-----Original Message-----
From: Deirdre Meldrum [mailto:deedee@ee.washington.edu]
Sent: Tuesday, May 06, 2003 9:52 AM
To: Gilbertson, Sarah
Cc: Deirdre Meldrum
Subject: Re: I-90 Two Way Transit and HOV Operations Draft Environmental Impac t Statement

Dear Sarah,

I have more inputs for the I-90 project.

Last week when I was riding my bike across the I-90 bridge, eastbound, a rock from a passing semi-truck heading westbound, flew up and hit me in the lip. This doesn't happen often but it emphasizes directly how important it is that the traffic is not moved closer to the bike lane. Safety is of utmost importance. I-371

A solution to this problem is *not* to put up a big wall between the bike lane and the vehicle lanes. This would unfairly block the Rainier view from people using the bike/pedestrian lane on the bridge.

Is it possible to split the bike lane so that the eastbound bike lane traffic is on the south side of the bridge (with the traffic -- thus less likely to catch flying debris in your face) and the westbound bike lane traffic to be on the north side of the bridge (again with the traffic closest to it)? I-372

I-371

Your preference is noted.

I-372

The existing shared-use pathway on the north side of the HMH Floating Bridge would remain in-place in its existing location and width. To allow for two-lane operation in each direction that would be required to provide the same or better levels of service than those on the existing path, a minimum of 8 feet of shared-use path width would have to be provided on the south side of the floating bridge. This amount of widening would not be structurally feasible on the south side of the HMH Floating Bridge. While not explicitly analyzed, locating a shared-use pathway on the south side of the Lacey V Murrow Floating Bridge would require widening of that structure, which if feasible, would at a minimum be costly relative to the benefit provided, given current and reasonably anticipated levels of use of the shared-use pathway on the floating bridge.

Another issue that I think need to be taken into account in all of this is how much do the modifications buy in terms of throughput for commuters? Sometimes I ride the 205 bus from the south end of Mercer Island to the University of Washington. Even though the express lanes are OPEN in the right direction for this bus in the morning and the evening, the bus is not able to use the express lanes due to where it enters and exits the freeway (it misses the express lane on/off ramps). The changs you propose will not benefit buses like this at all if they still can't access the HOV lanes.

Thank you.

Deirdre Meldrum
I-90 bicycle commuter from Mercer Island to/from University of Washington

On Thu, 24 Apr 2003, Deirdre Meldrum wrote:

> Dear Sarah,
>
> I'll be out of the country during these open houses/public hearings so
> unfortunately will not be able to participate.
>
> My major concern is the impact of plans on the bicycle lane. This lane
> on the I-90 bridge is the major means of transportation for many people
> to travel and commute to/from work (like myself). If the lane is
> narrowed or vehicle lanes are too close to it, this will significantly
> impact the safety of the lane (e.g. two-way bicycle traffic will have
> difficulty passing, bikes passing baby joggers, and so on) and could even
> decrease the desire of people to use the lane. This would be very
> unfortunate because it would then "increase" the volume of traffic on the
> freeway and discourage people from getting out of their cars.
> This is extremely counterproductive in terms of traffic congestion,
> pollution, and health.
>
> I hope that major consideration is made to not change size of and to
> not decrease the safety level of the bike lane on the I-90 bridge.
>
> Thank you.
>
> Deirdre Meldrum
>
>
> On Wed, 23 Apr 2003, Gilbertson, Sarah wrote:
>
> > I-90 Two Way Transit and HOV Operations Draft Environmental Impact
> > Statement: Sound Transit will be accomplishing an important milestone for
> > the I-90 Two Way Transit and HOV Operations Project with the issuance of the
> > Draft EIS (DEIS) and publication in the Federal Register on April 25, 2003.
> > The DEIS is being jointly issued in compliance with NEPA (National
> > Environmental Policy Act) and SEPA (State Environmental Policy Act) by the
> > Federal Highway Administration (FHWA) as the federal lead agency, and the
> > two project proponents: Sound Transit and the Washington State Department of
> > Transportation (WSDOT).
> >
> > Sound Transit and WSDOT will hold three open houses/public hearings to
> > discuss the proposed project and receive comments on the Draft EIS. These
> > will be held on Mercer Island (May 20); Seattle (Sound Transit Board Room on
> > May 21); and Bellevue (May 22). The attached Notice of Availability for
> > the Draft EIS provides additional information regarding the project and open
> > houses/public hearings.

I-373

I-374

I-373

Most buses along I-90 would travel the length of the transit improvements contained in the build alternatives. Some bus routes, such as the 205 mentioned in the comment, do not use the center roadway (express lanes) since they exit at Rainier Avenue. These buses would benefit from either Alternatives R-5 (shoulder lane if in reverse-peak direction) or R-8A (outer HOV lane- at all times). Alternative R-2B would not provide transit improvements for buses in the outer roadway on I-90.

I-374

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

From: Julie Miller :juliemiller206@msn.com

To: ron.sims@metrokc.gov

Sent: 6/9/03 9:30 PM

Subject: Comments on Improvements to I-90 Corridor

The Honorable Ron Sims, King County Executive:

I am responding to the request for public comment on the I-90 Two-Way Transit and HOV Operations Project Draft EIS.

As a resident of Seattle, I know that the I-90 corridor between Seattle and Bellevue is a critical link for commuters and businesses and provides an access route for those pursuing outdoor activities. I attended the open house on May 21st and gave careful consideration to the alternatives presented for improvements.

Although alternative R8A is promoted as providing more capacity to accommodate increased traffic, I prefer R2B Modified for the following reasons:

I-375

* Better separation for transit and carpools with probable resulting improvements in speed and reliability;

* Greater shoulder width for safety of bicyclists and pedestrians and wider path;

* Less construction expense; and

* Less construction time to complete.

Our region has made some great strides towards expanding our transit options. Let's continue to pursue those alternatives that may help us decrease our reliance on single occupancy vehicles and help unsnarl our traffic problems.

Thank you for your consideration of my comments.,

Sincerely,

Julie A. Miller
2514-43rd Avenue West
Seattle, WA 98199

I-375

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

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

From: christymonahan@attbi.com [mailto:christymonahan@attbi.com]

Sent: Monday, June 09, 2003 3:09 PM

To: exec.sims@metrokc.gov; cmarshall@ci.bellevue.wa.us

Cc: emersonj@soundtransit.org

Subject: I-90 transportation decisions

I would like to express my support for the Safety Alternative R2B because it is safer, more cost-effective and keeps the promise for two-way transit in the center lanes. I commute from Bellevue to Seattle by bus (Sound Transit #550) and my husband commutes by car so we have two perspectives into the traffic problems and both feel R2B is the better solution. I-376

Thank you for listening.
Christy Monahan

I-376

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

----- Message from John Morse <morse008@attbi.com> on Thu, 5 Jun 2

To: "Tull, Andrea" <tulla@soundtransit.org>
cc: "Sims, Ron" <ron.sims@metrokc.gov>
Subject We support R-8A
:

Dear Ms. Tull,

We would like to register our support of proposal R-8A for the conversion of the I-90 lanes.

From our reading, it appears that this alternative decreases overall congestion hours on I-90, according to the Environmental Impact Statement by Sound Transit, the Federal Highway Administration, and Washington State Department of Transportation. It best utilizes the express lanes by including Mercer Island traffic, and therefore keeping a substantial amount of traffic out of the general purpose lanes. It also gives travellers who are unfamiliar with our reversible express lane system, such as tourists, a more easily understood HOV alternative, thereby decreasing congestion.

I am not in favor of R-2B. Two-way center express lanes appear less user-friendly and less safe, and as a result, overall congestion in the general purpose lanes would increase.

Thank you,
Janet and John Morse

I-377

I-377

Your preference is noted.

Personal Statement on I-90 Construction Plan

May 22, 2003

I support proposal R-2B and am strongly opposed to proposal R-8A.

1. King County has long passed the point where it makes sense to use transportation dollars to cater to drivers of single occupancy vehicles. History has proven over and over, both here and in other urban areas, that adding freeway lanes does not reduce congestion problems in the long run. We can only improve our traffic problems through policies that consistently favor more efficient modes of transportation. R-8A does just the opposite. It continues to apply most favored status to single person cars.

2. We do not have the money to pay for R-8A. King County is contemplating closing parks and terminating long standing services because of lack of funds. Even if the money for R-8A could be raised somehow, it would be better spent elsewhere.

3. R-8A won't work. Narrower lanes, and a tunnel that isn't moving, both mean that average transit time across the bride will not decrease by any significant amount. It may even increase. So we shouldn't implement R-8A even if funds for it were somehow available.

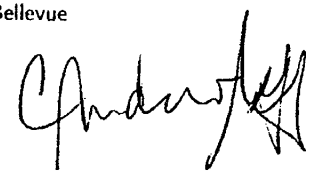
4. R-8A breaks a binding inter-local agreement going back to 1976. It is horribly damaging to civic confidence when lawmakers wantonly disregard such valid contracts.

5. R-8A will increase traffic accidents and fatalities.

R-2B does not have any of the downsides mentioned above. It can potentially improve quality of life in the Seattle area by encouraging people to think differently about transportation and adopt new habits.

I-378

C. Andrew Neff
3048 164th Place NE
Bellevue



I-378

Your preference is noted. See also Common Responses CR-1: Memorandum Agreement and CR-8: Safety.

Please provide your comments below.

R-8B is cheaper, better, and faster.
R-8A is based on guesswork which cannot be justified.

I-379

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

I-379

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

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JOHN R. WELLER
1300 S. Eastridge # 1089
Renton, WA 98055

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

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

Name: John Weller
Address: 1300 S Eastridge Rd
City: Renton
State/Zip: WA 98055
E-mail (optional):
Telephone (optional):

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

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

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

Message from Elliot Newman Newman <eznewman@yahoo.com> on Thu, 5 Jun 2003 15:06:55 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>
Subject Input on I-90 Two-Way Transit and HOV : Project

The following comments are submitted on behalf of the membership of the **Committee to Save M.I. I-90 SOV Access**. As residents of Mercer Island, we fully support the position taken by our City Council regarding potential changes to the current I-90 Center Roadway useage

I-380

The current access to the HOV (High Occupancy Vehicle) lanes (center roadway) by Mercer Island SOVs (Single Occupant Vehicle) was not achieved by happenstance or privilege. It was obtained as the result of an arduous political process during the early to mid 1970s resulting in an important document called the Memorandum of Agreement (MOA) in 1976.

It is very important to note that the MOA was the final step in a process that began in the 1968 time frame when the original I-90 design across Mercer Island included a 14 lane configuration. The ensuing years were very active years for the Island's residents. They were actively involved in many public meetings, hearings and even court trials related to an acceptable design. The compromise contained in the MOA was the result of Mercer Island giving up a 4th general purpose traffic lane in both directions (on the outer road ways) between the East Channel Bridge and Seattle. The political climate in the mid 1970s had a very strong anti-growth flavor. The City of Seattle would not agree to any I-90 design that would enable a 4th lane of potential traffic to enter the City from the east. The need for the 4th lane going to the eastside was challenged on the basis of demand concerns since the eastside looked quite different then, particularly from a job commute standpoint.

I-381

Dropping a lane in each direction was a significant concession by Mercer Island since I-90 was the only access to Seattle and the eastside. The 4th lane was a major community desire as voiced during the period 1972-75. In order to compensate Mercer Island for this reduction in off-Island, Mercer Island residents were given assess to the center roadway which was to be dedicated to transit. The victory (final I-90 design) won by the Mercer Island residents had its price. In order to eliminate the severe safety, pollution and congestion problems associated with the old I-90 (US 10) and to reap the benefits of the currently built design including access to the HOV lanes, the Islanders were subjected to five years of construction dirt, noise, broken windshields and countless other disruptions.

After reviewing the various alternatives that have been studied by Sound Transit and the EIS, our Committee strongly supports the R8A configuration. We believe that this solution will result in the optimum traffic flow for residents of Seattle, Mercer Island, Bellevue and other eastside communities. This option also does not violate any of the provisions of the MOA. Selection of any other alternative is unacceptable and our Committee is prepared to support any and all actions that would be required to challenge that selection.

I-382

Elliot Newman

Frank Lane
Co-Chairs

I-380

Your preference is noted.

I-381

Your comments are noted. See also Common Response CR-1: Memorandum Agreement.

I-382

Your preference is noted.

Please provide your comments below.

PLEASE DESIGNATE ALTERNATIVE R8A FOR THE I-90 SOLUTION. THANK YOU.

I-383

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

I-383

Your preference is noted.

Kazuo & Mitsuko Naoni
7810 80th Place S.E.
Mercer Island, WA
98040-5906

SEATTLE WA 981
PM
31 MAY
2003

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

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Name: Kazuo & Mitsuko Naoni
Address: 7810 80th Place S.E.
City: Mercer Island, WA 98040-5906
State/Zip:
E-mail (optional):
Telephone (optional):

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

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

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

Please provide your comments below.

I urge you to adopt alternative R-8A. It will best serve the needs of all constituencies.

I-384

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

I-384

Your preference is noted.

33756041_01individuals3.P65

Marianne O'Barr
8401 S.E. 72nd Place
Mercer Island, WA
98040

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

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Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

From: Jan and Tom
Sent: Friday, May 09, 2003 9:57 PM
To: tulla@soundtransit.org
Subject: Draft EIS

We have reviewed the May 2003 Express Connection. One section, "Shared-Use Pathway" appears to describe changes to the bike lane but it doesn't make much sense. I do not see any mention of bicycle and pedestrian access in the document and this is a major omission. R5 and R-8A appear to describe closing the bike way for an extended period of time and this makes the alternatives unacceptable. We need a concise review of the bike path impacts with all alternatives. Where is that published? I-385

I use the bike path daily, year round, to bypass the I-90 gridlock between Bellevue and Mercer Island. The DOT needs to live up to the commitment to alternatives to single occupancy automobile commuting. The Shared use pathway is critical to this progress. I-386

Sincerely,
Tom and Jan O'Callahan

I-385

Chapter 3 - Transportation discusses the shared-use pathway. See also Common Response CR-3: Shared-use Pathway for further explanation.

I-386

The shared-use pathway, two-way transit and HOV lanes on I-90 are critical elements of providing people an alternative to driving alone. The current 10-foot width of the shared-use path will be preserved with all alternatives. The desired lane configurations with Alternative R-8A can be achieved without widening the Homer M Hadley floating bridge, which will reduce service disruptions and inconveniences to bicyclist and pedestrians during construction. Only temporary, intermittent closures of the shared-use pathway are planned for the installation of the higher barrier.

From: Tull, Andrea
Sent: Monday, May 05, 2003 5:02 PM
To: 'outtahere777@msn.com'
Cc: Masnik, Carol
Subject: Sound Transit I-90 Project

Dear Reyes Ojeda II,
I am responding to your comment about the I-90 project. I am the project manager for Sound Transit.

It may seem like it could be a simple project, but it is not. I-90 is a regional transporation facility with 150,000 vehicles per day traveling between Bellevue and Seattle. The current operation of the center roadway into Seattle in the AM and Eastbound in the PM does not provide a priority for transit or carpools, so they get stuck in general purpose traffic which is nearly at capacity on the outer roadways. So transit operates late and unreliably, so people cannot make their transit connections throughout the region. We are trying to provide a viable alternative to people driving alone and to increase mobility for people.

Because I-90 is a region facility, regional decisionmakers are involved too. A Steering Committee made up of representatives from the cities of Mercer Island, Bellevue and Seattle; King County/Metro Transit; and the State Dept of Transportation; along with Sound Transit, the Federal Transit Administration and the Federal Highway Administration, guide the project.

If you would like background information about the I-90 project, you can refer to the Sound Transit website, where the summary chapter of the Draft Environmental Impact Statement (EIS) is posted, as well as the current project newsletter.

We will be holding open houses/public hearings to take public comment on the Draft EIS on:

May 20, 5-7:30 pm, MercerView community center, 8236 SE 24th Street, Mercer Island
May 21, 4-7 pm, Sound Transit board room, Union Station, 401 S. Jackson Street, Seattle
May 22, 4-7 pm, Bellevue City Hall, council conference room, 11511 Main Street, Bellevue

The public and agency review process for the Draft EIS extends through June 9.

Sincerely,

Andrea Tull
-----Original Message-----
From: reyes ojeda II [mailto:outtahere777@msn.com]
Sent: Sunday, May 04, 2003 8:49 PM
To: expresscommunityrelations@soundtransit.org
Subject: highly concerned

Good Morning,
I am a senior at Meadowdale High School who is preparing a project on Western Washington's future in public transportation. I am also a highly concerned rider of Sound Transit. Please don't be mistaken. Sound Transit has nearly been a life saver when it comes to moving people (including myself) between areas. However, the agency's image is being turned and looked down upon because of broken promises. Delays in project commencents have been the cause. Light Rail, the Sounder, over budgeting-how will Sound Transit combat this backsliding? I-387

Addressing the I-90 project, why ST spent its entire budget on researching the effects of simple lane reversal on Interstate 90? Please forgive me for sounding upset, but what could possibly be difficult to complete the I-90 project? I-388

1

I-387

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

I-388

The I-90 Two-Way Transit and HOV Project may seem like a simple project, but it is not. I-90 is a regional transportation facility with 150,000 vehicles per day traveling between Bellevue and Seattle. The current operation of the center roadway westbound into Seattle in the AM and eastbound to the Eastside in the PM does not provide a priority for transit and carpools traveling in the opposite direction. Transit and carpools must operate in the outer roadways which are nearly at capacity. As a result, transit operates late and unreliably, so riders cannot make their connections or reach their destinations throughout the region in a timely manner. The project's goal is to improve transit's reliability and increase mobility for people traveling in the region.

Because I-90 is a regional facility, regional decisionmakers are involved, too. A Steering Committee comprised of representatives from the cities of Mercer Island, Bellevue and Seattle; King County/Metro Transit; and the State Department of Transportation; along with Sound Transit, the Federal Transit Administration and the Federal Highway Administration, guide the project.

The project was initiated in 1998. Alternatives were developed and evaluated. An extensive public involvement process with over fourteen public meetings has been held. Both the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) requirements are being addressed in the environmental documentation process. A Draft environmental impact statement (EIS) and a Final EIS are being prepared for the project, as required by regional decisionmakers.

Thank you very much, Mr. Masnik, for your time.

Sincerely,

Reyes Ojeda II

Please provide your comments below.

I commute by bike about 3 days/week throughout the year between Seattle and Bellevue. I commute by bus 2/days week. Prefer Alternative R-2B.

Construction mitigation:

- Proposed use of shuttle or existing transit for bikes would not be effective mitigation. This would discourage most bike riders

Operation mitigation

- Splash-guard or similar feature to East Channel section should be installed. Current open sections on the outer rail are a hazard.
- Drainage on existing path is inadequate. During winter/fall the width of the path is reduced by 2 feet or more due to standing water

I-389

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

I-389

Your preference is noted. Section 3.4 discusses modifications to existing railings as a part of the mitigation measures. Splash guards or "kick plates" could also be considered, but would be of limited value in reducing snagging hazards relative to the rub rails that will be evaluated. Drainage provisions on the existing path consist of:

- scuppers in the concrete traffic barrier on the approach spans, and
- drain holes 2-3 inches in diameter, cast into the bridge deck on the path side of the concrete traffic barrier, on the central portion of the bridge that is supported by the floating bridge pontoons.

The drainage problem referenced in the comment could be due to debris clogging the scuppers or drain holes, or could be due to ponding resulting from the level profile grade of the pathway on the central portion of the bridge. The former could be addressed with increased cleaning of scuppers and drain holes, a maintenance and operations budget issue, but the latter could not be easily addressed without risk of compromising the structural integrity of the bridge deck, and is one of the trade-offs inherent to a floating structure.

33756041_01individuals3.P65

Jory Oppenheimer
3855 38th Ave. S
Seattle, WA 98118

PM
03 JUN
2003

USA

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

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E-mail (optional):

Telephone (optional):

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

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

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

From: NP [npmailbox@yahoo.com]
Sent: Sunday, May 18, 2003 9:52 PM
To: tulla@soundtransit.org
Subject: I-90 Project

Dear Ms. Tull,

I understand that there is an open comment period on the I-90 proposed construction project from Bellevue to Seattle. As a person who commutes to Seattle in the morning, I feel that the R-8A is really the only correct solution to our transportation needs in the Seattle region. The other options do not address the growth issues that we will be facing over the next 10-20 years. Adding an extra carpool/transit lane in each direction is the smart and logical next step to creating additional capacity in this region. Splitting the center reversible lane is a very bad idea as it doesn't add the capacity that we desperately need. The other options I would be supportive of include the R-5 Restripe and the R-5 Modified. If we went ahead with the R-5 Modified, then we should just get the job done and proceed with the R-8A. If cost is an issue, then the R-5 Restripe is really the only option available that makes sense.

I-390

In summary, I and many of my fellow commuters feel that the R-8A alternative is the only choice for the I-90 Project. Any other alternative is a poor choice and lacks the foresight that we need to address our many transportation problems in the Seattle area.

Have a nice day,

Niraj Patel

I-390

Your preference is noted.

From: Kevin Paulich

Sent: Wednesday, May 21, 2003 4:16 PM

To: 'tulla@soundtransit.org'

Subject: Comment on EIS for I-90 two-way Transit

Dear Ms. Tull,

I enjoyed attending the open house held at Mercer Island Community Center yesterday. I found the event informative and the staff friendly. I have no doubt that we need two-way 24 hour transit operations on I-90. Transit is not a realistic transportation option for most people unless it runs on time, and it can't run on time unless it runs outside of general traffic. I-391

This legitimate goal of two-way transit should be accomplished in the manner which is safest, fiscally responsible and environmentally sound. R-2B is the clear choice. The other alternatives have higher risk of accident and/or cost more and/or create more noise pollution. The last point, increased noise, will be a particular problem for pedestrians and bicyclists trying to enjoy the shared use pathway with traffic only inches away.

The alternatives to R-2B can't be justified by the legitimate goal of two way transit. The alternatives to R-2B are really about building more general purpose lanes. The argument that more general purpose lanes will solve our transportation problem is false, as many studies have shown. I-392

The increase in congestion for SOV traffic on I-90 is acceptable so long as the realistic alternative of two way transit is available. The cost of building more general purpose lanes, a cost measured in lost lives, wasted dollars and increased noise and other pollution, is not acceptable.

Thank you for your thoughtful consideration.

Kevin Paulich
Wollstone, Panchot & Bloch, P.S., Inc.
206.682.3840

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Thank you.

I-391

Your comment is noted.

I-392

Your preference is noted.

Comments

I would greatly appreciate it if Mercer Island residents would be able to retain their HOV privelleges.

Thank you for your consideration.

[signature]

I-393

I-393

Your preference is noted.

33756041_01individuals3.P65

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

Name: Eric Popp

Address: 8420 SE 53rd Pl

City: Mercer Island

State/Zip: WA 98040

E-mail (optional):

Telephone (optional):

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

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

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

Eric Popp
8420 SE 53rd Pl
Mercer Island, WA 98040

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

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Message from Heather Pullen <pullhd1@hotmail.com> on Sun, 8 Jun 2003 22:42:

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

Dear Ms.Tull,

I am concerned about the move to expand the I-90 bridge by taking away pedestrian lanes. I am concerned about this for two reasons.

Firstly, I am a devoted bicyclist, I don't own a car, and believe commuting to the east side will be less safe. There are days when semis roar by and literally push my bike toward the railing. If the lane is narrowed the rush of wind that pushes me now will be even stronger and perhaps slam me into the railing. On a few occasion drivers driving by have tossed things out their window or run over something that has come off another vehicle and it has been tossed up in my path. Without a wide path I wouldn't have been able to get out of the way of the road trash and could have been hurt. I-394

Secondly, as I understand it, I-90 with its ability to deal with hazardous spills or fires won't allow trucks hauling those materials if this expansion happens. The surrounding roads are already crawling with traffic during rush hours more trucks will only make it worse. I-395

Please oppose the expansion of I-90. I-396

Thank you,

Heather Pullen

I-394

Your comment is noted. None of the proposed alternatives would eliminate or reduce the width of the shared-use pathway.

I-395

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

I-396

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

Please provide your comments below.

I am a resident of Mercer Island and I would definately prefer (I-8A) as it would still allow Mercer Island residents to use the center lane for commuting.

Claire Paaum

I-397

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

I-397

Your preference is noted.

33756041_01individuals3.P65

Claire J Raaum
15 Brook Bay Lane
Mercer Island, Wa.
98040

Place stamp here

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

FOLD HERE

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

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

Please provide your comments below.

As a resident of Mercer Island I strongly prefer HOV or Outer Roadway – R-8A to retain the right to use the access to & from Mercer Island as we have had

I-398

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

I-398

Your preference is noted.

33756041_01individuals3.P65

Raann
15 Brook Bay Lane
Mercer Island

Place stamp here

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

FOLD HERE

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Name:

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

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

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

From: Kathy Raich [mailto:raichk@zipcon.com]

Sent: Wednesday, June 18, 2003 8:18 AM

To: ron.sims@metrokc.gov

Cc: tulla@soundtransit.org

Subject: I-90 Bridge Trail

I am writing in support of the R2B alternative to protect the bike lane on i-90. First and foremost, this is the only non-motorized route from the eastside into Seattle--closing it for an extended period of time for the other proposed changes would greatly inconvenience those of us who are trying to use an alternative to the automobile for transportation. Buses do not accommodate enough bikes and buses do not run frequently during the day.

The proposal to narrow the bike lane would be extremely hazardous. Apparently those who favor this alternative have never been on the bike trail either as a pedestrian or as a biker. Even now there is barely enough room to pass safely when the trail is even slightly congested. The "railing" is also very dangerous if one goes too close as handle bars hitting the barrier could be catastrophic.

I-399

Moving buses and trucks to that outside lane next to the trail is unthinkable. The rush of air at that high speed is enough to cause a biker to be "blown" out of the way--look what happens to a car when passing a bus or semi! There is also a lot of debris by the side of the road that would be flung into the pathway of those on the trail. The R2B is not ideal but is certainly the best alternative. Seattle and King Co. should be looking to protect alternative forms of transportation and encouraging people to be less dependent on their cars. Traffic is out of hand, and current proposals seem to only be encouraging more cars on the road. Please protect the I-90 bike lane and attempt to make it even safer.

Thank you.
Kathy Raich

I-399

Your preference is noted. None of the proposed alternatives would reduce the width of the shared-use pathway. See also Common Response CR-3: Shared-use Pathway.

Please provide your comments below.

Focusing on bottlenecks is what will relieve congestion. For example the congestion on I-90 occurs around the convention center where the number of lanes decrease. Don't make that mistake!! The real answer would be a monorail up & down I-5 & 405 & across I-90 - This would take less land move more people above ground and on time. The monorail is very popular here and would work. For that reason, it will probably never happen.

You must keep your promises to Mercer Island & R-8 does this the best.

I-400

I-401

I-402

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

I-400

Your comment is noted.

I-401

Your comment is noted.

