

520 Tolling Implementation Committee - Public Comments Received

Comment

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

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

Thank you for listening,
Doug Greisen

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

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

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

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

Carpoolers should be toll-free.

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

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

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

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

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

James DuVall
Elaine Bridger

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

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

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

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

James DuVall
Elaine Bridger

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

Zip Code: 98012

Comment: Hello,

To Whom this may concern,

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

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

Thank you for your time,

Judith King, R.N.

From: Julia Wiese

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98011

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

From: Carl Michelman

Source: info@build520.org

Date: 07/25/2008

Zip Code: 98028

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

From: Jeannie Dines

Source: info@build520.org

Date: 07/26/2008

Zip Code: 98028

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

From: Kent M. McLean

Source: info@build520.org

Date: 07/26/2008

Zip Code: 98028

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

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

From: Arthur Moss

Source: info@build520.org

Date: 07/26/2008

Zip Code: 98036

Comment: Dear 520 Committee,

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

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

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

The tolls should not be removed.

Sincerely
Arthur Moss

From: David & Karen Farthing

Source: info@build520.org

Date: 07/27/2008

Zip Code: 98011

Comment: Dear Sir / Madam,
We are very much against tolls on the existing 520 bridge (already paid for).

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

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

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

From: Peter Williams

Source: info@build520.org

Date: 07/28/2008

Zip Code: 98077

Comment: You should toll both bridges now, talking about inflation adjusted number in the future will just scare

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

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

From: Jan E. Foss
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98072
Comment: Toll for driving on a road or to cross a bridge is a system that belong in the middle ages. Even if one set up a "good to go" system, the State will have to hire a bunch of people to make a toll system work.

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

Regards

Jan E. Foss

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

From: Vic Mills
Source: info@build520.org
Date: 07/29/2008
Zip Code: 98072
Comment: My primary concerns and questions centers around the gas/road taxes. It is my understanding that these taxes were to be kept for building and maintaining roads and bridges. Over at least the past 35 years it is estimated that the state coffers had taken in excess of \$500 billion from fuel and road taxes. Where's the money? Where did it go? This was (is) the citizens money that the legislature in Olympia had been in-trusted to safe-guard for -- Roads & Bridges.

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

Vic Mills

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

From: Jeff Altman
Organization: Lake Forest Park Transportation Commission
Source: Open House - Bothell
Date: 07/29/2008

Zip Code: 98155

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

2010

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

Yes

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

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

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

0

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

0

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

98155

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

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

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

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

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

From: Diane Strom

Source: Open House - Bothell

Date: 07/29/2008

Zip Code: 98028

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

Undecided

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

Yes

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

Make the trip, but don't cross the lake

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

1

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

0

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

98028/98125

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

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

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

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

From: Anonymous

Source: Open House - Bothell

Date: 07/29/2008

Zip Code: 98028

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

Undecided

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

Yes

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

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

0

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

0

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

98028/98125

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

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

- a. Reasonableness of the tolls
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- c. Performance of the bridges when tolled
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- e. Impacts on lower income bridge users

The highest impact on tolling seems to be on Route 522. All 4 scenarios have speed of 16-18 mph which is too slow. Park and Ride are already at capacity. One immediate mitigation solution might be to add neighborhood metro shuttle that commuters can catch close to their home and be shuttled down to 255 to catch the express busses going by. This way they can leave thier cars at home and not have to rely on space at the park and ride

From: Judy Korac
Source: Open House - Bothell
Date: 07/29/2008
Zip Code: 98012
Comment: Question 1 – Tolling the 520 Bridge in 2010 would immediately raise funds for the bridge replacement, reducing the overall cost of the project, as well as reduce congestion on the bridge, but the new bridge will not open until 2014, with the corridor fully complete in 2016. Do you think 520 should be tolled starting in 2010 or 2016?

