bridges themselves-- not on access roadways including the East Channel Bridge

From: Robert Sauer
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98005
Comment: Start tolling the 520 bridge in 2010, the sooner the faster it gets paid for. People that cross that bridge need to pay for it by paying the toll. You do not need to do another study, just implement the toll.

From: Lion Fox
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: No no no no no. Hell no, did I mention no. Toll bad!

From: James Winans
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: I am outraged that we should be asked to pay a toll to drive on the public roads (and these are public roads) when we already pay gasoline taxes, car tab and car registration taxes, sales taxes and property taxes that are supposed to pay for this sort of infrastructure. If our government would spend our tax money responsibly and honestly we would not need tolls on our public roads. Tolls are a legitimate way to pay for privately funded roads only. When the government imposes a toll, that is a tax.

From: Sharon McCarey
Source: info@build520.org

Date: 07/25/2008
Zip Code: 98053
Comment: How about a free toll through lane for cars with 3 or more occupants. And/or implement the flex-pass system for cars registered with a pre-paid program to pass through quickly.

Thanks for accepting input!

From: Mary Chandler
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98006
Comment: Thanks for soliciting input. I am in favor of tolls on 520. Let the people who actually use the road pay for it!

From: Kurt Ahrens
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: I couldn't find a clear statement whether or not the proposed tolls on the 520 and 90 corridors would apply to carpools (http://www.build520.org/documents/072308_TollingScenarioHandout_FINAL.pdf). Can you please tell me the answer? I would strongly favor a discount or complete absence of tolls for carpools, as is fairly common in other metropolitan areas. This would help to keep those lanes moving quickly, and it would have the effect of rewarding (or at least not punishing) good behavior.

Sincerely yours,

Kurt F. Ahrens

From: Ron Bodey
Source: info@build520.org
Date: 07/25/2008
Zip Code: 98075
Comment: No to tolling. No to using funds for more overly manicured park & rides. No to our current government not being able to figure it out.

From: Bob Harkness
Source: info@build520.org
Date: 07/26/2008
Zip Code: 98004
Comment: Create a moderate toll for all single passenger vehicles that drive on I405, I5 between the ends of I405, I90 between I405 and I5, and SR520 between I405 and I5. Use the collected money to pay for the 520 bridge and expanded free bus service and build more park and rides.

Advantages:
1. Reduce congestion.
2. Reduce the number of cars on the road.
3. Reduce air pollution.
4. Reduce commuting cost for anyone using the bus.
5. Reduce commute times for people that need to drive to work (time is money).

Now is an excellent time to make a bold move that would benefit by far the most people.

From: Anonymous
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98004
Comment: Hello,
We must agree that a toll is necessary. As I look out of my suite at One Union Square from floor 22, I gaze across at the Eastside and think this... Just as in 1962 and on...those who used the bridge need to pay the tolls as a "use-tax" of sorts... Furthermore, I think that a toll on 1-90 as well would/could/should help defray additional use costs and required maintenance as a consequence of drivers using 1-90 as a primary or an alternate route. It is very obvious that those living on Mercer Island and driving to Seattle jobs can well afford such a toll. The same goes for East and West bound commuters moving between the "high tech" corridors of Microsoft and Lake Union areas and downtown legal and financial mega-buildings. Frequent commuters should be offered a multi-passage discount over those using a one-time, cash ticket. Then again, there's always mass transit (and someday rapid transit?), which I'd personally like to see promoted.

Unfortunately, these a tolls for a convenient life!!
Thank you.

Yarrow Point homeowner
Inbound Seattle commuter

From: Jennifer Kilmer
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98052
Comment: To whom is may concern,

I do not have a strong opinion about whether to toll either or both bridges, but I do have a serious concern with no toll booths and using license plate cameras to collect tolls.

On the technology side, road dirt means license plates are not always legible. Different states and provinces have different designs, which may trip up the software reading the cameras. New cars have temporary plates in the window - will these be caught by the cameras too?

On the customer side, 520 and 90 are both major traffic corridors, hosting not only locals but tourists and commercial traffic. Is it really cost-effective to collect tolls from a British Columbia or Alberta tourist by tracking down their license plate? How about rental cars, dealer loaner cars, and Zipcars? If a car was sold on Saturday and the DOL not notified until a week later, will the tolls be sent to the owner or the previous owner?

A lot of these issues could be reduced by having 1 or 2 toll booths for out-of-towners and non-transponder vehicles. I urge you to consider this option.

Sincerely,

Jennifer Kilmer
Redmond, WA

From: Raliegth J. Arkell
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98006
Comment: I object to paying any kind of a toll on SR-520 or I-90. All I have seen and heard lately from the various transportation agencies is how they want more money to solidify their bureaucratic postions. I challenge all of them to do their job with the money they are currently collecting and stop whinning about not having any money. When they create a transportation corridor exclusively for the East side, then I might start to listen. This business of orienting everything to Seattle is ridiculous. I don't have any need to go to Seattle

and am tired of paying for what is turning out to be too expensive and questionable "service" that caters to only a small population group.

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: Chris Fritz
Source: info@build520.org
Date: 07/28/2008
Zip Code: 98006
Comment: Dear Tolling Committee,

I read about the four proposals to implement tolling to pay for the cost of a new 520 bridge. I agree that a new bridge needs to be built. If tolling is required to pay for the bridge, I do not think I-90 drivers should be tolled to pay for a replacement of the 520 bridge. I can understand tolling drivers that will be using the new bridge but not drivers who will not be using it. The idea of placing tolls on I-90 to pay for another bridge seems absurd to me. By this logic, drivers of I-5 should be tolled for expansion work that is taking place on 167. I have never heard of this concept in this state and I will do everything in my power to prevent it from happening.