I-402

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

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

Name: Debbie Foster

Address: 7830 SE 63rd Pl

City: Mercer Island

State/Zip: WA 98040

E-mail (optional):

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

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MAY 2 3 2003
PROJ NAME
CONTRACT#
DOCODE#

May 21, 2003
4624 Forest Ave
Mercer Island Wa 98040

Andrea Tull, Proj. Mgr.
Sound Transit, Regional Express Dept
Union Station
401 S Jackson St
Seattle Wa 98104-2826

For the I-70 Transit alternatives I support Plan 8B. This seems to maintain Mercer Island access along with other advantages. The M.I. access is very important. I-403

The plan generally establishes other problems like access and egress choke points. That needs fixing. I-404

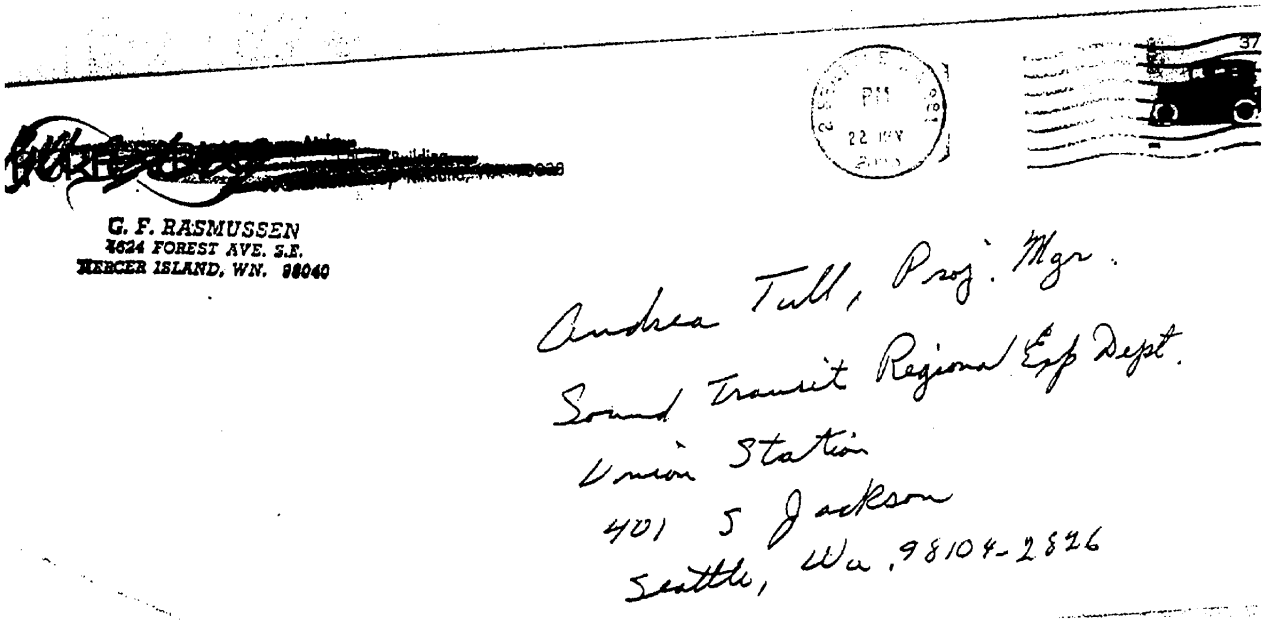
Sincerely
G. F. Rasmussen

I-403

Your preference is noted.

I-404

Your comment is noted.



G. F. RASMUSSEN
4624 FOREST AVE. S.E.
MERCER ISLAND, WN. 98040

Andrea Tull, Proj. Mgr.
Sound Transit Regional Exp Dept.
Union Station
401 S Jackson
Seattle, Wa. 98104-2826

33756041_01individuals3.P65

Please provide your comments below.

Your Rep Denise Was Very Thorough & Deep In Knowledge of The Alternatives.
① However, I Am Not Convinced That adding more lanes will relieve The Problem @ The Congestion Points.
Those Should Be repaired first!! I-405

② The Most important Thing Is To Protect Bikers & Pedestrians In The Bike lane. Whatever Choice is Made, DO NOT SCRIMP ON SAFETY!!! I-406

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

I-405

Your comment is noted.

I-406

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

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

Name: GARY-PAUL Reinke

Address: 201 S. JACKSON #500 SUITE

City: SEATTLE

State/Zip: 98101

E-mail (optional): gary-paul.reinke@metrokc.gov

Telephone (optional): 206-205-5287

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

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

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

FOLD HERE

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

Place stamp here

"Tull, Andrea" <tulla@soundtransit.org>
06/16/03 10:08 AM

To: "Julie Blakeslee (E-mail)" <julie_blakeslee@urscorp.com>
cc:
Subject: FW: Propose I-90 changes: DRAFT EIS

-----Original Message-----
From: Greg Rice [mailto:gregrice@attbi.com]
Sent: Thursday, May 08, 2003 12:32 PM
To: TULL, ANDREA at SOUND TRANSIT
Subject: Propose I-90 changes: DRAFT EIS

I had understood that the SOV compensatory privileges for MI residents were irrevocable. Apparently your legal opinion that they are revocable?

Certainly this is an issue which you are aware of. Please direct me to or cite legal opinions, references, contracts and agreements regarding this.

I-407

Regards,
Greg Rice
gregrice@attbi.com
206-264-4320

I-407

See Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

The Existing / No build (R-1) option seems like the best solution with increase in Sound Traffic Bus service. The 550 bus has made a huge difference — frequently, convenient. Folks who live further east along I-90 consider need similar express bus service to decrease car traffic along I-90 consider as a way around these other expansive plans. I am also concerned about all the other plans dumping huge numbers of cars downtown — on I-5 interchanges in downtown area.

I-408

I-409

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

I-408

Your comment is noted.

I-409

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

3375604 1_01indivduals3.P65

Nancy Roben
2405-71st Ave SE
MI 98040

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REGIONAL EXPRESS
MAY 23 2003
PROJ NAME
CONTRACT#
DC CODE#

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

Place stamp here

FOLD HERE

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

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

Message from MARK MONICA ROBBINS <4waterdawgs@msn.com> on Wed, 4 Jun 2003 22:33:39 -0700 -----

To: "Tull, Andrea" <tulla@soundtransit.org>, "Sims, Ron" <ron.sims@metrokc.gov>

Subject I-90 Bridge Configuration Comments

:

This message is written to voice my comments and concerns about the various alternatives being considered to change the configuration of the I-90 transit corridor between Seattle and Bellevue. These comments and concerns come from my several perspectives--as a King County resident and taxpayer, as a registered Civil Engineer, as an environmental engineer, as an avid bicyclist, and as a Mercer Island resident.

My main comments and concerns can be briefly summarized below:

1. The original agreement regarding the use of the HOV lanes by SOV's between Seattle and Mercer Island must be honored. I-410
2. Maintain the current width of the bike/pedestrian lane.
3. Make sure that access for bikes between Seattle and Mercer Island is not cut off for any significant period of time during construction.
4. Make sure that the alternative selected actually achieves a net increase in capacity rather than simply a shift in capacity.
5. Don't underestimate the value (in terms of potential traffic reduction) of expansion of the Mercer Island Park and Ride.

A brief discussion of these five comments follows:

1. I'm not an attorney and haven't thoroughly reviewed the legal documents, but I know there are a lot of attorneys on Mercer Island. From what I have read and heard, I don't believe that there was anything in the original agreement that put any time limit on the use of the HOV lanes by SOV's between Seattle and Mercer Island. Don't waste taxpayer money by trying to prove in court that there is an "out" to this agreement. I-411
2. I rode my bike across the bridge twice today and passed at least 5 other cyclists on each crossing. With the current width, there is just enough room to pass. The original design criteria was well thought out. A reduction of the width would create a safety problem. I-412
3. I was told that under some of the alternatives that the bike/pedestrian path may be closed altogether for two construction seasons. If this is true, this is unacceptable not only for recreational bicyclists but also commuters who use the bike lane. We have a friend who has epilepsy and cannot drive. He used to take the bus, but a couple of years ago his bus route was discontinued. He now commutes by bike and this would mean that his only mode of transportation would be impossible. There are many other bicyclists that commute by bike and reduce car traffic by choice plus there are hundreds of recreational Mercer Island bicyclists who would not be allowed to get from Mercer Island to Seattle (and vice versa for Seattle cyclists) for up to two years. Therefore, I would encourage you to keep the closures to an absolute minimum. And if closures are unavoidable, special shuttles should be made available to transport bicyclists safely around confined, temporary closures. I-413
4. One noticeable defect of Alternative R2b is that it does not achieve any net increase in capacity. This alternative simply shifts one lane of HOV to the opposite direction. If money is to be spent on this project, this should be one of the primary objectives. Otherwise, the money is wasted! This alternative I-414

I-410

Your comments are noted. None of the proposed alternatives would reduce the width of the shared-use pathway. See also Common Responses CR-1: Memorandum Agreement and CR-3: Shared-use Pathway.

I-411

See Common Response CR-1: Memorandum Agreement.

I-412

See Response I-410.

I-413

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

I-414

Your comment is noted.

actually would have more negative impacts, i.e. reduction in capacity in one direction all of the time, than positive benefits.

5. No one has ever asked me or anyone that I know on Mercer Island about their use or potential use of the Park and Ride lot. The figure that I read regarding the estimate of 60 percent of users being from Mercer Island may be low and/or not representative of potential users. I do know that since it is always full by 8 am, a lot of Mercer Island people have totally written it off and simply drive into Seattle since it is such a short distance. If there were triple the capacity of the current Park and Ride lot and if there was a way to get people to use the lots closer to their homes (i. e. limit the use of the Mercer Island Park and Ride to Mercer Island residents and limit the use of other Park and Ride lots to local residents) I believe that a significant number of commuters from Mercer Island could be transferred from their cars to buses.

Thank you for reading and registering my comments.

Sincerely,
Monica Robbins, P.E.

I-414 cont.

I-415

I-415

Comment noted. Efforts are underway to expand the Mercer Island park-and-ride lot to approximately double the number of parking spaces.

Message from Joelle Burgess <joellemburgess@yahoo.com> on Fri, 6 Jun 2003 15:49:54 -0700

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

:

Regarding the upcoming decision on I-90, I urge you to SUPPORT R2B as the best way to improve transit capacity, reliability and safety on the I-90 Bridge. Some of the benefits of R-2B:

It moves forward with the 1996 voter approved option for a 2-way center roadway.

It offers better transit speed and reliability on I-90 than R-8A & preserves the center roadway for future high capacity transit or (light rail)

It's 1/3 of the cost and will take 1/2 the time to implement than R-8A

It maintains the 10 ft bike/pedestrian bike path

Please support R2B for the future of I-90. This is safer and promotes mass transit and biking instead of promoting SOVs. SOVs are causing major air pollution and very harmful greenhouse gases. Mass transit and other choices help with this problem.

Sincerely,

Joelle Robinson
Seattle, WA

I-416

I-416

Your preference is noted. See Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety, CR-10: Project Costs.

From: Masnik, Carol
Sent: Wednesday, April 30, 2003 9:29 AM
To: Tull, Andrea
Subject: FW: HOV LANES I-90

for your hsndling

Carol

-----Original Message-----
From: Wendy Romanchuk [mailto:Romanchuk.W@LNTCO.COM]
Sent: Tuesday, April 29, 2003 1:40 PM
To: 'expresscommunityrelations@soundtransit.org'
Subject: HOV LANES I-90

I would like to respond to the article in Sunday's paper regarding the proposals for the I-90 corridor.

I-417

My vote would be R-1-No build option. Leave it as it is. The money could be better spent in some other fashion.

Thank You

I-417

Your preference is noted.

Message from "Mercy A. Rome" <mercyr@beacondevgroup.com> on Fri, 6 Jun 2003 12:46:10 -0700 -----

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

Subject Freeway I-90

:

Dear Ms. Tulla,

Thank goodness officials are gearing up to make changes to the I-90 corridor between Bellevue and Seattle. Everyone who ventures out on the bridges between Seattle and the Eastside is aware that we have heavy commuter traffic moving in both directions, east and west now. For many years I-90 has lagged behind, maintaining support for carpool and bus commuters in only one direction. It is high time to adopt the proposed plan R-2B and convert the center roadway of I-90 into full-time, two-way operation for carpools and transit. Of the available options, R-2B is one of the less expensive options, interrupts service for a shorter time frame and encourages transit and carpools. It is a great solution and we should support it. I-418

Please also keep the door open for future fixed rail transit. Someday a form of fixed rail transit will be a key mode of transportation for Seattelites, it is less expensive to plan for it now than to wait for the elusive "right time". I-419

Sincerely,

Mercy Rome and Canuche Terranella
1125 31st Ave. South
Seattle, WA. 98144

I-418

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

I-419

Your comment is noted. See also Common Response CR-2: High Capacity Transit (HCT).

Please provide your comments below.

(1) I support R8A —

Reasons

(A) My understanding is that all parties agreed to M.I. residents using HOV lanes and this is what made I-90 possible years ago

(B) I paid a premium to live on Mercer Is 6 yrs ago & in large part due to HOV access to Seattle where I work.

(C) R8A makes sense to me

(D) As biker I endorse R8A.

Thank you.

Gatis Roze
8206 Avalon Dr
Mercer Island, WA 98040-5613

I-420

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

I-420

Your preference is noted.

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

Name: Already on

Address: list.

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

98104-2826 32

FOLD HERE

Carla Rose
8206 Avalon Dr
Mercer Island, WA 98040-5613

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MAY 22 2003

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

David N. Rudo, D.D.S.
1402 Third Avenue, Suite 1030
Seattle, WA 98101-2118
(206) 340-8870

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REGIONAL EXPRESS
MAY 19 2003
ROJ NAME I-90
ONTRACT# 3382-2032
)C CODE#

16 MAY, 2003

Please include my comments regarding the I-90 Two-Way Transit Project DEIS in the record.

I-421

I-421

See Responses 0-34 through 0-38.

Comments from DAVID N. RUDD, both sides of this paper.

Comments on the I-90 Two-Way Transit Project DEIS

The Draft EIS on I-90 is a flawed, incomplete, biased document with too many unanswered questions to be used to choose a preferred alternative. Many key questions raised during the scoping process are still unanswered and there are inconsistencies in the analysis.

Flaws:

Missing mitigation for displaced Mercer Island single-occupant vehicles

The DEIS does not include mitigation to deal with projected increase in congestion in outer roadways for R2B when Mercer Island single-occupant vehicle traffic is displaced from center lanes. This question was asked over two years ago, and no work has been done to resolve this. At the very least, transit service on Mercer Island could be increased, and park & ride lots could be expanded to accommodate the drivers displaced from the center roadway, reducing congestion forecasts for R2B.

Mitigation to reduce accidents with R8A unreliable and incomplete

There is no detailed breakdown of the effect of the different mitigation measures proposed, and measures like reduced speed limits and banning vehicles from certain lanes are not enforceable. "Incident response service" would be costly and not in use all the time, so accidents and disabled vehicles will still block lanes, just like they do on SR520.

Increased accidents and disabled vehicles will block traffic and increase congestion

Traffic flow models still do not take into account how the increased number of accidents, lack of shoulder, and disabled vehicles blocking would cause increased congestion with R8A. The delay times and travel times still do not reflect the impact of increased accidents–yet this point was raised over 2 years ago. Given the increased number of injury accidents (at least one more per week) and the fact that disabled vehicles will block travel lanes, the projected delay and travel times listed for R8A should be higher.

Cost of increased accidents

R8A would still have a significant increase in accidents and injury accidents compared to all other alternatives, even with proposed mitigation. How much money would have to be set aside to settle lawsuits from those injured in these additional crashes (at least one more injury accident per week) when they sue Sound Transit and WSDOT for implementing a flawed, defective design?

HOV usage changes inconsistent

Why is there no increase in HOV usage over design period? In fact, alternative R2B is shown to have a DECREASE in HOV usage–how could this be possible? If you believe the forecast increase in congestion in the outer roadway, that should lead more people to carpool, not fewer.

R8A increases volumes, but associated congestion and pollution missing

How is it that R-8A shows higher total traffic volumes than the other alternatives (15800 vehicles per hour for R8A compared to 15000 for R-1 and R-2B) yet no corresponding increase in air pollution or congestion is mentioned? Those additional cars and emissions have to go somewhere!

Reducing quality of bike-ped path will force more people into cars

The DEIS acknowledges that reducing outer roadway shoulder from the standard 10 feet to only 2 feet on R8A would discourage bicyclists from using adjacent path, but there is no mention of what those bicyclists would do. Many of those riders may choose to drive instead, but the forecasts do not include those additional drivers.

Bicycle Alliance of Washington
206.224.9252
www.bicyclealliance.org

The I-90 *Safety* Coalition

Transportation Choices Coalition
206.329.2336
www.transportationchoices.org

Inadequate Mitigation for negative impacts on bicycle-pedestrian path:

The bicycle-pedestrian path on the Homer M. Hadley Bridge is a substandard 10 feet; the East Channel path is even narrower, at 8 feet. According to federal guidelines both paths should be widened to 12 feet. Proposals to remove or narrow the adjacent shoulder make this even more important.

Proposed mitigation for closing bike/ped path during construction is totally inadequate. The primary mitigation (TRAN-27) mentioned is for bikes/peds to use existing transit and/or shuttles–but that would not even accommodate current bicycle use (34 buses in 3 hours can carry 68 bikes–but minimum counts show 300-600 bicyclists in that same time period). This subject was discussed months ago at length, and in detail, with Sound Transit staffers, yet it appears the concerns raised were ignored. Bicyclists must have a rideable detour on the bridge deck that is available 24/7.

Unanswered questions:

There is no discussion of the (im)permanence of HOV status and the impact that would have on different alternatives. How do we know that lanes designated as HOV would not be opened to general-purpose traffic, further increasing volumes, congestion, and air pollution?

No substantiation for claims that R8A would be better for future high capacity transit than R2B. In fact, light rail could be added to the center roadway right now without adversely affecting the bike-ped path or narrowing any lanes or shoulders. There should be more detailed discussion of future conversion to light rail with the different alternatives.

Rerouting Flammable and Hazardous cargo onto SR520 or I405 doubles the mileage those trucks must travel to cross Lake Washington, yet they claim no increased risk. How can this be?

Bias:

The DEIS is biased against R2B and for R8A:

Many R2B issues could be addressed by mitigation, but very little is mentioned or discussed. At the very least, the following mitigations should be evaluated and included in the EIS:

- Increase transit service on Mercer Island to accommodate drivers displaced from the center roadway.
- Increase park & ride spaces on Mercer Island (what happened to the P&R project that was originally paired with this project?)
- Evaluate "incident response service" for center roadway (as was proposed to mitigate for R8A)

Data emphasizes general purpose traffic over transit:

Most of the data on the different alternatives emphasize the impact on the general-purpose travel times–yet this project is supposed to use transit money to supposedly improve transit times. We should not be spending transit dollars on general-purpose traffic.

Sound Transit and local governments need to keep their promises:

The 1976 Memorandum of Agreement clearly spells out that there are to be no more than 8 lanes on the I-90 bridge(s), and that the center roadway is to be converted to two-way transit and HOV, yet R8A violates the agreement. Why are government agencies continuing to promote an alternative (R8A) that goes against the legally-binding agreement, would injure more people, increase traffic volumes, and cost more than 3 times as much, when R2B is safer, cheaper, and faster to implement?

Bicycle Alliance of Washington
206.224.9252
www.bicyclealliance.org

The I-90 *Safety* Coalition

Transportation Choices Coalition
206.329.2336
www.transportationchoices.org

Coalition members: 1000 Friends of Washington, The Bicycle Alliance of Washington, Cascade Bicycle Club, Feet First, The League of Women Voters, Livable Communities Coalition, People for Modern Transit, Seattle Community Council Federation, Sierra Club Cascade Chapter and Transportation Choices Coalition

Please provide your comments below.

AS A BICYCLE COMMUTER I DO NOT LIKE ALTERNATIVES R-5 AND R-8. I FEEL THAT BICYCLE COMMUTERS HAVE POSITIVE EFFECT ON ENVIRONMENT IN SENSE THAT THEY DO NOT POLLUTE AIR AND HEALTHY LIFESTYLE. I BELIEVE THAT BICYCLING SHOULD BE ENCOURAGED RATHER THAN PENALIZED. I BELIEVE THAT RATHER THAN MAKING BICYCLE PATH NARROW, IT SHOULD BE MADE WIDER OR THERE SHOULD BE ANOTHER ONE. I-422

I BELIEVE, THAT REGARDLESS OF WHAT ALTERNATIVE IS USED, ANY INCREASE OF CAPACITY WILL BE USED BY 520 COMMUTERS, THEREFORE THERE WILL BE NO ACTUAL ~~CHANGE~~ DECREASE ~~IN~~ IN COMMUTING TIME. I-423

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

I-422

Your comment is noted.

I-423

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

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

Name: PETER SAJAL

Address: 1644 SE 16th ST.

City: BELLEVUE,

State/Zip: WA 98008

E-mail (optional): PETER SAJAL@YAHOO.COM

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

From: DiaFelice Smith Salogga [dfss@earthlink.net]
Sent: Wednesday, May 28, 2003 9:02 AM
To: tulla@soundtransit.org
Subject: I-90 EIS comments Sound Transit/ WSDOT

May 27, 2003
Sound Transit/WSDOT EIS Comments

We need an alternative to R-8A that WILL NOT JAM TWO MORE LANES OF TRAFFIC ONTO I-90, reducing the shoulders to two feet so that the Federal Highway Administration would not allow any dangerous cargoes to continue to use I-90. R-8A is extremely dangerous in that it would divert all flammable and hazardous cargo trucks from I-90 , forcing them to detour a total of thousands of miles daily onto other freeways and on local streets. causing additional traffic congestion and more dangerous accidents that impose unnecessary risk upon travelers on I-5, SR520 and local streets near I-90 and those living and working nearby. I-424

Although alternative R-8A is the only one that would force flammable and hazardous cargoes off I-90, and although the draft EIS acknowledge that those cargoes represent 5 per cent of total truck traffic, the draft EIS fails to provide information about where these trucks will go and what level risk they pose. I-425

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

Additionally the EIS should estimate the resulting increase in explosions, hazardous waste spills, and fires from the increase in collisions involving these cargoes, and their estimated cost in property and environmental damage, and human life and injury.

The EIS' environmental justice analysis (which so far says nothing about this problem) should consider who will be hurt by these additional, unnecessary risks imposed by R-8A. I-426

Additionally it is unsafe for bikers and walkers; bad for bus riders and commuters; takes twice as long to construct as R-2B and costs too much at 80M-100M, 3-4x the cost for Alternative R-2B. I-427

DiaFelice Smith Salogga
2151 East Hamlin St
Seattle, WA 98112 (206)322-5097

I-424

Many alternatives to adding outer roadway HOV lanes, which will result in the addition of two travel lanes on I-90 between Seattle and Bellevue, were examined during the EIS process. None of these alternatives would provide enough benefit to justify implementation with respect to the project purpose and need.

I-425

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

I-426

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

I-427

See Common Responses CR-3: Shared-use Pathway and CR-10: Project Costs.

Please provide your comments below.

Gentlemen:

The only acceptable alternative, other than the status quo is the R8A alternative.

I-428

Sincerely

Michael [illegible]
8130 Island Heights Drive
Mercer Island 98040

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

I-428

Your preference is noted.

3375604 1_01individuals3.P65

8730 Island Heights Lane
Mercer Island
Wa 98040

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

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

Name: M. SANDORFF
Address: 8730 Island Heights Lane
City: Mercer Island
State/Zip: Wa 98040
E-mail (optional): msandorffy@qwest.net
Telephone (optional): 206 682-6868 ext. 18

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

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

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

From: Somerset [somerset98006@hotmail.com]
Sent: Saturday, May 10, 2003 6:43 AM
To: tulla@soundtransit.org
Subject: I90 Draft EIS feedback & mailing list

Hello Ms. Tull,
Thank you for soliciting input from the Somerset Community Association, a non-profit corporation that serves the interests of the 1335 households here in the Somerset neighborhood of S. Bellevue.

Historically, we have appreciated the reversable lanes on I90. But the leveling of east-west peak traffic patterns suggests it is time to change that, so as to make highway access more equitable for all. I-429

As you consider this, we understand the need to keep the HOV lanes, so as to encourage more efficient traffic and reliable bus performance. It is not clear to us which way to do this is best - so we defer to your best judgment on this.

One issue that may be beyond the scope of this specific inquiry: As the capacity of the Eastgate Park and Ride is increased, we hope that changes are made to make it easier for busses to get to/from I90 - the eastbound exit off I90 to Richards Rd (to get to the Park and Ride) is extremely inefficient. I-430

Final note: Dave Lowry died recently. Could you please change your mailing list - since leadership changes each year, I suggest referring to positions rather than names. Perhaps "Board of Directors - Transportation Chair", "Somerset Community Association". I-431

thx
Tony Schuler
President, Somerset Community Association
P.O. Box 5733, Bellevue 98006

I-429

Your comment is noted.

I-430

Sound Transit has a project to improve access for buses to/from the Eastgate Park and Ride. The Eastgate Direct Access project will add a direct access ramp from the Eastgate Park and Ride over the westbound I-90 lanes to provide transit access to the I-90 HOV lanes, east and westbound. The project is expected to be complete in 2007. Sound Transit's partners on the project include WSDOT, the City of Bellevue and King County/Metro Transit. King County's Eastgate Park and Ride project will add approximately 1,000 parking stalls at the existing park and ride.

I-431

The address/name change has been made as requested.

06/01/03

Dear Ms Tull,

I'm writing to oppose the proposed expansion of the I-90 bridge lanes. I am a regular bike commuter, riding from Capitol Hill to the Group Health hospital in Redmond 2-3 days/week. I confess I don't ride in the rainy season but I do ride religiously from May-Oct. Adding the additional lanes would make riding across the bridge not only unpleasant but downright dangerous! Even as it is, you get blasted when a big truck roars by. With traffic that much closer, it would be far worse. The dirt gets in your eyes and nearly blinds you sometimes. I-432

Also, the proposed expansion would force trucks carrying flammable materials on to alternate routes, including secondary streets such as Rainier Ave and Bellevue Way, which would snarl up traffic there. I-433

The traffic situation has actually improved spontaneously (due to the recession) and if Boeing doesn't build the 7E7 here, as it looks like it won't, I feel the traffic situation will stabilize at a tolerable level until already planned transit projects (light rail, Monorail) are built. Please don't let us sacrifice a fantastic bike commute route for nothing!! I-434

Please do not allow the proposed I-90 lane expansion to proceed. Thanks you.

Frank Schumann

Frank Schumann
956 18th Ave E., #8
Seattle, WA 98112

I-432

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

I-433

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

I-434

Your comment is noted.

Please provide your comments below.

The current NOISE FROM The EAST CHANNEL BRIDGE IS VERY LOUD – even from 1/4 - 1/2 mile; the 67 Decibel STD. DOES NOT WORK –

ANY FURTHER PROJECTS SHOULD BE CONDITIONAL UPON SOME Reasonable (Light-weight) EFFORT TO MINIMIZE THIS NOISE Pollution.

I-435

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

I-435

Your comment is noted. See also Response I-436.

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

Name: WALTER Scott.

Address: 2855 - 103rd Ave S.E.

City: B.V./B. Arts

State/Zip: 98004

E-mail (optional): WScott@Legacy-commercial.com.

