

**Appendix G**  
**Scoping Report**



# UPA SR 520 VARIABLE TOLLING PROJECT



## Scoping Report

October 2008



## **Title VI**

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

### **Americans with Disabilities Act (ADA) Information**

If you would like copies of this document in an alternative format—large print, Braille, cassette tape, or on computer disk, please call (360) 705-7097. Persons who are deaf or hard of hearing, please call the Washington State Telecommunications Relay Service, or Tele-Braille at 7-1-1, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

### **139(I) Provisions for NEPA Documentation**

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(I), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

---

This document should be cited as: Washington State Department of Transportation. 2008. Urban Partnership Agreement, SR 520 Variable Tolling Project: Scoping Report. August 2008. Seattle, WA.

October 2008

# TABLE OF CONTENTS

---

	<b>Page No.</b>
<b>Chapter 1 Introduction .....</b>	<b>1-1</b>
What is the purpose of the scoping report? .....	1-2
What is the background of the project?.....	1-3
What is the project description? .....	1-4
<b>Chapter 2 Public Scoping Comments.....</b>	<b>2-1</b>
Comments received from the first set of questions .....	2-2
Urban Partnership Technology .....	2-2
Urban Partnership Transit.....	2-3
Urban Partnership Telecommuting .....	2-5
Comments received from the second set of questions. ....	2-6
Urban Partnership Variable Tolling .....	2-6
Other public comments received.....	2-19
Letter from Ms. Virginia Gunby: .....	2-19
Email from Mr. Craig Martin: .....	2-27
<b>Chapter 3 Agency Scoping Comments.....</b>	<b>3-1</b>
Summary of Discussion .....	3-1
Other agency comments received .....	3-7

## APPENDICES:

---

- Appendix A: Public Scoping
- Appendix B: Agency Scoping



# Chapter 1 Introduction

---

Scoping is the process of defining the content, or scope, of an environmental document. The scoping process is used to explain the project to agencies and the public, define the range of alternatives that will be analyzed in the document, and identify the major issues of concern to both regulatory agencies and local citizens.

The Urban Partnership SR 520 Variable Tolling Project team conducted two public scoping meetings. The first was held on June 24, 2008 from 4:00 p.m. to 7:00 p.m. at the Navel Reserve Building, Lake Union Park, 860 Terry Ave. N in Seattle. The second meeting was held on June 25, 2008 from 4:00 p.m. to 7:00 p.m. at Bellevue City Hall, 450 110th Avenue NE in Bellevue. The meetings used an informal, open house format. Exhibits, maps, and other pertinent information about this project were displayed, and project team members were present to answer questions. Written comments could have been submitted during the open house, or at a later time by mail or e-mail to the following address:

Paul Krueger WSDOT Environmental Manager  
Urban Partnership SR 520 Variable Pricing Project  
401 2<sup>nd</sup> Ave. S., Suite 400  
Seattle, WA 98104.  
E-mail: [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

The legal notices for the public scoping meetings were published in the Seattle Times and Seattle Post-

October 2008

---

Intelligencer newspapers on June 16, 2008. The legal notices stated that WSDOT would receive scoping comments through July 17, 2008. In addition to the legal notice(s), we used several WSDOT e-mail update lists to notify people about the scoping meeting. Copies of the legal notice, mailers, meeting displays, and written comments are included in Appendix A at the end of this report.

If we discover significant environmental impacts during the environmental analysis, we would need to prepare an environmental impact statement (EIS) for the project. If this happens no additional scoping meetings will be held; however the Notice of Intent, published in the Federal and SEPA registers, would announce a deadline for submitting written comments on the scope of the alternatives to be considered.

We held a separate scoping meeting for federal, state and local agencies, as well as Native American tribes from 10:00 a.m. to 12:00 p.m. on August 6, 2008 at the WSDOT Urban Corridors Office in downtown Seattle. For the agency scoping meeting, we mailed a letter on July 24, 2008 to all the agencies and Native American tribes that have jurisdiction or possible interest in the project inviting them to the meeting. The letter also requested that they send written comments if they could not attend the meeting. We requested that they send us comments by August 29, 2008. A copy of this letter, a list of the recipients of the letter, meeting minutes from the agency scoping meeting, and all written comments received are included in Appendix B at the end of this report.

## **What is the purpose of the scoping report?**

The purpose of this report is to document the efforts and results of the formal scoping process conducted by

---

October 2008

WSDOT for the Urban Partnership SR 520 Variable Tolling Project. The information in this report will be used by the Federal Highway Administration (FHWA) and WSDOT to ensure that the environmental issues and concerns identified during the scoping process are adequately addressed in the environmental assessment (EA). In addition, responses to comments and answers to questions from the public, tribes, and agencies received during the scoping period are included.

## What is the background of the project?

The U.S. Department of Transportation's National Strategy to Reduce Congestion on America's Transportation Network, otherwise known as the Congestion Initiative, called on the Department to enter into Urban Partnership Agreements (UPAs) with model cities, pursuant to their commitment to, among other things, implement "broad congestion pricing."

In August 2007, the Secretary announced five final urban partners: Miami, Minneapolis/St. Paul, New York City, San Francisco, and Seattle. A total of \$853 million in Federal discretionary grants for these partners was also announced.

Connecting I-5 in Seattle to I-405 and the region's hi-tech industry center, the SR 520 corridor is congested. It carries about 110,000 vehicles each day, almost double the capacity for which it was designed.

The Lake Washington Urban Partnership is a cooperative agreement between the federal government, WSDOT, King County and the Puget Sound Regional Council, to employ innovative traffic management tools and strategies for improving traffic flow along SR 520 and I-90 between Seattle and the Eastside. These strategies, known as the four T's, include:

October 2008

- Tolling
- Technology and Traffic Management
- Transit
- Telecommuting

Among other things, the agreement calls for a new variable tolling system that could improve traffic flow on the SR 520 corridor. Tolling on the SR 520 bridge could begin as early as next year. Electronic tolling, along with other new technology also could help ease congestion by better managing traffic demand and providing drivers with real-time traffic information to make better decisions in their commute. Tolling revenue would be invested in the SR 520 corridor as required by state law (RCW 47.56.820).

## What is the project description?

WSDOT and the FHWA are proposing to reduce congestion on SR 520, between I-5 and I-405, by implementing variable tolling on SR 520. The agencies will prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the proposed Urban Partnership Agreement SR 520 Variable Tolling Project.

This project would implement variable tolls on all through-lanes of SR 520 between I-5 and I-405. All tolls would be collected using video and electronic toll collection technology at highway speeds. Traditional stop-and-go toll booths would not be used to collect tolls. Revenue generated will be reinvested in the SR 520 corridor, subject to legislative appropriation.

As the project moves forward, WSDOT will identify and define configuration alternatives and pricing scenarios for implementing variable pricing on SR 520. “Configuration alternatives” refer to the type, number, and location of tolling facilities while “pricing scenarios” refers to the

October 2008

---

approach to pricing. These alternatives will be discussed in detail in the EA document.

The UPA also calls for WSDOT and its agency partners to implement Active Traffic Management (ATM) technology (e.g., variable speed/lane control), increased and enhanced transit service, and enhanced travel demand management programs (e.g., telecommuting). These elements of the UPA are not the subject of this Environmental Assessment.

October 2008

---



## Chapter 2 Public Scoping Comments

---

There were two sets of questions posed to the public at the scoping meetings. The first set of questions asked included:

- Do you have any comments about the technology component of the Urban Partnership?
- Do you have any comments about the transit component of the Urban Partnership?
- Do you have any comments about the telecommuting component of the Urban Partnership?

The second set of questions that were asked specifically referred to the Urban Partnership SR 520 Variable Tolling Project:

- What aspects of the environment do you think should be studied and why?
- Please describe any concerns you may have about potential environmental impacts.
- What measures should WSDOT consider to reduce potential impacts?
- Do you have any other comments about the proposed project?

Responses to each comment are included below immediately following the comment itself. To see copies of the original forms submitted at the meetings, see Appendix A.

---

October 2008

## Comments received from the first set of questions

### Urban Partnership Technology

*Do you have any comments about the technology component of the Urban Partnership?*

1. **Comment:** Need more technology for Transit – a variety of real-time information

**Response:** King County Metro, one of the UPA agency partners, is planning to implement real-time traveler information signs at various transit stop locations.

2. **Comment:** You will have a hard time collecting from occasional travelers who don't have transponders. And the whole notion of electronic tolling in the manner proposed raises serious privacy concerns.

**Response:** A plan is currently being developed to collect tolls from users of the facility who do not have transponders. Your privacy concerns are noted. Appropriate steps will be taken to ensure the privacy of users.

3. **Comment:** Looks good. Seems like everything is being considered.

**Response:** Thank you for the comment.

4. **Comment:** Good work!

**Response:** Thank you for the comment.

5. **Comment:** All sound like good ideas.

---

October 2008

**Response:** Thank you for the comment.

6. **Comment:** Can domestic violence victims purchase anonymous toll RFID? Can citizens concerned about privacy get anonymous prepaid toll RFID?

**Response:** Yes. Anonymous accounts are currently available with the existing WSDOT *Good To Go!*<sup>TM</sup> electronic tolling program and will be available for use on the SR 520 toll facility.

7. **Comment:** Important. I believe DOT has some good components in the works.

**Response:** Thank you for the comment

8. **Comment:** Outlined plans for electronic signage sound like a good way to both improve safety and help with congestion.

**Response:** Thank you for the comment.

## Urban Partnership Transit

*Do you have any comments about the transit component of the Urban Partnership?*

9. **Comment:** We need a bicycle corridor from Madison Park to UW. It would be, by far the shortest commute to U of W – To transit to places N and E.

**Response:** Thank you for the comment, however, this action would be beyond the scope of this project.

10. **Comment:** Support Ferry from eastside to south lake union with transfer to the street car.

October 2008

**Response:** Thank you for the comment, however, this action would be beyond the scope of this project.

11. **Comment:** BRT makes the most sense.

**Response:** Thank you for the comment.

12. **Comment:** I would like to see more buses and transit options for east and west commute.

**Response:** The transit component of the UPA project will increase transit service across the SR 520 bridge.

13. **Comment:** More buses are good idea also for the current bridge.

**Response:** The transit component of the UPA project will increase transit service across the SR 520 bridge.

14. **Comment:** Yes more park and ride. Encourage companies to subsidize bus use by employee.

**Response:** These will be aspects of the overall UPA strategy.

15. **Comment:** Need more – are motorcycles free? They get better mileage and cause less road damage.

**Response:** The toll price for all vehicle types is still being studied.

16. **Comment:** Multiple approaches – bus/rapid transit-bus/light rail/employer or neighborhood-related van pooling - ultimately streetcars. More variety is better (see Portland and Toronto).

---

October 2008

**Response:** Multiple approaches are part of the overall UPA strategy.

17. **Comment:** Some people have jobs that require them to use their car during the work day, so they are not going to take bus or light rail usually. Please consider their needs and reducing commute times for single occupant vehicles.

**Response:** Part of the goal is to reduce congestion on the SR 520 bridge which would ultimately help to reduce commute times for SOVs.

18. **Comment:** Make buses more comfortable than cars. Internet access, private “booths” for extra fee.

**Response:** Thank you for the comment, however, this action would be beyond the scope of the UPA project.

19. **Comment:** Yes – Create excellent pick-up and drop-off situations for informal carpooling - informal carpooling works great in the Bay Area for both the Bay Bridge and the Golden Gate.

**Response:** PSRC, one of the UPA agency partners, will be considering various travel demand management concepts and strategies.