Thank you,
The Fritz Family

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: Michael Mumford
Source: info@build520.org

Date: 07/29/2008
Zip Code: 98006
Comment: The concept of no toll booths on 520 is simply ridiculous. Although most lanes can use a transponder, you need to allow one lane to pay the toll. There is a large number of "out of area" vehicles that use both 520 and the I-90 bridges daily. The concept of mailing invoices to these individuals is a far bigger issue than you realize. Actually, it's hard to believe that tolls are even being considered in the first place. Tax and spend is the mantra in this state.

From: Kimberley Mumford
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98006
Comment: I think that only the 520 bridge should be tolled, and that there should be at least one lane that does not require the automated toll system to accommodate people from other areas(out of state travelers, rental car clients, etc) I think the tolls should be lower than proposed (like \$1.50 each way) and should start immediately, so that money can be starting to earn interest. Although I am not a regular commuter, my daughter, a Seattle resident, is forced to make the 520 commute because her company relocated to Redmond from Seattle. There is not bus service she can utilize, and like many workers, she does not have the option of working a different, or off-peak schedule.
I think the tolls should expire when the bridge is complete, and I think people won't mind paying if there is an end in sight.

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

From: Laura Poyer
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98052
Comment: Why not spread the cost of refurbishing 520 over the entire region? It seems discriminatory to only tax the users? The rest of the highways aren't run that way! It doesn't seem fair that the bridges are the only places tolls are to be assigned? Everyone benefits from the bridges whether they cross them daily or not,

just like the rest of the highways. The burden should be spread out and shared by all.

I am a single parent who after being laid-off from an Eastside company, took a job in Fremont because it offered 100% employer paid medical benefits for both me and my children. I'm in the \$50K range. I'm not wealthy. But with the recent rise in costs of everything, and now the possibility of the toll, I may not be able to afford to keep this job. I will be taxed out of my ability to continue working and providing for my children during a difficult time in the economy. Relocating is out of the question, as I couldn't afford to sell nor buy a new home, nor rent a place in Seattle, for anywhere near what I currently pay for my home mortgage.

This toll will continue to squeeze and push the lower middle class further down.

Laura P.

Redmond resident employed in Seattle

From: Mike Clapp
Source: Open House - Bothell
Date: 07/29/2008
Zip Code: 98034
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

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?

98034

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

We need to fund the new bridge now. There are various ways of paying for transit now. There are options for bridge.

From: Ed Schein
Organization: Water Tenders

Source: Open House - 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: Anonymous
Source: Open House - Mercer Island
Date: 07/29/2008
Zip Code: 98034
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?

Pay the toll

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

6

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?

98034/98104

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

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: Walt Howe
Source: info@build520.org
Date: 07/31/2008
Zip Code: 98004
Comment: I am a Bellevue resident, non commuter to Seattle, who frequently drives 520 for meetings, events, dining, shopping. As a result of tolls, I will dramatically reduce trips to Seattle, shifting as many activities as possible to the East side. I philosophically support tolling as a way to pay for the bridge, even a year or so before it opens, but oppose tolling many years ahead. But I support it only as a part of an area wide tolling system. To pick out 520, and not institute tolling on the Alaska Way Viaduct, for example, will lead to my opposition to any ballot measure or other transportation funding proposal.
Walt Howe

From: Liora Llewellyn
Source: info@build520.org
Date: 07/31/2008
Zip Code: unknown

Comment:

Synopsis: I think that tolls on both the 520 bridge and I-90 should go towards public transportation, specifically a light-rail line across the 520 bridge and metro bus depot's and parking garages at either end. This would reduce the environmental impact of cars crossing Lake Washington.

I live in Seattle and work in Bellevue. The City provides its employees with yearly bus passes, but unfortunately the limited bus system in Bellevue does not allow me to use it as transportation between ranger stations, so I have to drive my personal vehicle. That's not the kind of message I would like to give the public, as an environmental educator. I would rather sell my car and bike or take public transportation.

I would be willing to pay tolls to cross the I-90 bridge if it were to go towards more public transportation. In particular, I think that a light-rail system on the east side of Lake Washington, with a connector across the 520 bridge to Seattle, would do wonders for our congestion problems, air quality, water quality, and general quality of life.

Currently we are not paying the true cost for our daily impact on the environment. John Lombard does an excellent job of summarizing that concept in his book "Saving Puget Sound: A Conservation Strategy for the 21st Century." <http://www.savingpugetsound.com/home.htm>

The 520 and I-90 bridges impact water quality and habitat on Lake Washington in many ways. Runoff from cars, oil and brakes and transmission fluids, flows into the lake. Both bridges have been built through wetlands on salmon-bearing streams. Noise pollution from the highways may effect bird and frog communication in these sensitive wetland nurseries. The floating bridges interrupt fish migration, as salmon spawn are loathe to cross under bridges where predators may lie in wait. We must be careful when we consider the benefits of easy transportation versus the environmental costs.

The best scenario I could imagine would be no cars allowed on the 520 bridge, just light rail and a bike path. Mercer Island residents could use the I-90 bridge for a reduced yearly fee, and all other vehicles would pay a toll which would fund the public transportation across 520. Other than Mercer Island residents, no one NEEDS to take the bridges across the water, it just saves time. If their time is worth money, they will pay, and I include myself in that equation.