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

From: Walter Scott [wscott@legacy-commercial.com]
Sent: Friday, May 23, 2003 2:18 PM
To: 'tulla@soundtransit.org'
Subject: I-90 Two-Way Transit/HOV Improvement Project - @ The East Channel Bridge

Andrea Tull:

1) Beaux Arts, Wa. : The current East Channel Bridge, as contructed , does not meet current standards of acceptability for noise mitigation. In a word , it is too loud by most reasonable standards .The current "alternatives" offered in this "project" do not include any provisions for further noise pollution mitigation. This is not reasonable nor acceptable

2) We recognize that noise measurements were completed @ approx the intersection of 111th Ave SE/34 st SE. that was , we assume , to cover the Enatai area. It does not. Further West , the actual bridge creates noise that , while possibly below the Federal standards of 67 decibels, the noise is noxious from the shoreline on both sides of the channel from Pleasure Point in the South to Kilarney in the North. We estimate that approximately 35,000 residents will be materially and negatively impacted by the addition of additional lanes to this span and @ least 2/3rds of these will join our cause if requested. I-436

3) We do not accept 67 decibels as a reasonable standard and believe that it likely was a self - serving government standard that ,quite possibly, never was a reasonable level for the average resident. I-437

Summary: While recognizing that standards of the past might have been meet, resident's acceptance of all types of pollution standards over time become more stringent; therefore, our support for this project is conditional upon a reasonable , cost conscious, significant and meaningful approach to this important quality - of - life issue of noise mitigation. All reasonable efforts must be made to bring this cuurent noise pollution to reasonable standards . We are not "NIMBY's" or "No Growth" . We are about responsible growth I-438

Regards;

W.A. Scott(residence : 2855 103rd AVE SE , Beaux Arts, Wa. 98004)
Legacy Commercial
425-450-2300 x 2
<<Walter Scott.vcf>>

I-436

A sound measurement was taken in Beaux Arts to determine the existing sound environment and the potential for noise impacts. The monitoring location was along the waterfront in the Beaux Arts community park, at its southern end near the chain link fence. The microphone had a direct line-of-sight across the water to the I-90 East Channel Bridge, which was approximately 2,000 feet away. The monitoring location was selected along the shoreline at the extreme southern end of the park in order to measure the maximum contribution of sound from I-90 and to capture any potential reflections from the water surface.

The measured L_{eq} was 57 dBA for a 20-minute sample starting at 7:20 a.m., which represents the peak morning traffic conditions. The sound measurement was an ambient level that included all sources. Traffic sound was the dominant source, although the loudest single source of sound was a motorboat on Lake Washington. Other sources included occasional aircraft and motorboats. The wind was from the south, which could carry some I-90 traffic sound towards Beaux Arts. The sky was a low cloud cover, which might have included atmospheric reflections. The wind from the south also had the aircraft taking off to the south from SeaTac Airport, resulting in minimal jet overflights during this measurement.

For comparison purposes, a second measurement of 54 dBA was taken at 10:26 a.m. During this measurement, substantial sound sources included jet aircraft (jets taking off to the north) and motorboats on Lake Washington (during a warm July day), as well as traffic on I-90. This sound measurement was lower because I-90 traffic was not at peak travel times and because the wind was from the northwest, which was not carrying I-90 traffic sound from the bridge towards Beaux Arts.

The measured L_{eq} of 54 to 57 dBA would be below the FHWA noise abatement criteria of 67 dBA for residential areas, which is not considered an existing traffic noise impact under WSDOT policies. Sound levels from I-90 in other areas of Beaux Arts are expected to be similar or lower, because most areas are farther away from I-90 and have intervening vegetation.

Message from John & Joan Shrader <jaj.shrader@verizon.net> on Wed 0700 -----

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

Subject I-90 Reconfiguration

:

I am opposed to reconfiguration of I-90. The use of the center lane is NOT a privilege for Mercer Island residents. This compensatory right was part of an agreement made with Mercer Island residents by the Department of Transportation in the 80's. We have no alternate route off or on the Island. I-439

Traffic L_{eq} levels at other locations along I-90 were predicted to increase by a maximum of 1 to 2 dBA under the alternatives compared with the existing conditions. Similarly, traffic sound levels from I-90 in Beaux Arts could be expected to increase by no more than 1 to 2 dBA under the alternatives. The future peak-hour L_{eq} at the Beaux Arts monitoring location could increase from 57 dBA to 58-59 dBA, which would be below the FHWA noise abatement criterion of 67 dBA for residences and parks. Traffic noise impacts would not occur, and consideration of noise mitigation would not be required. An increase of 2 dBA or less would be imperceptible to the human ear (Table 4.5-2). Although I-90 traffic sound would be below the FHWA-approved WSDOT guidelines for considering noise mitigation, traffic sound from I-90 would continue to be audible at many locations in the Beaux Arts community.

Noise barriers are intended to reduce traffic noise at receivers within several hundred feet of a highway. At greater distances from I-90 to a receiver, noise barriers would be less effective. Noise barriers are less effective at greater distances mostly because the sound levels without barriers already are low. Several studies have shown that barriers did not show significant noise reductions at distances of about 500 feet or greater (Caltrans, 2002). It is very doubtful that barriers on the East Channel Bridge would noticeably reduce I-90 traffic sound in Beaux Arts. A potential noise barrier was considered for nearer impacted receivers (Receptor 36), but could not meet the reasonableness criteria required to recommend its construction.

I-437

Your concern is noted. However, as noted in the FEIS, WSDOT is required to follow federal criteria for noise levels.

I-438

Your comment is noted.

I-439

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

Message from Alice Smith <alice_smith@msn.com> on Thu, 5 Jun 2003 :

To: "Sims, Ron" <ron.sims@metrokc.gov>, "Tull, Andrea" <tulla@soundtransit.org>

Subject I-90 reconfiguration

:

As a 30-year Mercer Island resident, who lived here back in the bad old days of head-on collisions in the reversible lanes, I offer the following comments:

1) Why in the world would any reasonable planner consider any alternative that NARROWED lanes in a day and age when vehicle sizes have dramatically INCREASED??? I-440

2) R2B would deprive Mercer Islanders of our single-occupancy privilege. This seems to be terribly important to some residents of my city. Big deal. I would happily give it up rather than choose an alternative that would make I-90 more dangerous. I-441

3) Many people commute in the bike lanes, and we should encourage them to continue doing so by keeping the lanes safe. I-442

R2B seems to me the safest and best alternative. I urge you to adopt it. I-443

Alice Copp Smith

8526 S.E. 79th Place

Mercer Island, WA 98040
206-232-4664

I-440

See Common Response CR-8: Safety.

I-441

Your preference is noted.

I-442

Your comment is noted.

I-443

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

Message from M Smith <jema8675@hotmail.com> on Thu, 5 Jun 2003
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 comment
:

Dear Andrea Tull, Project Manager,

I wanted to express my opinion about the I-90 changes please. I moved hear 6 years ago, and paid the high prices (including very high property taxes) for 2 reasons. Good schools and good access to the island with Interstate 90. Now, your group wants to take this away. I am very much against changing the access to getting to my home. I-90 is the only way on and off this island. We utilize the single occupant express lanes twice every day. Please leave this access intact. I-444

Further, I must add, where is all the money coming from to do all these changes? While our company struggles and even as recent as last week had to lay off staff, somehow the government seems to have all kinds of dollars for spending money on things that I believe don't need to be done, like this project. I-445

Again, my recommendation and input, leave it be. It works now. When you want to implement some sort of a rail solution, I'll be the first to back that, but buses, no thanks! I-446
Regards, Maynard Smith, Mercer Island

I-444

Your comment is noted.

I-445

See Common Response CR-10: Project Costs.

I-446

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

6007 142nd PL SE
Bellevue, WA 98006

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June 2, 2003

Andrea Tull
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826.

Subject: Comments on EIS for I90 alternatives

I have four areas of concern relating to alternatives R5 and R8a:

1. The barrier between the roadway and the bike/ped path needs to be solid and at least 60" high. The proposed barrier will not adequately mitigate the wind blast and debris kicked up by vehicles using a lane close to the barrier. The blast is unacceptable with the existing configuration and the proposed configurations will be worse. I-447
2. The outside handrail is unacceptable next to a narrow bike facility. There is no handlebar rub rail. If a handlebar hooks into this type of handrail there is no recovery. I have witnessed an accident of this type on the East Channel Bridge. The rider suffered head injuries and other bruises. He did not go into the water only because he was only going 15 mph, rather than the more common 20-25 mph. AASHTO (American Association of State Highway and Transportation Officials) Guidelines for Bike Facilities recommends rub rails where there is not a 3' foot clearance zone next to the path. Need to make sure the blast barrier on the traffic side also has a rub rail. I-448
3. During construction Transit will not be able to accommodate the three hundred bikes during peak periods. At 6:30 am, there is approximately one bike per two minutes in each direction. There are simply not enough open bus bike racks to accommodate more than about 20-25 bikes total during each rush hour. And in the counter-flow direction there are fewer buses. A temporary bike lane should be provided, just as a temporary detour would be provided for other vehicles. I-449
4. I did not see an estimate for the increase in bike accidents on the bridge with these alternatives. Was there a study? I-450

Sincerely,

Jim Smyth
206 263 5285

I-447

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

I-448

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

I-449

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

I-450

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

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

From: John Soltys [mailto:john@moosefish.com]

Sent: Monday, April 28, 2003 11:35 AM

To: expresscommunityrelations@soundtransit.org

Subject: support for option R-8A

I'd like to voice support for option R-8A (keeping reversible express lanes across I-90, adding carpool lanes to outer roadway). I commute from North Bend to downtown Seattle every day and I carpool to take advantage of the express lanes, reduce emissions, and save money.

Please do not pursue any option which changes the behavior of the reversible lanes. Reducing the throughput on those lanes would dramatically increase my travel time, stress levels, and make me less likely to carpool.

I-451

--

John Soltys

I am the fish.

www.moosefish.com

I-451

Your preference is noted.

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Dear Mrs Masnik,

Please consider my alternative to the traffic alternatives in the newspaper.

During rush hours, reverse bridges. I 90 could handle the East bound, while the 520 could handle the West bound traffic, and Vice Versa - People are adaptable and would adapt to such a change.

I-452

PS
We lived on Clyde Hill for 25 years — this would work

Rita & Harry Speiser
200 Beach Pl #104
Edmonds, WA 98020
Handrspeiser@earthlink.net
(425) 776-8355

I-452

Peak-hour traffic flows across the lake are nearly balanced on I-90, and actually favor the "reverse-peak" direction on SR 520. In addition there would be difficult and costly operational efforts during the twice-daily transition periods that would also affect I-5 and I-405.

Harry & Rita B. Speiser
The Ebb Tide
200 Beach Place #104
Edmonds, WA 98020

Carol Maenpa
Sound Transit
401 S Jackson St.
Seattle, WA 98104

98104+2826

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From: Sue Ann Spens
Sent: Thursday, May 08, 2003 10:34 AM
To: tulla@soundtransit.org
Subject: I=90 Draft EIS comments

Dear Ms. Tull,

Thank you for the opportunity to comment on Sound Transit's proposals for I-90. My husband and I are daily users of both I-90 and SR-520. Many days we travel both directions on I-90 during both morning and afternoon peak hours and are intimately familiar with the challenges presented by the current configuration of I-90 .

We support Proposal R-8A for the following reasons:

1. It preserves the reversible lanes and the capacity for traffic traveling in the "traditional" commute direction. Though the number of commuters traveling in each direction during peak periods may be nearly equal, there still are a greater number traveling west in the morning and east in the afternoon as Seattle remains the business and financial center of this area. Recent changes in the economy, particularly the demise of dot-com businesses (many of whom located on the Eastside) seem to have actually reduced the traffic heading Eastbound during the morning peak period.

2. It allows HOV-traffic better access to much of Capitol Hill without having to merge to I-5. As things stand now, one cannot get to the Rainier Ave N exit from the HOV lanes, so if your destination is Capitol Hill, you either use the general purpose lanes of I-90 or sweat it out merging onto I-5 to get to the Madison Street or Olive Way exits.

3. It rewards HOV-travelers who travel in the "non-traditional" commute direction by providing them with HOV lanes.

4. It avoids the potential bottle-neck that may be created by a switch to two-way center HOV lanes (R-2B Modified) when an accident occurs in either lane. Because access to the reversible lanes is extremely limited, once a traveler is in them there are no opportunities to get out of them to avoid backups created by an accident in the travel lane. I see this challenge as a paramount reason NOT to change the reversible lanes to two-way lanes -- UNLESS access to the lanes can be altered, which doesn't seem possible given the structural constraints of the current bridge's design. This argument doesn't even address the issue of getting rescue personnel situated to assist in resolving the situation.

Again, we appreciate the opportunity to comment on these proposals. You face a formidable task, particularly as "every wants to gripe about traffic, but no wants to spend money to do anything about it" (to paraphrase an old saying!) Good luck to you.

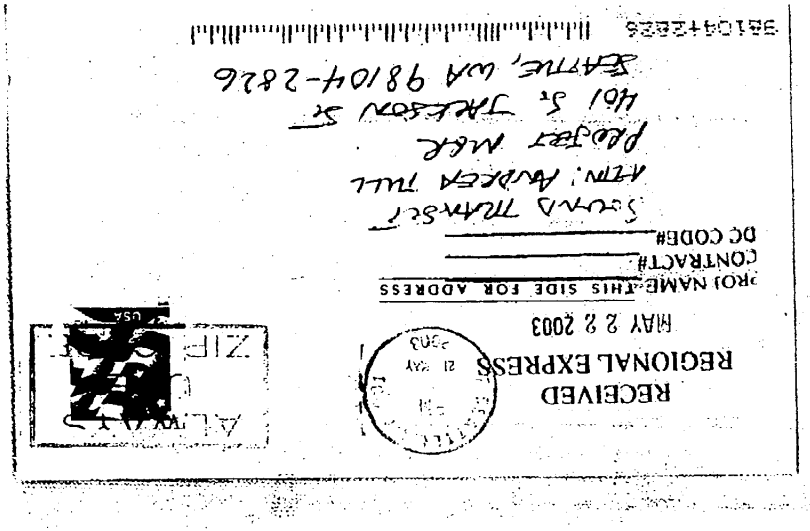
Sincerely,

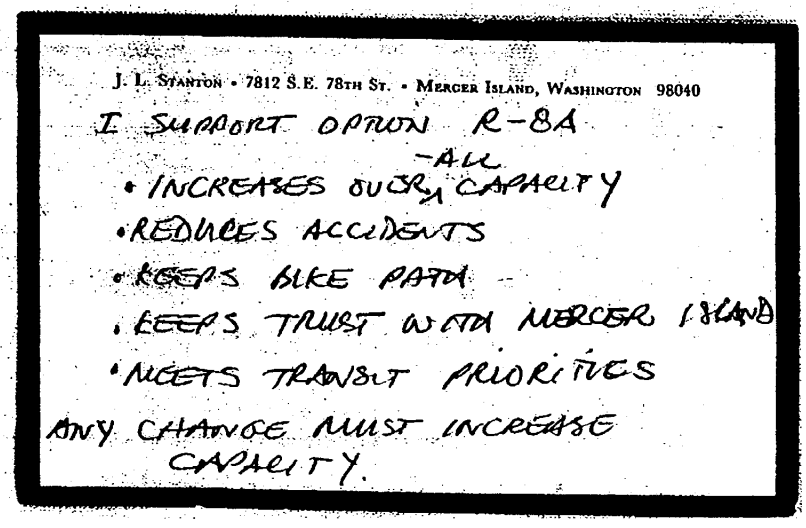
Conrad and Sue Ann Spens
16920 SE Newport Way
Issaquah, WA 98027

I-453

I-453

Your preference is noted.





J. L. Stanton • 7812 S.E. 78th St. • Mercer Island, Washington 98040

I SUPPORT OPTION R-8A

- INCREASES OUR ALL CAPACITY
- REDUCES ACCIDENTS
- KEEPS BIKE PATH
- KEEPS TRUST WITH MERCER ISLAND
- MEETS TRANSIT PRIORITIES

ANY CHANGE MUST INCREASE CAPACITY.

I-454

I-454

Your preference is noted.

Please provide your comments below.

I am for R2B(or, failing that, for no action). I am strongly opposed to R8A. R8A has several flaws, including:

- emphasis on GP lanes + single-occupancy vehicles: We need more transit investment in the Seattle area, not less
- inevitable delays: Disbanded shoulder watch + disabled vehicles = chronic, costly delays
- cost: The cost estimates are wildly unacceptable
- danger: Narrower lanes would significantly increase the number of injury accidents

By contrast, R2B is safer, more effective, much less expensive, and can be implemented in half the time of R8A. Also, R2B would avoid the two-season closure of the bike/pedestrian path necessary with R8A. As a cyclist who regularly uses this path in the summer, I urge you to preserve it even if R8A is chosen. Please provide a detour on the bridge deck in this case; the mitigation plan involving shuttles or riding around the lake is totally unworkable.

Thanks for taking my input into consideration.

Sincerely,

Terry

TERRY STELLA
1420 E DENNY WAY
APT C
SEATTLE 98122

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

I-455

I-456

I-457

I-455

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

I-456

Your comment is noted.

I-457

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

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Terrell A. Stella
6750 S 228th St.
Kent, WA 98032

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

98104+2826

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

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

From: John Stewart [mailto:john.stewart@nmwco.com]

Sent: Wednesday, June 04, 2003 4:52 PM

To: exec.sims@metrokc.gov; cmarshall@ci.bellevue.wa.us; alan.merkle@ci.mercer-island.wa.us

Cc: emersonj@soundtransit.org

Subject: Please support alternative R2B for I-90

Greetings all,

I am writing today to express my support for option R2B for I-90 because it is safer, more cost-effective, and keeps the promise for two-way transit in the center lanes. It would be a mistake to approve R8A, because it:

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

2) Is unsafe for bikers & walkers: I-90 is the "**only**" cross-lake bike/pedestrian path - R8A's proposed 2 foot shoulders would put bicyclists dangerously close to cars and trucks. As the Vice President of Feet First, Puget Sound pedestrian advocates, I find it appalling that our region, which has worked so hard to provide for bicycles and pedestrians, would take a step backward.

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

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

5) Costs too much: The original budget for two-way transit on I-90 was $15 million. Estimates for R8A are 6 times as high ($80- $100 million.) And this at a time when the state and King County are both broke!!

In short, there are five very strong reasons to oppose R8A. R2B is cheaper, safer, and far more fitting with the wishes of the region's voters to continue to provide transportation options.

Sincerely,

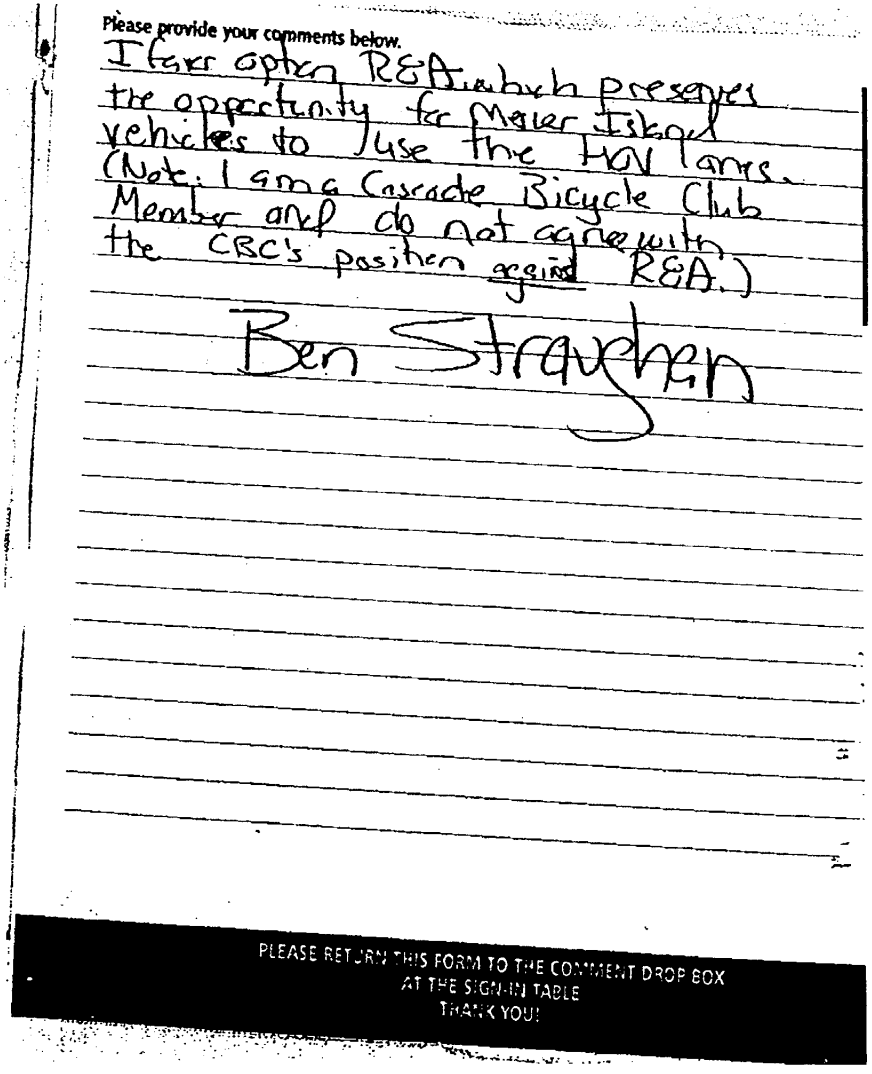
John Stewart

VP, Feet First

I-458

I-458

Your preference is noted. See also Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety and CR-10: Project Costs.

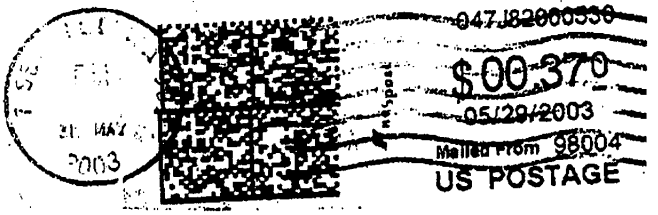

Please provide your comments below.
I favor option R&A which preserves the opportunity for Mayer Island vehicles to use the HOV lanes. (Note: I am a Cascade Bicycle Club Member and do not agree with the CBC's position against R&A.)
Ben Straughn
PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX AT THE SIGN-IN TABLE
THANK YOU!

I-459

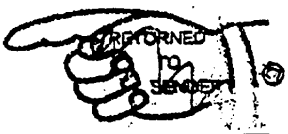
I-459

Your preference is noted.

Ben Straughen
2804 67th Ave SE
Mercer Island, WA
98040



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



Unmailable Due to size
Minimum Height 3-1/2 inches
5 inches

Message from "Gary E. Suoja" <gsuoja@gesmail.us> on Thu, 5 Jun 2003 11:18:23 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 draft EIS
:

Dear Ms. Tull:

It appears to me that the Draft EIS fails to adequately address the impact of the additional congestion caused by the addition of Mercer Island traffic to the main travel lanes. I-460

As a past commuter to the Island from Seattle (1997-2002) and Bellevue(1980-1996 2002-current), the rush hour (and now most any time) backups at each on-ramp on Mercer Island are obvious to all who travel I-90. The evening rush out of town backs up at Island Crest - just from those who park on the Island and head further east in the evening (assuming few Mercer Island residents join the eastward rush Bellevue at such a ridiculous time). This back up is also evident at East Mercer Way heading east in the evening. In fact, it is now apparent to those who live on the Island that many "commuters" who park on the Island for the day, are now using surface streets on the Island to avoid Island Crest and head over to East Mercer to shorten the back up. I-461

Morning back ups were usually not as bad, but seem to be focused on the Mercer Island lid, where we have another two on-ramps to slow things down. Again, these ramps are not used just by the locals but are also used by the "wise" commuter using surface streets to shorten any delay on I-90.

My point here is that if all Mercer Island traffic is added to the main lanes, I-90 between Seattle and Bellevue will begin the resemble I-5 during rush hours. A DOT traffic engineer once said something to the effect, "...Highways are funny, the busier they are the less they hold...". I-90 mainlines are approaching their carrying capacity for longer and longer periods, in both directions. Add a "little" more traffic from Mercer Island and the effect is not a simple addition to I-90 volume, it is a significant bulge that will take longer and longer periods to clear. Think of that the next time you see the backup at Island Crest, or when you are trying to get into Seattle from the Eastside when the Mariners are in town. That "little" extra Mariner traffic backs things up to 405 and sometimes beyond. I-462

In addition, any alternative which causes more back up (cars idling/creeping along) or doing nothing when traffic is projected to get worse, HAS to impact air quality. Yet this seems not to be seriously addressed in the Draft EIS. Why?

More cars going slower make for more and dirtier exhaust, more brake dust, more oil dropping on the roadway. Granted cars are now cleaner running, but there is still an impact when they sit/creep, foot on the brake and idle rather than run along efficiently. Those backups also cause break downs/overheating and more delays, exhaust and pollution. I-463

I-460

See Common Response CR-6: Congestion. See specific responses to comments below.

I-461

We noted this phenomenon as part of the traffic analysis. Improvements made by some of the build alternatives are expected to ease traffic conditions along the I-90 corridor and reduce the tendency for Mercer Island 'cut-through' traffic. The worsened effects during special events (e.g. Mariner games) are also evident.

I-462

We are aware of the people who cut through Mercer Island local streets to gain access to the center roadway. These impacts are included in our analysis. This project did not specifically recommend ways to eliminate that activity, although improvements to I-90 operations with the Preferred Alternative should lessen the incentives for drivers to leave the outer roadway.

I-463

The air quality impact analysis did not calculate air quality impacts due to traffic traveling along I-90, but rather examined the interdependent intersections. Vehicles at idle, or proceeding very slowly will have a greater impact to air quality than a fleet moving at a relatively consistent, moderate speed. Emissions of CO are maximized at low speeds, while the emission rate trends for other pollutants are not as straightforward, the increase in drive time and associated fuel consumption could cause greater impacts to air quality.

The models used in the analysis were created to calculate ambient concentrations for comparison to the National Ambient Air Quality Standards (NAAQS). The analysis was not intended to determine which alternative will emit the most or least pollutants, but only to estimate air quality impacts in an effort to ensure human health would not be compromised.

But we all know these things, don't we. Hopefully that is what the planner's were thinking when Alternative R-8A was developed, because only it seems to answer the concerns we all have and that are expressed above. A better analysis of these impacts will amplify the obvious choice. I-464

Gary E. Suoja

4880 90th Pl SE
Mercer Island, WA 98040

I-464

Your preference is noted.

-----Original Message-----
From: megan supple [mailto:pigpen99@hotmail.com]
Sent: Thursday, May 29, 2003 1:53 PM
To: expresscommunityrelations@soundtransit.org
Subject: I-90

I am writting to urge you to support alternative R2B for I-90. The center lanes should be full time HOV lanes in both directions. This is the only route across the lake for bicycles and pedestrians and alternative R2B is the only one that ensures that it will remain a safe route. It will also take less time and less money to complete. For all these reasons it is the alternative that makes the most sense. Please support it. Thank you.