## Urban Partnership Telecommuting

*Do you have any comments about the telecommuting component of the Urban Partnership?*

20. **Comment:** Anything that can be done to make it possible for people to work out of home 1-2 days a week should be encouraged. This requires

October 2008

phone service to allow central office calls to be routed to home office and high speed internet access.

**Response:** Thank you for the comment.

21. **Comment:** Telecommuting is bad for social interaction and society as a whole.

**Response:** Thank you for the comment.

22. **Comment:** Great idea.

**Response:** Thank you for the comment.

23. **Comment:** Higher tolls might also promote telecommuting, simply by adding to the cost of commuting in a very visible way.

**Response:** It is likely that tolling will increase the amount of telecommuters in the area.

## Comments received from the second set of questions.

### Urban Partnership Variable Tolling

*What aspects of the environment do you think should be studied and why?*

24. **Comment:** Please do a comparative analysis of traffic congestion/speed of the three plans as it affects the Montlake Bridge intersection.

**Response:** The SR 520 Variable Tolling project has only one tolling proposal. The SR 520 Bridge Replacement and HOV Project is looking at three plans for the Montlake interchange. The Supplemental Draft EIS for that project will

---

October 2008

include a traffic analysis that looks at Montlake Boulevard.

25. **Comment:** Start tolling now. Don't wait another month. Start testing now, start measuring traffic effects and congestion impacts NOW.

**Response:** The project is underway, including testing and traffic analysis. Tolling will potentially begin as early as 2010.

26. **Comment:** Lower fees for registered low emission vehicles such as plug-in hybrids and increased change for GVW (since it pollutes more and causes more damage).

**Response:** Toll pricing for vehicle types is being studied.

27. **Comment:** Start soon study impact - how people will change their habits. Air, Water, Greenery - all seem to be handling current impact.

**Response:** Our analysis for the SR 520 Variable Tolling Project will consider all elements of the environment, but we expect to focus on traffic and socioeconomic issues.

28. **Comment:** If variable tolling would keep the bridge from gridlock (cars idling) then that's a good idea.

**Response:** Reduced congestion is one of the goals for the project.

29. **Comment:** Noise pollution.

**Response:** Noise will be studied as part of the environmental analysis.

October 2008

---

30. **Comment:** How tolling impacts volume of 520 and I-90? How tolling impacts poor families? How tolling impacts economy? Climate change?

**Response:** All of these issues will be studied as part of the environmental analysis.

31. **Comment:** Change in emissions with more efficient movement of vehicles.

**Response:** Air quality will be studied as part of the environmental analysis.

32. **Comment:** It seems to me that tolls will reduce number of cars and this will improve air quality and reduce noise. The sooner the tolls start the better.

**Response:** The project is underway, including traffic and environmental analysis. Tolling will potentially begin as early as 2010.

33. **Comment:** Provide full tolling scenario studies before the SR 520 supplemental EIS is completed. With tolls, the six-lane alternatives may not be needed, and an enhanced, transit-optimized 4-lane will work better.

**Response:** The SR 520 Bridge Replacement and HOV Project is evaluating bridge replacement alternatives and has studied a tolled 4-lane bridge alternative. The SR 520 Variable Tolling Project is not considering any bridge replacement scenarios.

34. **Comment:** Clean energy, low-emissions mass transit. Increased bus feeder lines to discourage auto use in the first place.

**Response:** Increasing transit service across the SR 520 bridge is part of the overall UPA proposal, but not part of the SR 520 Variable Tolling Project.

35. **Comment:** The economic environment.

**Response:** This will be addressed as part of the environmental analysis.

36. **Comment:** Animal habitats, noise pollution, use of environmentally friendly materials, and “earth-friendly” disposal/recycling of debris from demolition. It’s the right thing to do.

**Response:** Wildlife and noise will be addressed as part of the environmental analysis for this project. The project will require very little demolition.

37. **Comment:** Carbon output; water quality/runoff/groundwater from the bridge; localized air quality/pollution; wetlands, fish habitat, and other wildlife impacts; noise pollution (in order of priority, from greatest to least)

**Response:** These issues will be addressed as part of the environmental analysis.

*Please describe any concerns you may have about potential environmental impacts.*

38. **Comment:** Salmon and global warming emissions.

**Response:** These issues will be addressed as part of the environmental analysis.

39. **Comment:** I don’t think we should worry about “low-income” drivers. If they drive on the roads they shouldn’t be given any discounts! Although I

October 2008

drive a hybrid and could claim “discount” it’s a slippery slope and should not be considered for anyone for any reason.

**Response:** The environmental analysis will study the effect of the project on low-income users.

40. **Comment:** Noise across Portage Bay – environmentally sensitive area and multiple neighborhoods impacted.

**Response:** Noise will be addressed as part of the environmental analysis.

41. **Comment:** I would like to see more people use transit. If the cost to drive goes up – more people will use transit.

**Response:** Increasing transit service across the SR 520 bridge is part of the overall UPA proposal, but not part of the SR 520 Variable Tolling Project.

42. **Comment:** What may happen to the Montlake cut, UW, and views from Husky Stadium.

**Response:** This project will not include any construction near the Montlake Cut or the University of Washington. There will be no impact on views from Husky Stadium.

43. **Comment:** Tolls must not become an engine for incessant highway-building. They should be used for congestion-pricing which helps reduce the need for additional highway lanes.

**Response:** Reducing congestion on the existing SR 520 bridge is one of the goals of the SR 520 Variable Tolling Project.

44. **Comment:** Encourage multiple occupancy vehicles, reduce single-occupancy.

**Response:** We expect that implementing a toll on the bridge will encourage car pooling. The project will evaluate several pricing scenarios, including the potential for a high occupancy vehicle discount.

45. **Comment:** Obviously effects of increased air pollution, carbon output, and run-off pollution from an increased number of vehicles since under the current (6-lane) plans the bridge does carry greater capacity and therefore higher VMT. I still think that the greatest environmental benefits are derived by limiting the SOV capacity of the bridge and replacing SOV lanes with HOV lanes and transit lanes – if a 6-lane bridge is truly required, make it one SOV lane in each direction, one HOV lane in each direction, one transit only lane in each direction.

**Response:** We are not studying any bridge replacement scenarios for the SR 520 Variable Tolling Project. The SR 520 Bridge Replacement and HOV Project is considering different alternatives for replacing the existing bridge.

This project is only implementing a toll on the existing bridge. One of the project goals is to reduce congestion on SR 520.

*What measures should WSDOT consider to reduce potential impacts?*

46. **Comment:** Reduced fees for low emission and plug-in vehicle. Rainwater catchment or screening. More porous lids for traffic covers.

October 2008

**Response:** We are evaluating several different pricing scenarios for the project. The project does not include any changes to the way stormwater is handled on SR 520 nor does it include construction of lids over the highway. A new stormwater treatment system and lids are components being studied as part of the SR 520 Bridge Replacement and HOV Project and the SR 520 Eastside Transit and HOV Project.

47. **Comment:** Variable tolling will socially engineer some drivers to change their habits or preferences and those changes can and will be measured throughout the corridor. What it cannot do is measure the “anger factor” of those people who are socially engineered. That “anger factor” can become the death nell for tolling and the many benefits it has to offer us all. I suggest “income based tolls” “from each according to their ability”. This absolutely adds fairness and equity to tolls, and compliments variable tolling. The variable income will be spread across all income levels. When things are fair. Anger disappears. “Income based tolling” or “Teddy Tolls” need to be a part of 520.

**Response:** The tolling structure is currently being studied. No decision has yet been made on the toll pricing.

48. **Comment:** High noise barriers (truckers stacks are 8’ high!). Move “compression brakes illegal” sign to viaduct itself, not at merge area where drivers look at traffic, not road signs.

**Response:** No noise barriers are currently planned as part of this project. It is unlikely that the project will change noise levels enough to

require that noise mitigation be considered. We will reassess this after the traffic analysis is completed.

49. **Comment:** Look for balance.

**Response:** Thank you for the comment.

50. **Comment:** Apply tolls first then after we see their impact on demand, decide whether new highway lanes are needed. Tolls reduce the need for more highway lanes.

**Response:** The goal is to have tolls in place on the existing SR 520 bridge prior to completion of construction of the replacement bridge.

51. **Comment:** Look at tolling I-90 to prevent diversion. Look at tolling under bridge/overpasses to save money and keep overpassing structure to a minimum.

**Response:** Different tolling scenarios and configurations are currently being studied. Tolling I-90 is being considered but is not currently part of this project.

52. **Comment:** Toll all major arteries; 520, 405, I-90 and I-5, but especially I-90.

**Response:** The scope of this project is currently limited to tolling SR 520.

53. **Comment:** For early tolling it would be fairer to all and be more acceptable to the citizenry, if tolls were limited solely to rush hour periods. This would enable data to be gathered re: traffic

reduction and/or diversion without penalizing people with no net visible benefit.

**Response:** The project will study various tolling scenarios.

54. **Comment:** Animal habitats, noise pollution, use of environmentally friendly materials, and “earth-friendly” disposal/recycling of debris from demolition. It’s the right thing to do. Consult experts in these fields.

**Response:** The SR 520 Variable Tolling Project Environmental Assessment will look at the effects of implementing a toll on the existing SR 520. The analysis will include all aspects of the environment. However, the project does not include the demolition of the SR 520 bridge. A new SR 520 bridge is being studied as part of the SR 520 Bridge Replacement and HOV Project. WSDOT is currently preparing a Supplemental Draft EIS for that project.

55. **Comment:** Model average VMT for various lane configurations – this is a good measure of carbon output and we don’t really have accurate carbon modeling tools yet; Use federal EIS guidelines for water, fish, etc. and enforce them!

**Response:** This project is not proposing any different lane configurations for SR 520. A separate project, the SR 520 Bridge Replacement and HOV Project, is studying different lane configurations for a new SR 520 bridge. All federal and state legislation and guidelines will be followed by both projects.

*Do you have any other comments about the proposed project?*

56. **Comment:** While I understand the need for tolls to fund construction, as well as relieve congestion—I worry about lower-income people whose mobility will be limited by high tolls – or worse, have to pay with their time (alternative routes) if they can’t afford the tolls.

**Response:** The environmental analysis will study the effect of the project on low-income users.

57. **Comment:** If 520 traffic shifts to 90 or around lake, could trigger cause earlier tolling on 90?

**Response:** Tolling I-90 is being considered but is not currently part of this project.

**Comment:** More park and ride facilities on east side of bridge. Support foot ferry study for implementation from east side to University to South Lake Union., from Madison Park to University to South Lake Union, from Kirkland to University to South Lake Union, from Kenmore to University to South Lake Union.

**Response:** Park and ride improvements are currently part of the overall UPA project, but passenger-only ferry service is not. This project, the SR 520 Variable Tolling Project is only proposing to implement a toll on the existing SR 520 bridge.

58. **Comment:** Pending the construction of a new bridge, I think there are some good ideas here.

**Response:** Thank you for the comment.

59. **Comment:** Need more car lanes – 2 each direction is no improvement – it’s what is already there. Rapid transit is not sufficient to entice people out of their cars! Not enough park and ride in Medina or anywhere.

**Response:** This project would only implement a toll on SR 520. It would not make any changes to the configuration of the highway. Different lane configurations for the SR 520 bridge have been studied as part of the SR 520 Bridge Replacement and HOV Project, which is a separate project.

60. **Comment:** Excellent project.

**Response:** Thank you for the comment.

61. **Comment:** I am in favor of tolling on both I-90 and 520.