2010

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

Yes

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

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

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

0

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

0

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

98012/98105

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

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

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

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

From: David Hutchinson
Organization: City of Lake Forest Park

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

Dear 520 Tolling Implementation Committee Members:

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

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

Reliability of the Data

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

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

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

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

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

Diversion Assumptions. The analysis states that up to 23% of the trips will be diverted to "other routes" if both bridges are tolled, and therefore are not counted as impacting routes such as 522. We have two concerns. One is that this modeling assumption most likely underestimates the true impact to these alternative routes, such as 522. The other is that arterial routes, such as SR 202 and the Woodinville Duvall road, will experience significant impacts and should be mitigated with improvements.

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

Mitigation Measures

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

Improve Transit Service. We recommend a Bus Rapid Transit service on the 522 corridor that will provide service at least every 5 minutes during the peak periods and every 15 minutes during off-peak periods. The current transit service routes (Metro routes 306 and 312 and Sound Transit

route 522) are already at capacity with most at standing room only during peak periods.

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

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

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

Improve Capacity on Other Routes. As already noted in this initial analysis there will certainly be diversions to other routes, such as the Woodinville-Duvall Road and 202. These corridors will also need substantial improvements to mitigate these tolling impacts.\

We are pleased that the committee has shown a true desire to be transparent in its outreach to residents and community leaders, and in its analysis of the true impact of tolling. We look forward to working with you and the surrounding communities to evaluate the actual diversion and necessary mitigation measures to alleviate these concerns.

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

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

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

Question 3:

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

Question 8:

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

From: Doug Huxtable
Source: Open House - Bothell
Date: 07/29/2008
Zip Code: 98028
Comment:

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

2016

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

Yes

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

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

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

1

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

0

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

98028/98052

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

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

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

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

From: 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: Clarke Orcutt

Source: Open House - Bothell

Date: 07/29/2008

Zip Code: 98028

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

2010

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

Yes

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

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

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

0

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

0

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

98028

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

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

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

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

From: Rob Fuhrman

Organization: Bothell Planning Commission

Source: Open House - Bothell

Date: 07/29/2008

Zip Code: 98011

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

2016

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

No

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

Move

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

2

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

2

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

98011/98052

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

No toll!

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

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

NO TOLLS!

From: Diane Strom

Source: info@build520.org

Date: 07/30/2008

Zip Code: 98028

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

From: Jeff Altman

Organization: Lake Forest Park Transportation Commission

Source: info@build520.org

Date: 07/30/2008

Zip Code: 98155

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

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

Thanks, jeff

From: 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: Denise Taylor

Source: info@build520.org

Date: 07/31/2008

Zip Code: 98028

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

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

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

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

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

From: Katie Kowalski

Source: Open House - Seattle

Date: 08/05/2008

Zip Code: Unknown

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

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

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

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

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

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

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

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

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

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

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

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

From: Michael Krolewski
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98072
Comment: The major issue is the relatively low number of vehicle and the relative low increase in speed that tolling will effect.

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

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

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

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

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

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

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

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

From: Tim Hagan
Source: info@build520.org
Date: 08/07/2008
Zip Code: 98028
Comment: Thanks for the info regarding SR 522 issues. I'll be out of town on July 29th so I'll miss the open house at UWBNC. I hope my comments below will be considered however, having attended events like this in the past I fear that nothing anyone might say would change the will of the Politicians who seem to have made up their minds prior to events such as these. With all due respect I believe each and every one already has concerning this "proposal". That being said, I'll give it a try anyway as I am deeply concerned with a number of issues surrounding tolls on 520 relative to impacts on other corridors.

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

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

Tim Hagan

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

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

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

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

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

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

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

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

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

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

You wanted my feedback.....

The toll bridge is going to be expensive to implement - more expensive

than the estimates. It will increase neighborhood congestion and accelerate my neighborhood growth (which is already growing at great speed).

Meryll Larkin

From: Benjamin Sklar

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98028

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

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

Thank you,
Benjamin Sklar

From: Ken Cowan

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98072

Comment: Greetings.