-Megan Supple
Bellevue, WA

I-465

I-465

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

Message from Dorothy Swarts <Dorothy.Swarts@comcast.net> on Fri, 6 Jun 2003 12:17:37 -0700 -----

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

Subject support I-90 configuration R2B

:

I support I-90 configuration R2B because it maintains the option of light rail transit in the center lanes, maintains lane width and thus safer driving, keeps the current lane for disabled vehicles, keeps the current bike path across the bridge and is less expensive. Please choose configuration R2B. I-466

Dorothy Garrison Swarts

8501 SE 61st St
Mercer Island, WA 98040

I-466

Your preference is noted. See Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety and CR-10: Project Costs.

Please provide your comments below.

It looks as if Alternative R-8A, although it is expensive, will be the best solution for the long term. It also meets the agreement made on the approval of the construction of the original project.

I support Alternative R-8A.

I-467

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

I-467

Your preference is noted.

Mr. Neil W. Thomson
PO Box 76
Mercer Island WA 98040-0076

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MAY 2 2 2003
PROJ NAME
CONTRACT#
DC CODE#

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

98104-2826 32

FOLD HERE

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

Name:

Address:

City:

State/Zip:

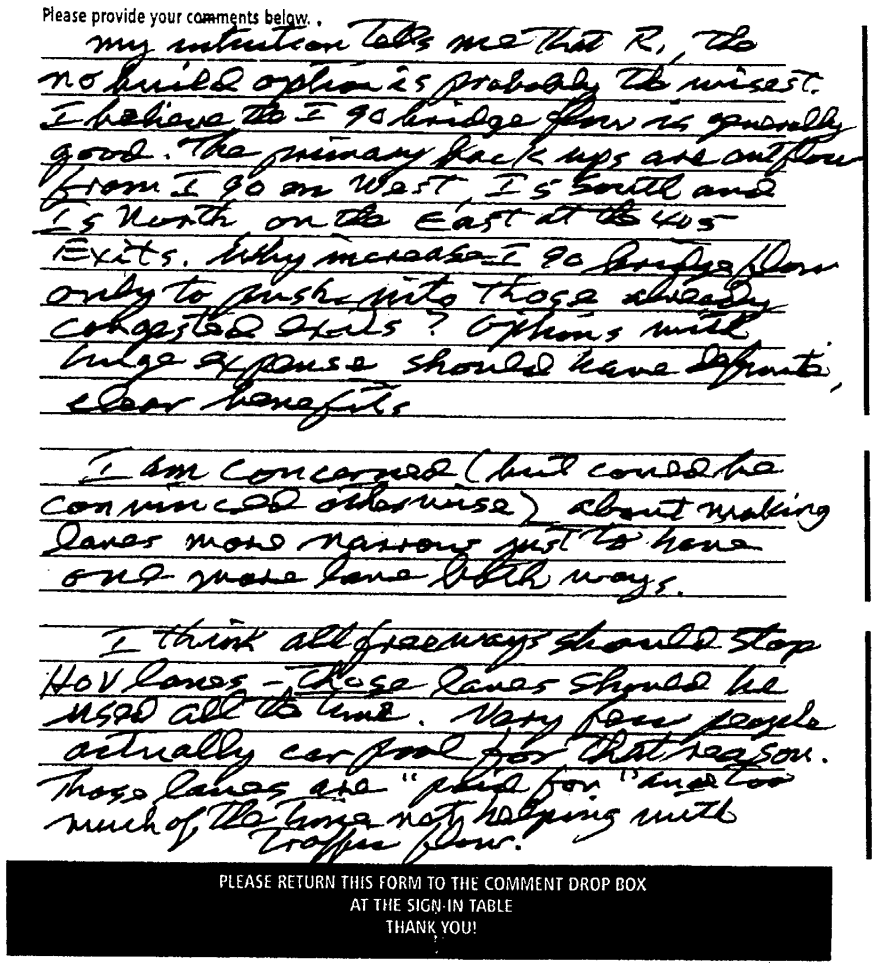
E-mail (optional):

Telephone (optional):

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

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

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


Please provide your comments below.

my intuition tells me that R, the no build option is probably the wisest. I believe the I 90 bridge flow is generally good. The primary back ups are outflow from I 90 on West, I 5 South and I 5 North on the East at the 405 Exits. Why increase I 90 bridge flow only to push into those already congested areas? Options with bridge expense should have different, clear benefits

I am concerned (but could be convinced otherwise) about making lanes more narrow just to have one more lane both ways.

I think all freeways should stop HOV lanes - those lanes should be used all the time. Very few people actually carpool for that reason. Those lanes are "piled for" and too much of the time not helping with traffic flow.

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

I-468

I-469

I-470

I-468

Your preference is noted.

I-469

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

I-470

Your comment is noted.

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would like to be on this project mailing list,
e provide your contact information below

ss:

ip:

(optional):

one (optional):

eed additional time to submit comments,
em by June 9, 2003 to:

Tull, Project Manager
ransit, Regional Express Department
tation
ackson St.
WA 98104-2826

(206) 398-5215
tulla@soundtransit.org

FOLD HERE

Jim Trombold
4851 88th Place SE
Mercer Island Wash.
98040

2 SEATTLE WA 981
PM
20 JUN
2003

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

RECEIVED
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JUN 23 2003

PROJ NAME
CONTRACT#
DC CODE#

98104+2826 32

From: Alan Trimble [trimblea@u.washington.edu]
Sent: Thursday, May 08, 2003 10:10 AM
To: tulla@soundtransit.org
Subject: I-90 EIS / HOV project

Andrea,
While I strongly favor improved mass transit over cars, I also strongly object to the potential (albeit temporary) closing of the bike lanes on I90 during any potential upgrades.

Closing the bike lane for construction is totally unacceptable - there are no alternate routes and far too many cyclists to pile onto bus racks. Even if there were special 'bike only' busses, they would not be able to onload/offload the riders anywhere on the west side of Lake Washington near where riders go today.

If closures must happen, they should only be allowed between 9PM to 6AM - and NEVER during commuting hours. I can't imagine that installing a fence/railing would take more than a few nights if it was designed and pre-constructed with minimal installation time as the key goal. I can imagine it would take months if it were designed poorly.

My wife and I ride between Mercer Island and UW daily, and closing the bridge would force us to move - WE WILL NOT DRIVE.

Please improve/expand bicycle commuting options - don't close them - even temporarily.

Thank you,
Alan

****

Dr. Alan Trimble
Department of Biology
University of Washington
(206) 612-1285
trimblea@u.washington.edu

I-471

I-471

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

Message from MCTUNKS@aol.com on Mon, 9 Jun 2003 11:50:49 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject EIS draft for I-90 improvements
:

Ocean House #812, Ocean Avenue, Santa Monica, CA 90405, June 7, 2003
by Margaret Cary Tunks

There is indeed a Need For Improvements on I-90, and -- all traffic congestion on I-90 worsens Seattle, Mercer Island, and Bellevue, but --
the 2002 November Election Proposition #51 merely added more money for the motor vehicle highways, freeways, and bridges. Washington State is 35 years late now in beginning to build rail transit on the Pacific coast.

The people who drafted this I-90 Environmental Impact Statement, the DEIS, provided five I-90 roadway reconfigurations -- any one of them would cause more and more damage by motor vehicles, and delay for years and years any attempt to build rail on I-90 or along the eastside of Lake Washington.

Seattle is the third most motor-vehicle-congested city in our country. The Eastside of Lake Washington is the country's worst motor-vehicle urban sprawl.

Our future will depend on the competence, capability, and goals of the people in this large area, but it is being destroyed by more and more motor vehicles taking our land, our air, our petroleum, and our money.

I-472

The Washington State Department of Transportation, (WSDOT), must be the base for transportation in our state, but their present forever-existing laws have always been not only useless, but extremely unfair:
>>> The seven-member transportation commission submits the names of three persons to the Governor, who chooses one of them to be the Secretary,. and that Secretary has no term of office -- unless forced out of the job by "proof of wrongdoing" !
>>> "The secretary shall be the chief executive officer of the commission without a vote", and "shall be guided by the policies guided by it" -- (that is, the policies only of the commission).

83-year-old Aubrey Davis is chairman of the commission, and of the I-90 Trans-Lake Washington Project!

I-473

Save Seattle and Stop Eastside Urban Sprawl:

The Washington State Department of Transportation must stop any attempts to build more motor vehicle lanes in these important projects of our area:
>>SR 520 cannot allow more motor vehicles on the gridlocked ramps at the Montlake/University and Union Bay areas; there is no room for more SR 520 motor vehicles over, under, or onto gridlocked I-5.
>> I-90 gridlocks are coming off ramps into Seattle, but there is no more room for
more I-90 off-traffic anywhere in the areas of the Third Avenue tunnel, the railroad station, the less-than-half-a mile-wide downtown area between Puget Sound and I-5, or off on Rainier Avenue.
>> I-405 was on the Proposition #51 ballot last November for $1.8 billion to add two to four lanes for an I-405 $7 billion project. It would cost far more than that, and the Eastside would only be made far worse by adding more

I-474

I-472

Your comment is noted.

I-473

Your comment is noted.

I-474

Your comment is noted.

streets, arterials, highways, and bridges for more motor vehicles in the Eastside's continuing horrible urban sprawl..
! Two immediate rail transit projects must be the essential part of the greater Seattle and urban sprawl :
>> Rail Transit must be built on two reconfigured lanes of I-90 from the Seattle downtown tunnel: to Mercer Island; to the Bellevue area, (to connect with the north/south the Burlington Northern Railroad); and continuing on I-90 east through Bellevue to Issaquah and beyond.
>> Passenger Rail Transit must be started on the Burlington Northern Railroad from south of Renton, north along the eastside of Lake Washington to I-90, to Bellevue and Kirkland, and northeast to the Woodinville area. The heavy old cars must be replaced by rail passenger lighter, faster cars.
The Future Is Rail Transit Transportation of People and Goods for Greater Seattle and the Eastside of Lake Washington!
All of the other Pacific Coast towns have rail transit that is still being built the same way railroads were always planned and built: Officials decide where the railroads and the stations are going to be, and people come to build the villages, towns, and cities around the stations.
Stations on I-90 rail transit will be built:
-- on the rail line in and from Seattle, on Mercer Island, and east of the Lake to a connection to the Burlington Northern at I-90, and on to Issaquah.
Stations on the Burlington Northern Railroad line will be built:
-- at Renton, north toward and at I-90, in Bellevue, Kirkland, Juanita, and northwest to beyond Woodinville.
Rail transit must stop more motor vehicle travel, save greater Seattle, and stop the Eastside urban sprawl !
The history of rail transit began in 1968 when Seattle, Bellevue, Tacoma and neighboring areas barely missed 60% voting for rail transit on a new I-90 bridge and on north/south rail lines in Seattle. The 1970 second vote also failed, and rail transit was not financed until the Sound Move vote in 1996 -- a $3.9 billion plan for future transportation projects in the area, (but only the south Seattle section has been started).
The Pacific Coast cities have built good rail rapid transit lines:
. Portland has had excellent growth design and management plans, and the suburban areas --- east, west, and north of the city -- are being developed by rail transit to prevent urban sprawl and concentrating population at the stations. The 18-mile long Banfield east line was opened in 1986; the new Westgate MAX
18-mile line was opened in 1999, (and it has no parking spaces at the west end station). The line north to the airport is almost finished..(and the vote for the south line almost passed). Portland is working on a trolley system for the town -- the prophecy for future transportation is: "Portland will not go, (travel), for anything unless it has rail attached." There are now 46% more people coming to by rail transit to work in Portland, AND employment there has climbed up 73%!
San Francisco to Oakland rail tunnel and the continuing rail line east through the first hill was finished in the early seventies; there are rail lines south all around the Bay, north, east, and south of Oakland; and south from San Francisco.
Los Angeles is an enormous city surrounded by new developments that are two motor vehicle hours away from downtown. The excellent red and green

I-474 cont.

I-475

I-475

Your comment is noted.

electric car lines were wonderful until after World War II when the trains were stopped, most of the rails were ripped out, and that transportation became motor vehicles on the Interstates, multi-lane freeways, roads, and streets -- all are now at or beyond gridlock -- and the Los Angeles future is being based on new rail transit lines:

>> Metro Green Line: 22 miles from Long Beach Harbor to downtown Los Angeles, 1993 .

>>Metro Red Line: 16 miles from downtown to North Hollywood with a branch to Wilshire/Western, 1999, 2000.

>>Metro Green Line: starting three miles south of the Los Angeles airport east 18 miles to connect with the Long Beach Blue Line which goes to downtown loss Angeles., 1995;

>> Metro Gold Line, built on existing railroad, 16 miles downtown to Pasadena, July 2003.

The first San Diego transit line was the trolley blue line from downtown south to the border of Mexico; it was finished in 1983; it also continues north from downtown and then turns east. The orange line goes from downtown east and then angles north, Most of the trolley lines are on existing or old railroads, and the transit cars are in trains.

I-475 cont.

I wrote two books:

The I-90 Critique, 1976-7, sent to the Washington State the United States Departments of Transportation and other offices.

Citizens Against Freeways, Fighting Fiercely and Winning Sometimes, 1995, and 1999 -- with excellent drawings by David Lefebvre.

I-476

Margaret Cary Tunks
Ocean House #812, 2107 Ocean Avenue, Santa Monica, CA, 90405
mctunks@aol.com phone 310 399 6459

I-476

Your comment is noted.

Message from Ruth Vance <ruth_v77@mybluelight.com> on Sat, 7 Jun 2003 18:07:33 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 expansion
:

The HOV re-stripe would be my choice. Mercer Island's use of the HOV lanes is not a "privilege", it is a right as part of the 1976 Memorandum of Agreement signed by various local governments plus the Washington DOT, and King County Metro, that allowed I-90 to be constructed. Please don't reneg on that agreement. I-477 I-478

Ruth P. Vance

8435 SE 46th Street
Mercer Island, WA 98040

I-477

Your preference is noted.

I-478

See Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

There should be no question as to which modification alternative is best for the community as a whole and the future viability of the region: R8-A. It is the only alternative that achieves the important objective of improving reverse peak travel times for mass transit (as well as any other plan) AND reduces freeway user travel time AND reduces overall congestion duration. To seriously consider any other alternative would be absurd. I-479

In addition, any plan that removes Mercer Island SOV traffic from access to the center HOV lanes should not be considered, as it would violate the 1976 Memorandum of Agreement and would certainly result in costly and lengthy litigation that would only serve to delay this much needed project.

There are many residents of Mercer Island, who, like myself, cannot use public transportation. Having access to the HOV lanes is critical to performing my public duty as a trauma surgeon at Harborview Medical Center. I, like many of my colleagues (including the Director of the Trauma Center as well as the Director of the Emergency Room and the King County Medic I System) chose to pay a premium to live on Mercer Island in order to have rapid access to our duties, where we may be called in at any time of the day or night. Every year, we and other Mercer Island residents pay premium real estate taxes to King County. For many, the I-90 freeway is our only access to our duties. I-480

I hope that you act swiftly to implement the R8-A modification WITHOUT changing the current HOV eligibility requirements. To do anything else would be a disservice to the community and to the region. Thank you. I-481

Nicholas B. Vedder, MD, 7580 SE 71st St., Mercer Island, WA 98040, nbvedder1@hotmail.com

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

I-479

Your preference is noted.

I-480

See Common Response CR-1: Memorandum Agreement.

I-481

Your preference is noted.

33756041_01individuals3.P65

Vedder
7580 SE 71ST
Mercer Is, WA 98040

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

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

Name: Nicholas B. Vedder
Address: 7580 SE 71st St.
City: Mercer Island
State/Zip: WA 98040
E-mail (optional): nbvedder1@hotmail.com
Telephone (optional):

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

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

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

Please provide your comments below.

R-8A

Please understand that there is no other option. Don't waste any more of our hard earned monies with more costly studies.

I-482

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

I-482

Your preference is noted.

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

Name: Don Walker

Address: 3308 W Mercer Way

City: Mercer Island,

State/Zip: WA 98040

E-mail (optional):

Telephone (optional): 206 2321611

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

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

R-8A it is!
Don't delay the project any longer,
tax payers are getting tired of
hearing about more expensive
studies. Spend our moneys
responsibly. Don't try to take
our privileges, We are still
paying for them.

I-483

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

I-483

Your preference is noted.

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

Name: Petra Walker

Address: 3308 West Mercer Way

City: Mercer Island

State/Zip: WA 98040

E-mail (optional): petraw@johnlscott.com

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

Message from Sarah k Weinberg <weinbergsk@msn.com> on Thu, 5 Jun 2003 15:24:36 -0700 --
---

To: "Tull, Andrea" <tulla@soundtransit.org>
Subject Re: Configuration of improved (?) I-90
: corridor

Dear Ms Tull:

I am a resident of Mercer Island, and I want to go on record in favor of the configuration known as R-8A, which would add HOV lanes to the outer roadways and preserve access to the reversible center lanes by SOVs to & from Mercer Island.

My reasons:
1) Way back when Mercer Island gave its consent to having this huge highway cross our island, SOV access to the reversible lanes was promised to islanders. There was no expiration date for that promise. None of the configurations proposed offer Mercer Islanders any benefit to be exchanged for our agreeing to let go of that promise.
2) Reserving the center roadway for transit/carpool permanent two-way travel will worsen, not improve, rush hour travel for everyone. For this we should pay taxpayer money?
3) Hype about increased accidents if the outer lanes are narrowed by adding HOV lanes doesn't impress me. During congested times speed of travel is way down anyway. The proposed alterations won't improve the amount of congestion much, and future growth will have us back to where we are now in a jiffy.
3a) We lived for a couple of years with 4 lanes on the westbound roadway during construction of the eastbound lanes. I don't recall a horrendous number of accidents during that time.

I-484

Sarah K. Weinberg
3304 81st Pl. SE
Mercer Island, WA 98040

I-484

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

Message from Richard Weinman <rweinman@huckellweinman.com> on 13:43:17 -0700 -----

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

Subject I-90 Options

:

Dear Sound Transit -

I would like to express my support for the R-8A option being considered for I-90. It would decrease congestion and would continue to provide access to the center lanes for Mercer Island residents. I-485

Richard Weinman

9350 S.E. 68th Street
Mercer Island, WA 98040

I-485

Your preference is noted.

Message from Daryl Wendle <Dwendle@parametrix.com> on Thu, 2

To: "Emerson, Jane" <emersonj@soundtransit.org>
Subject: I-90 Alternatives Comments

My name is Daryl Wendle, I am a Bellevue resident living at 10456 NE 15th Street, Bellevue WA 98004.

I strongly support the R8A alternative because it provides the highest improvement to mobility in one of the region's most critical transportation corridors. I urge the Sound Transit board to select R8A as its preferred alternative, and I believe WSDOT and the PSRC should support the implementation of the project by making the full funding of R8A one of its highest priorities.

Although the EIS compares R8A to other I-90 project alternatives, the real measure of R8A is in its benefits on the regional scale. While higher cost than the other I-90 project alternatives, it has a far lower cost and far lower environmental impact than any other regional project with commensurate benefits currently being considered.

With SR 520, I-5 and I-405 improvements far in the horizon, R8A represents the only major improvement likely to occur this decade -- it would add substantial multimodal capacity directly within the state's highest population and employment area. This kind of improvement is critical if the region is going to achieve and manage its growth by focusing most new populations and jobs within just a few miles of this corridor. I-486

Although bicycle issues have been a concern, I believe the R8A modified alternative effectively minimizes and mitigates the potential impacts. Non-motorized use is maintained, and the increased lane capacity we would gain addresses a long-standing imbalance in the regional highway system. In terms of the greatest benefits to people and continued economic prosperity, R8A is clearly superior.

While bicycle advocates can be a strong lobby, I would like to be sure that the board here from others who believe they and their communities will greatly benefit from R8A. Many eastsiders consider a trip across the lake into Seattle during the evening rush hour a discouraging task -- even though this is actually a short trips by regional standards. By correcting the imbalance of I-90's capacity to better serve the way the region is and will grow, R8A is a great choice and will directly improve our daily lives.

I-486

Your preference is noted.

Message from "Ben J. Werner" <benwerner@att.net> on Mon, 9 Jun 2003 14:30:00 -0700

To: "Tull, Andrea" <tulla@soundtransit.org>
cc: Richard Conrad <rich.conrad@ci.mercer-island.wa.us>
Subject: Comments on the DEIS for Conversion of I-90

Dear Ms. Tull:

I support the Mercer Island City Council position of support for the construction alternative known as R-8A. The DEIS confirms that it provides these advantages over the other alternative designs:

* Provides the greatest reduction in delay times for transit and HOV.

*The only alternative that provides an annual travel time savings.

*Pays for its construction cost in six years, when equating (design year) travel time savings to dollars.

*The only alternative that reduces daily hours of freeway congestion.

The conversion of I-90 is intended to provide more reliable Sound Transit bus service between Seattle and Bellevue and it goes without saying that this should be done with least impact on other users. R-8A re-striping is the best alternative that works for transit and present HOV users, while not impacting other I-90 users.

Very truly yours,

Ben J. Werner,

Former Mercer Island Mayor and signator for Mercer Island on the MOA, dated December 21. 1976.

CC: Mercer Island City Council, via Rich Conrad, Mercer Island City Manager

I-487

I-487

Your preference is noted.

Message from Pravan Westberg <pravan@attbi.com> on Thu, 5 Jun 2003 18:13:37 -0700 -----
To: "Tull, Andrea" <tulla@soundtransit.org>
Subject 1-90 lane changes
:

Dear Ms. Tull,
Eventhough I am a Mercer Island resident and will lose the right to use the HOV lanes with single vehicle, I am urging you to support the **R2B** alternative for its safety and cost effectiveness. I-488
Sincerely yours,

Pravan Westberg
4830 90th Avenue SE
Mercer Island, WA

I-488

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

From: gwheel@mac.com
Sent: Saturday, May 10, 2003 3:12 PM
To: tulla@soundtransit.org
Cc: gwheel@mac.com
Subject: I-90 Two-Way Transit and HOV Project

Why not consider a combination of converting the center lanes to 2-way operation AND additional lanes for all traffic (by widening or re-stripe) to the outer roadways?

I-489

This would provide more efficient use of the center HOV lanes and additional capacity for non-HOV traffic.

Graham Wheel
Mercer Island

I-489

See Common Response CR-4: Hybrid Alternative.

Message from eddiew@speakeasy.net on Mon, 9 Jun 2003 22:39:43 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject I-90 two-way transit project
:

Sound Transit:

Please implement a hybrid combination of alternative R2B and alternative R8A.

Transit operation would be more reliable in the two-way center roadway of alternative R2B. Alternative R8A would place off-peak direction transit service next to narrow shoulders and would leave it subject to break downs due to incidents. Two-way transit use of the center roadway is consistent with the MOA. Restriping the outside lanes would mitigate any traffic impacts of the best alternative for transit operations, R2B. Restriping the outside lanes would be done if the center roadway was converted to LRT. Restricting the new lanes to HOV would help forestall the generation of new SOV trips. It is not true that R8A is the best for future LRT operation on I-90; the hybrid alternative would be best, as it would facilitate BRT in the near and mid terms using the center roadway. Alternative R8A may make it difficult to take the center roadway from Mercer Island general-purpose traffic. It is time. I-490

The next key tasks are funding much higher service levels on ST routes 550 and 554, as well as conversion of Route 554 to DSTT service. All I-90 ST routes should be in the bus tunnel, as they serve common markets and have excellent connections to the I-90 center roadway via the D-2 roadway. Riders to common markets should wait at the same stops in downtown Seattle rather than be forced to choose between services on 2nd Avenue and in the bus tunnel. ST should buy more hybrid buses and pay for more trips through the DSTT during the period of joint operation, which may be lengthy. DSTT operation would save operating minutes in downtown Seattle and make up for much of the higher costs of the hybrid coaches and payments to King County. Taxpayers of some ST subarea will pay for the trips through the DSTT; it may as well be I-90 trips, which have the best connection. Some of these I-90 costs could be covered by the unanticipated East subarea revenue of phase one. I-491

thanks for considering my I-90 comments.

jack whisner
8325 11th avenue nw, 98117

I-490

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

I-491

Current I-90 transit routes using the downtown transit tunnel are ST Express Route 550 and King County Metro Routes 212, 225 and 229. The Downtown Seattle Transit Tunnel Memorandum of Agreement between King County, Sound Transit and the City of Seattle limits Sound Transit bus volume in the tunnel to 10 buses per hour in each direction with the startup of joint rail/bus operation. This is close to the peak-direction volume operated on Route 550 now, so converting Route 554 into a tunnel route would exceed the volume limits specified in the Agreement. These limits are intended to provide tunnel capacity for Link light rail trains and key bus routes that have frequent, all-day regional service requiring articulated buses. The Agreement also provides for the construction of a number of improvements that will facilitate the operation of I-90 transit routes on downtown surface streets. The D-2 roadway, which provides a full-time transit/HOV connection between 5th/Airport Way and the Rainier/I-90 Freeway Station, is equally available to both tunnel and surface bus routes.

Please provide your comments below.

- Something has to be done to I-90 & find the R-2B Modified more acceptable. We are faced with an aging population (failing eyesight, declining driving skills etc.) to decrease the width of the lanes will make it more difficult to drive; in an accident or break down there would be no place to pull over to get out of the way of traffic. I-492

Increased noise regardless of decibles is detrimental to all of our health. The constant drone of traffic is disturbing to those of us on the North end of the Island - Something needs to be done to minimize the existing noise not increase it. I-493

Finally the bus service to M.I. is superior (550) perhaps more park and ride lots East of M.I. and equivalent bus service would reduce the traffic to an acceptable level with out major expense and extensive modification to I-90. I-494

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

I-492

Your preference is noted.

I-493

Design-year L_{eq} sound levels under the alternatives would increase by 1 to 2 dBA compared with existing conditions. An increase of 2 dBA or less would be imperceptible to the human ear, based on FHWA studies of traffic sound (Table 4.5-2). The increase in future traffic sound levels would be low because capacity constraints on I-90 would result in a relatively small increase in peak-hour traffic volumes under the alternatives. Traffic sound from I-90 at the north end of Mercer Island is already reduced by a series of existing noise barriers, retaining walls, and lids. Noise mitigation was evaluated at receptors with predicted traffic noise impacts, and was found not to be reasonable and feasible under FHWA-approved WSDOT guidelines. Although I-90 traffic sound would be below the FHWA-approved WSDOT guidelines for considering noise mitigation, traffic on I-90 would continue to be audible at many locations in north Mercer Island.

I-494

The DEIS considers the expansion of park-and-ride facilities further east in the corridor. The FEIS includes additional testing of park-and-ride capacity and transit service expansion as part of the TDM/TSM Sensitivity Test to Alternative R-2B.

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

Name: on list

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

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MAY 2 3 2003

PROJ NAME
CONTRACT#
DC CODE#

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

Place stamp here

From: Masnik, Carol
Sent: Friday, May 09, 2003 4:25 PM
To: Tull, Andrea
Subject: FW: I-90 Project, feedback

public comment

-----Original Message-----
From: DWILK [mailto:DWILK@rocketmail.com]
Sent: Friday, May 09, 2003 3:58 PM
To: expresscommunityrelations@soundtransit.org
Subject: I-90 Project, feedback

As a cyclist, I must be against adding transit and carpool lanes to the outside roadway, due to bicycle safety. One only needs to look at all the bikers on a nice day to realize the potential "loss of life" the state would be setting itself up for by reducing shoulder width - causing tremendous difficulties for the taxpaying cycling public. We should continue to have favorable cycling byways to promote alternative transportation, fitness, etc. Thank you.
Dave Wilkinson
Lynnwood, Wa.