**Response:** Tolling I-90 is being considered but is not currently part of this project. This project would only implement a toll on SR 520.

62. **Comment:** How will tolling affect motorbikes and scooters? Will there be discounts?

**Response:** Different pricing scenarios for different types of vehicles are currently being studied.

63. **Comment:** I would like to see dynamic tolling – not time of day tolling.

**Response:** Dynamic pricing works best when the decision to use the toll facility can be made close to where the toll will be applied. For SR 520, this decision would need to occur very far away from the corridor, such as south of I-90, or north of SR 522. Because of the distance required for notification, by the time a driver reaches SR 520,

the toll could change dramatically. Additionally, static pricing does a better job of congestion reduction because a commuter will be able to make more informed decisions on their route. For example, a commuter would know while planning their trip from home or work what tolls to expect at certain times of day. Static pricing should facilitate the emergence of a more stable and reliable trip pattern for the corridor. Based on these reasons, we are planning to implement variable static pricing instead of dynamic pricing.

64. **Comment:** Increase the amount of bus routes and make some of the current ones that serve Bellevue run all day. Most buses serve only Kirkland/Redmond, which is inadequate. Put wifi on all buses. Allows for better use of time and lure transit riders.

**Response:** Increasing transit service across the SR 520 bridge is part of the overall UPA proposal, but not part of the SR 520 Variable Tolling Project.

65. **Comment:** Look for easy opportunity to provide green - like parks. Use quiet pavement. Use noise walls. Don't skimp on mitigation.

**Response:** The physical changes to SR 520 as a result of this project are likely to be minimal. The mitigation measures you describe are being considered by the SR 520 Bridge Replacement and HOV Project and the SR 520 Eastside Transit and HOV Project.

66. **Comment:** Fully integrate it with the SR 520 supplemental EIS. It looks like this is not happening.

October 2008

**Response:** This project and the SR 520 Bridge Replacement and HOV Project are being pursued as separate projects. The two project teams are coordinating with each other.

67. **Comment:** Good job on the presentations.

**Response:** Thank you for the comment.

68. **Comment:** Very positive development.

**Response:** Thank you for the comment.

69. **Comment:** Implement congestion-pricing variable tolls on both I-90 and SR 520 simultaneously in any case (i.e., if 520 tolls start before construction, I-90 should also be tolled).

**Response:** Tolling I-90 is being considered but is not currently part of this project. This project would only implement a toll on SR 520.

70. **Comment:** Git'er done!

**Response:** Thank you for the comment. The process is underway.

71. **Comment:** Limit the size and capacity of the project so you do less damage and you will need less expensive (and ultimately, less effective than not doing damage in the first place) mitigation.

**Response:** This project will only add tolling equipment at the east end of the Evergreen Point Bridge. It will not make any other modifications to SR 520. The physical capacity of the bridge will be unchanged.

## Other public comments received

In addition to the comments received at the public meetings, one letter was received, and one email was received. Responses are included after each comment in the letter and email. For an original copy of the letter, please see Appendix A.

### Letter from Ms. Virginia Gunby:

*Technology—Comments about this component of the Urban Partnership*

72. **Comment:** Traditional ramp metering, cameras, changeable messages need to up-dated with new evolving 21st Century technology, that keep users informed about transit, lane warning signs, traffic, and parking conditions. Get agreement that City Parking Meters will be changed to higher prices at peak hours, to increase the turnover of the use of street parking, particularly in commercial center areas and discourage driving.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

73. **Comment:** All forms of new user information formats should be reviewed and the best available and made known to the public. Such as on-line traffic conditions available on computers, personal phones for all types of SR 520 corridor users and prospective users would be a great assistance. (INRIX - Brain Mistele, CEO - "National Traffic Scorecard" - A Kirkland firm

October 2008

has developed a system that tracks traffic movements/patterns all over the U.S., and major world cities with a new technology, or other private northwest technology firms).

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

74. **Comment:** Monitoring the current traffic with cameras and trip time information, that includes not just SOV but also Transit routes and BRT and LRT route schedule and times, Bicycle real travel time, and bike spaces at LRT stations or all of the new 520 Transit transfers or “Flyer Stops”.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

75. **Comment:** Preferential/priority for transit movements to and from SR 520 entering or exiting from local arterials. Better user information at bus stops on various routes arrivals and destinations. (Portland Metro has a modern transit stop information system).

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

76. **Comment:** Automatic Incident Detention system (AID) – described in Traffic Technology Magazines – public in London England.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

77. **Comment:** Information on location of destination parking spaces or travel alternatives to the U of W (U-pass, Seattle CBD, U district, Overlake (Microsoft) Bellevue, Redmond, University Village, Children’s Orthopedic Hospital parking spaces available, in addition to Info on alternative travel options rideshare, trip reduction programs, etc., for reaching the above centers of activity or employment.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

78. **Comment:** Seek a SR 520 Corridor Partnership Agreement about pre-during construction and post construction policies with the corridor adjacent jurisdictions and major employers to regularly monitor and report to the partners on the outcomes of the various “Partnership” programs, and if necessary, to revise to improve the results and to keep the SR 520 and I-90 corridors sustainable, over the long term life of

both bridges. (See WSDOT's Jean Mabry's 2001 SR 520 TEEM Study – Robin Mayhew – PSRC).

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

### *Transit Component—for Urban Partnership*

79. **Comment:** Assist the “A” 520 Design “Transit Friendly” option with new ideas to assist transit trip speed, ramps versus “T” ramps and Freeway flyer stops, and improving inter-modal connections to the new Sound Transit LRT Stadium station, to increase transit use on SR 520 for users, and ways to provide up-to date info on transit routes/schedules to reduce SOV auto trips.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

80. **Comment:** Assure that a share of the Tolls funds collected are allocated to help subsidize increased transit services on SR 520, and feeder routes to SR 520 and from the major park and ride of urban centers.

**Response:** The Washington State Legislature will decide how the toll revenue from this project will be used.

81. **Comment:** Seek CTR agreements with major employers and cities to subsidize transit passes, charge for parking use at work, and plan together for more transit friendly development on the eastside.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

82. **Comment:** Do not develop more public free park and rides on the eastside that are a 20th Century out-of date solution to a 21st Century problem. Encourage the jurisdictions to plan for more connected local road systems, less cul-de-sac development, more mixed use development that will make it easier to increase the use of bicycles, walking and the use of transit.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

### *Telecommuting Component*

83. **Comment:** Provide information and examples on how many businesses are promoting telecommuting for their employees.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to

individuals at WSDOT who are involved with these particular components.

84. **Comment:** Meet with employers and Architects who have designed homes and new business centers for the promotion of telecommuting.

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

85. **Comment:** Work with major employers on the east and west side to enable new connections for “casual” carpooling with users getting “safe rider” “badges” who can find help with trips on the internet, or be at certain entrances of 520 to get a pickup into the HOV lanes. (San Francisco – Bay Bridge – Example).

**Response:** The technology, transit and telecommuting components of the UPA project are not part of this environmental assessment. However, we have forwarded these comments to individuals at WSDOT who are involved with these particular components.

### *Tolling Component*

86. **Comment:** Pre-Construction Tolling is needed to reduce the overall interest costs on the construction of the bridge, but should be continued to help manage the traffic.

**Response:** The Washington State Legislature will decide how the toll revenue from this project will be used.

October 2008

---

87. **Comment:** Need to focus on getting the public “trust” and the Legislature involved in the transportation funding crisis/problems, and the ways that avoid “big-brother” knowing where toll-payers are traveling, (Privacy issues) in order to inform and assuage the public opposition to tolling ASAP, if tools are to be in place in 2009. (The current public Tolling meetings are talking mostly to the choir.)

**Response:** The public meetings currently being held by the Tolling Implementation Committee will result in a report to the Legislature in the 2009 session.

88. **Comment:** Diversion of traffic to I-90 and SR 522 should be monitored. I-90 users should have the benefit of the construction of the last 2 phases of the R8A-HOV lanes completed, to improve the use of transit in HOV lanes, as an incentive to accept I-90 tolling.

**Response:** Tolling I-90 is being considered but is not currently part of the SR 520 Variable Tolling Project. This project would only implement a toll on SR 520. Traffic diversion will be studied as part of the EA for this project. Solutions and/or mitigation measures will be formulated once the results of the studies are available.

89. **Comment:** Easy info and use of E-Z PASS to GOOD TO GO! on vehicle that Pass through the transponders will handle most locals, but need a system can identify out-of-towners or others who are casual users of the corridor. (In London drivers can pay at any gas station, after their license is identified as a user without a pass.)

October 2008

**Response:** Our current plan is to send users without transponders a bill in the mail to the address that the car is registered.

90. **Comment:** Dynamic tolling policies that have higher fees at the peak hours are needed to reduce SOV trips and encourage use of alternative Transportation, *but do not go to HOT lanes that permit SOV's in to the HOV lanes. (It will be tempting for the added money, but counter to a policy of reducing SOV trips and use TDM to manage traffic!)*

**Response:** Our current plan is to implement open road tolling in all lanes, not HOT lanes, on the existing SR 520 bridge.

91. **Comment:** Any Diversion of SR 520 trips to other local state routes should be measured and reported regularly, and strategies adopted, such as tolling I-90 to reduce the SR 520 diversions.

**Response:** Diversion routes will be studied as part of the EA traffic analysis. Solutions and/or mitigation measures will be formulated once the results of the studies are available.

92. **Comment:** Consideration must be given to the need to use part of the **tolls to guarantee a long-term transit service subsidy** and long term traffic management on SR 520. WSDOT should allow for this in there forecasted estimates of all revenues to pay-off the Construction bonds.

**Response:** The Washington State Legislature will decide how the toll revenue from this project will be used.

93. **Comment:** This state should not consider any Public Private Partnership Agreements on SR 520 primarily because the private entrepreneurs from all over the world involved in these are seeking to make a profit increasing 520 SOV trips and revenue. The state has a public interest, non-profit motive of reducing trips 20% on the 520 corridor by 2020 to meet the 2008 Green House Gas reduction Goals, and to increase transit and reduction of SOV trips.

**Response:** This project will not use a Public Private Partnership Agreement.

### Email from Mr. Craig Martin:

94. **Comment:** Assuming bridge tolls are approved, consider reducing the impact on drivers by facilitating a variety of inventive payment conduits. For example, make it easy for a Mercer Island restaurant to pay tolls for customers from the mainland. Or something similar for theatre patrons or skiers. Could there be a slight credit for drivers who stick to a 4-day work week? The point is that businesses and people will have lots of good ideas that could make the typical toll a little less provided the toll structure is flexible enough to facilitate creative ideas.

**Response:** A variety of tolling scenarios and options are currently being studied.

October 2008



# Chapter 3 Agency Scoping Comments

---

Comments received at the agency scoping meeting  
Below is a summary of the presentation to the agencies  
and municipalities that attended the scoping meeting and  
the questions, comments and responses that were  
discussed at the meeting.

## Summary of Discussion

Paul Krueger provided background information on the  
Lake Washington Urban Partnership. Puget Sound  
Regional Council, King County and WSDOT comprise the  
Urban Partnership. He explained the concept of the Four  
T's (Transit, Technology, Telecommuting - which includes  
TDM - and Tolling) and how they will help reduce  
congestion in the SR 520 corridor.

With reference to tolling, Mr. Krueger mentioned that  
Electronic Tolling is currently being utilized on the  
Tacoma Narrows Bridge as well as SR 167.