Thank you for your time.
Liora Llewellyn
Asst. Park Ranger
City of Bellevue, WA

From:

Raj Johal

Source:

info@build520.org

Date:

07/31/2008

Zip Code:

98008

Comment:

I do not agree with toll highway fees. We pay enough taxes and should look for ways to reduce funding programs, extraordinary consultant fees, etc. If you can convince the public that taxes need to be raised, then charge a lottery tax, everytime someone buys a lottery ticket you charge a nickel tax with the understanding that once you have obtained enough money, the tax would be repealed. We don't need to inconvenience the public with stopping and paying at a toll booth, hiring people to monitor the program and creating bigger gov't.

From:

Cynthia Khauv

Source:

info@build520.org

Date:

08/01/2008

Zip Code:

98052

Comment:

I don't mind paying for the bridge but will it be a permanent thing once we have paid off the cost of building the bridge? The other thing is, why can't we pass an initiative to help pay for the bridge instead of using the tolling system? Also, in this website, I see no chart on what the potential cost of tolling is for each vehicle. I think if I have a better idea of what it will cost me each time I cross the bridge, then I can better make a decision as to whether I like the idea or not.

Some of my concern is, once we start tolling the bridge, those that cannot afford it will start taking the bus. With more people taking the bus, we will have more crowded bus then what we already have now. Currently, I don't think we have enough buses going across 520 to accommodate all the commuters. If more people end up taking the bus, the crowd control system will get even worse. Also, you are going to have commuters who will not have a bus to ride on due to a lack of space. Even if we toll the bus, it will still end up being a lot cheaper than driving your own car.

Before, we start tolling the 520, we need to look at whether we have enough alternative transporations for those that cannot afford driving their cars. If we don't do this first, you will have more angry people when they can't cross the bridge.

Tolling might solve a lot of the financial issues, but don't forget about the people that goes across that bridge. Not everyone can afford to pay for it everyday especially with today's rising cost on everything. Don't make tolling a requirement when alternative wasys for those that cannot afford it is not put into consideration. Remember, there are a lot of people that needs to put food on the table and a roof over the heads of their family. Don't make them suffer for the situation that they are in. Instead, make sure we find a compromised way where everyone will benefit in both the short and long term.

From: Susan J. Friedman

Source: info@build520.org

Date: 08/02/2008

Zip Code: 98053

Comment: I looked at the presentation on the Committee's website which is intended to serve as a basis for public input at meetings in early August. In my opinion, the meetings will be a waste of time. The presentation is uninformative. The results for changes in traffic flow are based on a PSRC model whose basic features are not disclosed. There are no hard numbers for current vehicle traffic on 90 or 520 bridges or segments of the roads leading up to them, or for traffic going from West to East or East to West at various times of the day. Judging from the fact that many Park n' Ride Lots on the Eastside are overflowing before 9 am every weekday morning, I would guess that commuters to Seattle have already switched to Sound Transit. It seems strange that the Committee has not proposed a parking surcharge on bus tickets that could be used to supplement tolling revenues and for expanding transit parking facilities, nor have they proposed an increase in fares for buses with routes into and from Seattle. It's naive to think that people will be able and willing to switch to alternate routes to avoid tolling when these routes are already heavily trafficked. It is premature and simply an election gimmick to start considering "the impact" of tolling on "low-income" commuters. Everyone is being squeezed by the high cost of living in WA, especially homeowners who pay ever-increasing property taxes. Everyone who needs to travel between Seattle and the Eastside must use one of two bridges and segments thereof. Is there not a cap on the expenditures for repairing 520? It seems to me that the cost results in the Committee presentation, which are based on "unstated assumptions", are designed to produce yet another slush fund for costly and poorly conceived transportation expenditures for other projects that the voters have rejected, and for payouts to political cronies.
N.B. I've forwarded these comments to my state legislators. comments.

From: Karen Kerr

Source: info@build520.org

Date: 08/04/2008

Zip Code: 98004

Comment: I am a regular Monday through Friday commuter across SR-520 most often by bus. On occasion I have to drive from my home in Bellevue to my workplace in Seattle because of personal medical appointments where the bus schedule is so not convenient.

I am in favor of tolling both SR-520 and I-90 simultaneously. I think this would spread the financial responsibility to more commuters that cross the lake enabling funding to be collected twice as fast as just tolling SR-520 and hopefully keep the toll down to a more reasonable amount. I suspect that those living in between the two bridges that might normally take SR-520 to get to home/work would start taking I-90 to avoid the tolls - so the only fair way is to toll both bridges.

Karen Kerr

From: Tom & Michelle La Bolle

Source: info@build520.org

Date: 08/05/2008

Zip Code: 98034

Comment:

Too many times have big ideas only concerned themselves with their own impact. I think it is good that we have measured the flow of traffic on the major corridors, but what kind of responsibility is the committee going to take in regard to the smaller roads? Their decision impacts more than the major urban corridors. I think what people want to see is what is the existing speeds congestion on all current routes AROUND AND ACROSS the bridges. It would be a responsible action for the committee to find the current measurements of ALL routes and how their project will affect each of them. Don't let scenarios account for percentages on other paths that may already be over-congested, as there may be no more room for any additional percentages in those locations.

Also, peak is peak because the most amount of people are required to travel in those hours - it is usually not optional for most of them. You peak fares average around \$5.90 round trip. At five trips a week, for the average worker, that totals to about \$29.50 a week, \$129.80 a month, and averaging about \$1,557.60 per year. That is a large enough expense to be considered in one's budget. The average salary in this area is about \$38,900.00. That is \$1,557.60 more a year that people are not already paying. I wonder how many families can support that much more out of pocket per year?