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

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

Sincerely,
Ken Cowan

From: Randall Gilliland

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98072

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

From: Dick Kuhner

Source: info@build520.org

Date: 08/13/2008

Zip Code: 98028

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

Dick Kuhner

From: Troy Kasper

Source: info@build520.org

Date: 08/14/2008

Zip Code: 98011

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

From: Hoss (Mark Renee) Hostetler

Source: info@build520.org

Date: 08/16/2008

Zip Code: 98155

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

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

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

With respect to transit the current back and forth across the water routes are really inadequate unless you live right next to a 520 stop or right down town Seattle. I would think the best option would be to build transfer stations at each end of 520 for busses. All busses North and South on I-405 or I-5 would stop at these transfer points instead of having separate bus routes that hap-hazardly go back and forth across the water.

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

From: Margaret Wiggins

Source: info@build520.org

Date: 08/16/2008

Zip Code: 98011

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

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

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

Sleep well :-)

From: Craig M. Rantz
Source: info@build520.org
Date: 08/17/2008
Zip Code: 98133
Comment: Ladies and Gentlemen,

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

Craig M. Rantz

From: J. Newman
Source: info@build520.org
Date: 08/18/2008
Zip Code: 98011
Comment: I'd like to see a toll of \$2.00 each way for WA residents and \$3.00 for non- washington residents. I's also like to see toll booths as I don't think any otherway is reliable and it will provide some jobs for WA residents. A Win-Win situation.

From: Steve Newman
Source: info@build520.org
Date: 08/20/2008
Zip Code: 98011
Comment: I very seldom use either of the floating bridges as I live in Bothell and can easily drive to either side of the lake without the need to take one of the floating bridges.

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

I agree that both bridges should have tolling because drivers would certainly just drive down to I-90 to 'beat' the toll if tolling is not put on both bridges. I also feel that toll booths similar to the Tacoma Narrows Bridge should be used as they seem to be doing just fine down there.

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

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

From: Ruth Honorer
Source: Mail
Date: 08/21/2008
Zip Code: 98028
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: Charlene Bender
Source: Mail
Date: 08/21/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

From: L. Fred Horand
Source: Mail
Date: 08/21/2008
Zip Code: 98133
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr Ronald Long

From: Joyce Kleinholz
Source: info@build520.org

Date: 08/21/2008
Zip Code: 98282
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,
Joyce Kleinholz

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,
Ms Debbie Bremner

From: Judith Enich
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98133
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

From: Ethan Yarbrough
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98021
Comment: Dear Committee Member Tolling Implementation Committee,

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

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

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

Sincerely,

Mr Ethan Yarbrough

From: Annapoorne Colangelo
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98236
Comment: Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Ms. Annapoorne Colangelo

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr and Ms Michael Daley

From: Thomas & Dawn Marshall

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98155

Comment: Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr and Mrs Thomas and Dawn Marshall

From: Cristin Dowd

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98077

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Cristin Dowd

From: Jesica Dicione

Source: info@build520.org

Date: 08/21/2008

Zip Code: 98155

Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

protect our climate.

Sincerely,

Ms Jessica Dicione

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

N/A Janice Hersch

From: Mr & Mrs James Walden
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98011
Comment: Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr and Mrs James Walden

From: Julian Bacon
Source: info@build520.org
Date: 08/21/2008
Zip Code: 98028
Comment: Aug 21, 2008

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

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

Sincerely,

Mr Julian Bacon

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Ms Amanda Penn

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Mr Wayne Kohanik

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Dr Steven Walters

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Scott Selby

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Dr Harlan White

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

Tolling Implementation Committee
WA

Dear Committee Member Tolling Implementation Committee,

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

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

Sincerely,

Dr Nancy Friday

From: Anna Mony
Source: Mail
Date: 08/22/2008
Zip Code: 98028
Comment:

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

From: Deanna Neher
Source: Mail
Date: 08/22/2008
Zip Code: 98028
Comment:

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

Great idea!

From: Anne Heartsong
Source: Mail
Date: 08/22/2008
Zip Code: 98072
Comment:

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

From: Alan & JoAnn Riley

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

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

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

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

From: Donna Lurie
Source: Mail
Date: 08/22/2008
Zip Code: 98077
Comment: Dear Committee Member:
I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

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

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

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

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

Great idea.