FHWA and WSDOT are preparing an Environmental  
Assessment (EA). The primary transportation issues being  
studied are:

- Traffic volumes
- Diversion
- Mode share
- Travel speeds

---

October 2008

And for Environmental Justice:

- Transit surveys
- Phone surveys
- Focus groups

1. **Q:** Forty-five new busses are proposed as part of the transit improvements along SR 520. Where is this money coming from for the operation of these busses?

**A:** There is an agreement that the partners will fund the operations of the increased transit. Where the exact funding is coming from has yet to be identified.

2. **Q:** How does the Urban Partnership fit with the SR 520 project, and specifically the Tolling Implementation Committee? Are the numbers consistent, and are the modeling efforts consistent?

**A:** Coordination efforts are on going to ensure consistent assumptions. The modeling process is an ongoing effort. WSDOT is performing the work, PSRC is providing the model. In order to move forward with a plan and detailed rate schedules, the PSRC model does not drill down deep enough. WSDOT will provide more detailed modeling. The tolling committee was set-up to look at different tolling opportunities to pay for the SR 520 bridge replacement project, including early tolling of SR 520. They are going to report their findings to the legislature in the 2009 session. The use of the tolling revenue is subject to legislative appropriations.

3. **Q:** Will the tolling technology be compatible with the transponders from the East Coast?

**A:** No. We are working with other West Coast states to ensure compatibility with their systems.

---

October 2008

4. **Q:** How will the tolling work with HOV lanes?

**A:** This is something that is being looked at in the SR 520 Bridge Replacement and HOV Project EIS. HOV lanes will not be part of the SR 520 Variable Tolling Project.

5. **Q:** When will the tolling be implemented?

**A:** The grant language states that it needs to be operating by September 30, 2009. However, this is subject to renegotiation.

6. **Q:** How was the location of the tolling equipment chosen?

**A:** There are several factors involved. We want to locate it on the existing truss bridge over the east navigation channel. If that can't be done, a stand-alone structure will be constructed adjacent to the truss bridge. We want to remain on the bridge because there will be less need to move the equipment once in place as the construction goes forward with the Eastside project on SR 520. Also, there is more room near the east end of the bridge to place the pad and cabinets needed to support the tolling equipment. The pad and cabinets would be just south of the roadway.

7. **Q:** Will there be signs for people that don't normally use the bridge before the last possible exit about the toll?

**A:** Likely. The signing will be looked at.

8. **Q:** What about segment tolling?

**A:** This is being considered for the SR 520 Bridge Replacement and HOV Project Supplemental Draft EIS. This SR 520 Variable Tolling Project EA is focusing on single-point tolling.

There are several types of lighting that is being explored. There is a specific concern about how the lighting will affect fish populations in Lake Washington.

The environmental focus will be on transportation issues and environmental justice.

9. **Q:** What is the No Build assuming?

**A:** There would be no change to SR 520 in the No Build.

For traffic, we are focusing on 2010 and 2016. We will not be doing much with 2030.

10. **Q:** What is the duration of the tolling?

**A:** For the EA, we are not defining the duration of the tolling.

11. **Q:** When can we expect the Discipline reports for review?

**A:** They should be ready by the end of October.

SDOT and Sound Transit would like the opportunity to review the Discipline Reports.

The City of Bellevue has requested more information about the key transportation assumptions. Jennifer will provide the Transportation Methodology Report when it is available.

Paul asked that formal scoping comments be made by the end of the month (August).

Any further questions or comments should be directed to Paul Krueger.

---

October 2008

On Thursday, August 7, 2008, Terry Marpert from the City of Redmond met with Paul Krueger and Troy Halouska at the Urban Corridors Office to ask questions and give his scoping input.

Paul began by going over the PowerPoint presentation that was given at the Agency Scoping Meeting the day before that describes the project.

12. **Q:** Can toll revenue be used to fund the transit portion of the UPA project?

**A:** Potentially it can. That is still being discussed.

13. **Q:** When measuring throughput, what does that include? People or vehicles?

It basically just includes vehicles.

14. **Q:** Will the Tolling Implementation Committee report guide decisions that will be in the EA?

**A:** The Tolling Implementation Committee report is actually a parallel study to the EA. Their report will be presented to the legislature next session. We are doing the EA right now so that if the legislature provides authorization to toll SR 520, we can implement the project right away.

15. **Q:** How was the location for the tolling facility selected?

**A:** We concentrated on the east side of the bridge first because mainly because there is more room to install the necessary equipment. The toll equipment is proposed to be located on the bridge over the water so that there will be less need to move the equipment due to lane shifts and other construction when the Eastside project is built.

16. **Q:** Will there be a toll in both directions on SR 520?

**A:** Yes.

Terry suggested adding some information to the presentation for this project about what happens to motorists who do not have transponders for the tolls, since this question comes up often.

17. **Q:** Where will intersection traffic analysis be done?

**A:** Right now, it is not planned as part of the analysis for this project. We may need to take a look at some intersections, however. We will determine that after all the modeling is complete.

18. **Q:** Are you going to look at diversion?

**A:** Yes. We will do a system level analysis and focus on SR 522 and I-90.

19. **Q:** If there is a lot of diversion, what is the plan to mitigate for that and what criteria have been developed for any significant impacts?

**A:** We are in the process of developing what the thresholds for the analysis will be.

20. **Q:** When you say reducing congestion, what exactly does that mean? Does that mean absolute numbers for the future, or reducing the future growth of traffic?

**A:** For SR 520, we are looking at actually lowering the total volume of traffic compared to today.

21. **Q:** When you refer to the SR 520 bridges, plural, what all bridges does that include?

**A:** It includes the floating portion of the SR 520 bridge, and the approaches on both sides. It also includes the Portage Bay viaduct.

22. **Q:** Is there anything in the design of this project that will affect the design of the new bridge?

**A:** No, this project will not affect the design of the new bridge.

23. **Q:** Will bicyclists or pedestrians have to pay tolls?

**A:** Bicyclists and pedestrians are not allowed on the existing 520 bridge.

The meeting concluded with Terry thanking Paul for making time to meet with him since he could not actually make the scoping meeting.

## Other agency comments received

Paul Krueger had a telephone conversation with Karen Walter, Watersheds/Land Use Team Leader with the Muckleshoot Indian Tribe Fisheries Division, about the project during the scoping period. After Paul described the project, Karen expressed concern about the effect of lighting at the tolling location on fish in the lake. Karen stated that lighting should be as minimal as possible and should use infrared light. If the lighting uses white (visible) light, she wants WSDOT to perform monitoring to confirm there are no adverse effects. If WSDOT identifies the need for in-water work as part of this project, Karen wants to be contacted again to discuss the project further. Karen also suggested that Muckleshoot Indian Tribe economic development staff may have comments on the project and should be contacted.

No other agency scoping comments were received regarding this project.

October 2008

October 2008

---



# Appendix A: PUBLIC SCOPING

October 2008

---

October 2008

---



## **NOTICE OF URBAN PARTNERSHIP SR 520 VARIABLE PRICING PROJECT PUBLIC SCOPING MEETING**

**Purpose of Notice:** The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing to reduce congestion on SR 520, between I-5 and I-405, by implementing variable tolling on all through lanes of SR 520. The agencies will prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the proposed Urban Partnership SR 520 Variable Pricing Project. WSDOT and FHWA will be holding two public scoping meetings to solicit feedback on the potential environmental impacts to be addressed in the document.

### **Description of Proposed Project:**

The Urban Partnership SR 520 Variable Pricing Project would implement variable tolls on all through-lanes of SR-520 between I-5 and I-405. All tolls would be collected electronically. Revenue generated will be reinvested in the transportation system, subject to legislative appropriation. These investments are likely to be in the SR 520 corridor.

### **Public Scoping Meeting:**

WSDOT and FHWA invite you to attend the environmental scoping meetings:

#### **4 to 7 p.m., Tuesday, June 24, 2008**

Naval Reserve Building  
Lake Union Park  
860 Terry Avenue N  
Seattle, WA 98109

**Bus routes:** 17, 98 (Seattle Streetcar)

#### **4 to 7 p.m., Wednesday, June 25, 2008**

Bellevue City Hall  
450 -110th Avenue NE  
Bellevue, WA 98004

**Bus routes:** 232, 280, 342, 550, 560, 564, 565

### **Purpose of the Scoping Meeting:**

WSDOT and FHWA are holding the scoping meetings to solicit public comments regarding issues to be addressed in the environmental assessment. The meetings will use an informal, open house format. Exhibits, maps, and other pertinent information about this project will be displayed. Staff will be present to answer questions as appropriate and as time permits. Written comments can be submitted during the open house, or by mail or e-mail at the addresses below.

If significant environmental impacts are discovered during the environmental analysis, an environmental impact statement (EIS) may be prepared for the project. If this happens no additional scoping meetings will be held; however the Notice of Intent, published in the

Federal and SEPA registers, would announce a deadline for submitting written comments on the scope of the alternatives to be considered.

**Written Public Comments:**

Please provide all scoping comments by July 17, 2008.

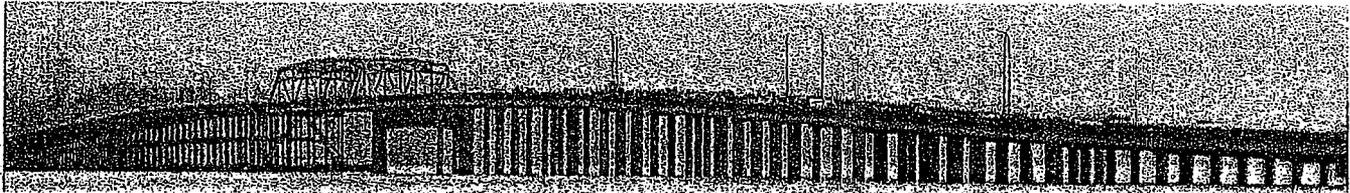
**Send written comments to:**

Paul Krueger WSDOT Environmental Manager  
Urban Partnership SR 520 Variable Pricing Project  
401 2<sup>nd</sup> Ave. S., Suite 400  
Seattle, WA 98104.

E-mail: [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

**Americans with Disabilities Act (ADA) Information:** Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by calling 206-770-3500 by June 19. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

**Title VI:** FHWA and WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For more information about Title VI, please call the WSDOT Title VI Coordinator at 360-795-7098. For language interpretation services, please contact WSDOT at 206-770-3500. It is necessary to speak limited English so that your request can appropriately be responded to.



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

*Need more technology for Transit - a variety of real time info*

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

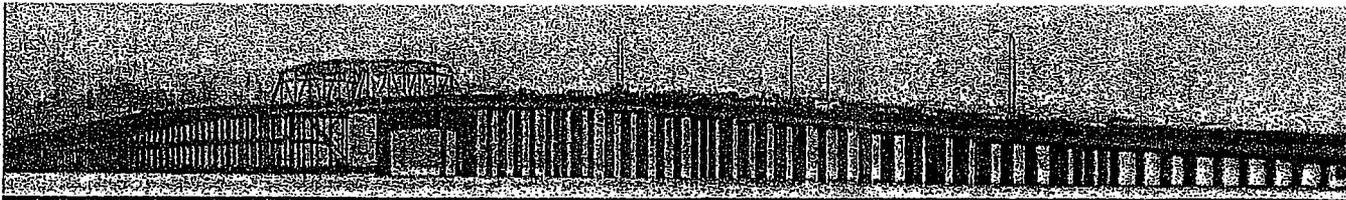


Washington State  
Department of Transportation

Puget Sound Regional Council



King County



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

*You will have a hard time collecting from occasional travelers who don't have transponders —  
And the whole notion of electronic tolling in the manner proposed raises serious*

## Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

*privacy concerns*

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?



## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

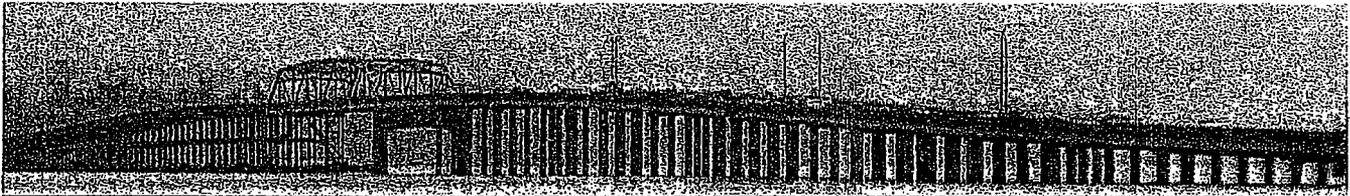
## Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

We need a bicycle carshare from Madison Park to UW  
It would be, by far the shortest commute to UW - To  
transit to places N or E.

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

no

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

no

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

no



Washington State  
Department of Transportation

Puget Sound Regional Council  




King County



## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

## Urban Partnership Transit

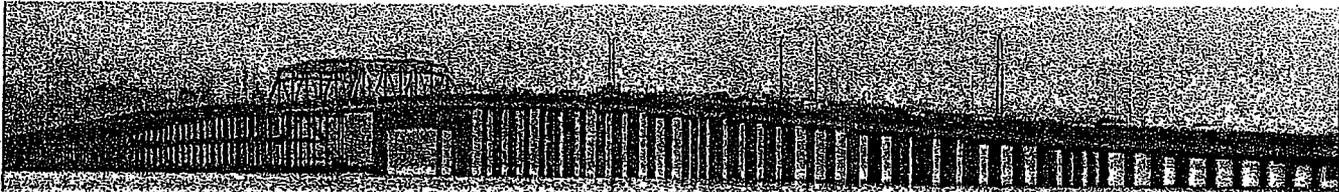
Do you have any comments about the transit component of the Urban Partnership?

Support Ferry from east side to south lake union  
with transfer to the street car

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

Anything that can be done to make it possible for  
people to work out of home 1-2 days a week should  
be encouraged. This requires phone service to allow  
central office calls to be routed to home office +  
high speed internet access



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

- Looks good
- Seems like everything is being considered

## Urban Partnership Transit

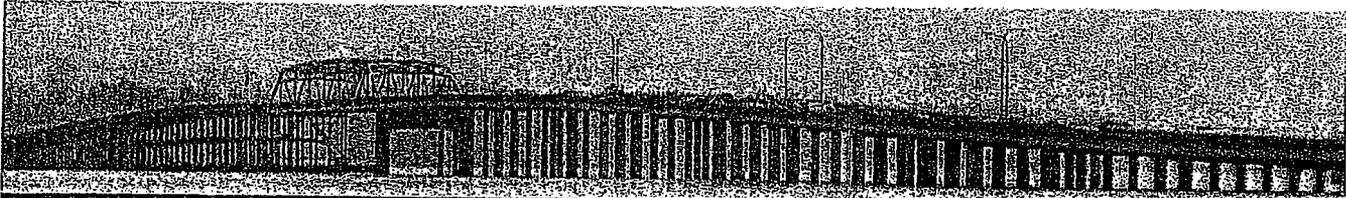
Do you have any comments about the transit component of the Urban Partnership?

BRT makes the most sense

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

Telecommuting is bad for social interaction & society as a whole.



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

*I would like to see more buses & transit options  
for east + west commutes*

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

*Great idea.*



Washington State  
Department of Transportation

Puget Sound Regional Council



King County



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

*Good work!*

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

*All sound like good ideas.*

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

*More buses are good idea also for the current bridge.*

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

*N/A*



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

*Yes more park & ride  
encourage company's to subsidize bus use by employees*

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

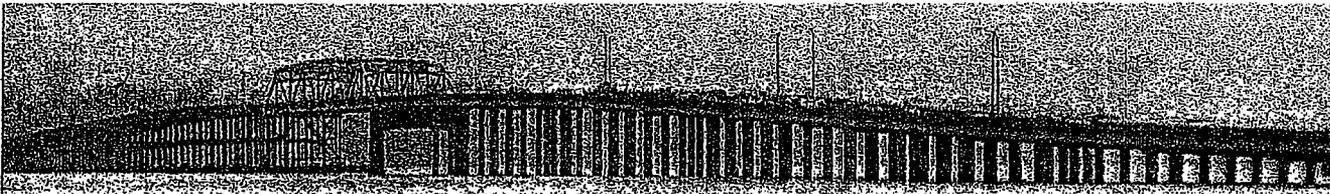


Washington State  
Department of Transportation

Puget Sound Regional Council



King County



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

Can domestic violence victims purchase anonymous toll RFID?  
Can citizens concerned about privacy get anonymous prepaid toll RFID?

## Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

Need more - ave motorcycles free? They get better mileage & cause less road damage

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

RETURN TO: URBAN PARTNERSHIP, C/O PAUL KRUEGER  
WSDOT  
401 2ND AVE SOUTH  
SEATTLE, WA 98104



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

## Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

Multiple approaches - bus / rapid transit - bus /  
light rail / employer or neighborhood-related  
van pooling - ultimately streetcars. More  
variety is better (see Portland & Toronto).

## Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

RETURN TO: URBAN PARTNERSHIP, c/o PAUL KRUEGER  
WSDOT  
401 2ND AVE SOUTH  
SEATTLE, WA 98104



## The Lake Washington Urban Partnership

Summer 2008

### Technology

Do you have any comments about the technology component of the Urban Partnership?

### Transit

Do you have any comments about the transit component of the Urban Partnership?

*Make buses more comfortable than cars:  
Internet access, private "booths" for extra fee.*

### Telecommuting

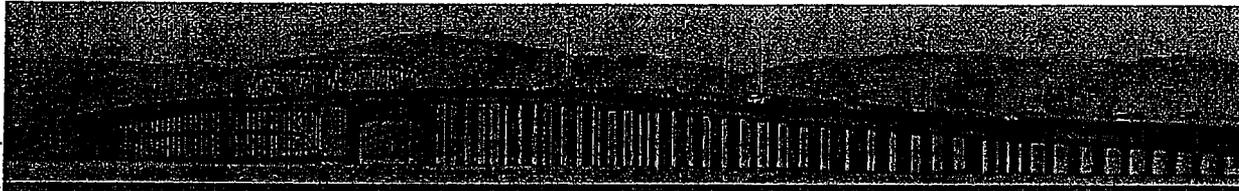
Do you have any comments about the telecommuting component of the Urban Partnership?

*great idea*

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)



## The Lake Washington Urban Partnership

Summer 2008

### Technology

Do you have any comments about the technology component of the Urban Partnership?

Important. I believe DOT has some good components in the works

### Transit

Do you have any comments about the transit component of the Urban Partnership?

Some people have jobs that require them to use their car during the work day, so they are not going to take bus or light rail usually. Please consider their needs and reducing commute times for single occupant vehicles.

### Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Technology

Do you have any comments about the technology component of the Urban Partnership?

Not really - outlined plans for electronic signage sound like a good way to <sup>both</sup> improve ~~both~~ safety and help with congestion.

### Urban Partnership Transit

Do you have any comments about the transit component of the Urban Partnership?

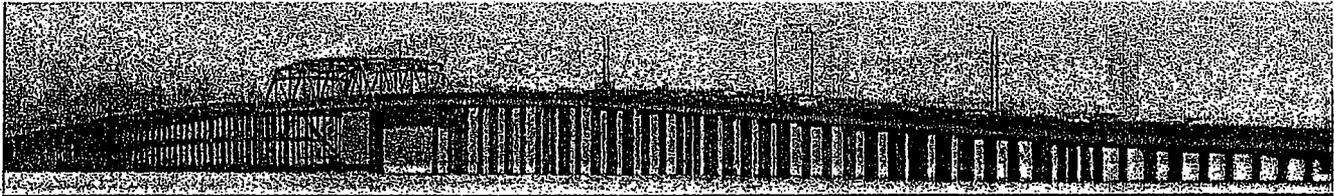
Yes — create excellent pick-up and drop-off stations for informal carpooling — informal carpooling works great in the Bay Areas for both the Bay Bridge and the Golden Gate.

### Urban Partnership Telecommuting

Do you have any comments about the telecommuting component of the Urban Partnership?

Higher tolls might also promote telecommuting, simply by adding to the cost of commuting in a very visible way.





## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

While I understand the need for tolls to fund  
construction, as well as relieve congestion -  
I worry about lower-income people whose  
mobility will be limited by high tolls - or  
who might have to pay with their time  
(~~cost~~ alternate routes) ~~or~~ if they can't  
afford the tolls



Washington State  
Department of Transportation

Puget Sound Regional Council  




King County



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

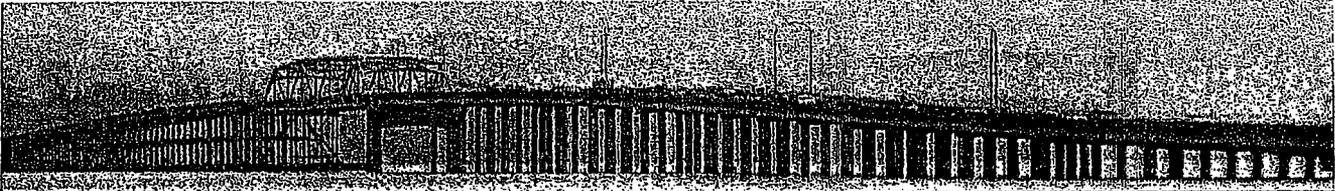
1. What aspects of the environment do you think should be studied and why?  
*of TRAFFIC CONGESTION/SPACE*

*PLEASE DO A COMPARATIVE ANALYSIS OF THE THREE PLANS AS  
IT AFFECTS THE MONTLAKE BRIDGE INTERSECTION.*

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

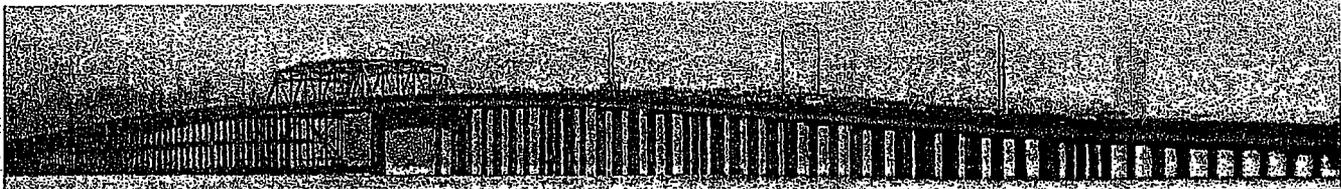
Start tolling now. Don't wait another month. Start testing now, start measuring traffic delays and congestion impacts.

2. Please describe any concerns you may have about potential environmental impacts.

NOW!