Your advice might be, "why not ride the bus?" But for a family that owns a vehicle that is paid off, their alternatives may be slim. The cost of buying a metro bus pass for one year for one individual is \$891.00, but riding the bus can put undo hardships and limitations on people that need to transport other things for employment, pets, or other family members. Also, riding the bus usually adds between 10 to 20 minutes to the average length of any commute and can add up to one hour if you have to use multiple buses to get to your location. But that bus price quoted above already does not include the fare update for October 2008. The price for a bus pass will go up as increased ridership (users trying to bypass toll user fees)clogs their existing bus capacities. You should give a call to King County Metro and ask how many of their cross-lake bus routes have customer called-in complaints about the buses already being standing-room-only.

I think that we need to think more "globally" for our local communities when we plan this. It will affect all of us. But the only way we will get better results is if we pay attention to how our idea will affect all of the existing problems. It is easy to say "yeah, they can take another route" or "they can take the bus if they don't like it", but when other routes are over-congested and buses can't support any more ridership then we need to know this before making the plans to move forward. We need to be wise and show the populous that we are applying that wisdom in their best interests. The public doesn't pay state agencies to "do" they pay us to look out for them and their futures. And sometimes that means bringing our focus to a more broad awareness or global consciousness.

I wish more people were providing their input. Wake up public! State agencies and legislature can only help if you tell them what it is you want and give them new perspectives to triangulate from.

From: Robert Kaufman
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98006
Comment: Hello,

For feedback on tolling:

1. Only start tolling on a new 520 bridge when it is complete just like what has been done locally and around the country. (See the new Tacoma Narrows for an example of how to do it right). Tolling in advance is not fair and not legal.
2. Adding tolls to other bridges to pay for 520, such as the I-90 bridge, is not acceptable at any time. Tolls are use taxes those that don't use 520 should not be paying for it.

Also on how many lanes the 520 bridge should contain:

1. At least 4 (3 plus 1 HOV). When the current 2 lane bridge is way under capacity it would be totally irresponsible to spend the huge amount of money required to replace it without expanding current capacity and planning for the future. That is what leaders do - lets get this right for once.
2. As to the arguments that neither end of the bridge can handle more lanes so we should just throw up our hands and not improve capacity. That is a foolish argument. The ends of the bridge need more general purpose and HOV lanes especially if we ever plan to add rail to the bridge. That we we do not lose as much capacity to move cars and buses too.

Thanks,
Bob Kaufman

From: Beverly Faultersack
Source: info@build520.org

Date: 08/06/2008

Zip Code: 98053

Comment: I am tired of overspending government trying to make a name for themselves by doing big things. Stop throwing out the baby with the bath water. If the bridge needs fixed, FIX IT! Don't tear it down. If it needs more lanes add a second bridge and make them each one way. Keep the existing bridge. Old technology is not bad. Structures including bridges in Europe with "old technology" have lasted hundreds of years. Just because it is 40 years old does not mean it is disposable. Just because there are different ways of doing things now does not mean we have to have the latest and maybe improved bridge. Keeping up with the Jones is not always an option for wise money management. Tax payers are not printing houses for money producing.

From: Jamie McKay

Source: info@build520.org

Date: 08/06/2008

Zip Code: 98074

Comment: As much as I don't like the idea of adding more expenses to my already squeezed budget, I do understand the need to start paying NOW for our bridges. I agree with the 2010 start date on 520 with tiered tolls based on times traveled, but I believe that realistically you need to look at implementing a start date of 2012 on I-90, because expenses are only going to escalate over the years. It's easier to change the toll rates as needed, than it would be to start tolling sooner than your plans have announced, should you need to modify the plan down the road. Starting sooner on I-90 would also help keep down the cost of tolls in the long run. No one likes to pay a toll, but if you can set it up w/ something similar to OKla's Pike Pass (electronic readings that clocks toll pay areas with device on dash board or glove box that debits a cheaper pre-paid account or bills a slightly higher fee'd monthly statementm etc) then I think people would "learn to live with" the tolls to pay for new bridge, upkeep on existing roads, and new roads. It's successful in lots of cities ~ If you drive the roads, you pay the tolls!

From: Richard Sandaas

Source: info@build520.org

Date: 08/06/2008

Zip Code: 98034

Comment: The answer is simple. Index the 35 cent one way toll from 1963 dollars to the year that the replacement tolls will be collected. By my research if, if you used the CPI as the index, it was 30.7 in June, 1963 and is 218.8 June 2008 or a 7.13 times factor. This makes the 35 cent toll \$2.50 in today's dollars. Collection should begin as soon as practical, but only when the exact design details for the west and east ends are determined and agreed to.

Richard Sandaas

From: Mike Scavezze

Source: info@build520.org

Date: 08/06/2008

Zip Code: 98008

Comment: Here are my answers to the questions on the website:

Are the toll rates reasonable?
Yes. I wouldn't mind if they were higher

Is variable tolling appropriate for 520 and 90?
Absolutely. It will help reduce congestion.

How will electronic tolling - no tollbooths - work for you?
It sounds excellent. I hate tollbooths.

Does getting started early with tolling make sense from a financial perspective?
It makes great sense. The earlier, the better.

How should we consider tolling 90?
Toll it at the same time 520 is tolled - preferably 2010

Climate change is one of the greatest problems of our time, and we are doing depressingly little about it. Single occupancy vehicles are a huge part of the problem. People who live excessively far from their place of employment are another big problem. The more cost there is associated with these wasteful activities, the less people will engage in them. I fully support tolling both bridges as soon as possible. I also support the tolls being used to promote alternative modes of travel, such as car pooling, biking, and transit. I also support significant increases in gas taxes and parking fees for the same reasons.