I-495

=====
HAVE A GREAT DAY,

DAVE

I-495

Your preference is noted. See also Common Responses CR-3: Shared-use Pathway and CR-8: Safety.

From: Williams, Jennifer
Sent: Wednesday, May 28, 2003 12:26 PM
To: exec.sims@metrokc.gov
Cc: tulla@soundtransit.org
Subject: YES on R2B

Mr. Sims-

As a citizen concerned about King County's transportation problems, I urge you to make a decision that promotes a sustainable system- namely Safety Alternative R2B. The SAFETY ALTERNATIVE (R2B) would preserve the center lane for two-way bus service and HOV and keep the bridge safe for motorists, bicyclists, and pedestrians by avoiding the re-striping. This safer, cheaper(1/3 the cost of R8A), more-effective solution can be implemented in half the time of R8A . with existing Sound Transit and WSDOT funds. I-496

Please vote for R2B. a long term vision for sustainable transportation in King County.

Sincerely.

Jennifer Williams
16724 107th Pl NE
Bothell, WA 98011

I-496

Your preference is noted. See also Common Responses CR-8: Safety and CR-10: Project Costs.

From: pwmgm pwmgm@attbi.com

To: Ron Sims

Sent: 6/8/03 10:52 AM

Subject: Right of Mercer Island residents to use HOV lanes for single-occupant vehicles

Dear Sir:

I very rarely write or call the city or King County governments or even the state and federal legislatures, although I vote regularly and fill out questionnaires and surveys as they are sent out.

I am e-mailing on this issue though. I feel a contract is a contract; an agreement is an agreement. They provide stability and a basis for future decisions and should not be tampered with or reneged on by one of the parties because it unilaterally sees fit.

Single-occupant use of the HOV lanes is not a "privelege" that was handed to Mercer Island residents on a silver platter. It was arrived at through negotiation and in return various governement entities outside of Mercer Island got certain benefits for granting that right. It needs to be honored and incorporated into any solution of the current traffic problems.

Doing away with it will have an unnecessary negative effect on the Island and destroy the whole reason for having contracts and agreements and make negotiations meaningless.

Phyllis Williams

7570 -- 86th Avenue SE
Mercer Island WA 98040

I-497

I-497

See Common Response CR-1: Memorandum Agreement.

Please provide your comments below.

I RECOMMEND ALTERNATIVE

R&A!

I-498

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

I-498

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

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

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JUN 0 1 2003

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CONTRACT#
DC CODE#

Please provide your comments below.

I PREFER R2B (MODIFIED)
2-WAY CENTER HOV LANES

I-499

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

I-499

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

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

Name: JOHN WALLIS

Address: 12526 SE 25TH PL

City: BELLEVUE

State/Zip: WA 98005

E-mail (optional):

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

I prefer R-2B modified first before building - adding - on to the bridge.

I-500

I am satisfied with the environmental impacts as modified and dealt with. My only concern is on the new exit on Island Cr. which I don't quite understand.

I-501

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

I-500

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

I-501

Each of the build alternatives make changes to ramp movements on Mercer Island. These changes are described in Chapter 2 of the EIS.

33756041_01individuals4.P65

Emily Woodson
27605 76 ave SE #60C
Mercer Is WA
98040

Place stamp here

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

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

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

--Original Message-----

From: Richard Wotipka [mailto:rjw@bwseattlelaw.com]

Sent: Thursday, June 05, 2003 7:54 AM

To: main@soundtransit.org

Subject: I-90

This is to communicate my opposition to any reconfiguration of I-90 which would infringe on the rights of Mercer Island residents to use HOV lanes with single vehicle occupants. Any such infringment would be in violation of the agreement that allowed the construction of I-90. Dick Wotipka

I-502

I-502

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

Message from Gkraulewright@cs.com on Thu, 5 Jun 2003 22:45:04 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject Attn Andrea Tull, project manager
:

Andrea I do not want to lose the right to use the HOV lane as a Mercer Island resident. This right was granted to us in an agreement for value received and it should continue. I am a 49 year resident and a single woman driver. Thank you sincerely Gloria Wright gkraulewright@cs.com

I-503

Message from Gkraulewright@cs.com on Thu, 5 Jun 2003 22:32:53 -0700 -----
To: "Tull, Andrea"
<tulla@soundtransit.org>
Subject R8A
:

As a 49 year resident of Mercer Island I am opposed to losing the right to use the HOV lane as a single woman driver. It was right granted in an agreement and I ask that that agreement be kept. I think that it is R8A plan that I support. sincerely Gloria Wright Gkraulewright@cs.com 6824 96th Ave. S.E. Mercer Island.

I-504

I-503

See Common Response CR-1: Memorandum Agreement.

I-504

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

From: Brian R. Yorkey [mailto:brianyorkey@earthlink.net]

Sent: Saturday, April 26, 2003 10:55 AM

To: expresscommunityrelations@soundtransit.org

Subject: ADDING LANES TO I-90

Please, please, please don't add lanes to I-90, reducing the width of lanes and shoulders.

I live in New York and Seattle, and see every day in the New York area what narrowed lanes can do to safety. The estimate in the Seattle Times article was that crashes would go up "5 to 145", which I'm assuming is meant per year, and I know you guys are the pros, but I think 145 is conservative. (And the 5 is laughable.) I also lived for a year in San Francisco three years ago, and commuted down the narrow-laned 101 to Silicon Valley -- and saw a dozen accidents in a year, two of them fatal, with a bunch of near-misses myself. (The 101 had, a couple years earlier, added a part-time carpool lane at the expense of a shoulder and full lane widths. Sound familiar?) I-505

And, no offense here, but Seattle drivers are by and large much less practiced, less alert, and less skilled than New York drivers -- while driving, on average, much larger vehicles. (The fondness for behemoth SUVs does not seem to be slowing...in fact, there seems to be a contest as to who can own the biggest. Heck, can those things even FIT in an 11-foot lane?) If the accident rate is lower in Seattle (and I don't know if it is), I'd credit it to wider lanes and better traffic flow control -- something you folks seem to do impeccably well. Don't compromise that by buckling under the "faster! faster!" pressure. I-506

Please count my vote as one STRONGLY against adding lanes on I-90. (And I'm a reverse commuter! And lets be honest here -- is it REALLY the bus riders and carpools who are lobbying for this? Or is it the vast majority of single-car/single-behemoth drivers who feel that the waves of traffic should part for them?) I'd rather sit in the traffic than have to be on edge against the Cadillac Escalades that can't even stay in a full-width lane. I-507

Thanks for listening.

I-505

See Common Response CR-8: Safety.

I-506

Comparative crash rate statistics between the two states were not prepared as part of this study. Reporting requirements for crashes also frequently differ between states, so direct comparison of crash rates is difficult. A variety of factors aside from roadway design contribute to crash frequency, including environmental conditions, relative levels of congestion, differences in driver education programs, differing levels of enforcement of traffic laws, and driver impairment. It is not certain that the differences in crash rates could be attributed to lane width and traffic control practices.

I-507

Your preference is noted.

Please provide your comments below.

I prefer R8A configuration - it increases capacity.

It also allows MI residents to use express lanes in single occupancy vehicles.

For every SINGLE OCCUPANT vehicle on Mercer Island that chooses to use express lanes, it frees up capacity for those eastsiders all the way to Issaquah.

The bicycle lobby argument of dangerous winds is not an argument.

Speed limit reduction in 11' lanes is easy to deal with and works in many areas

I-508

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

I-508

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

We support alt. 8A very strongly — will have maximum Benefit of keeping traffic moving!

I-509

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

I-509

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

Place stamp here

Please provide your comments below.

R-8A — I-510

1) Focus on where the biggest issues are 5 and 40$ — I-511

2) Fix bottle necks first — I-512

3) Do not spend millions for no increased capacity! — I-513

4) If have to do 90 do R-8A which increases capacity. — I-514

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

I-510

Your comment is noted.

I-511

Your comment is noted.

I-512

Your comment is noted.

I-513

Your comment is noted.

I-514

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

I strongly oppose any modification that will deprive Mercer Island single occupant vehicles of access to the HOV lanes between Mercer Island and Seattle. Mercer Island is an island. Without access to the HOV lane, residents of the island have no reliable access to off-island services. Accordingly, I support either option R-1 or R-8A. I-515

In addition, I note that all alternatives exceed the levels at which noise abatement must be considered. Any plan should include extending the lid over I-90 further to the east. I-516

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

I-515

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

I-516

The I-90 corridor in Mercer Island includes existing noise abatement measures that were constructed as part of the previous I-90 expansion project. These noise abatement measures include noise barriers, retaining walls, and lids located on Mercer Island. Because of the existing noise walls and lids, traffic sound levels at most receptors evaluated on Mercer Island would be below the FHWA noise abatement criteria (see Table 4.5-7 in the EIS). Noise mitigation was evaluated at receptors with predicted traffic noise impacts, and was found not to be reasonable and feasible under FHWA-approved WSDOT guidelines. The costs of extending the existing noise walls to provide additional noise reduction required to meet WSDOT noise guidelines would exceed the noise benefit received (see Table 4.5-10 in the EIS). Extending the lid over I-90 farther to the east would exceed the noise benefit received by a much greater amount.

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

Name:

Address:

City:

State/Zip:

E-mail (optional):

Telephone (optional):

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

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

while extensive study has been done on accident levels for motor vehicles, none has been done for bicycle safety. The DEIS merely acknowledges that there will be an effect. Various mitigation measures are mentioned, but nothing is said about what benefit, or lack of it, they will provide. Some alternatives could very well make the multi-use pathway unusable. I-517

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
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THANK YOU!

I-517

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

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

I like R-2B modified because

1. It helps keep the transit system running in both directions

2. It costs less than the other alternatives.

I-518

I don't like R-5 because the buses are in the wrong lane to serve the Rainier flyer stop

I-519

I don't like R-5 modified because it only fixes the R-5 problem in one direction

I-520

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

I-518

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

I-519

Your comment is noted.

I-520

Your comment is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

FOLD HERE

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

Place stamp here

Please provide your comments below.

The R-5 Restripe seems the best solution – There is no other way to maintain the access + exit to the Island – There was an agreement to at least consider keeping access for Mercer Island resident viable. There is no alternative for us we must take I-90 to exit the Island – I-521

In addition it is very interesting to see Eastrider exit into Mercer Island the access the "Mercer Island only" express lane I-522

Also a big problem is lack of park & ride lot for Mercer Island resident – the In addition to the large amount of building on the North end will make it virtually impossible to access or exit the island I-523

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

I-521

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

I-522

Your comment is noted.

I-523

See Response I-242.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

Place stamp here

Please provide your comments below.

First I think Sound Transit is a failure to date. Selection of the R-2B option will completely violate some of the very principal Sound Transit says they are out to achieve. Also My view R-2B is outright a failure if selected. It increases car congestion now, it destroys access to Mercer Island and violates the I-90 agreement. I-524

R-8A in my view is the only option that even begins to address the problem - we simply do not have the capacity needed for I-90. Option R-8A is a modest step in the right direction. I-525

Why not further develop the 520 corridor to allow returning busses (empty) to cycle through downtown and then return full via I-90. Development of 520 is key to the future - it must be built with the future in mind - unlike I-90 thanks to the City of Seattle I-526

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

I-524

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

I-525

Your preference is noted.

I-526

The future of SR 520 is being evaluated as part of the SR 520 Bridge Replacement and HOV Project. The I-90 FEIS documents that there are many buses that 'deadhead' (i.e., run empty) back across I-90 during peak periods. There may be opportunities to reassign some of these buses to revenue service in the future.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

FOLD HERE

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

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Please provide your comments below.

I would support the R-8A - HOV/Transit Lanes on Outer Roadways - alternative because it will provide the most efficient operation in the near term and it will not preclude the eventual elimination of Light Rail in the I-90 crosslake corridor.

I-527

R-8A may not be the most cost effective alternative in a 20-30 year life but we have to give more weight to the strategic options for the long-range. That is, preserving these options. In too many cases in the past the Greater Seattle Area has taken a short range view with very regrettable consequences. Seattle may be a "world class" city but it has more than its share of myopic voters.

I-528

The fatal flaw with the R-2B alternative is that it would be extremely controversial and perhaps politically impossible to take the center roadway out of service for the time required to make the conversion to rail - and to take HOV's off permanently.

I-529

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

I-527

Your preference is noted.

I-528

Your comment is noted. See also Common Response CR-2: High Capacity Transit (HCT).

I-529

Your comment is noted. See also Common Response CR-2: High Capacity Transit (HCT).

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

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Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Union Station
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Seattle, WA 98104-2826

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

FOLD HERE

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

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Please provide your comments below.

I support the R-2B (modified) alternative, because
1) It will achieve the stated goal of the project, which is to increase capacity for transit in the off-peak direction
2) It will be at a reasonable cost
3) It will not cause closure of the shared-use path and displacement of trail users during construction.
4) It will not narrow the shared-use path
5) It will not narrow the distance between traffic and path users.

I-530

If an alternative is chosen which involves construction closures of the shared-use path, it is imperative that an alternative route be provided. Shuttle buses will not be acceptable.

I-531

I would move readily support Alternatives R-5 modified or R-8A if they could be implemented without widening the bridge and without narrowing the shared-use path.

I-532

PLEASE RETURN THIS FORM TO THE COMMENT DROP BOX
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THANK YOU!

I-530

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

I-531

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

I-532

Your preference is noted. None of the proposed alternatives would decrease the width of the shared-use pathway.

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

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Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Seattle, WA 98104-2826

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

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Please provide your comments below.

The only acceptable alternatives are R-1 and R 8-A. Mercer Islanders were promised HOV access in exchange for losing much of the north end of Mercer Island to I-90 and the Metro Transit Park N Ride. It would be irresponsible for the WSDOT to relinquish or refute its promise. In addition, Mercer Island is an island community and needs reliable access (even in rush hour) to the city centers of Bellevue for Seattle for medical and other services. I-533

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

I-533

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Union Station
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Seattle, WA 98104-2826

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Sound Transit
Attn: Andrea Tull, Project Manager
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Please provide your comments below.

The DEIS appears to indicate that there would be no adverse effects that disproportionately effect minority and low income populations. However, some alternatives eliminate all cross-lake and mercer island access for pedestrians and bicyclists for two or more years. I cannot see how this would not effect people who depend on the shared use pathway. Requiring a motor vehicle to cross the lake or access Mercer Island certainly will effect low income populations disproportionately.

I-534

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

I-534

No alternatives would eliminate all cross-lake and Mercer Island access for pedestrians and bicyclists for two or more years. Only temporary closures of the shared-use path are anticipated for the installation of a higher barrier between the shared-use path and the roadway shoulder. During these temporary closures, alternative access will be provided for bicycles, either through the use of shuttle services or detour routes.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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

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Please provide your comments below.

The Time is now To get 2way Transit on the center roadway. We need R2B modified

I-535

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

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

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Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Union Station
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Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
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Please provide your comments below.

R2-B is cheaper and has less construction impact than R8-A. It also has less impact on non-motorized transportation, i.e. pedestrians and cyclists. My greatest concern at this time is the effect on pedestrians and cyclists during the construction period. In the event that R-8A is unwisely chosen, an alternative surface route for pedestrians and cyclists should be provided. Using shuttles or buses defeats the purpose of such modes of travel. After all, the congestion this project is attempting to address is caused by motor vehicle use, not by walking and cycling. R2-B also keeps the design features approved by the voters.

I-536

I-537

I-538

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

I-535

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

I-536

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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

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

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Please provide your comments below.

I HOPE THAT WHICHEVER CHOICE IS MADE FOR THIS PROJECT, IT WILL NOT RESULT IN CLOSURE OF THE BIKE/PED WAY. I BIKE INTO SEATTLE FROM ISSAQUAH MANY TIMES EACH YEAR. I-539

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

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

I-537

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

Please provide your comments below.

I Support R-8A alternative because it clearly moves more traffic, more People & that should be the #1 objective.

I-540

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

I-538

Your comment is noted.

33756041_01individuals4.P65

Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
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Address: _____

City: _____

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E-mail (optional): _____

Telephone (optional): _____

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

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

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

Please provide your comments below.

In our opinion - lets Do it Right - By Getting More Lanes - More Traffic Which There will Always Be - lets Go with R 8A - Add - Room for High speed Rail at Same Time - Settel it All -

Thanks
Claude Flagg
And Wife

I-541

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

I-539

See Common Response CR-3: Shared-use Pathway and Response I-534.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Seattle, WA 98104-2826

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

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

Place stamp here

Please provide your comments below.

Leave NE residents with the option of using HOV lanes by single occupancy cars. Leave it as is, much cheaper. People move to NE for the quiet, easy commute.

Pat Martin

I-542

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

I-540

Your preference is noted.

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

Name: _____

Address: _____

City: _____

State/Zip: _____

E-mail (optional): _____

Telephone (optional): _____

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Sound Transit, Regional Express Department
Union Station
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Seattle, WA 98104-2826

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

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Sound Transit
Attn: Andrea Tull, Project Manager
Union Station
401 S. Jackson St.
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Transportation Choices Coalition
1617 Boylston Avenue, Suite 202
Seattle, WA 98122-6729

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ACTION for a better, safer I-90!

I-90 Safety Coalition includes 1000 Friends of Washington, The Bicycle Alliance of Washington, Cascade Bicycle Club, First, The [illegible] Communities Coalition, People for Modern Transit, Seattle Community Council Federation, [illegible] Club Cascade [illegible] and Transportation Choices Coalition.

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

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

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

I-543

Signed

Print Name

Address

Email Phone

I-541

Your preference is noted.

I-542

Your preference is noted.

I-543 (Transportation Coalition Postcard Response)

See Common Responses CR-1: Memorandum Agreement, CR-3: Shared-use Pathway, CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A, CR-8: Safety and CR-10: Project Costs.

Do you want safer, faster and more reliable transit service on I-90?

A decision will be made soon on how to improve transit service on I-90. Unfortunately, Sound Transit and WSDOT favor an expensive alternative that is unsafe for motorists, cyclists, pedestrians and neighborhoods. Here's your chance to take action!

If you need more information on the *Safety Solution* call Transportation Choices at (206) 329-2336 or the Bicycle Alliance at (206) 224-9252. For online info visit www.transportationchoices.org or www.bicyclealliance.org.

What you can do

1) Attend our I-90 Smart Solutions Forum: Come hear from local leaders and learn how to support safer, faster and more reliable transit on I-90, May 13th from 6-8pm at the Mercer Island Community Center, 8236 SE 24th, Mercer Island.
2) Send in the attached postcard today (comment period ends June 9th).
3) Attend a Public Hearing to make a comment in support of the *Safety Solution* R-2B.

Tuesday, May 20, 5-7:30pm	Wednesday, May 21, 4-7pm	Thursday, May 22, 4-7pm
Community Center at Mercer View	Union Station, Sound Transit Bellevue	City Hall, Council
8236 SE 24th St., Room A-5	Board Room	Conference Room
Mercer Island	410 S. Jackson St., Seattle	11511 Main Street, Bellevue

Benefits of the *Safety Solution* R-2B

It keeps the promise to voters: Moves forward with the 1996 voter approved option for a two-way center roadway.
It's better for commuters: Offers better transit speed and reliability on I-90 than R-8A and preserves the center roadway for future high capacity transit or light rail.
It's quicker & cheaper: 1/3 of the cost and 1/2 the time to implement compared with R-8A.
It's safer for everyone: Maintains the 10 foot bike/pedestrian path.

Disadvantages of R-8A

It breaks the promise made to voters: A 1976 legal agreement and the 1996 Sound Move vote both promised "two-way center lane transit."
It's unsafe for bikers and walkers: I-90 is the only cross-lake bike/pedestrian path and two-foot shoulders would put bicyclists very close to cars and trucks.
It's bad for bus riders and commuters: A substandard shoulder width means disabled vehicles will block traffic and increase commute times.
It costs too much: The estimates range from $80-100 million, the original estimate was $15 million and costs will only continue to rise.
It's dangerous: Narrower lanes significantly increase injury accidents for motorists (55+ more injury crashes per year) and flammable and hazardous cargo would take longer, more circuitous alternate routes to bypass I-90, exposing more people to risk.

_____

_____

_____

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I-90 PUBLIC COMMENTS
C/O TRANSPORTATION CHOICES COALITION
1617 BOYLSTON AVENUE, SUITE 202
SEATTLE, WA 98122-6729

This postcard was received from the following people:

Thomas Adcock	8601 N.E. 135th St., Kirkland
Aaron Adist	2333 Boylston Ave. Apt. B, Seattle
Melody Ahnberg	12822 S.E. 41st Lane, Bellevue
Duke Andersen	3020 36th W., Seattle
Susannah Andersen	545 Bellevue Way S.E. #1, Bellevue
Tim Anderson	4032 162nd Ave. S.E., Bellevue
Lee Aneker	3304 S. Dose Terrace, Seattle
Jerry Arbes	1122 36th Ave., Seattle
Thomas Arends	16102 S.E. 24th St., Bellevue
Adam Armstrong	1729 18th Ave. #201, Seattle
Enkuneh Assefa	7701 Delridge Way S.W. #12A, Seattle
Anand Babu	16240 N.E. 13th Pl. #J-101, Bellevue
J. G. Bader	6536 29th Ave. N.E., Seattle
Patrick Baker	2450 N.W. 58th St., Seattle
Nick Baker	9202 8th Ave. N.E., Seattle
Jonathan Ballard	2327 McGilvra Blvd. E., Seattle
Lorenzo Barker	6236 S. 117th St., Seattle
Lamar Bass	12840 S.E. 40th Ct. # A4, Bellevue
Ruthanna Bayless	4240 W. Mercer Way, Mercer Island
Ken Beahm	3849 Klahanie Dr. S.E. #11-103, Issaquah
Jeffrey Belt	16130 N.E. 15th, Bellevue
Laura Bentley	21407 N.E. 6th Pl., Sammamish
Susan Beverly	7344 127th Ave. S.E., Newcastle
K. Bigelow	15242 S.E. 43rd Ct. #F202, Bellevue
Allan Blackman	522 29th Ave. S., Seattle
Cheryl Bleakney	1819 N. 51st St., Seattle
Margaret Blomberg	1639 107th Ave. S.E., Bellevue
Teri Bobotek	2020 184th Ave. N.E., Redmond
Heather Bolt	7104 135th Pl. S.E., Newcastle
Richard Borkowski	P.O. Box 14057, Seattle
Bonnie Bosworth	7340 Seward Park Ave. S., Seattle
Shelly Bowman	1058 Anacortes Ct. N.E., Renton
Scott Bradbury	2633 A N.W. 59th St., Seattle
Jesseca Brand	502 Bellevue Ave. E. #302, Seattle
Greg Mackenzie & Karlee Brandner	8226 Ashworth Ave. N., Seattle
Constance Brennand	2038 139th Pl. S.E., Bellevue
Darcy Brewer	5517 Woodlawn Ave. N., Seattle
Dave Brinkman	125 108th Ave. S.E. #2, Seattle
Melissa Briody	4132 Brooklyn Ave. N.E. # 25E, Seattle
Susan Brock	P.O. Box 1964, Issaquah
Mike Brown	4500 36th N.E. #A, Seattle
Deja Bryant	7415 S.E. 24th Ave., Mercer Island
Thuy Bui	1201 N. 185th Ct., Shoreline
Alan Bunin	8311 S.E. 61st St., Mercer Island
Glenn Bunselmeyer	15520 S.E. 10th St., Bellevue
Jennifer Burnett	9050 E. Shorewood Dr. #277, Mercer Island
Sharon Buza	11847 139th Ave. S.E., Renton
John Byrne	4702 S. Alaska St., Seattle
Terri Caditz	7421 S.E. 29th St., Mercer Island
Sophia Campos	3260 80th Ave. S.E. #3, Mercer Island
Levi Cannon	955 Greenwood Blvd. S.W., Issaquah
Janet & Jim Carson	4358 243rd Ave. S.E., Issaquah
Margaret Ceis	3012 65th Ave. S.W., Seattle
David Chamberlain	7023 22nd Ave. N.W., Seattle
Philip Chanen	2573 Shoreland Dr. S., Seattle
John Charles	6346 Hampton Rd S., Seattle