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Lower fees for registered low emission vehicles such as plug-in hybrids & increased charge for GVW (since it pollutes more & causes more damage)

2. Please describe any concerns you may have about potential environmental impacts.

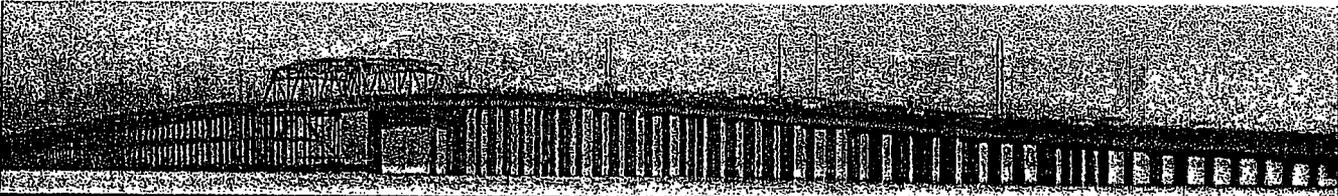
Salmon & global warming emissions

3. What measures should WSDOT consider to reduce potential impacts?

Reduced fees for low emission & plug-in vehicle  
Rainwater catchment or screening  
More porous lids for traffic covers

4. Do you have any other comments about the proposed project?

IA 520 traffic shifts to 90 or around lake, could a trigger cause earlier tolling on 90?



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

*start soon  
study impact - how people  
will & their habits*

1. What aspects of the environment do you think should be studied and why?

*air  
water  
greenery* *all seem to be handling current impact*

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

*More park & ride facilities on E side of bridge  
Support foot ferry study for implementation  
from E side to U to S Lake Union  
" Hodson Park " " " "  
" Kirkland " " " "  
" Kenmore " " " "*



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

*If variable tolling would keep the bridge from gridlock (cars idling) then that's a good idea*

2. Please describe any concerns you may have about potential environmental impacts.

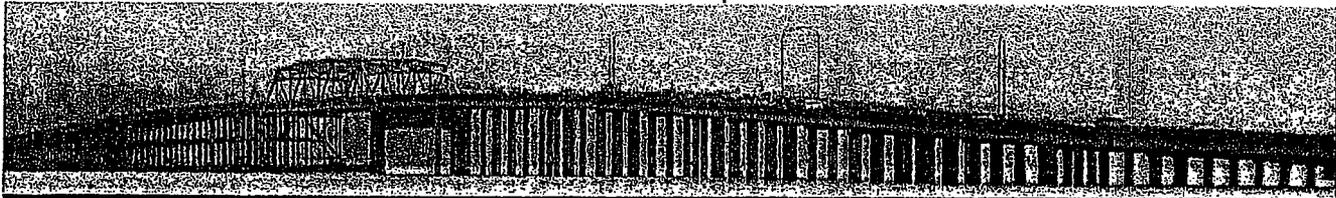
*I don't think we should worry about "low-income" drivers. If they drive on the roads they shouldn't be given any discounts! Although I drive a hybrid & could claim "discounts" it's a slippery slope and should*

3. What measures should WSDOT consider to reduce potential impacts? *not be considered for anyone for any reason*

4. Do you have any other comments about the proposed project?

*Pending the construction of a new bridge, I think there are some good ideas here.*

Please put me on e-mail list.



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Ted Nelson  
"Energized Bunny of Income Tolling"  
tedandderby@hotmail.com  
tedandderby@hotmail.com

2. Please describe any concerns you may have about potential environmental impacts.

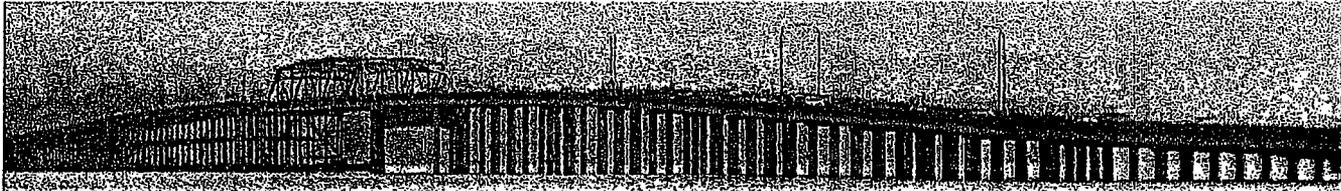
3. What measures should WSDOT consider to reduce potential impacts?

Variable tolling will socially engineer some drivers to change their habits or preferences and those changes can and will be measured throughout the corridor. What it cannot do is measure the "Anger Factor" of those people who are socially engineered. That "Anger Factor" can become the death well for tolling and the many benefits it has to offer to us all.

4. Do you have any other comments about the proposed project?

I suggest "income based tolls"

"From each according to their ability." This absolutely adds fairness and equity to tolls, and compliments variable tolling. The variable income will be spread across all income levels. When things are fair, anger disappears. "Income based tolling" or "Teddy Tolls" need to be a part of 520.



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

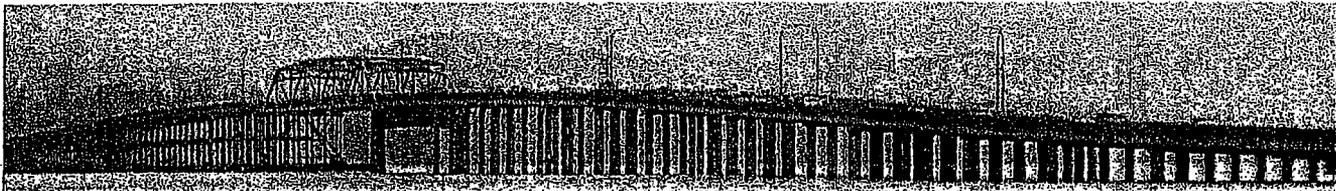
2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

Need more car lanes - 2 each direction is NO improvement - it's what is already there -

Rapid transit is not sufficient to entice people out of their cars! NOT enough park and ride in Medina or anywhere



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Noise pollution

2. Please describe any concerns you may have about potential environmental impacts.

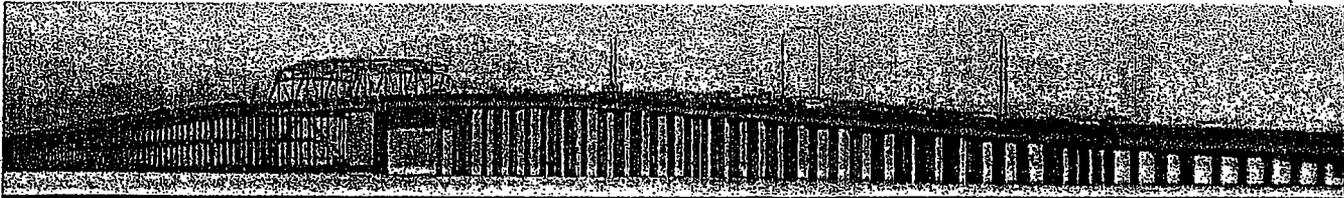
Noise across Portage Bay - environmentally sensitive area AND multiple neighborhoods impacted

3. What measures should WSDOT consider to reduce potential impacts?

- ① High noise barriers (truckers stacks are 8' high!)
- ② MOVE "compression brakes illegal" sign to viaduct itself, not at merge area where drivers look at traffic, not road signs.

4. Do you have any other comments about the proposed project?

Excellent project



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

*How tolling impacts volume of 520 & I-90.*

*How " " poor families?*

*" " " economy? Climate change?*

2. Please describe any concerns you may have about potential environmental impacts.

*I would like to see more people use transit. If the cost to drive goes up - more people will use transit.*

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

*I am in favor of tolling on both I-90 & 520.*

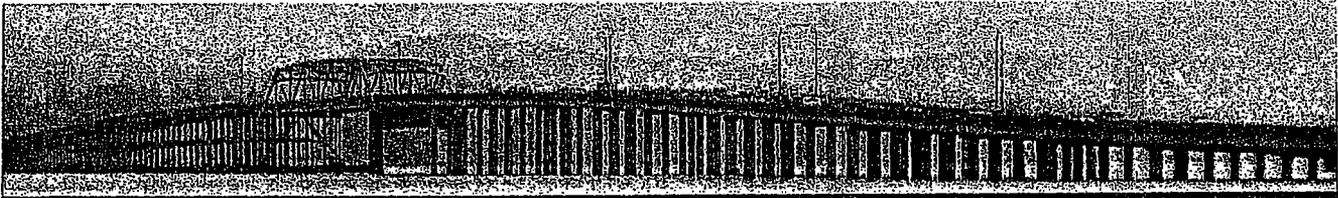


Washington State  
Department of Transportation

Puget Sound Regional Council



King County



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

HOW WILL TOLLING AFFECT MOTOBIKES & SCOOTERS?  
WILL THERE BE DISCOUNTS?



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Change in emissions w/ more efficient movement  
of vehicles

2. Please describe any concerns you may have about potential environmental impacts.

What may happen to the montlake cut, UW,  
and views from Husky Stadium

3. What measures should WSDOT consider to reduce potential impacts?

Look for balance

4. Do you have any other comments about the proposed project?

I would like to see dynamic tolling →  
not fine of day tolling.





# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

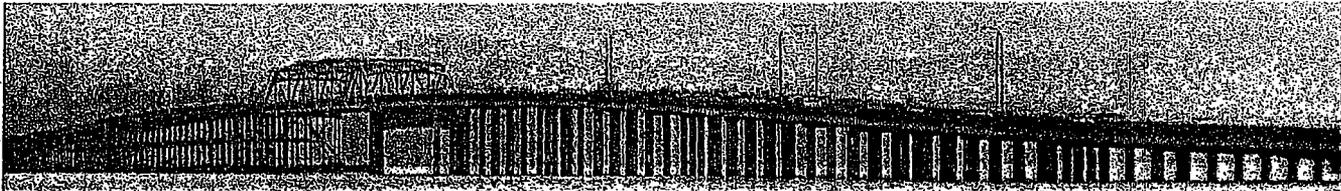
It seems to me that tolls will reduce # of cars!  
This will improve air quality and reduce noise. The  
sooner the tolls start the better.

2. Please describe any concerns you may have about potential environmental impacts.

None

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?



# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

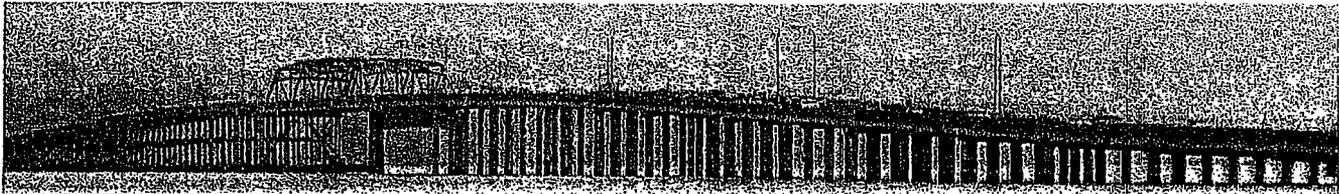
2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

Increase the amount of bus routes and make ~~the~~ some of the current ones that serve Bellevue run all day. Most buses serve only Kirkland/Redmond, which is inadequate.

Put wifi on all buses. Allows for better use of time and lure transit riders.



## The Lake Washington Urban Partnership

Summer 2008

### Urban Partnership Variable Tolling

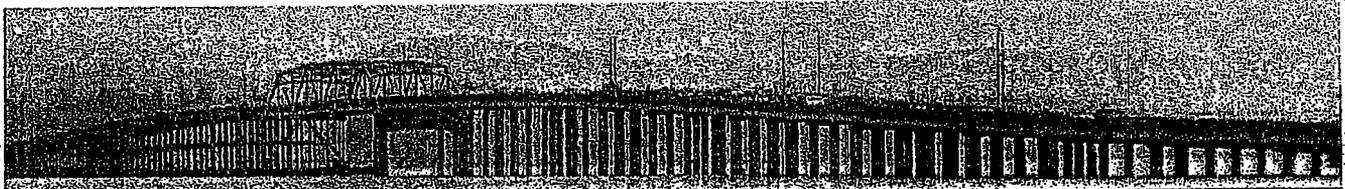
1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

*Look for every opportunity  
to provide green - links,  
parks. Use quiet pavement.  
Use noise walls. Don't  
skimp on mitigation.*



## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Provide full tolling scenario studies before the SR 520 Supplemental EIS is completed. With tolls, the six-lane alternatives may not be needed, and an enhanced, transit-optimized 4-lane will work better.