Thanks,
Mike Scavezze

From: Carl Stork
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98004
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?

Not make the trip

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?

0

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

98004

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

1. Consider tolls on all freeways at a low rate (maybe just during peak) rather than just 520 corridor - all are funded the same way. 2. Discouraging travel between Seattle and Eastside is not good for arts, sports, culture, restaurants, hospitals, commerce - psychological barrier.

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

a. 10% of toll revenue should be used to provide increased transit service across 520 - operating funds, not just capital.

b. It is not fair to impose a segment toll on 520 (405 to 92nd) when no other freeway in our region has one - and all are funded the same way - eg. 405, 167, 518, I-5, in Everett are all being improved without tolls.
c. A big bridge toll created a psychological barrier between Seattle and Eastside - not good for culture,

- arts, sports, hospitals, restaurants etc.
- d. I prefer smaller toll rates on ALL freeways.
- e. Should toll I-90 at the same time as 520.

From: Kurt Ahrens
Source: info@build520.org
Date: 08/06/2008
Zip Code: 98075
Comment: As a commuter, I favor increased mass transit, especially light rail. In the meantime, tolls on both bridges seem reasonable--some people seem to complain that they don't want to pay in advance of getting a new bridge, or pay for a bridge they don't use (e.g., if tolls are implemented on I-90, to pay for 520), but I believe these fees are appropriate, and the issue is not any one road, but transportation in the Seattle area. It appears that the tolls would apply to single-occupant vehicles, but I have not seen that stated explicitly. I feel strongly that carpools should be exempt, because they are already taking action to reduce the burden on our roads, and should be rewarded, not taxed. If you could make that point a little more clear, it would send a positive message to those already carpooling, and encourage others to do so.

Sincerely yours,
Kurt Ahrens

From: Jerry Milstein
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98006
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?

Pay the toll

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?

98006/98105

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

N/A

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

N/A

From: Anonymous

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98033

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 I-90

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?

1

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

98033/98004

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

Scenario 3 makes the most sense. Any other scenarion would create a heavy burden on I-405 and I-90 and local surface streets. Expand the HOV operating hours to the general public on 405 and add I-5 and I-90 to the mix.

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

From: Anonymous

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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

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

3

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

1

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

98004

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

N/A

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

N/A

From: Anonymous

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98052

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?

Pay the toll

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?

98052/98034

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

Toll 520 and Floating bridge portion of I-90

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

N/A

From: Suzanne Kheriaty

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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 transit.

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

3

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?

98004

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

A low toll price (\$1.50) more people will use the bridge. Also keeping the toll rate low w/o regular increases. I think both 520 and I-90 should be tolled.

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 don't agree with paying a toll if we exit at 92nd to go home. Lower income bridge users - with higher gas prices, I don't see how low income people will be able to afford tolls. Too high of a toll will create problems for the sports, arts, restaurants, hospitals. This is not good for our economy.

From: Jerry Hill
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98004
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?

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?

2

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

98007

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

People should work where they live. If you live in Seattle work in Seattle. If you live in Bellevue work in Bellevue.

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 tolls raised the less the reliance on gas tax, sales tax, etc.

From: Sharyn Robbins
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98053
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?

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?

Not make the trip

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?

98052/98034

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

I would like tolling booths - I don't want to use a transponder or pay more for my trip because you have to send me a bill. Also how expensive will it be to send bills to all out of towners? Youll need computer capability to keep track of all out of state license plates - that sounds expensive.

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

N/A

From: Dr. Michael Jones

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98006

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

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?

98006

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

Tolls added to I-5 and I-405 - the complete loop would enable costs to be acquired from users outside of the region, particularly those using the port facilities.

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

All freeways should be tolled. I see no studies on the impact of diversions to I-5 to I-5/405 going around the top/bottom of the lake. Tolls should be lower and be applied continuously AFTER bridges are complete for maintenance/operation as well as ultimate payment. Apply sums of toll to better public transportation. The region still does seem to approach transportation issues IE all modes/methods/devices in the whole region. Better, more explanatory graphics for overall public understanding - how about using an english major before finalizing graphic images, including less jargon, more course information etc. What has been learned from the rest of the world? How about presenting this to support/reject your design proposals.

From: Aimee Rush

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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?

Change travel time to a period when the toll is lower.

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

4

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?

98004/98005

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

- a. Scenario 1 seems insufficient. The rest seems alright...Why are the costs for #4 more than #2 if #4 has more opportunities to collect? Are tolls collected both directions? How do people without "Good to Go" transponders billed? Each incident? Weekly? Monthly? Please be conscious of the paper trail and consolidate billing. Segment tolls make sense for funding entire corridor. I like that there is a gradation of pay with regard to peak hours.
- b. Incorporate traffic mitigation fees for alternate routes.
- c. No bailing out on project once paying starts (like monorail project)
- d. I-90 toll only for bridge. (not Mercer Island to Bellevue)
- e. Subsidy for making up difference between cost of living vs. cost of commuting. ex. live in Seattle vs. commute to Seattle, live in Bellevue vs. commute to Bellevue.

From: Al Vaskas

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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?

Take transit

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

4

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?

98004

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

1. Develop a scenario for tolling to expire once bridge is paid for
2. Same as #1 but tolls go to public transit on bridge.

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

1. Lets build the bridge and pay for it but not create tolling forever on this bridge. Build in a maintenance need but not forever.

2. Noise mitigation. There are many bridges on the Eastside that will not benefit from noise walls. I strongly recommend noise reduced pavement like the tests currently underway.