Thomas Goldstein	1401 E. Jefferson Ste. 505, Seattle
Lester Goldstein	3735 Meridian Ave. N., Seattle
Don & Natalia Goodman	1657 105th Ave. S.E., Bellevue
Erren Gottlieb	2455 73rd Ave. S.E., Mercer Island
Tim Gould	4411 Woodland Park Ave. N. #1, Seattle
J. Graham	3712 79th Ave. S.E., Mercer Island
Judy Grant	11635 S.E. 45th Pl., Bellevue
Sherryl Grey	17121 N.E. 29th Pl., Bellevue
Justine Guarda	1512 1/2 17th Ave. E., Seattle
Chris Gulick	1115 N. 33rd Pl., Renton
Virginia Gunby	2540 N.E. 90th St., Seattle
George Gunby	2540 N.E. 90th St., Seattle
Peter Gunby	18532 26th Ave. N.E., Seattle
Richard Gustafson	11155 S.E. 59th St., Bellevue
Betha Gutsche	6530 16th Ave. N.W., Seattle
Alice Hackbart	4531 188th Ave. S.E., Issaquah
Rami Haddad	1100 106th Ave. N.E. #710, Bellevue
Karl Hadler	173 37th Ave. E., Seattle
Julie Hagglund	18615 N.E. 57th St., Redmond
Carol Haid	4619 241st Ave. S.E., Issaquah
Thomas Hallstrom	8105 N.E. 157th St., Kenmore
Tim Hamnett	1729 12th Ave. #211, Seattle
Doris Hanan	3248 80th S.E. #1, Mercer Island
Margaret Haney	2720 174th Ave. N.E., Redmond
Robert Hansen	4441 190th Ave. S.E., Issaquah
Krishan Hansen	406 118th S.E. #12, Bellevue
William Hanson	1432 32nd Ave., Seattle
Michael Harding	4120 42nd Ave. S., Seattle
Robert Hasstedt	10828 S.E. 184th Ln #C103, Renton
Michael Haynes	5109 N.E. 20th St., Renton
Mikie Heiman	8205 E. Mercer Way, Mercer Island
Dan Henling	P.O. Box 6697, Bellevue
Gordon Hesse	14827 S.E. 111th Pl., Renton
Tim Hesterberg	2628 31st Ave. W., Seattle
Edward Hiar	4646 148th Ave. S.E., Bellevue
Thomas High	26117 S.E. 39th Ct., Issaquah
Thomas Hildebrandt	6821 93rd Ave. S.E., Mercer Island
Robert Hiller	1060 S.W. 10th St., North Bend
Holly Hinman	2450 N.W. 58th St., Seattle
Claudia Hirschey	415 118th Ave. S.E., Bellevue
Robinson Howen	8501 S.E. 78th St., Mercer Island
Ann Hoxsey	12114 N.E. 171st Pl. #F301, Bothell
Suzanne Hunter	3821 92nd Ave. N.E., Bellevue
Dwight Hutchinson	10714 Phinney Ave. N., Seattle
Sharon Sabee Ironmonger	16870 S.E. 47th Way, Bellevue
John Isaksen	1033 151st Ave. S.E., Bellevue
Dane Jackson	15401 N.E. 10th St. #E107, Seattle
Bruce Jacobsen	122 Madrona Pl. E., Seattle
Jon Jaffe	911 Yakima Ave. S., Seattle
Dian Jahn	17226 S.E. 40th Pl., Bellevue
Steve Jahn	17226 S.E. 40th Pl., Bellevue
Sally James	821 Sunset Blvd. N.E. #F1, Renton
Karen Jensen	1226 S. Bailey St. #A, Seattle
Paul Johnson	8841 Stone Ave. N., Seattle
Annie Johnson	3649 42nd Ave. N.E., Seattle
Kirste Johnson	615 14th Ave. E. #201, Seattle
Anthony Chen	6173 156th Pl. S.E., Bellevue
Kenny Clark	14125 80th Ave. N.E. Bothell
Stephen Clark	6611 114th Ave. S.E., Bellevue
Dennis Coalwell	211 11th Ave. E. #4, Seattle
Matthew Cohen	1531 32nd Ave. S., Seattle
David Cox	10433 S.E. 20th St., Bellevue
Kathy Cox	2711 64th Ave. S.E., Mercer Island
Alan Crane	711 E. Denny Way, Seattle
Dennis Crane	23419 S.E. 17th, Sammamish
Cecelia Cruz	9514 356th Ave. S.E. Snoqualmie
Edward Cushman	1108 E. Shelby St., Seattle
Dorothy Cyra	4038 140th S.E., Bellevue
F. B. Darling	6700 S.E. 32nd St., Mercer Island
Ettie Davis	8426 S.E. 36th St., Mercer Island
James DeMuth	4800 136th Pl. S.E., Bellevue
Lovena Denny	937 20th Ave. E., Seattle
Nicole Denton	13023 S.E. 69th St., Bellevue
Geraldine Desper	3449 76th Place S.E., Mercer Island
Prasad Devaguru	458 154th Ave. S.E., Bellevue
Shane DeWald	2404 W. Lake Sammamish Pkwy S.E., Bellevue
Jennifer DeYoung	4916 Wallingford Ave. N., Seattle
Diane Doles	643 Randolph Pl., Seattle
Joanne Donohue	158 Lake Dell Ave., Seattle
Jacalyn Drajpuch	7410 92nd Pl. S.E., Mercer Island
Kathryn Drinkard	114 S.W. 116th St. #B32, Seattle
Shoshana Driver	152 36th Ave. E., Seattle
Nome Duangchan	6581 137th Pl. N.E. #477, Redmond
Arthur Eckert	4007 46th Ave. S., Seattle
Susan Elderkin	4046 34th Ave. S.W., Seattle
David Elliott	1809 Minor Ave. #102, Seattle
Sydney Elmer	1617 Boylston Ave., Seattle
Lori & Greg Estes	14911 78th Ave. N.E. Kenmore
Katherine Evans	516 31st Ave., Seattle
Hilke Faber	3921 25th Ave. S., Seattle
Britt Fagerheim	3502 W. Bertona St., Seattle
Shane Farell	1681 108th Ave. S.E., Bellevue
C. P. Farnham	135 Mt Olympus N.W., Issaquah
Carol Fielding	4033 93rd Ave. S.E., Mercer Island
Sonja Firing	16818 108th Ave. S.E. #38, Renton
Susan Fleenor	8813 N.E. 150th St. Kenmore
Ryan Fleming	2801 1st Ave. #307, Seattle
Margaret Foster	130 29th Ave. E., Seattle
Lyn Frandsen	16917 S.E. 34th St., Bellevue
Ted Freemire & Jacqueline Blue Freemire	2424 S.W. 112th St., Seattle
Henry Friedman	115 110th Pl. S.E., Bellevue
Sharon Friedman	14947 S.E. 60th St., Bellevue
Eric Froines	206 Euclid Ave., Seattle
Hugh Fuller	1412 Summitt Ave. #207, Seattle
Cindy Furutani	14208 N.E. 71st St., Redmond
David Gackenbach	2001 18th Ave. S., Seattle
Melinda Gage	11817 82nd Ave. S., Seattle
Leslie Geller	15102 S.E. 43rd St., Bellevue
Stephanie George	100 Roy St. #A11, Seattle
George & Patricia Gibbs	6539 Seward Park Ave., Seattle
Bryce Given	6513 81st Ave. S.E., Mercer Island
Nancy & Dave Gladish	14063 S.E. 63rd St., Bellevue

Molly Johnson	768 Bellevue Ave. E. #24, Seattle
Christopher Jones	4418 27th Ave. W., Seattle
Dysa Kafoury	5239 S. Morgan St., Seattle
E. J. Kane	4726 118th Ave. S.E., Bellevue
Mary Karabaich	6433 Flora Ave. S., Seattle
Catherine Kelley	2026 Newport Way N.W., Issaquah
Kimberly Kemp	1531 32nd Ave. S., Seattle
Miki Kemsley	1201 3rd Ave. # 3700, Seattle
Joe Kenny	11405 S.E. 86th St., Snoqualmie
Paul Kent	18166 S.E. 41st Pl., Issaquah
Nancy Kent	14404 S.E. 12th St., Bellevue
Rob Ketcherside	510 6th Ave. S. #505, Seattle
Marilyn Kettler	6798 161st Ave. S.E. #B, Bellevue
Susanne King	1827 29th Ave., Seattle
Diane Kinman	7930 S.E. 34th St. #403, Mercer Island
Carol Kirby	12935 S.E. 26th Pl. #D-1, Bellevue
Carole Klees	7515 S.E. 76th St., Mercer Island
Jerry Klika	7716 MLK Way, Seattle
Anne Knight	1122 36th Ave., Seattle
Kirk Knoff	14407 S.E. 37th St., Bellevue
Maria Denny & Jim Kodjababian	147 Madrona Pl., Seattle
Martha Koester	10015 2nd Ave. S., Seattle
Lonna Kooyers	3350 W. Ames Lake Dr. N.E., Redmond
Tara Kreutzer	802 45th St. N.E. #3-306, Auburn
Gerry & Jill Lakin	4847 Lakehurst Ln., Bellevue
Dennis LaMaster	P.O. Box 22835, Seattle
Ronald Lambert	10227 S.E. 16th St., Bellevue
Michael Lampi	2667 170th Ave. S.E., Bellevue
Karin Landsberg	1124 27th Ave. #7, Seattle
Theodore Lane	2600 Harvard Ave. E., Seattle
Carolyn Lanier	4515 125th Ave., Bellevue
Barry Lasky	18305 Sunnyside Ave. N., Seattle
Sydney Ledford	137 32nd Ave. E. #A, Seattle
Jean Leed	1826 E. Hamlin St., Seattle
Meredith Lehr	7785 Westwood Lane, Mercer Island
David Levine	1418 175th Pl. N.E., Bellevue
Earl Ley	12016 S.E. 10th St., Bellevue
Bill Lin	224 118th Ave. S.E., Bellevue
Cathy Lipman	15830 N.E. 158th #A16, Bellevue
Henry Liu	1607 85th Ave. N.E., Clyde Hill
Masalco Lo	3850 204th Ave. N.E., Sammamish
Alastair Lockett	1418 Madrona Dr, Seattle
Brian Lodge	12615 S.E. 27th St., Bellevue
Joan & Gordon Logan	8237 Morrimount Dr, Mercer Island
Linda Logg	206 Snoqualmie Drive, Snoqualmie Pass
Craig Lorch	3308 19th Ave. S., Seattle
David Loshin	6108 142nd Ave. N.E., Bellevue
Catherine Louw	4613 146th Pl. S.E., Bellevue
Wendell Lovett	420 34th Ave., Seattle
Eugene V. Lux	10850 Dixon Dr. S., Seattle
Valerie Lycette	16831 S.E. 46th St., Bellevue
Patty Lyman	2903 S. Massachusetts, Seattle
Maureen Manley	9714 116th Ave. N.E., Kirkland
Brett Marck	2330 32nd Ave. S., Seattle
Chris Marks	1805 102nd Pl. S.E., Bellevue
Pamela Massey	3220 56th Ave. S.W., Seattle
Ruth May	214 130th Ave. N.E., Bellevue
Robert & Priscilla Maynard	2829 140th Ave. N.E., Bellevue
Monica McAmis	512 141st Ave. S.E., Bellevue
Sheila & Ron McConnell	3111 108th Ave. S.E., Bellevue
Mark McCulley	5917 142nd Pl. S.E., Bellevue
Ross McIvor	13305 S.E. 52nd Pl., Bellevue
Sue McKain	16529 S.E. 29th St., Bellevue
Nicole McTavish	2455 2nd Ave. W., Seattle
Lori Mehan	3050 81st Pl. S.E. #27, Mercer Island
Jere Meserole	17417 S.E. 46th Pl., Bellevue
Katie Meyer	13326 79th Pl. N.E., Kirkland
Cathy Miller	550 102nd Ave. S.E. #3, Bellevue
Bridgett Miller	4205 129th Pl. S.E. #2, Bellevue
Bob Miller	70 E. Sunset Way # 276, Issaquah
Lynn Milloy	14841 S.E. 18th Pl., Bellevue
Ed Mills	264 W. Lk Sammamish Pk N.E., Bellevue
Dayna & Gregory Mills	2616 163rd Pl. S.E., Bellevue
Greg Moen	2345 Minor Ave. E. #1, Seattle
Matt Monahan	4210 1st Ave. N.W., Seattle
Maria Moreina	5638 Delridge Way S.W. #108 West, Seattle
Angela Morgenstern	16632 S.E. 11th St., Bellevue
Ruth Mortimer	9446 Vineyard Crest, Bellevue
Jessica Mosher	2920 76th Ave. S.E. #106, Mercer Island
Erna Naert	4646 148th Ave. S.E., Bellevue
D. Najera	2525 Minor Ave. E., Seattle
Andy Neff	3048 164th Pl. N.E., Bellevue
Bailey Nieder	5402 55th Ave. S., Seattle
J. Nishimori	120 130th Ave. S.E., Bellevue
Patricia Noritake Matsuda	3760 77th Ave. S.E., Mercer Island
Rosemary O'Brien	15619 N.E. 1st St., Bellevue
Sharon O'Grady	12225 N.E. 68th Pl., Kirkland
Helen Olson	933 111th Ave. N.E. #571, Bellevue
Kathryn Osborne	11732 172nd Pl. S.E., Renton
Teresa Oswald	10440 S.E. 25th St., Bellevue
William Ovens	14810 S.E. 50th St., Bellevue
Daniel Owen	11445 S.E. 185th Pl., Renton
T. A. Parkinson	621 5th Ave. S., Kirkland
Robert Paterson	13027 S.E. 76th St., Newcastle
Joseph Pentheroudakis	800 Lake Washington Blvd. S., Seattle
Liborio Penulozu Cruz	10225 Des Moines Memorial Dr. S. #14, Seattle
Samuel Perry	1361 30th Ave. S., Seattle
Claire Petersky	1418 175th Pl. N.E., Bellevue
Marion Peterson	6815 84th Ave. S.E., Mercer Island
Mark Phelps	13225 S.E. 55th Pl., Bellevue
Heather Phillips	424 Summit Ave. E. #303, Seattle
Lorna Phipps	15212 N.E. 16th Pl. # 18, Bellevue
Robert Polasek	5588 174th Pl. S.E., Bellevue
Nancy Pollock	2923 129th Ave. S.E., Bellevue
Mark Proa	909 S.W. Holden St. #J, Seattle
Robert Puett	15927 S.E. 41st Pl., Seattle
Alan Quigley	1131 Eagle Ln S. #6, Renton
Angela Quinton	416 101st Ave. S.E. #208, Bellevue
Adrian Ramirez	416 E. Harrison St., Seattle
Helen Read	935 29th Ave., Seattle
Scott Reagan	530 W. Olympic Pl. #212, Seattle
Laurel Rech	2313 N.W. 65th St., Seattle

Teresa Reeves	P.O. Box 133, Bellevue
Cheryl Reigle	7910 334th Ave. S.E., Fall City
Terrence Reilly	7815 334th Ave. S.E., Fall City
Sheila Reynolds	2412 127th Ave. N.E., Bellevue
Barbara Rhoads-Weaver	2724 S. Elmwood Pl., Seattle
Kipper Richards	14420 81st Ave. N.E. Bothell
W. Michael Richardson	14418 S.E. 12th St., Bellevue
Clark Rider	7558 18th Ave. N.W., Seattle
Christine Robinson	4068 172nd Pl. S.E., Bellevue
Lawrence Robinson	14817 S.E. 50th St., Bellevue
Kathleen Rogers	15927 S.E. 41st Pl., Seattle
David Rogers	7435 159th Pl. N.E. #F135, Redmond
Patrica Rolern	24540 N.E. 11th St., Redmond
Vicki Ronillard	450 N.W. Gilman Blvd., Issaquah
Leslie Rubenstein	5327 84th Pl. S.E., Mercer Island
Adrienne Rubenstein	5327 84th Pl. S.E., Mercer Island
Jeremy Rudo	527 N. 70th St., Seattle
JoAnne Rudo	135 Madrone Pl. E., Seattle
James Rupple	4568 193rd Pl. S.E., SeaTac
Dave Russell	4507 105th Ave. N.E., Kirkland
Kelly Ryan	11400 N.E. 132nd St. #D107, Kirkland
Richard Samuel	1507 145th Pl. S.E. #B-1, Bellevue
Eric Sassaman	4424 156th Pl. S.E., Bellevue
Michael Schaffer	11808 100th Ave. N.E. #2, Kirkland
David Schaub	4005 N.E. 57th St., Seattle
Fred Schilling	8307 54th Ave. S., Seattle
Marvin Schmidt	2680 139th Ave. S.E. #95, Bellevue
S. Schneider	3212 80th Ave. S.E. #3, Mercer Island
Kristiann Schoening	2669 60th Ave. S.E., Mercer Island
Herbert Schuck	7331 Bowlyn Pl. S., Seattle
Sharon & Michael Schuffler	8400 S.E. 61st, Mercer Island
Robert Scroggs	11906 S.E. 78th St., Newcastle
Paul Senio	4724 155th Pl. S.E., Bellevue
Joyce Shaffer	P.O. Box 765, Bellevue
Jonathan Shakes	3422 74th Ave. S.E., Mercer Island
Anu Shanbhag	1013 Northup Way #B, Bellevue
Sunitha Shankar	13336 S.E. 177th Ct., Renton
Audrey Sheffield	528 34th Ave., Seattle
Barbara Shephard	8220 S.E. 64th St., Mercer Island
Brenda & Phil Sheridan	416 Shattuck Ave. S., Renton
Eri Shimasaki	15414 S.E. 92nd St., Bellevue
Earl Shimogawa	P.O. Box 6516, Bellevue
Daniel Shoe	14911 N.E. 76th Ct., Redmond
Howard Shulman	8407 S.E. 82nd St., Mercer Island
Joy Shultz	2805 75th Pl. S.E. #1, Mercer Island
Sarajane Siegfriedt	11811 33rd Ave. N.E., Seattle
Christine Silves	4201 134th Ave. S.E., Bellevue
Justin Simmons	880 N.W. 134th St., Seattle
Robert & Patricia Simpson	3015 106th Ave. S.E., Bellevue
William Smith	6625 204th St. S.W. #B Lynnwood
Saralene Smith	7664 E. Greenlake Dr. N., Seattle
Susan Smith	2443 31st Ave. W., Seattle
Stephanie Sohl	P.O. Box 1195, Mercer Island
Lucinda Sohl	P.O. Box 1195, Mercer Island
Michelle Soliel	11001 115th Ct. N.E. #D304, Kirkland
Regina Sparks	10201 S.E. 3rd St. #12, Bellevue
Nicholas Stackelberg	1512 E. Spruce St., Seattle
Sue Stewart	5657 155th Ave. S.E., Bellevue
Roberta Strasser	4030 82nd Ave. S.E., Mercer Island
Dorothy Garrison Swarts	8501 S.E. 61st St., Mercer Island
Richard Sweezey	4933 84th Ave. S.E., Mercer Island
DJ Talarico	35301 S.E. Sequoia Pl., Snoqualmie
Eugene Taylor	19914 S.E. 125th St., Issaquah
Tammi Terzopoulos	3804 Meadow Ave. N., Renton
Grant Thacker	2520 Montavista Pl. W., Seattle
John Thelan	8416 S.E. 80th St., Mercer Island
Nancy Thomas	5056 44th Ave. S., Seattle
Paul Thompson	7736 32nd Ave. N.E., Seattle
Paul Tisell	510 9th Ave., Kirkland
Janette Todd	14836 S.E. 16th St., Bellevue
Duke Trevino	16204 121 Ave. S.E., Renton
Herman Uscateoui	2418 130th Pl. N.E., Bellevue
Dean Uttech	4269 151st Ave. S.E., Bellevue
W Vaughn	316 Randolph Ave., Seattle
Pat Vevnie	532 96th Ave. N.E., Bellevue
Jeffrey Vickers	4417 189th Ave. S.E., Issaquah
Patrick Von Behren	4674 172nd Pl. S.E., Bellevue
Tuyen & King Vu	5618 Lake Washington Blvd. S.E., Bellevue
Hla Yin Yin Waing	412 20th Ave., Seattle
John Ward	1538 Grand Ave., Seattle
Daniel Warren	7660 E. Greenlake Dr. N., Seattle
Susan Warwick	206 Euclid Ave., Seattle
Eric Waterman	395 Datewood Ct. N.W., Issaquah
Ronald Webb	1231 170th Ave. N.E., Bellevue
Kristina & Thomas Weir	4639 133rd Ave. S.E., Bellevue
Selma Weisman	17500 72nd Ave. W. Edmonds
Joseph Weisnewski	2212 109th Ave. S.E., Bellevue
Tom Whalen	352 27th Ave., Seattle
Tom Wilcox	1551 Eastlake Ave. E., Seattle
Casey Wilkes	620 163rd Ave. S.E., Bellevue
Jean Williams	4203 S. Kenny St., Seattle
Henry Williams	12721 S.E. 41st Pl., Bellevue
Cara Wilson	10426 S.E. 25th St., Bellevue
Glynis Wilson	P.O. Box 6651, Bellevue
Richard Wilson	4137 24th Pl. S., Seattle
Betty Wolfe	4806 E. Mercer Way, Mercer Island
Winnie Wong	2610 118th Ave. S.E. #5, Bellevue
Lyle Wood	5426 119th Ave. S.E., Bellevue
Emily Woodson	2760 76th Ave. S.E. #604, Mercer Island
Sheila Wyckoff-Dickey	144 Madrona Pl. E., Seattle
Corrie Yackulic	7244 91st Ave. S.E., Mercer Island
Rachael Zorn	2006 W. Mercer Way, Mercer Island
Bruce Zornow	15019 S.E. 46th Way, Bellevue

Public Hearings

SOUND TRANSIT
I-90 TWO-WAY TRANSIT and HOV PROJECT

OPEN HOUSE / PUBLIC HEARING

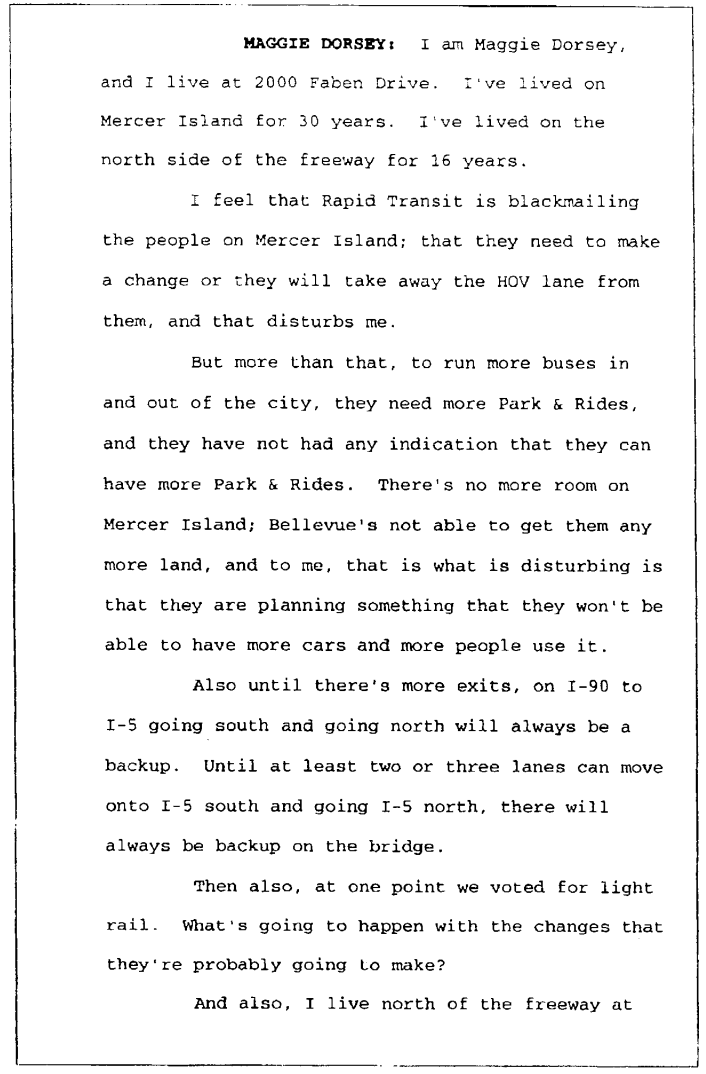
Tuesday, May 20, 2003
4:30 p.m.

Community Center at Mercer View
8236 SW 24th Street
Mercer Island, Washington

REPORTED BY: NANCY L. BAUER, CCR #2099

COMMENTATORS

MAGGIE DORSEY: 2000 Faben Dr., Mercer Island 98040
DOUG GLANT
JOHN THEODORE
ROBERT WILLIAMS: 4149-96th Ave. SE, Mercer Island
GEOFFREY HAZEL: 2428-129th Ave. SE, Bellevue
JIM TROMBOLD: 4851-88th Pl. SE, Mercer Island 98040
KIM AMPHLETT: 3434-97th Ave. SE, Mercer Island 98040
NAN WALDIE
TAMAR BABER
BRYAN CAIRNS
PETER TONGLAO
ELLIS LEVIN: 8201 SE 62nd St., Mercer Island 98040
ANONYMOUS
JAMES AMPHLETT: 3434-97th Ave. SE, Mercer Island
RICHARD ELKINS: 5440 E. Mercer Way, Mercer Island
ANTHONY E. VEDRICH: 9340 Mercerwood Dr., Mercer Island
J.D. MORRSON: 8810 SE 60th, Mercer Island
RICHARD TAIT: 3312-81st Pl. SE, Mercer Island
CAROL WAGNER: 8828 SE 72nd Pl., Mercer Island
MICHAEL NADAL
FRANK LANE: 8407 SE 47th, Mercer Island, 98040
JOHN EWALD: 4103 Boulevard Pl., Mercer Island
JAMES K. LEE: 3425-97th Ave. SE, Mercer Island 98040
PERRY BLOCH: 4280-95th Ave. SE, Mercer Island



MAGGIE DORSEY: I am Maggie Dorsey, and I live at 2000 Faben Drive. I've lived on Mercer Island for 30 years. I've lived on the north side of the freeway for 16 years.

I feel that Rapid Transit is blackmailing the people on Mercer Island; that they need to make a change or they will take away the HOV lane from them, and that disturbs me.

But more than that, to run more buses in and out of the city, they need more Park & Rides, and they have not had any indication that they can have more Park & Rides. There's no more room on Mercer Island; Bellevue's not able to get them any more land, and to me, that is what is disturbing is that they are planning something that they won't be able to have more cars and more people use it.

Also until there's more exits, on I-90 to I-5 going south and going north will always be a backup. Until at least two or three lanes can move onto I-5 south and going I-5 north, there will always be backup on the bridge.

Then also, at one point we voted for light rail. What's going to happen with the changes that they're probably going to make?

And also, I live north of the freeway at

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H-1

Your comment is noted.

H-2

Currently the Mercer Island Park and Ride facility is over capacity. It has a capacity of 257 and the utilization rate as of 1st quarter 2003 was at 105 percent with a total of 271 cars parking there. The Mercer Island Park and Ride is planned to be expanded by 200 parking spaces by 2006.

The Eastgate Park and Ride is being expanded by King County to add approximately 1,000 parking spaces. The Issaquah Highlands Park and Ride is being planned on the Sammamish Plateau. It will provide up to 1,000 parking spaces and help to intercept riders closer to their homes and reduce auto trips on I-90.

See I-90 corridor park and ride information in Section 3.1 Transit/HOV Operations.

H-3

See Common Response CR-6: Congestion.

H-4

The *Sound Move* plan that was approved by voters in 1996 includes light rail in the Seattle area. It does not include light rail on the Eastside. Sound Transit will evaluate HCT in the I-90 corridor and make a determination regarding the corridor and the most appropriate technology to be used based on analysis and public input. This would be done in a regional transit planning and environmental process separate from the I–90 Two-Way Transit and HOV Operations project. That process is being initiated and is anticipated to be completed in 2005. In doing so, Sound Transit will be guided by the Steering Committee's recommendation as well as the agency's Long Range Vision, which identified the I-90 corridor as a potential rail extension crossing for Lake Washington. Sound Transit will also be guided by the Trans-Lake study, which confirmed the use of the I-90 corridor for HCT. HCT alternatives include light rail and other fixed-guideway technologies that operate in their own dedicated right-of-way. See Common Response CR-2: High Capacity Transit (HCT).

the place where there is no cover or lid or anything, and they cannot tell me that by adding two lanes or whatever lanes they want to add, there's not going to be more noise. We've had noise abatement people out, and right now the noise is at the top level for people living in the area of where there is no bridge. And going over the water, the water makes the noise even louder. H-5

The next thing is the dust and debris that funnels into all the homes in the area because of the added lanes. H-6

Also if they narrow the lanes, the lanes are very dangerous, and everybody has said that; the federal government has said that the lanes are narrow. H-7

So my option is to leave it the way it is. It was negotiated, and I think we should wait until we settle a light rail system, or we use this money to do something with 520.

And 520, I know any change is opposed by Hunts Point and Medina. Mercer Island has always cooperated, and I think it's time we put our foot down. H-8

I would like to say that R-1 is the best choice. Thank you.

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H-5

In response to comments, the Final EIS has been updated to analyze potential noise impacts along Faben Drive north of I-90 on the west side of Mercer Island. A sound measurement of 62 dBA was taken at 2053 Faben Drive (Receptor 17A), which is a new residence under construction on the west side of Faben Drive at the intersection with SE 22nd Street. The predicted L_{eq} levels at Receptor 17A with all alternatives would range from 63 to 64 dBA (Table 4.5-7). The measured and predicted traffic L_{eq} levels at Receptor 17A would not approach or exceed the FHWA noise abatement criteria of 67 dBA for residential areas (Table 4.5-3), which would not be traffic noise impact and consideration of mitigation would not be required. Sound levels from I-90 at other residences along Faben Drive are expected to be similar or lower, because other residences are farther away from I-90. Although I-90 traffic sound would be below the FHWA-approved WSDOT guidelines for considering noise mitigation, traffic on I-90 would continue to be audible at many locations along Faben Drive.