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

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

Act now! Thanks!

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

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

From: Roger & Patricia Loschen
Source: Mail
Date: 08/22/2008
Zip Code: 98155-2738
Comment:

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

From: Cathy Costa
Source: Mail
Date: 08/25/2008
Zip Code: 98133
Comment:

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

From: K.F. Lackey
Source: Mail
Date: 08/25/2008
Zip Code: 98177
Comment:

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

From: Erin

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

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

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

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

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

From: Charles Brockman
Source: Mail
Date: 08/25/2008
Zip Code: 98011
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge.

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

From: Penny Koyama
Source: Mail
Date: 08/25/2008
Zip Code: 98011
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

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

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

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

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

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

From: Monica Holdridge
Source: Mail

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

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

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

Please act soon to begin to solve this transportation need.

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

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

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

Long overdue!

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

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

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

tolls work!

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

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

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

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

From: L Denning
Source: Mail
Date: 08/26/2008
Zip Code: 98133
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

Anything to help congestion

From: Joanne LaVassar Schumacher
Source: Mail
Date: 08/26/2008
Zip Code: 98155
Comment: I support early "variable pricing" tolling of the 520 and I-90 bridges to bring quick and effective solutions

to our region's transportation problems. We should set the tolls so they will pay to rebuild the 520 bridge and fund transportation choices. This will help relieve congestion and reduce climate change pollution.

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

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

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

Do not use monies for anything else but transportation.

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

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

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

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

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

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

I know it may be legally permitted to put tolls on streets and highways and bridges, but I think it is

morally deplorable to have tolls. Let's the rich people have the good roads and to the poor, who have to go to work to put food on the table, let them use roads that take longer, that have incisive amount of traffic and are destroyed, what kind of society have we become?

From: Maurice Esko

Source: Mail

Date: 08/28/2008

Zip Code: 98155

Comment: Dear Tolling Committee Member:

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

From: Krista Fritsche

Source: Mail

Date: 08/28/2008

Zip Code: 98155

Comment: Dear Tolling Committee Member:

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

From: Rosalie O'Leary

Source: Mail

Date: 08/28/2008

Zip Code: 98155

Comment: Dear Tolling Committee Member:

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

Good idea! We need to do something.

From: Per Curtiss

Source: Mail

Date: 08/28/2008

Zip Code: 98133

Comment: Dear Tolling Committee Member:

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

From: Jerry Fidritd

Source: Mail

Date: 08/29/2008

Zip Code: 98155

Comment: Dear Tolling Committee Member:

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

From: Kraig Peck

Source: Mail

Date: 08/29/2008

Zip Code: 98072

Comment: Dear Tolling Committee Member:

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

Yes!

From: Jim Overton

Source: Mail

Date: 08/29/2008

Zip Code: 98011

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

It's the way to go.

From: Diana M. Brooks

Source: Mail

Date: 08/29/2008

Zip Code: 98155

Comment: Dear Committee Member,

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

Diana M. Brooks

From: Che' Gilliland

Source: Mail

Date: 08/30/2008

Zip Code: 98239

Comment: Dear Committee Member,

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

Che' Gilliland

From: Tim Tobin
Organization: City of Bothell
Source: info@build520.org
Date: 08/30/2008
Zip Code: 98011

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

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

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

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

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

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

The tolling study indicates that one result of tolling would be fewer trips across the lake - that's unfortunate. It's unfortunate for retailers trying to draw customers from a wider area; it's unfortunate for small business trying to hire the best workers, some of which may reside across the lake, it's unfortunate for people who put off visiting friends or relatives because of the price of a toll. Tolls should be the minimum amount necessary because high tolls will adversely impact mobility for some people and may adversely affect small businesses and organizations in other ways.

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

From: Deb Blaha
Source: info@build520.org
Date: 08/31/2008
Zip Code: 98155
Comment: Hi,

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

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

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

Thank you for your time and consideration,
Deb Blaha

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

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

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