From: Leslie Milstein
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98006

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-90

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

3

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

3

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

98006

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

Both bridges should have 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

N/A

From: Bill Mowat
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98007

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?

Travel when toll is lower

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

7

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?

98007

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

Tolling both bridges starting in 2010. We should get the money sooner to avoid interest on bonds.

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

a. The tolls are too high! If you cant get the money any other way then start tolling sooner at a lower rate. Tolls will separate Seattle and the Eastside commuities.

d. There should be better funding options - less via tolls, more via gas tax increase. e. This bill is pretty regressive for low-income bridge users. Not good.

From: Bruce P. Norman

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98008

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?

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?

Pay the toll

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?

98115

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

Consider building Eastgate like the park and ride transportation garages on each end of the bridge.

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

Lower tolls for park and ride public transportation such as bus, light rail, monorail, or magnetic levitated trains would be a good compromise option.

From: Marilyn Pedersen

Organization: Washington State Legislature

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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?

Pay the toll.

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?

0

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

98033/98004

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

Toll I-405 too. Toll early and start at a low rate like \$1.00. People will get used to tolls, modify their habits and understand when final toll rate is established.

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

People will modify their behavior. If tolls are added make sure we have alternatives like more bus routes and busses running more often. Create one master website where travel info can be accessed. Include Sound Transit, Metro, WA State Ferries schedules so we don't have to access individual websites. Give seniors and disabled people a reduced toll rate and be sure to provide reasonably priced alternatives for low income folks. Toll early, often and devote percentage to maintenance expenses.

From: Chris Arundell

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98008

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

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?

4

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

98008/98119

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

Incentives for getting commuters (6:00 - 8:00 am) and (4:00 - 6:00 pm) into buses/mass transit. Achieving this "shift" resulting in reduced congestion, gasoline use, cleaner air/land/water should "incentivize" the federal to a greater share of replacing the 520 bridge.

From: Terry Barr

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98004

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?

Pay the toll

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?

1

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

98004/98105

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

Only \$1, one dollar each way.

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

At the highest charge \$1 each way. Can you get more \$ from the federal government?

From: Curtis L. Orr

Source: Open House - Bellevue

Date: 08/06/2008

Zip Code: 98005

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-90

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?

98005/Kent

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

We need to start with modest tolls to pay interest. Increase if conditions dictate.

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 think it is ludicrous that we are locked into a 6 lane bridge.

From: Sylvia Jones
Source: Open House - Bellevue
Date: 08/06/2008
Zip Code: 98006
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?

Change travel time to when toll is lower.

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

3

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

3

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

98006

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

Tolling all roads serving the area - making the tolls reasonable so that the impact is not overly harsh on low income residents.

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 amount of people not crossing the lake seems to drive a wedge between residents on the east and west sides. Shouldn't you be creating a cohesiveness in the community rather than a split. Choosing transit is not a choice with the current transit offered - unchanged since 1979 except for 1 additional journey into and out of Seattle. Consider light rail on 520. UW and Microsoft are major destinations - why not serve them? It might be better than I-90 for light rail.

From: Winston Rockwell

Source: info@build520.org
Date: 08/07/2008
Zip Code: 98033
Comment: If the proposed tolls on SR520 are levied at the amounts discussed (up to \$7 per day or more), the cost will be a serious burden on working class commuters, especially low-paid service industries. The addition of approximately \$150 per month to their commuting costs, on top of the high cost of fuel, will be more than many low-to-moderate wage earners can absorb, especially on top of the high costs of fuel and everything else. Such tolls will deter many drivers from crossing the bridge. These drivers will either take I-90, or, if I-90 is tolled as well, will choose to drive around the north or south end of the lake.

If drivers elect to "drive around", through Juanita/Kenmore, the traffic on that route WILL become unbearable. NE 116th Street through north Kirkland, and Juanita Drive, were never intended to serve as a major route between Seattle and the East Side, and are already over capacity during rush hours. The city of Kirkland has chosen to ignore the problem, resulting in long backups to get onto southbound 405 in the morning (caused by ramp metering), and equally long delays going westbound in the evening (due to the terrible timing of the lights on 116th between 120th and 124th NE and the long stoplight at 100th NE). Adding hundreds, if not thousands of additional cars per day on that street will cause backups of monumental proportions.

Placing high tolls on the 520 bridge to pay for a replacement may be the only politically feasible solution local "leaders" can come up with, but those who make that decision should be aware of the Law of Unintended Consequences, and be prepared to deal with local residents along those alternate routes who will be outraged at the additional traffic on routes around the lake.

From: Winston Rockwell
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98033
Comment: What toll rate is reasonable to you?
Since I do not use the 520 bridge more than a handful of times per year, the cost impact to me would be minimal, regardless of what toll is imposed.
How will your travel patterns change when 520 is tolled?
Simple. I will stop driving across 520 for any reason unless I absolutely must. The city of Seattle has already made itself deliberately hostile to car traffic, and the toll will be the final straw. I do not need to go into Seattle for anything, and with the toll, I won't.
When should tolling begin on 520 - in 2010 or 2016?
Does it matter what we, the people think or want? Our "leaders" will start tolling whenever they feel like it, no matter what we say. Personally, I would prefer 2016, as there is a good chance I will have left the county, if not the state, by that time, and will no longer care.
Should I-90 also be tolled if it improves congestion in the entire cross-lake corridor?
Sure. Spread the pain. No reason the folks on Mercer Island shouldn't pay their fair share. Besides, if there's a toll on 520 but none on I-90, where do you think drivers will go? We aren't stupid, you know.
What other tolling scenarios should be considered?
None. These are bad enough, especially given the cost of living in this area to begin with.
How will tolls affect low-income users?
Do you really have to ask this one? Sheesh! Those on low or fixed incomes will be hurt worst, especially if they have no choice but to cross the bridge to get to work, hospitals, etc. Consider that if someone is making \$15 per hour, which is on the high side for many in the service industry, their monthly salary is something on the order of \$2500. After taxes, they may see a bit under \$2000 per month. From that they must pay rent (often approaching \$1000 for even a modest apartment), food, heat, electricity, fuel and other miscellaneous costs. How do you think adding \$150 per month to that burden will affect them??