2. Please describe any concerns you may have about potential environmental impacts.

Tolls must not become an engine for incessant highway-building. They should be used for congestion-pricing which helps reduce the need for additional highway lanes.

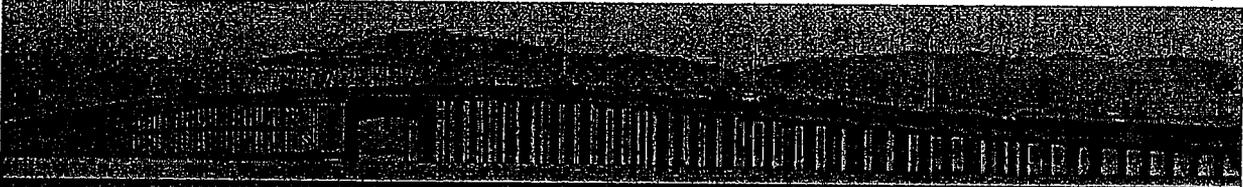
3. What measures should WSDOT consider to reduce potential impacts?

Apply tolls first, then after we see their impact on demand, decide whether new highway lanes are needed. Tolls reduce the need for more highway lanes.

4. Do you have any other comments about the proposed project?

Fully integrate it with the SR 520 Supplemental EIS. It looks like this is not happening.





## The Lake Washington Urban Partnership

Summer 2008

### Variable Tolling

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

Look @ tolling I-90 to prevent diversion. Look @ tolling under bridges/over passes to save \$ and keep overpassing structure to a minimum

4. Do you have any other comments about the proposed project?

Good job on the presentations.

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)



# The Lake Washington Urban Partnership

Summer 2008

## Variable Tolling

1. What aspects of the environment do you think should be studied and why?

*Clean-energy, low-emission mass transit.  
Increased bus feeder lines to discourage auto use  
in the first place.*

2: Please describe any concerns you may have about potential environmental impacts.

*Encourage multiple occupancy vehicles,  
reduce single-occupancy*

3. What measures should WSDOT consider to reduce potential impacts?

*Toll all major arterials: 520, 405, 290 & I-5,  
but especially I-90*

4. Do you have any other comments about the proposed project?

*Very positive development*

Please return comments to:  
mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104  
e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)





# The Lake Washington Urban Partnership

Summer 2008

## Variable Tolling

1. What aspects of the environment do you think should be studied and why?

*The economic environment*

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

*For early tolling, it would be fairer to all and be more acceptable to the citizenry, if tolls were limited solely to rush hour periods. This would enable data to be gathered re: traffic reduction and/or diversion without penalizing people with no net visible benefit.*

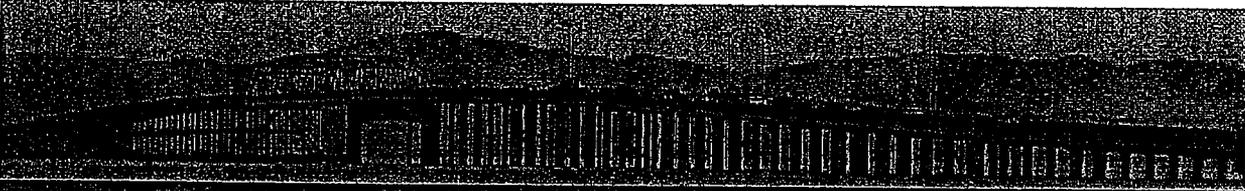
4. Do you have any other comments about the proposed project?

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)





## The Lake Washington Urban Partnership

Summer 2008

### Variable Tolling

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

3. What measures should WSDOT consider to reduce potential impacts?

4. Do you have any other comments about the proposed project?

Implement congestion-pricing variable tolls  
on both I-90 & SR-520 simultaneously.  
in any case (i.e., if 520 tolls start before  
construction, I-90 should also be tolled.

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

# The Lake Washington Urban Partnership

Summer 2008

## Variable Tolling

1. What aspects of the environment do you think should be studied and why?

Animal habitats, noise pollution, use of environmentally friendly materials, and "earth-friendly" disposal/recycling of debris from demolitions. It's the right thing to do.

2. Please describe any concerns you may have about potential environmental impacts.

see above.

3. What measures should WSDOT consider to reduce potential impacts?

see above. Consult experts in these fields.

4. Do you have any other comments about the proposed project?

Git 'er done!

Please return comments to:

mail: Urban Partnership c/o Paul Krueger, WSDOT, 401 2nd Ave. S, Suite 400, Seattle, WA 98104

e-mail: Paul Krueger at [kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

# The Lake Washington Urban Partnership

Summer 2008

## Urban Partnership Variable Tolling

1. What aspects of the environment do you think should be studied and why?

- Carbon output
- Water quality / runoff / groundwater from the bridge
- localized air quality / pollution
- Wetlands + fish habitat + other wildlife impacts
- Noise Pollution (in order of priority, from greatest to least)

2. Please describe any concerns you may have about potential environmental impacts.

Obviously, effects of increased air pollution, carbon output, and run-off pollution from an increased number of vehicles since under the current (6-lane) plans the bridge does carry greater capacity and therefore higher VMT. I still think that the greatest environmental benefits are derived by limiting the SOV capacity of the bridge and replacing SOV lanes with HOV lanes and transit lanes - if a 6-lane bridge is truly required, make it one SOV lane in each direction, one HOV lane in each direction, one transit-only lane in each direction.

3. What measures should WSDOT consider to reduce potential impacts?

- Model average VMT for various lane configurations - this is a good measure of carbon output + we don't really have accurate carbon modeling tools yet.
- Use federal EIS guidelines for water, fish, etc. + enforce them!

4. Do you have any other comments about the proposed project?

See # 2. - limit the size + capacity of the project so you do less damage and you will need less expensive (and ultimately, less effective than not doing damage in the 1<sup>st</sup> place!) mitigation.

To: Paul Kruger, 420 2<sup>nd</sup> Ave. So. Seattle WA 98109  
From Virginia Gunby, vgunby@aol.com  
RE: Scoping Comments on the SR 520 Lake Washington Urban Partnersip

July 3, 2008

Technology-Comments about this component of the Urban Partnership-

1. Traditional ramp metering, cameras, changeable messages need to up-dated with new evolving 21<sup>st</sup> Century technology, that keep users informed about transit, lane warning signs, traffic and parking conditions. Get Agreement that City Parking Meters will to be changed to higher prices at peak hours, to increase the turnover of use of street parking, particularly in commercial center areas and discourage driving.
2. All forms of new user information formats should be reviewed and the best available and made known to the public. Such as on-line traffic conditions available on computers, personal phones for all types of SR 520 corridor users and prospective users would be a great assistance. (INRIX-Brian Mistele, CEO-"National Traffic Scorecard")-A Kirkland firm has developed a system that tracks traffic movements/patterns all over the U.S, and major world cities with a new technology, or other private northwest technology firms.)
3. Monitoring the current traffic conditions with cameras and trip time information, that includes not just SOV trip but also Transit routes and BRT and LRT route schedule and times, Bicycle real travel times, and bike spaces at LRT station or all of the new 520 Transit transfer or "Flyer Stops" .
4. Preferential/priority for transit movements to and from SR 520 entering or exiting from local arterials. Better user information at bus stops on various routes arrivals and destinations. (Portland Metro has a modern transit stop information system.)
5. Automatic Incident Detention system (AID)-described in Traffic Technology Magazines-public in London England.
6. Information on location of destination parking spaces or travel alternatives to the U of W (U-Pass, Seattle CBD, U district, Overlake(Microsoft)Bellevue, Redmond, University Village, Children's Orthopedic Hospital parking spaces available, in addition to Info on alternative travel options rideshare, trip reduction programs etc. for reaching the above centers of activity or employment.
7. Seek a SR 520 Corridor Partnership Agreement about pre-during construction and post construction policies with the corridor adjacent jurisdictions and major employers to regularly monitor and report to the partners on the outcomes of the various "Partnership" programs, and if necessary, to revise to improve the results and to keep the SR 520 and I-90 corridors sustainable, over the long term life of the both bridges. (See WSDOT's Jean Mabry's 2001 SR 520 TEEM Study-Robin Mayhew-PSRC)

Transit Component—for Urban Partnership-

1. Assist the "A" 520 Design "Transit Friendly" option with new ideas to assist transit trip speed, ramps versus "T" ramps and Freeway flyer stops, and improving inter-modal connections to the new Sound Transit LRT Stadium station, to increase transit use on SR 520 for users, and ways to provide up-to date info on transit routes/schedules to reduce SOV auto trips.

2. Assure that a share of the Tolls funds collected are allocated to help subsidize increased transit services on SR 520, and feeder routes to SR 520 and from the major park and ride of urban centers.
3. Seek CTR agreements with major employers and cities to subsidize transit passes, charge for parking use at work, and plan together for more transit friendly development on the eastside.
4. Do not develop more public free park-and-rides on the eastside that are a 20<sup>th</sup> Century out-of-date solution to a 21<sup>st</sup> Century problem. Encourage the jurisdictions to plan for more connected local road systems, less cul-de-sac development, more mixed use development that will make it easier to increase the use of bicycles, walking and the use of transit.

#### Telecommuting Component-

1. Provide information and examples on how many businesses are promoting telecommuting for their employees.
2. Meet with employers and Architects who have designed homes and new business centers for the promotion of telecommuting.
3. Work with major employers on the east and west side to enable new connections for "casual" carpooling with users getting "safe rider" "badges" who can find help with trips on the internet, or be at certain entrances of 520 to get a pickup into the HOV lanes. (San Francisco-Bay Bridge-Example)

#### Tolling Component-

1. **Pre-Construction Tolling** is needed to reduce the overall interest costs on the construction of the bridge, but should be continued to help to manage the traffic.
2. Need to focus on getting the public "trust" and the Legislature involved in the transportation funding crisis/problems, and the ways that avoid "big-brother" knowing where toll-payers are traveling, (Privacy issues) in order to inform and assuage the public opposition to tolling ASAP, if tools are to be in place in 2009. (The current public Tolling meetings are talking mostly to the choir.)
3. **Diversion of traffic to I-90 and SR 522 should be monitored.** I-90 users should have the benefit of the construction of the last 2 phases of the R8A-HOV lanes completed, to improve the use of transit in HOV lanes, as an incentive to accept I-90 tolling.
4. **Easy info and use of E-Z PASS or GOOD TO GO!** on vehicles that Pass through t the transponders will handle most locals, but need a system can identify out-of towners" or others who are casual users of the corridor. (In London drivers can pay at any gas station, after their license is identified as a user without a pass..)
5. **Dynamic Tolling** policies that have higher fees at the peak hours are needed to reduce SOV trips and encourage use of alternative Transportation, **but do not go to HOT lanes that permit SOV's in to the HOV lanes. (It will be tempting for the added money, but counter to a policy of reducing SOV trips and use TDM to manage traffic!)**
6. **Any Diversion of SR 520 trips** to other local or state routes should be measured and reported regularly, and strategies adopted, such as tolling I-90 to reduce the SR 520 diversions.
7. Consideration must be given to the need to use part of the ***tolls to guarantee a long-term transit service subsidy*** and long term traffic management on SR 520. ***WSDOT should allow for this in their forecasted estimates of all revenues to pay-off the Construction bonds.***
8. This state should **not consider any Public Private Partnership Agreements** on SR 520 primarily because the private entrepreneurs from all over the world involved in these are seeking to make a profit by increasing 520 SOV trips and revenue. The state has a public interest, non-profit motive of reducing trips 20% on the 520 corridor by 2020 to meet the 2008 Green House Gas reduction Goals, and to increase transit and reduction of SOV trips.