Future traffic L_{eq} levels under Alternative R-8A would be the highest of all build alternatives, because of its relatively higher traffic volumes and additional HOV lanes in each direction. Compared with the predicted Existing Conditions, 2025 sound levels under Alternative R-8A would increase by 2 dBA or less at all receptors analyzed. An increase of 1 to 2 dBA in traffic sound levels under Alternative R-8A would not be perceptible (Table 4.5-2).

H-6

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

DOUG GLANT: My headquarters are in Seattle and my home is on Mercer Island, and I've lived in King County for 60 years. So I spent a lot of time on the various roads, especially I-90, because of having an office in Seattle and stores, Pacific Fabric stores, all over Western Washington and a scrap yard downtown, a recycling center downtown, so I'm on the I-5 and 520 and I-90 too much.

So specifically about this issue: I remember in '76 when they made the deal and the concessions that were made by the City of Mercer Island and others, but let's focus on Mercer Island.

I think the deal should continue the way it is. I guess I'm for R-1, which is to keep it the same. But if that's not possible, R-8A would be my second choice.

The reason -- other than the fact that they made a deal and I think they ought to keep it -- that I'm for leaving it alone is because through personal experience, getting people, cars, buses, trucks, single-occupancy vehicles, you name it, across I-90 faster in either direction is not the problem.

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H-9

H-10

H-7

See Common Response CR-8: Safety.

H-8

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

H-9

Your comment is noted.

H-10

Your preference is noted.

The problem when you're going west at peak time is that both I-5 north and south is where the jam is. And I drive it all the time on I-90. It's not I-90; it's north and south I-5. That means you're going to get through the traffic jam quicker if they change it now.

And the same thing is true on 405. The problem on I-90 is trying to get onto 405 on that ramp, as I had to do this morning. I got right across I-90, not in the special lane, the regular lane, but when I got to 405, I was stuck all the way down the hill. So all you got to do is get people faster across I-90 to get stuck in traffic at 405 or I-5. H-11

So anyway, my first choice is leave it alone; second choice is R-8A. H-12

The HOV lanes, I was against them to begin with, to be honest about my bias. But there are ways to blame already, because almost nobody drives them, and certainly not carpoolers. It's people like me and my wife going to dinner who use them on occasions, but most of the time they're empty. Even at peak traffic time they don't have much traffic. H-13

So you'd save a lot of the traffic problems

H-11

See Common Responses CR-6: Congestion.

H-12

Your preference is noted.

H-13

Your comment is noted.

by just letting the HOV lanes, especially in peak traffic, be driven by anybody that wants to. It's not going to happen, but it's a friendly thought.

JOHN THEODORE: First of all, I disagree with the previous speaker. I think that opening HOV lanes to single-occupancy vehicles during odd times of day is the biggest mistake. And the reason I think so is that, fundamentally, what Sound Transit ought to be trying to do is change people's behavior, and what we need to do is get away from the willingness to drive alone. And I think that carpooling is the kind of behavior that should be rewarded as, I believe, should bicycling.

My number one concern is that the impact on the bicycle and pedestrian lanes is as minimal as possible. I came here in part because I heard it's going to be narrowed, and now I hear that that's no longer an option. And that's a good thing, because I think it's not wide enough as it is. It's completely possible to have closing speeds between bicycles of 35 miles to 40 miles an hour going in opposite directions. If you throw into that mix pedestrians walking dogs, pushing baby strollers,

H-13 cont.

H-14

H-15

H-14

Your comment is noted.

H-15

Your comment is noted.

using Walkman headphones, it's an incredible amount of traffic with no barrier or safety at all.

I've seen the options they're proposing for the various different kinds of barriers, and I think those may be mandated by federal law in terms of safety to have a barrier up for road debris to protect pedestrians and bicycles, but in terms of wind, noise, and the grit and spray from vehicles, those barriers are not going to do that much.

I think another problem is the notion of eliminating the shoulder or making the shoulder narrower ignores a very fundamental fact, and that is that breakdowns happen and accidents happen, and you can't predict when that's going to happen. And when they do, if there's no shoulder for people to move to, it's going to create a huge backup.

I think if we can keep a wide shoulder, first of all pedestrian and bicycle comfort is going to be maximized, and that's the kind of behavior that we ought to be encouraging. It's going to make room for the odd breakdown or accident.

And I wouldn't be adverse to just taking a lane away from single-occupancy vehicles. A couple of hundred gallons of paint, put in a stripe, put

H-15 cont.

H-16

H-17

H-18

H-16

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

H-17

See Common Response CR-8: Safety.

H-18

Your comment is noted.

in the little diamonds, and say okay, and there's another incentive to carpool, to use transit, and change your behavior.

It's all good to provide bus routes and rail routes and so on, but if everybody is still in love with their cars and they don't see any disincentive to getting in their car and driving, then people's behaviors are not going to go change, and that's what I think this is fundamentally about.

ROBERT WILLIAMS: My address is 4149-96th Avenue Southeast, Mercer Island.

I feel that things should be left exactly as they are right now. This was a negotiated settlement, and the federal authorities came across Mercer Island, and part of that agreement was that we have access by the high-occupancy vehicle lanes with single-occupancy vehicles. And that was part of the original agreement, and that should be honored.

It's, I think, a matter of value as far as land is concerned on Mercer Island, in addition to convenience. And I think that values of the land on the island would be adversely affected if they

H-18 cont.

H-19

H-20

H-19

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

H-20

Your preference is noted.

make a change in terms of how they route the traffic and the lanes that they use, as opposed to, I think it's 8A, I believe, is the alternative that indicates that they will continue as they are now. So I would heartily recommend that. Thank you.

GEOFFREY HAZEL: I live at 2428 129th Avenue Southeast in Bellevue. I'm a full-time bicycle commuter. I use the bike path every day twice a day.

I am opposed to option 8A, and I would prefer, if you're going to pick an option, R-2B.

My objections against R-8A, and R-5 for that matter, are potential construction delays on the bike path, and moving traffic closer to the bike lane is going to create significant impacts for wind spray, debris, and other matter, especially during wintertime when the roads are wet and when the wind is from the south.

I did see some potential mitigating barriers that they were discussing, and I would think that they'd need a solid barrier at least four feet higher than the Jersey barrier is now, if, in fact, they were to choose R-5 or R-8A. Nothing less than a solid barrier would be

H-20 cont.

H-21

H-22

H-23

H-21

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

H-22

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

H-23

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

sufficient.

But I prefer R-2B if you're going to do anything at all. That's my preferred option. Put the traffic in the center of the road and leave the edges alone. H-24

JIM TROMBOLD: My name is Jim Trombold. I live at 4851-88th Place Southeast, Mercer Island 98040.

Obviously as a Mercer Island resident, I think it's more convenient to have the entrance to express lanes, though I don't think I feel so strong on that that it couldn't be lost in the greater interest to the Puget Sound transportation. H-25

However, at this time, I favor option R-1, which is basically status quo, to leave things as they are. H-26

For one, there's a saying I go by: If it's not broke, don't fix it. And I-90 is a pretty good thoroughfare now as it is, and any concept that increases the number of lanes on I-90 doesn't make sense to me this way, because more flow in is just to get you to places where it's clogged up faster; namely the exit south on I-5 is jammed back as it is and the exit to I-5 north, and the exits going H-27

Mercer Island, 5-20-03 11

H-24

Your preference is noted.

H-25

Your comment is noted.

H-26

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

H-27

See Common Response CR-6: Congestion.

east 405. So I think increased lanes could slow I-90 and doesn't solve the problem. The flow is pretty adequate on I-90 as it is. The problems are the outflow on I-90 and 405; therefore, I favor R-1, which is leave things as it is.

And the outside weak second opinion would be R-8A. It keeps the express lanes, but possibly considers more lanes, but I don't feel strongly about that.

I would offer an opinion. I'm not sure which plan it fits in. I think you should have data and information before you do something such as start multiple-occupancy lanes. And I think in any highway plan, whether it's I-90 or 405, I really question -- I do not believe there is such a thing as carpool lanes. Most people that have a passenger or more than one passenger didn't form up because of the lanes. They just happen to be a married couple or a couple or someone has their child, and they can take advantage of that lane. It doesn't really encourage carpooling.

I think most people who carpool consciously get together, Park & Ride, ride together for better reasons, such as riding together and efficiency of gasoline cost.

H-27 cont.

H-28

H-29

H-28

Your preference is noted.

H-29

Your comment is noted.

Most of the time I see the HOV lanes during times when another lane would be very useful, and they're empty. And I don't think it encourages people to team up in cars like it was originally thought to sell that idea.

KIM AMPHLETT: My name is Kim Amphlett. My address is 3434-97th Avenue Southeast, Mercer Island 98040, and I live right on the bike trail of I-90.

I had hoped there had would be representatives here that I could submit this to. My concern, I hope, is heard, and I am here on behalf of all my neighbors, who have signed the same request form.

We are requesting the Washington Department of Transportation's attention to address the safety hazard and noise levels by increasing the height of the wall east of North Mercer Way and East 35th Street and continuing along the path between 35th Southeast and ending at 35th Place Southeast.

I would like to say that the existing wall was built 20 years ago. The wall reaches at a height at just four to six feet from North Mercer Way at 35th Avenue along down 97th Avenue.

Mercer Island, 5-20-03 13

H-29 cont.

H-30

H-31

H-30

Comments submitted to Sound Transit via mail, email or at a public hearing on the Draft EIS were responded to in this Final EIS.

H-31

In response to comments, the Final EIS has been updated to analyze potential noise impacts at 97th Avenue SE north of I-90 in Mercer Island. The analysis location, Receptor 30A, is located on the east side of the street end of 97th Avenue SE, approximately 35 feet from the existing 6-foot noise wall. A sound measurement of 63 dBA was taken in the front yard of the Amphlett residence at 3434 97th Avenue SE. The future L_{eq} traffic levels at Receptor 30A with all alternatives would be 65 dBA (Table 4.5-7). The measured and predicted traffic L_{eq} levels at Receptor 30A would not approach or exceed the FHWA noise abatement criteria of 67 dBA for residential areas (Table 4.5-3), which would not be a traffic noise impact and consideration of mitigation would not be required. The existing noise/retaining wall already provides considerable shielding of traffic noise at Receptor 30A because the existing wall and roadway cut provide up to an 11 dBA reduction of I-90 traffic noise. Although the wall appears to be only 6 feet tall from the perspective of residences immediately behind it, the existing noise/retaining is effectively much taller because it is approximately 30 feet above I-90.

A great deal of resources went into the acoustic design and construction of the I-90 Corridor through (Mercer Island/Rainier Avenue/Mount Baker) neighborhoods. Nowhere else in Washington State has the highway corridor been placed in deep 30 feet or greater cuts or been lidded over to not only reduce the noise but maintain a degree of community cohesion in the process. In 1995, in an effort to insure a measure of impartiality to state expenditure of federal funds, FHWA required all states to submit written noise control policies for their review and approval. They required states to define how they were going to interpret what is reasonable and feasible. WSDOT, in its response submitted a policy that allows spending more on addressing noise as the noise level increases. Even if sound levels were 70 dBA or higher the allowable

The other walls along this bike path along North Mercer Way exceeds heights of 30 feet, which appear to protect the noise barrier between the waterfront homes far better than the noise barrier between those homes that live right on I-90.

I would like to speak about the safety hazards. With this wall only being four to six feet high, the noise is of one concern of ours. It does exceed the 67 decibels, which they stated in their Express Connection newsletter, but the safety hazards is that children do throw things over this wall and have climbed up on this wall during Seafair and sat along that wall. The drop is a good 35 to 40 feet down to the freeway.

And once again, the neighborhood of North 97th would very much like the Washington State Department Transportation to increase that height.

One other thing I would like to say is that the barriers from Bellevue, Kirkland, in through Issaquah along I-90, also the barriers from I-5 from Seattle to Marysville and to Silverdale that have all been built between the last five to ten years exceed 15 feet in height. There's not one wall that sits at the four to six feet levels that we sit at, and considering that this wall that we

Mercer Island, 5-20-03 14

H-31 cont.

H-32

cost under this more considerate policy would not be enough to justify extension of the lid. See also Response I-68.

H-32

Although the noise barriers appear to be only 4-6 feet tall from residents living on Mercer Island's perspective, they are actually 30 feet tall. Nowhere else in Washington State has the highway corridor been placed in deep 30 feet or greater cut to not only reduce the noise but maintain a degree of community cohesion in the process. These were objectives identified through the public involvement process for this corridor when it was initially designed. The second tallest sound walls to the 30-foot canyons that have been built for Mercer Island are only 24 feet tall, with most barriers averaging between 10 and 16 feet tall.

Noise barriers generally are feasible because when the line of sight between the nearest impacted receiver and the noise source is broken a reduction of about 5 decibels can be realized. Once this is achieved, however, only a half a decibel per foot of height is frequently possible. Since most areas adjacent to I-90 on Mercer Island have been already shielded, only barriers that would be prohibitively tall, in most cases unreasonably so, would effect a discernable change in noise level. Barriers as tall as 34 feet were analyzed and considered for this location. It is determined, based on criteria approved by FHWA and used state-wide, that additional mitigation could not reasonably be constructed for this area. See also Response I-68.

sit at was built 20 years ago, it has not been addressed since that time. And that would be my hopes: build a bigger wall.

I would like to leave this. These are all pictures of the wall. My name is signed in here with all the other residents. Please give it to the appropriate people at Sound Transit. I don't need this returned.

NAN WALDIE: I think it's shortsighted. I don't think it will solve anything. That's it.

TAMAR BABER: I want to voice my concern about the noise level both for no change, the noise level of the current freeway, and that it will likely increase over what they're going to do with the lanes.

I would like to see them put more effort into noise reduction on the freeway, into the possibility of blacktopping the bridge and blacktopping the rest of the freeway and anywhere near a residential area, to putting soundproofing on the sides of the freeway.

I'm very concerned about this issue, and

Mercer Island, 5-20-03 15

H-32 cont.

H-33

H-34

H-33

Your comment is noted.

H-34

Highway traffic noise is generally the result of a large volume of traffic moving at high speeds. It would require a doubling of traffic volume, however, to create even a 3 decibels increase and a 10 mph change in speed will change the sound level 2-3 dBA. The I-90 corridor is running at or near capacity now. Therefore, an increase in volume that would double the existing traffic will cause the speeds to go down 5 to 10 mph during the peak traffic hours. It typically requires both high speed and large volumes of traffic to cause an impact.

As you have, we recognized impacts both in the existing year 2005, as well as in all the alternative years. We have considered, as required by federal regulation, mitigation at all impacted areas. In all locations where impacts were identified, mitigation was considered according to our federally approved policy. Where reasonable and feasible the mitigation will be included as a part of the project. Reasonableness and feasibleness is also based on the federally approved policy and must be applied equitably to all areas of the state. Some areas will get sound barriers while others will not.

Concerning the "blacktopping" or asphalt pavement surfacing of bridges and highways near residential areas, asphalt pavement is a short-lived relief from highway traffic noise. Asphalt pavement, especially a pavement known as open graded asphalt, has been known to reduce tire pavement noise by 3 to 6 decibels. The Washington State Department of Transportation has been involved in several tire pavement studies. To summarize the conclusions; concrete pavement typically starts out noisy and gets quieter over time, while asphalt starts out quiet and gets noisier as it wears over time. Because asphalt wears down so much quicker especially in Washington where studded tires are required by many for part of the year, and where sanding of the roadway is necessary for safety and public funding of transportation is often questionable, asphalt is not a prudent form of mitigation in Washington.

I'm planning on telling everybody in my neighborhood to e-mail the committee on this.

BRYAN CAIRNS: My name is Bryan Cairns. I'm Mercer Island's deputy mayor.

I was happy to see the Draft Environmental Impact Statement put together by Sound Transit and the Washington State Department of Transportation with review from the Federal Highway Administration and to see that their comparison of R-1, R-2B, and R-8A shows that essentially, in every criteria, R8-A shows substantial benefit, and R-2B indicates that traffic management would be degraded from the current situation.

So on the basis of this analysis, there can be only one choice, and that is R-8A.

There is no argument here that could be raised, given this analysis, to draw any other conclusion.

It's very simple. Just look at the numbers, every one of them in Table 3.2-20 of the report.

If we take travel time peak direction, R-2B shows it to be worse than the present case; R-8A shows it to be better. If we take congestion

Mercer Island, 5 20-03 16

H-34 cont.

H-35

H-36

H-35

Your comment is noted.

H-36

Your preference is noted.

duration currently stated in 2025 to be 10 hours, there would be no improvement in R-2B; it would be less than two hours in R-8A. If we take person hours of travel, this is, I think, per year in 2025, R-1, the present current situation, so 73,000 hours; R-2B shows it to be worse, 81,700. R-8A shows it to be over 30 percent better: 46,500.

If we take delay for persons traveling in the general purpose lane, it's currently 19.8 minutes; with R-2B it will be worse: 22 minutes. With R-8A it would be 8.9 minutes, substantially better.

The only one that is somewhat marginal is the potential numbers of crashes per year. This is currently -- or in 2025, this is estimated to be, with crash reduction measures, 355. With R-2B, it would be 325, and with R-8A, 360. You'll see these numbers are all very close, and they're very close to the current number, and that is a very safe section of road.

So there is no degradation in any of these alternatives to the safety. So safety really is not an issue. It would be safe with any one of the options. But in all the others, as I've just mentioned, substantial benefit to R-8A. For R-2B,

H-36 cont.

H-37

H-37

Your comment is noted.

we would be spending your tax money to make matters worse.

PETER TONGLAO: I live on Mercer Island. I'm just concerned that Mercer Island might lose the access for the express lane in the future. I hope that we can keep it, through some means of your desire.

My main point is to maintain the Mercer access to the express lane to and from Seattle. That's all.

ELLIS LEVIN: My name is Ellis Levin. I live at 8201 Southeast 62nd Street, Mercer Island 98040.

I've lived in Seattle for 60 years and I've lived on Mercer Island for over 40 years, and I am very upset about this whole project. I think that there should be no change to the present design. I have two good reasons, I think, for it.

Number one: I think these things going through the tunnels are going to be too narrow and they're not going to be safe.

Number two: I think that they're working the wrong problem. This isn't going to make a

H-37 cont.

H-38

H-39

H-40

H-41

H-38

Your preference is noted.

H-39

Your preference is noted.

H-40

See Common Response CR-8: Safety.

H-41

See Common Response CR-6: Congestion.

major difference.

The real problem is not on I-90 and Mercer Island. The real problem is getting onto I-5 or off of I-5 onto I-90, or onto I-405 and off of that.

And all you're going to do is make those problems even worse if you have four lanes going in one direction and they can't get off. So instead of three lanes waiting to get off, you're going to have four lanes waiting to get off, which is not going to solve any problem.

I think that before they talk about changing I-90, they should improve 405 and I-5 so that it's easier to get on and off from I-90; otherwise, it's a waste and a confusion for the people today to go ahead with this thing first.

I don't think you'll accomplish the results, and spending the millions of dollars that they're talking about would also be a waste of money.

One other statement: I wrote a letter to this effect when they had the last reviews here, I guess maybe a year or two ago. And I got a nice letter back saying thank you for your comments, but I never got a letter back or saw anything in the

H-41 cont.

H-42

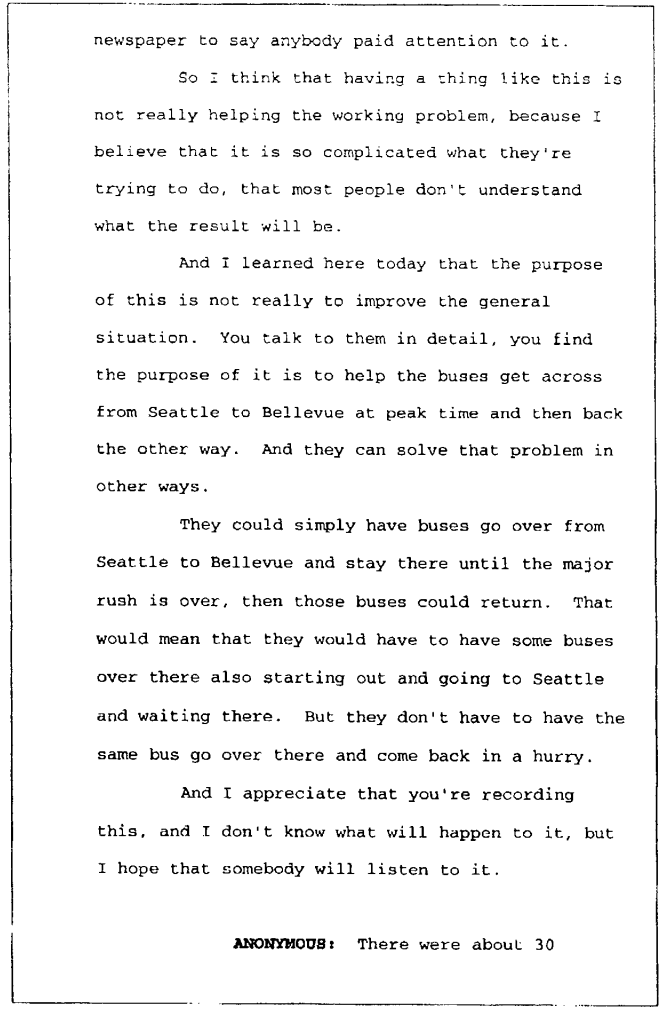
H-43

H-42

Your comment is noted.

H-43

Your comment is noted.



newspaper to say anybody paid attention to it.

So I think that having a thing like this is not really helping the working problem, because I believe that it is so complicated what they're trying to do, that most people don't understand what the result will be.

And I learned here today that the purpose of this is not really to improve the general situation. You talk to them in detail, you find the purpose of it is to help the buses get across from Seattle to Bellevue at peak time and then back the other way. And they can solve that problem in other ways.

They could simply have buses go over from Seattle to Bellevue and stay there until the major rush is over, then those buses could return. That would mean that they would have to have some buses over there also starting out and going to Seattle and waiting there. But they don't have to have the same bus go over there and come back in a hurry.

And I appreciate that you're recording this, and I don't know what will happen to it, but I hope that somebody will listen to it.

ANONYMOUS: There were about 30

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H-43 cont.

H-44

H-45

H-44

The demand for transit service in both directions across Lake Washington is strong and requires a large number of buses to carry passengers in both eastbound and westbound directions during peak times. Due to the lack of transit priority on I-90, buses that are delayed while traveling in the reverse-peak direction, are delayed later in the peak directionas the bus makes a round trip across the Lake. There are not enough buses to have them waiting an hour or two for congestion to ease. Since congestion extends for several hours in the morning and afternoon, this is not really a workable solution.

H-45

Your comment is noted. The hearing transcript is part of the record and is included within the Final EIS.

slides; two of them meaningful. I have to say this was a waste of time.

JAMES AMPHLETT: My name is James Amphlett. My address is 3434-97th Avenue Southeast, Mercer Island.

My major concern is noise. We live in a strip right across from City Hall, and the noise level is very high. You can't use your phone outside. It runs at all different hours of the day. When traffic is really slowed down, it's not as loud as when it's running a little faster.

I'd really like to get the noise level tested. We were just speaking to the noise gentleman and kind of got the, Well, maybe this and maybe that. But what we need to do is actually have the noise tested there in our neighborhood. We probably have the loudest strip coming through the area. We're just west of the East Channel Bridge. That would be the main thing is just getting the noise level tested. I guess that's what we have to do before we can do anything else.

RICHARD ELKINS: 5440 East Mercer Way. My comment is that I want R-8A, and there's

H-46

H-47

H-48

H-46

Your comment is noted.

H-47

Please see the Response H-31 for a discussion of potential noise impacts and mitigation at 97th Avenue SE in Mercer Island. See also Response I-68.

H-48

Your preference is noted.

great big advantages for the transit company. They wind up with three bus lanes, not two, as in all the other proposals only have two.

Mercer Island will still maintain their single-occupant vehicles coming out of Seattle or going in in the peak hours. Simple.

And if you need more light in the tunnel because of the new standards, turn the lights on. They have half of them off anyway.

ANTHONY E. VEDRICH: My address is 9340 Mercerwood Drive, Mercer Island 98404.

I want to say the same as the gentleman before me. I would say essentially the same comments.

I think it is eminently unfair. We went through the construction period, and part of that bargain was that we would have access from Mercer Island. Nothing has changed since that promise was made, an agreement was made, and it's unconscionable for them to, at this point, change it.

The only option, I think, is R-8A.

Many of the changes are being sponsored by cyclists, and there are, in the course of a day, what, 200, which would be a gross exaggeration.

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H-48 cont.

H-49

H-49

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

And yet we're willing or contemplating sacrificing the auto lanes for the cyclists. That's preposterous. Thank you.

J.D. MORRSON: 8840 Southeast 60th, Mercer Island.

Without belaboring it, I would like alternative R-8A because I think it maintains the agreement that was made with Mercer Island years ago: that we would have the right to use the reversible lane coming on and off the island to get to Seattle. I do it everyday, and if I lose that it's going to add probably 45 minutes to an hour to my commute time in each direction, and I just think that alternative is better for the community. That's all I have.

RICHARD TAIT: My address is 3312-81st Place Southeast, Mercer Island.

My comments are as follows: I think the R-2B alternative would be disastrous because it would greatly increase the congestion in the outer lanes.

I have to ask why it is necessary to make any change at all. My understanding is that the main motivation for change is a delay to westbound

Mercer Island, 5-20-03 23

H-49 cont.

H-50

H-51

H-52

H-50

Your preference is noted.

H-51

Your comment is noted.

H-52

Your preference is noted.

You are correct that the travel times are average values. The EIS cites the wide range of travel times that occur (in the reliability discussion), particularly in the afternoon and during special events such as ballgames. The EIS documents that on-time performance often deteriorates by more than 20 minutes during any given month. This is a major variation in time for a trip that would normally only take 20-30 minutes under good conditions.

Your proposal to add buses and make a looser schedule is exactly what is happening now. As on-time performance deteriorates and bus runs take longer, the scheduled travel time becomes longer too. This requires more buses to provide the same level of service to customers. Each added bus becomes a substantial expense, not only for the capital cost but mostly due to the ongoing operational costs that accrue every day. The purpose of this project is to provide good transit service reliability in both directions on I-90.

buses in the afternoon, reverse peak direction, which can delay subsequent service by those buses.

I note from the EIS that in 2005, the average extra time for the No Build alternative in the reverse peak direction versus R-8A is only two and a half minutes, and that even by 2025 it will only be some five minutes worse.

I recognize that those are average figures, and some days may be much worse than others, but I am convinced, from personal experience, that at the worst, like when there's a baseball game on, the time lost would not exceed 10 minutes.

The problem of late arrival of the buses can easily be handled by looser scheduling, possibly with the addition of a handful of buses to the fleet to maintain frequency of operations. The cost of this, relative to $90 to $100 million for R-8A, would clearly be minimal. I, therefore, seriously question whether the desire to make any change at all is well founded.