From: J. Carlson
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98039
Comment: Proposal to add an extra .50 to travel between Bellevue Way westbound to 92nd NE is non productive because:

Those of us living in Medina use this short section of the highway to GET HOME, not to access the bridge to Seattle, and

From: Dan Dovey, P.E.
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98004
Comment: Dear WSDOT, Paula Hammond - Secretary of Transportation, and PSRC staff:

After attending the public open house in Bellevue last night I wanted to offer a few comments and also ask a few questions.

- Tolls are great in principle. They make perfect sense when you buy bonds to build a new bridge, build the bridge, then charge anyone who crosses the bridge once it's complete a minor fee until the bridge is paid off. This is a user fee, plain and simple and the user is directly benefitting from the fee paid. Two of your four proposals don't do that and a third starts tolls early, before the bridge is complete. Please don't go forward with those two proposals. I can probably live with the third one if we have to.

- The last I-90 project was \$1.4 Billion for 7 miles of freeway including a 3-2-3 roadway that is now being converted to 4 - 4 and bidirectional rail, two floating bridges, a soft bore earth tunnel, and an east channel bridge. It was completed just 15 years ago and was an expansion to the existing transportation system at the time. 90% of this project was paid for by federal dollars and the state currently owns it outright. To suddenly assess tolls on I-90 after it is already bought and paid for is questionably illegal/unconstitutional, is a slap in the face to every taxpayer across this nation that contributed funds to the project, and goes against the very principle and fabric of what tolling is meant to be.

- The idea that tolls on SR 520 will divert traffic to I-90 is ludicrous. Even today, when both bridges are free to cross, imagine the effort needed to drive from Redmond through Bellevue on any north/south arterial, continue across I-90, then turn north again to reach your destination of Northgate, the U District, or Seattle Center all during rush hour. Any driver that finds it convenient to drive I-90 is already doing so. Besides, the idea of tolling is for those who use the bridge to pay for its construction. It doesn't matter where they come from or where they end up. All that matters is that drivers are paying for what they are using.

- I support the basic kind of tolling provided we are getting our money's worth for the project, but I feel the current proposal is way too expensive and doesn't go nearly far enough to address the transportation concerns of the region. Therefore I recommend you go forward with the "No Build" option until you get serious about taking on this challenge. A six lane configuration is a waste of time and a bigger waste of tax dollars. The supposed justification for this is that anything bigger would back up onto I-5. What is so difficult to understand about this? If I-5 is backing up, then WIDEN I-5!!! This is like saying well, one of my tires is flat and all four have practically no tread left but I just want to replace the flat tire for now; I'll buy the other three when the time comes... What is really puzzling about this is that WSDOT correctly determined that I-405 needs to be a 10-lane freeway with multimodal trails and transit facilities.

Congratulations! We all look forward to the new freeway when it is complete. But where are 10 lanes of traffic on I-405 supposed to go when there are only three lanes on SR 520 heading west from I-405? You are asking \$3.8 Billion dollars for a cheap, 2nd rate style of bridge with no general capacity improvements proposed for it. Why would anyone want to drive a freeway that will open with a traffic volume above capacity, much less pay \$2-3 tolls on top of it? Build at least an 8-lane structure and you will provide a more efficient roadway with faster travel times that will attract more toll payers and potentially draw drivers from other corridors rather than discourage them from driving the new SR 520 route. The difference in cost would be arguably less than the difference in volume and revenue generated as a result of improved efficiency.

- Washington doesn't have a good track record with floating bridges. This state has already had two fail and drop to the bottom of the waterway being crossed. It also lost a suspension bridge in the 1930's. Of the five floating bridges that the state has built so far, only three have avoided catastrophic failure. A 60% track record isn't promising when it comes to spending Billions of taxpayer dollars on infrastructure.

- In the last 3 1/2 years the state annual budget has grown from about \$24 Billion to \$33 Billion. This state has spent over \$8 Billion new dollars since our current governor took office but somehow the state can't find even \$1 Billion dollars to put towards SR 520. Where is it all going? Why does our legislature and governor always come to us and raise our taxes, in this case through new freeway tolls, on items of basic need and importance? It seems like we are always paying more for 911 Emergency Services, new gas taxes for roads, and now new tolls for bridges when our general fund should be earmarked for all our transportation needs already.

- As a civil engineer myself, I've admired the world's bridges built recently. Canada's Confederation Bridge, Hong Kong's Tsing Ma Bridge, France's Millau Viaduct, The Oresund Link between Denmark and Sweden, and Greece's Rion-Antirion Bridge are all fine examples of modern engineering and are testaments to what civil engineers can do today to improve our world's infrastructure. These were all built for less than \$1 Billion in construction costs with the exception of the Oresund Link, which was built for \$1.2 Billion. They are cable-stayed structures, suspension bridges, and the Confederation Bridge is a concrete box girder structure. Floating concrete bridges have historically been used in Washington because they were a more affordable option that had minor trade-offs (wind, waves splashing onto the road deck, adverse impacts to marine traffic, etc). So how is \$3.8 Billion more affordable than the \$1 Billion other countries have spent building real bridges?