# Appendix B: AGENCY SCOPING

October 2008

---

October 2008

---



## Meeting Minutes

**Project:** Lake Washington UPA – SR 520 Variable Tolling  
**Purpose:** Environmental Assessment Agency Scoping Meeting  
**Date Held:** August 6, 2008  
**Location:** WSDOT Urban Corridors Office – 2<sup>nd</sup> Floor

**Attendees:**

Paul Krueger, WSDOT	Jennifer Charlebois, WSDOT
Troy Halouska, Jacobs	Gina McAfee, Jacobs
Sandy Barnett, Jacobs	Russ McCarty, Jacobs
Ana Elias, Jacobs	Stephanie Brown, Seattle DOT
Janet Matkin, WSDOT	Steve Boch, FHWA
Andrea Tull, Sound Transit	Kim Becklund, City of Bellevue
Robert Grumbach, City of Medina	

**Copies:** Attendees, Invitees, File

---

### Summary of Discussion:

Paul Krueger provided background information on the Lake Washington Urban Partnership. Puget Sound Regional Council, King County and WSDOT comprise the Urban Partnership. He explained the concept of the Four T's (Transit, Technology, Telecommuting – which includes TDM – and Tolling) and how they will help reduce congestion in the SR 520 corridor.

With reference to tolling, Mr. Krueger mentioned that Electronic Tolling is currently being utilized on the Tacoma Narrows Bridge as well as SR 167.

FHWA and WSDOT are preparing an Environmental Assessment (EA). The primary transportation issues being studied are:

- Traffic volumes
- Diversion
- Mode share
- Travel speeds

And for Environmental Justice:

- Transit surveys
- Phone surveys
- Focus groups

Q: Forty-five new busses are proposed as part of the transit improvements along SR 520. Where is this money coming from for the operation of these busses?

A: There is an agreement that the partners will fund the operations of the increased transit. Where the exact funding is coming from has yet to be identified.

Q: How does the Urban Partnership fit with the SR 520 project, and specifically the Tolling Implementation Committee? Are the numbers consistent, and are the modeling efforts consistent?

A: Coordination efforts are on going to ensure consistent assumptions. The modeling process is an ongoing effort. WSDOT is performing the work, PSRC is providing the model. In order to move forward with a plan and detailed rate schedules, the PSRC model does not drill down deep enough. WSDOT will provide more detailed modeling. The tolling committee was set-up to look at different tolling opportunities to pay for the SR 520 bridge replacement project, including early tolling of SR 520. They are going to come up with recommendations for the legislature in the 2009 session. The use of the tolling revenue is subject to legislative appropriations.

Q: Will the tolling technology be compatible with the transponders from the East Coast?

A: No. We are working with other West Coast states to ensure compatibility with their systems.

Q: How will the tolling work with HOV lanes?

A: This is something that is being looked at in the SR 520 EIS. HOV lanes will not be part of the UPA action.

Q: When will the tolling be implemented?

A: The grant language states that it needs to be operating by September 30, 2009. However, this is subject to renegotiation.

Q: How was the location of the tolling equipment chosen?

A: There are several factors involved. We want to locate it on the existing truss bridge over the east navigation channel. If that can't be done, a stand-alone structure will be constructed adjacent to the truss bridge. We want to remain on the bridge because there will be less need to move the equipment once in place as the construction goes forward with the Eastside project on SR 520. Also, there is more room near the east end of the bridge to place the pad and cabinets needed to support the tolling equipment. The pad and cabinets would be just south of the roadway.

Q: Will there be signs for people that don't normally use the bridge before the last possible exit about the toll?

A: Likely. The signing will be looked at.

Q: What about segment tolling?

A: These are being looked at for the final configuration of SR 520. This EA is focusing on single-point tolling.

There are several types of lighting that is being explored. There is a specific concern about how the lighting will affect fish populations in Lake Washington.

The environmental focus will be on transportation issues and environmental justice.

Q: What is the No Build assuming?

A: There would be no change to SR 520 in the No Build.

For traffic, we are focusing on 2010 and 2016. We will not be doing much with 2030.

Q: What is the duration of the tolling?

A: For the EA, we are not defining the duration of the tolling.

Q: When can we expect the Discipline reports for review?

A: They should be ready by the end of October.

SDOT and Sound Transit would like the opportunity to review the Discipline Reports.

The City of Bellevue has requested more information about the key transportation assumptions. Jennifer will provide the Transportation Methodology Report when it is available.

Paul asked that formal scoping comments be made by the end of the month (August).

Any further questions or comments should be directed to Paul Krueger.

---

**On Thursday, August 7, 2008, Terry Marpert from the City of Redmond, met with Paul Krueger and Troy Halouska at the Urban Corridors Office to ask questions and give his scoping input.**

Paul began by going over the PowerPoint presentation that was given at the Agency Scoping Meeting the day before that describes the project.

Q: Can toll revenue be used to fund the transit portion of the UPA project?

A: Potentially it can. That is still being discussed.

Q: When measuring throughput, what does that include? People or vehicles?

A: It basically just includes vehicles.

Q: Will the Tolling Implementation Committee (TIC) report guide decisions that will be in the EA?

A: The TIC report is actually a parallel study to the EA. The report will go to the legislature next session with recommendations. We are doing the EA right now so that if the legislature gives the go-ahead on the recommendations from the TIC report, we can implement the project right away.

Q: How was the location for the tolling facility selected?

A: We concentrated on the east side of the bridge first because mainly because there is more room to install the necessary equipment. The toll equipment is proposed to be located on the bridge over the water so that there will be less need to move the equipment due to lane shifts and other construction when the Eastside project is built.

Q: Will there be a toll in both directions on SR 520?

A: Yes.

Terry suggested adding some information to the presentation for this project about what happens to motorists who do not have transponders for the tolls, since this question comes up often.

Q: Where will intersection traffic analysis be done?

A: Right now, it is not planned as part of the analysis for this project. We may need to take a look at some intersections, however. We will determine that after all the modeling is complete.

Q: Are you going to look at diversion?

A: Yes. We will do a system level analysis and focus on SR 522 and I-90.

Q: If there is a lot of diversion, what is the plan to mitigate for that and what criteria have been developed for any significant impacts?

A: We are in the process of developing what the thresholds for the analysis will be.

Q: When you say reducing congestion, what exactly does that mean? Does that mean absolute numbers for the future, or reducing the future growth of traffic?

A: For SR 520, we are looking at actually lowering the total volume of traffic compared to today.

Q: When you refer to the SR 520 bridges, plural, what all bridges does that include?

A: It includes the floating portion of the SR 520 bridge, and the approaches on both side. It also includes the Portage Bay viaduct.

Q: Is there anything in the design of this project that will affect the design of the new bridge?

A: No, not really.

Q: Will bicyclists or pedestrians have to pay tolls?

A: No.

The meeting concluded with Terry thanking Paul for making time to meet with him since he could not actually make the scoping meeting.

**Halouska, Troy K.**

---

**From:** Krueger, Paul W (UCO) [KruegeP@wsdot.wa.gov]  
**Sent:** Wednesday, September 10, 2008 2:42 PM  
**To:** Charlebois, Jennifer  
**Cc:** Halouska, Troy K.  
**Subject:** FW: Sound Transit Scoping Comments on WSDOT Urban Partnership SR 520 Variable Tolling Project NEPA Environmental Assessment  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[Comments from Sound Transit.](#)

**Paul W. Krueger**

I-90 Corridor and Sound Transit Environmental Manager  
 Urban Corridors Office  
 401 2nd Avenue South, Suite 400  
 Seattle, WA 98104

(206) 716-1135 -- Desk  
 (206) 200-2907 -- Cell  
[kruegep@wsdot.wa.gov](mailto:kruegep@wsdot.wa.gov)

---

**From:** Kennedy, Steven [mailto:steven.kennedy@soundtransit.org]  
**Sent:** Tuesday, September 09, 2008 5:21 PM  
**To:** Krueger, Paul W (UCO)  
**Cc:** Tull, Andrea; Weinberg, Perry  
**Subject:** Sound Transit Scoping Comments on WSDOT Urban Partnership SR 520 Variable Tolling Project NEPA Environmental Assessment

Paul: Sound Transit would like to submit scoping comments on the WSDOT Urban Partnership SR 520 Variable Tolling Project NEPA Environmental Assessment. Our comments are listed below. Included are comments from the following Sound Transit departments/staff: Environmental Compliance; Office of Policy and Planning; and Link Light Rail. We appreciate the opportunity to provide scoping comments for the NEPA Environmental Assessment.

Sound Transit Scoping Comments on WSDOT Urban Partnership SR 520 Variable Tolling Project NEPA Environmental Assessment (EA)

1. The traffic study to support the NEPA Environmental Assessment (EA) for the UPA tolling project should address impacts of the tolling proposal on bus service in the SR 520 and adjacent corridors including from the effects of any traffic diversion to I-90, as well as other affected major roadways including I-405, I-5, and SR 522. Assumptions regarding levels of future transit service on SR 520 should be coordinated with Sound Transit (Andrea Tull).
2. Planned future light rail on I-90 should be acknowledged and addressed in the NEPA EA. Sound Transit would strongly prefer that the EA and traffic analysis

assume future Light Rail on I-90 by 2021 as per recent ST Board actions, the current ST2 ballot measure, and the Regional Transit Long-Range Plan. With approval by voters in November, 2008, East Link Light Rail would become a voter-approved, funded project.

3. Sound Transit would like to see either in this EA or future analysis for the SR 520 project an analysis of the combined effects of tolling SR 520 and I-90, including effects on transit.
4. Given that Sound Transit is currently preparing a Draft EIS for East Link Light Rail, which includes using the center lanes of I-90, the traffic analysis used for the UPA study, should be coordinated to the extent possible with the traffic analysis being done for East Link. It is realized that assumptions for each traffic analysis may be different given the differing nature and purpose of each study and project. There are also tolling and traffic analyses being done for the Supplemental EIS for SR 520 and the SR 520 Finance Plan which should be coordinated with Sound Transit.
5. Steve Kennedy (ST environmental) and Andrea Tull (ST Office of Policy and Planning) are the lead contacts for this project and coordination with WSDOT. Coordination of the UPA tolling project traffic analysis with the traffic analysis for the East Link Light Rail project should involve James Irish of ST Link Environmental.
6. Sound Transit would like to be afforded an opportunity to review and comment on a draft of the NEPA EA and the traffic analysis prior to finalization and issuance to the public. This can be accomplished either by having ST be a cooperating agency, or by simply providing us with this opportunity.

*Steve Kennedy, AICP*

*Senior Environmental Planner*

*Sound Transit*

401 S. Jackson St.

Seattle, WA 98104-2826

(206)398-5302 (work)

(206)398-5222 (fax)

steven.kennedy@soundtransit.org