The justification for not building a suspension or cable-stayed bridge is the depth of Lake Washington and

the soft lakebed would require a very tall structure for the support cables. I don't buy this. The existing western high-rise of the current SR 520 bridge is on piers which go down into the lake bottom. How did they manage that if the lake is so deep and soft bottomed? The point I'm getting at again is that I am willing as a taxpayer to support a decent structure that has adequate capacity for the Seattle area in the year 2030. I am not willing to help pay \$4 Billion for an under capacity, ill-conceived, floating chunk of concrete that won't solve the problems this area is facing in the near future.

-WSDOT doesn't need another legacy project like I-90 if the funding is to come from Washington state taxpayers, all it needs to do is replace a failing bridge that will reach its life-expectancy in 2020. So do away with all the fancy "lids", ramps, parks, and other frills on the west end of the corridor and replace only those sections of the freeway themselves when the time comes. Projects are much more affordable when you phase the construction of them in smaller segments. I-405 is being done this way and the projects are moving forward all according to a master plan (and every one of them is under budget and on schedule).

My recommendations:

- Explore the revenue and capacity generation of an 8-lane configuration and revise your study results to reflect the findings. Report on these findings to the public.
- Revisit the legislature for a reprioritization of revenue to place more focus on SR 520 and Alaskan Way Viaduct funding. Split the difference with those who will be paying tolls. It's easy to ask taxpayers for more money when the item in question is a vital transportation link but we know this is just a shell game that only serves to leave funds available for the pet projects and pork of legislators who wouldn't be able to fund them any other way.
- Lobby with our Congressional representatives and two senators to get additional federal funds to support the project. Other states have had more than their share, it's Washington's turn and this is a federal highway that should qualify.
- Categorically drop from consideration any tolling on I-90. It is bought, paid for, and any attempt to toll it for a purpose that has nothing to do with the interstate corridor smacks of behavior modification. This idea was ill-conceived and is based on a variety of false assumptions that don't give drivers, or commuters any credit.
- Consider phasing the construction of the corridor with primary focus on the new bridge itself first. Other features could be added later and could also be funded on their own as well later on. Then you'd only be looking for \$1 to \$1.5 Billion instead of \$3.8 Billion and the most desperate need would be addressed in a timely manner.
- Employ the use of modern roundabouts as much as possible when you do rebuild the interchanges and connections through the Portage Bay area. I love that you have included these in the proposed plan views and am thrilled that WSDOT recognizes the significant collision reduction, efficiency, and many other benefits of this form of intersection control.
- Revisit the possibility of other types of "off the water" bridges. The world has set some amazing examples of this and the one thing this state needs most right now is LEADERSHIP. It's one thing to do what we've always done and ask for the moon in funding to make it happen. It's something else entirely to come up with new, innovative ideas to address the problem in a cost-efficient manner that everyone can be proud of. Much of what I've heard at the public meeting, especially from those supposedly leading the project, had a lot more to do with behavior, politics, catering to the whims of special interests, and environmental concerns than it had to do with hands-on engineering, problem solving, and simple economics.
- Stay focused on the goal. If the bridge is the primary need then work first on just replacing the weakest link, the bridge itself. It's OK to widen a freeway corridor one segment at a time. Then you'll have more time, and more funds down the road for the other phases in Bellevue and the U District when the time comes.

In response to this e-mail and these comments please send me a specific, detailed cost breakdown of the current proposal for the SR 520 corridor construction. I'm especially interested in what the new floating bridge will cost vs. the other phases of construction. I'd like to compare the proposed cost with other bridges built recently. Thank you for your time and for allowing me to comment on this proposal.

Respectfully yours,

Dan Dovey, PE
Bellevue

BTW: From the sound of things, I think we need a new governor before we get a new bridge!

From: Michael Hobbs
Source: Open House - Kirkland
Date: 08/07/2008
Zip Code: 98033
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?

Pay the toll

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

3

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

1

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

98033

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

Toll both bridges in 2010. Toll 405 between 167 and I-5 and 522 in Kenmore as well.

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

It's unfair not to toll I-90 if SR-520 is tolled. I'm sick of Mercer Island whining - make them pay too. Lower tolls starting sooner are better than higher tolls starting later. Not paying as much interest is a big advantage.

From: Jay Arnold

Source: Open House - Kirkland

Date: 08/07/2008

Zip Code: 98033

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

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

6

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

1

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

98033/98011

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

Tolling both I-90 and 520 in 2010. Exempting transit from tolls vs. having toll money go to transit service. Give discount to carpools. Avoid or discount segment 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

N/A

From: Inge Theisen

Source: Open House - Kirkland

Date: 08/07/2008

Zip Code: 98034

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?

Pay the toll; Take transit (only when walking distance is best with my bone abnormalities and joint replacement I'm 79. I'm a devoted volunteer on WSDOT and environmental projects. BUT I'm below the poverty level.) Change travel time to a period when the toll is lower (Doctor and physical therapy) Not make the trip (farmers market)

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?

0

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

98034/census information

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

I wish there could be a cheat proof way to give income-based redaction for people who have age, income and elderly handicap problems. I'm a former UW employee and went back to school to study to be a park ranger in national parks between 1983-1999 and live on Social Security part time census bureau job. Former UW employee EPA grant (low rag/employee)

Question 8 – Do you have additional comments to share with the Tolling Implementation Committee