I do not believe that a delay of five or ten minutes in the rush hour is critical to the passengers, and it can certainly be handled by the bus schedulers.

However, if it is necessary (if the

H-52 cont.

decision has been made) to make a change, then I believe we must go to R-8A because R-2B would rapidly introduce quite unacceptable levels of congestion that do not exist today. Thank you.

CAROL WAGNER: 8828 Southeast 72nd Place, Mercer Island.

We need to be fiscally conscience with our money for transit and spend it where it will have the biggest impact. Focus should be on 5 and 405. All of these transit projects that don't focus on our biggest issues make no sense. We need to fix the bottlenecks first on 5 and 405, as well as make Alaska Way Viaduct safe.

If the Transit Authority decides to spend millions on 90 without first fixing the major problems, then you need to spend it wisely by not just shuffling the deck, but making the deck bigger and better and increasing your capacity.

The only way you have even shown to do this is through R-8A, which increases capacity and is therefore your only option.

My advice is strongly fix your problems, 5 and 405. You didn't focus on those with the last bond initiative, and that's why you failed. Focus

H-53

H-54

H-55

H-56

H-53

Your preference is noted.

H-54

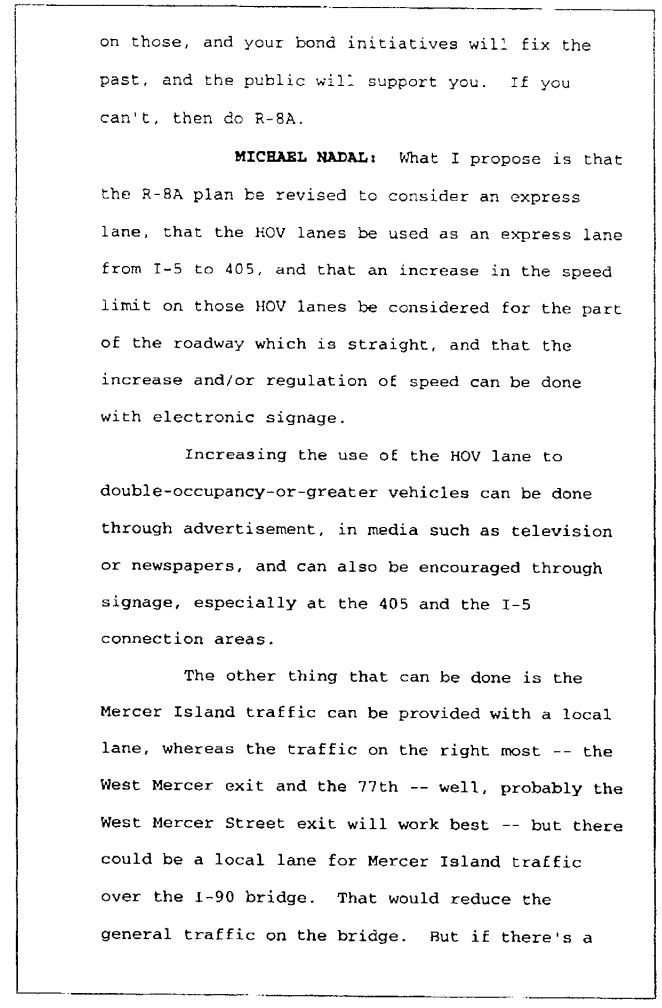
See Common Response CR-6: Congestion.

H-55

Your preference is noted.

H-56

Your comment is noted.



on those, and your bond initiatives will fix the past, and the public will support you. If you can't, then do R-8A.

MICHAEL NADAL: What I propose is that the R-8A plan be revised to consider an express lane, that the HOV lanes be used as an express lane from I-5 to 405, and that an increase in the speed limit on those HOV lanes be considered for the part of the roadway which is straight, and that the increase and/or regulation of speed can be done with electronic signage.

Increasing the use of the HOV lane to double-occupancy-or-greater vehicles can be done through advertisement, in media such as television or newspapers, and can also be encouraged through signage, especially at the 405 and the I-5 connection areas.

The other thing that can be done is the Mercer Island traffic can be provided with a local lane, whereas the traffic on the right most -- the West Mercer exit and the 77th -- well, probably the West Mercer Street exit will work best -- but there could be a local lane for Mercer Island traffic over the I-90 bridge. That would reduce the general traffic on the bridge. But if there's a

Mercer Island, 5-20-03 26

H-56 cont.

H-57

H-58

H-59

H-57

Peak-hour travel speeds on the outer roadway HOV lanes that will be provided with the Preferred Alternative (R-8A) would be higher than those forecast for the general-purpose lanes. The HOV lanes will be posted with the same speed limits as the adjacent general-purpose lanes, but with less congestion, would operate at higher speeds during peak travel periods. In the reverse-peak direction, HOV speeds would be about 8 mph faster for eastbound AM HOV traffic (52 mph vs. 44 mph average speeds in the general purpose lanes), and about 15 mph faster for westbound PM HOV traffic (47 mph vs. 32 mph average speeds in the general-purpose lanes). These speed differentials are typical for HOV lane projects, and reflect observed levels of motorist comfort where speed differentials exist. As such, it is not likely that HOV lane speeds would be greatly influenced by higher speed limits on the HOV lanes.

H-58

Your comment is noted. Signs indicating HOV lanes and occupancy requirements are placed along I-90. King County/Metro Transit operates a rideshare program to encourage people to use carpools/vanpools for commuting. The program provides outreach to employers to encourage this. WSDOT also funds a state-wide commute trip reduction program, working with major employers to reduce auto trips and encourage carpooling and transit use.

H-59

See Common Response CR-4: Hybrid Alternative.

local lane for the Mercer Island traffic, it would reduce the number of cars on the freeway overall.

I had other proposals, but I think I got the main one in there, and that's probably most important.

I think that the reduction in speed is a bad idea, and the restriction of lanes in the other plans does not address the issue of the single-occupancy driver. The single-occupancy driver is the majority of the traffic on the road, and the sooner we address the needs of the single-occupancy driver, the better all traffic will flow.

I think that the other plans that they have only address the needs of a very small minority of the drivers that are on the road. They're trying to address the needs of the buses and of the people with two or more people in their vehicles. And very often these lanes are, for the most part, unused by that traffic and/or underused, and this is where the current construction could be best utilized; attending the needs of the majority as opposed to the minority.

FRANK LANE: My address is 8407 Southeast

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H-59 cont.

H-60

H-61

H-60

The purpose of the project is to improve regional mobility by providing reliable and safe two-way transit and high-occupancy vehicle (HOV) operations on Interstate 90 (I-90) between Bellevue and Seattle, while minimizing impacts to the environment and to other users and transportation modes (such as SOVs). As such, the Preferred Alternative (R-8A), would have the least negative impact on average travel times and speeds of the build alternatives evaluated in the DEIS. The Preferred Alternative will include variable speed limits that will be set to provide guidance to motorists on appropriate speeds for varying levels of congestion, adverse weather, or other conditions that warrant a reduction in speeds.

H-61

Your comment is noted.

47th Street, Mercer Island 98040.

I'm in favor of R-8A because it not only helps Mercer Island drivers, it preserves our SOV rides. But at the same time it increases capacity, and it helps the eastside significantly, as opposed to some of the other options, which we push our SOV drivers out of the general purpose lane which would create additional congestion for the eastside. So it's a win for Mercer Island and a win for the eastside.

H-62

JOHN EWALD: My address is 4103 Boulevard Place here on Mercer Island.

The expectations I had about the project were driven by things I've read over the last couple of years. It seems as though the engineering and the project content has actually changed some, and I would call it improved. A lot of the problems that I thought would be here, I didn't find them.

I think the bicycling issues, which I thought were here, have largely been dealt with in the engineering.

H-63

There are some serious concerns about the screening that would be put up along the roadway

H-64

H-62

Your preference is noted.

H-63

Your comment is noted.

H-64

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

that need to be looked at with buffeting, with eddies created on both sides, the roadway sides as well as the bicycle and pedestrian roadway, if it were Plexiglass or something like that. And then the whole idea of a sail on I-90 bridge is probably something that should be studied more.

But even that, all of that, has been worked on and talked about and dealt much more effectively than I thought when I came in here. So this was a good meeting. I'm glad I came.

Based on tonight -- I spent two hours here -- I would recommend that we go with the R-8A proposal. It seems to me that it mitigates the greatest number of problems that I was thinking about. It holds the agreements that are currently in place probably the best of the choices that are available, and unfortunately it costs the most. But that would be my recommendation, R-8A.

JAMES K. LEE: I live at 3425-97th Avenue Southeast, Mercer Island 98040.

The reason why I'm here: My house is next to the freeway to the north side, and we constantly have noise problems when vehicles driving, going westbound and up ramp under the overpass, and the

H-64 cont.

H-65

H-66

H-65

Your preference is noted.

H-66

Please see Response H-31 for a discussion of potential noise impacts and mitigation at 97th Avenue SE in Mercer Island.

noise from the vehicle tunnel eastward to my house direction, and the wall the blocks that is only three and a half feet from the ground. So from my house, I can see these freeway signs and hear the noise so loud, and that noise is basically every day.

And you guys now expanding to put more lanes, you know, and that will eventually move more vehicles, and that problem, the noise problem, has been lack so long. And, you know, noise wall is supposed to be at least six-plus feet high from ground where you're at. But that section of the wall is only three and a half feet.

So take this opportunity to ask the State to take a second look at the section where east of North Mercer Way along 35th Street and continuing to 35th Place Southeast, and raise the existing wall at least four feet to help the neighbors.

We support the project, but, you know, the State need to take care of us, too. Thank you.

PERRY BLOCH: 4280-95th Avenue Southeast, Mercer Island.

R-1 or R-8A are the best alternatives. Taking traffic out of the express lanes from Mercer Island and putting them on the main line only

H-66 cont.

H-67

H-67

Your preference is noted.

inconveniences more people. It is not a traffic solution; it is a traffic problem.

I-90 is the best roadway we have across Lake Washington, and it's the only roadway for Mercer Island residents.

By making traffic worse by putting more cars onto the main line, more people are effected than by trying to put just buses on the express lane. The idea is not to force people onto buses; the idea is to move the most commuters as possible in the least amount of time.

(THE PUBLIC FORUM CONCLUDED AT 7:35 P.M.)

H-67 cont.

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, NANCY L. BAUER, NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, RESIDING AT SHORELINE IN SAID COUNTY AND STATE, DO HEREBY CERTIFY:

THAT THE FOREGOING IS A FULL, TRUE AND CORRECT TRANSCRIPT OF THE PUBLIC COMMENTS TAKEN IN THE ABOVE-ENTITLED CAUSE;

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THIS 27th DAY OF May, 2003.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON RESIDING AT SHORELINE - LICENSE 2099

SOUND TRANSIT
I-90 TWO-WAY TRANSIT and HOV PROJECT

OPEN HOUSE / PUBLIC HEARING

Wednesday, May 21, 2003
4:00 p.m.

Sound Transit Board Room
401 S. Jackson Street
Seattle, Washington

REPORTED BY: NANCY L. BAUER, CCR #2099

COMMENTATORS

REBECCA BELL: 4710 University Way, #302, Seattle 98105

ROBERT KIRKWOOD: 2551 NE 96th, Seattle 98115

ALLAN BLACKMAN: 522-29th Ave. S, Seattle 98144

BAL TIM: 23020-25th Ave. S, #C-219, Des Moines

DAN MOORE: 1740-12th Ave. S, Seattle 98144

ALLASTAIR LOCKETT: 1418 Madrona, Seattle 98122

CHRIS LEMAN: 85 E Roanoke St., Seattle 98102

REBECCA BELL: 4710 University Way Northeast, Apartment 302, Seattle, Washington 98105

I think they do need this to be done, and I'm glad they're considering the environmental impact on the whole project.

I would be concerned about the bike lanes being able to be so close to the other cars, though. That does kind of concern me somewhat, because I just think -- well, they really need to put the rails up and consider that.

I'm glad they're doing it, because you need to progress on and make your roads and your cars -- you know, you need to do this to make it better for the whole community and the highway system. I do believe you have to do it.

I am legally blind, and I like to see the projects that make it accessible for all people like the bikers and, you know, keeping the bike lanes open, and just in general keeping it accessible to everybody, because I really am interested in making and keeping things accessible to people with disabilities. So I'm glad they can keep that open for the bikers and the walkers.

Can you walk across these? I don't know if you can walk. I don't know if can you or not. I'm

H-68

H-69

H-70

H-71

H-72

H-68

Your comment is noted.

H-69

The Preferred Alternative (R-8A) will provide higher screening on the traffic barrier separating the shared-use pathway from adjacent west-bound motorized traffic on the Homer M. Hadley Floating Bridge. See CR-3: Shared-use Pathway for additional information.

H-70

Your comment is noted.

H-71

Your comment is noted.

H-72

The shared-use path is used by both bicyclists and pedestrians. Low volumes of pedestrians are observed on the portion of the shared-use pathway on the HMH Floating Bridge.

not sure. But keep it accessible to all, keep it that way.

I guess that's actually about it. I can't think of anything more important.

I think safety is a big consideration when you're building this. Make sure there's less accidents with the cars and things. It looks like they considered that out there, too. It looks like they considered quite a few things in doing this. So that's about it.

This was good. I've never seen -- the reason I wanted to come down is because I've never actually seen how -- what they do have to consider when they're trying to widen roadways. I've never actually looked at what they have to do. It was very interesting to me.

ROBERT KIRKWOOD: 2551 Northeast 96th, Seattle 98115.

Right now I go probably go across the I-90 bridges 25 times a month, and once or a twice a week I'll see a car stopped for mechanical problems. And on occasion I've used the emergency phones out there to call somebody, telling them there's something going on.

H-72 cont.

H-73

H-74

H-75

H-73

Your comment is noted.

H-74

Your comment is noted.

H-75

Your comment is noted.

A woman and her daughter were stuck in the middle lane westbound, and right now it's not wide enough for that to really happen in any kind of safe manner -- not that it's safe anyway -- but people not paying attention could have easily struck her. That kind of thing happens a lot.

Adding a fence of any nature to the barrier that separates the bike path from the traffic will severely diminish enjoyment of crossing that bridge and taking a look at Mt. Rainier, which I really look forward to. That's why I'm for R-2B.

Really I'd like to change that to I'm against anything that diminishes the shoulder for vehicles, because it's a nice way to say shit happens, because mechanical difficulty will happen. That's a better way to put it.

I'm not necessarily for R-2B. I'm against diminishing the size of the shoulder, and I'm against the fence, even though I only almost invariably use it for bicycle travel -- I shouldn't say only -- I should say 60 percent.

ALLAN BLACKMAN: 522-29th Avenue South, Seattle 98144.

The Sound Transit Board is caught between a

Seattle, 5-21-03 5

H-75 cont.

H-76

H-77

H-78

H-76

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

H-77

See Common Response CR-8: Safety.

H-78

Your comment is noted. The I-90 Steering Committee, of which Mercer Island is a member, identified their preferred alternative, R-8A, at their July 15, 2003 meeting.

rock and a hard place. On the one hand, the staff has recommended the worst-possible alternative, especially in the light of region's short of road-building money.

On the other hand, while the opposition has recommended a technically good proposal, R-2B, it's one which I can presume is politically unacceptable to the folks on Mercer Island.

I would recommend that the Board not make a decision at this time. Kick this project back to its staff and insist they come back with a more intelligent design that does a better job of living within our budget and accommodating the interest of bicyclists and other folks.

BAL TIM: 23020-25th Avenue South, Apartment C-219, Des Moines.

I ride over the I-90 bridge quite a bit, on the average two, sometimes four times a week, going outdoors and riding a bike and enjoying fresh air and the water and the view of the Sound, Mt. Rainier, just the whole thing, just being out in the nature.

Having a barrier that's blocking my view is going to take away some of that view to be able to see Mt. Rainier. That's going to take away the

H-78 cont.

H-79

H-79

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

pleasure of being out there.

And then moving the lanes two feet closer, that could create some hazards. Trucks and cars zooming by, zooming at 60, 65 miles per hour, that's going to make some riders nervous, especially bikers going at full speed, 25, 30, some of them go 35 miles an hour on a bike. And the cars coming from the opposing direction, the bikers have a tendency to probably get nervous, or it'll even create some hazards for runners and walkers as well.

I'd just like to be able to enjoy and see the beauty of what Seattle has to offer without having to worry about endangering my life and some other people on the trails.

And then I also have a question about what happens to cars on the right shoulder since they're going to take two feet away. Where are cars going to go? I understand that the left side, the inside, will remain the same at eight feet, but on the right side the shoulder is going to be shorter.

If a car dies on the right side, where are they going to go? And they're going to block traffic, so that's going to create even more traffic jams.

H-80

H-81

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H-80

See Common Response CR-8: Safety.

H-81

The Preferred Alternative would provide shoulders widths of eight feet or greater for about 60 to 65 percent of the corridor. The forecasts of operating conditions for the Preferred Alternative considered the effects of blocking incidents on congestion on page 3.2-49 of the DEIS and repeated in the FEIS under "Incidents" of Section 3.2.

DAN MOORE: My address is 1740-12th Avenue South, Seattle, Washington 98144.

I just want to encourage the building of R-2B. To me, it promotes use of high-occupancy vehicles, and especially bus, and it also maintains ten-foot shoulder or at least a wider shoulder between the automobiles and the bicycle lane.

As a bicycle commuter that has commuted to Bellevue for a previous job, and unfortunately had to, even with the current distance, it's an enormous amount of spray from the roadway and wind from large trucks and it's already fearful. But to move the vehicles in even closer, even with some kind of a shield, would make it uncomfortable for a lot of people to ride their bicycles.

Ultimately, I think they should put in the Plexiglass with whichever. Even if they keep it with R-1, there still should be Plexiglass put in as a shield between the automobiles and the bicycle lane.

ALASTAIR LOCKETT: I live in Seattle at 1418 Madrona Drive, 98122.

Obviously I'm here as a cyclist, so I'm mostly concerned about the ten-foot wide bicycle

H-82

H-83

H-84

H-82

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

H-83

Your preference is noted.

H-84

Your comment is noted.

lane across the bridge. And as I understand, it's being maintained at ten feet. So that was my main concern, that there would always be a bike lane of at least ten feet width on the I-90 bridge.

The East Channel Bridge is narrower, I think at eight feet, which is too narrow. It should be widened to ten foot, like the I-90 bridge, the larger bridge.

Apart from the cycling part, I'm voicing an opinion that we should not increase the number of lanes for single-occupancy vehicles. Any increased use of the bridge should be for Rapid Transit, buses, high-occupancy vehicles, but certainly not single-occupancy vehicles.

We're only delaying the problem of what to do about our transportation system here if we open up more single lanes for single-occupancy vehicles.

CHRIS LEMAN: 85 East Roanoke Street, Seattle 98102.

I've been following this issue for the Seattle Community Council Federation. The Federation is a more than 40-year-old coalition of neighborhood groups that are throughout Seattle, and it's been involved in following the I-90 issue

H-84 cont.

H-85

H-86

H-87

H-85

The existing shared-use pathway on the East Channel Bridge is 8-feet wide. The adjacent shoulder, which is 8 feet wide on the Bellevue Way SE and East Mercer Way ramps, and 10 feet wide over the bridge between the ramps, would remain in place as-is with any of the alternatives evaluated in the DEIS, and with the Preferred Alternative (R-8A). As such, no impacts would occur to the shared-use pathway on the East Channel Bridge. Because enhancements to existing facilities not affected by the project are not part of the purpose and need of the project, no modifications would occur to the shared-use pathway on the East Channel Bridge.

H-86

Your comment is noted.

H-87

Your comment is noted.

since even before I-90 was renamed to become I-90.

There are a number of concerns that we have about the EIS. We share the various comments that have been provided by the participants in the I-90 coalition. We're concerned about the threat to the pedestrian and bicycle path and about the additional single-occupant vehicle traffic that would be accommodated by alternative R-8A.

Most of our concerns have to do with alternative R-8A, and that would include the threat that it poses for the trail and also several other things, including its accommodation of additional net single-occupant vehicle traffic in and out of Seattle and its impacts on pollution and noise and transit.

One of the particularly worrisome things about R-8A is that we know that, politically, once you have taken lanes for cars, it's almost impossible to take them back for transit. Although it sounds good to have an HOV lane, those lanes are very fragile. They often are opened up in afterhours, on weekends, et cetera, for single-occupancy vehicles.

Some of the protections for the bus times in these lanes are forgotten once they're

H-87 cont.

H-88

H-89

H-90

H-88

Your comment is noted. See also Common Responses CR-6: Congestion and CR-7: Transit Volumes and Reliability.

H-89

Alternative R-8A adds HOV lanes on the outer roadways of I-90, for transit and carpools. The HOV lanes provide capacity for transit and 2+ carpools, upon opening and through 2025.

Alternative R-8A provides capacity for transit and carpools that will become even more critical with future High Capacity Transit (HCT) in the center roadway on I-90 as envisioned in Sound Transit's Regional Transit Long-Range Vision. At that time, transit and carpools using the center roadway will be relocated to the outer roadway. Analysis of the impacts of that relocation would be completed as part of project-level environmental analysis for HCT on I-90.

Regarding use of HOV lanes by general purpose traffic, Sound Transit and WSDOT entered into an agreement (Motion No. M2003-44) to protect Sound Transit's investment in the direct access ramps and the HOV system while preserving the Transportation Commission's authority and ability to make operational changes as necessary for the effective functioning of the overall highway system.

The agreement reaffirms respective commitments by the two parties to the terms of the 1997 Memorandum of Understanding (MOU), requires that the Sound Transit Board be consulted prior to any changes in the HOV system operations and/or performance standards, limits use of the direct access ramps to transit buses and high-occupancy vehicles, and gives Sound Transit a role in the review and approval process mandated by FHWA of any proposed significant HOV operating policy changes. In the agreement, WSDOT assumes Sound Transit's continuing control obligations with respect to FTA grant funds to the extent such funds are used for direct access and HOV facilities; Sound Transit agrees to take reasonable steps to operate transit vehicles able to maintain highway speeds; instruct Sound Transit operators on applicable laws and opera-

established, and even people in carpools do not find that a free-flowing HOV lane is preserved, because politically the drivers of single-occupancy vehicles increasingly using them and using them illegal or eventually legally by changes in policy imposed by State legislature or by public initiative.

As a result, we think the EIS assumptions about transit and the carpooling in R-8A are faulty because in the long run, politically, those lanes are unlikely to remain as effective transit and HOV lanes. And any effort later to try to establish rail on I-90 will be strongly opposed by those who have come to regard these lanes as for cars.

And that analysis, which really has to do with institutional analysis of how the highway will actually be used five, ten, twenty years from now, none of that was done in this EIS.

My training is as a political scientist, and I'm disturbed that the actual institutional arrangements that will shape the use of the freeway under R-8A and other alternatives five, ten, twenty years from now isn't done. And so some of the estimates of the actual impacts are faulty and need to be redone.

Seattle, 5-21-03 11

H-90 cont.

tional characteristics of HOV facilities; provide service frequency and span of service outlined in the Service Implementation Plan; provide incentives to encourage utilization of transit service using the WSDOT HOV system; participate in incident response efforts to clear disabled transit buses from the freeway; support WSDOT grant applications for HOV projects; and support publicly WSDOT efforts to improve the operations of the HOV system.

The agreement creates contractual obligations between Sound Transit and WSDOT and the failure of one party to fulfill its obligations shall give the other party the right to seek enforcement in a court of law.

H-90

The EIS analyses of HOV lane usage on I-90 assume that the HOV lanes will continue to be operated consistent with WSDOT policies to ensure travel speeds. The regional HOV system as defined in *Sound Move* and the Puget Sound Regional Council's *Vision 2020* and *Destination 2030* describes that the HOV system will remain in place. No other future policy changes are considered for analysis of this EIS.

The final comment I have, in particular, is in regards to the flammable and hazardous cargo trucks.

Our group has been pressing on this issue for years because R-8A is the only alternative that would force these trucks off of I-90.

I-90 was specifically designed to allow safe admission of flammable and hazardous cargos in the tunnel. And R-8A, because it would remove the safety shoulders and reduce them to two feet, would mean that under federal regulations the flammable and hazardous cargo trucks could no longer use I-90. So that is a unique drawback of R-8A.

Unfortunately the EIS is extremely weak on this subject, even though we have pressed for careful analysis in the scoping process and earlier.

In particular, the problem is that there isn't even a rough estimate of the alternative routes that would be taken by flammable and hazardous trucks.

And I'm going to submit this for the record. This is an article that appeared in the July 17th, 1989 *Seattle Times*, and its title is, "I-90 Restriction Upsets Truckers." And the

H-91

H-92

H-91

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

H-92

Your comment is noted.

article is about the period of a couple of years when, during the I-90 construction around 1989, 1990, it was necessary for them to prohibit trucks, flammable and hazardous trucks, on I-90 in exactly the same way as they would be under R-8A.

Well, of course, it was quite controversial, and the article talks about the opposition from the truckers. In particular, it points out, it says -- well, I'll just read this.

"Taking the other routes means driving an extra 15 to 20 miles. These miles are added to hauling costs and could drive up the cost of petroleum."

But the issue that I am bringing up in particular is that if you figure that one truck alone, by being diverted, has to drive an additional 15 to 20 miles with this extraordinarily dangerous cargo, if you multiply that by the additional truck trips that would be diverted, that could add up to as many as a thousand miles or more miles per day of flammable and hazardous truck traffic that would not otherwise have occurred in any of the other alternatives. And then if you multiply that by 365 days, you've got hundreds of thousands of additional miles per year of these

H-92 cont.

most dangerous of all cargos. And they are going to go through -- well, these are all additional miles, plus they are miles that are being taken on freeways that are not as well designed for dangerous cargos as I-90 is.

For example, State Route 520 does not have the same standard lanes as I-90 does, I-5 also, and there are particularly congested.

So there is additional risk of a crash, and they are located close to businesses and homes, and with additional traffic where the environmental and human and property costs of a crash would be multiplied, and then just to remember that the additional miles traveled are a completely unnecessary addition, which is a burden of risk that R-8A alternative alone has.

So it's -- I've been told that there was an effort to collect information from the truckers on this and that they didn't respond. But as I understand it from talking with the staff and talking with Bill James of the consultants, what happened essentially was that Watchdog sent out a letter to the truckers and didn't get responses. And it's not clear that there was any follow-up effort. If there was, it seems that it was not

Seattle, 5-21-03 14

H-92 cont.

H-93

H-94

H-93

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

H-94

As part of the Draft EIS effort, a letter was sent to flammable material haulers asking for information about detour routes, trip times and other information. Due to concerns about proprietary information and heightened security due to the 9/11 terrorist acts, truckers were reluctant to provide information.

Since initial contacts were made, security concerns have lessened. The Port of Seattle has assisted Sound Transit and WSDOT in obtaining an updated list of names and phone numbers of flammable material haulers. Phone contacts were made to interview the haulers about their travel patterns and detour routes. The haulers recognized that better information about impacts and mitigation could be developed with their input. Calls were made to 10 haulers to interview the haulers about their travel patterns and detour routes. Seven of 10 haulers responded to requests for information including additional distance and alternative routes they would drive during I-90 detours. This information was used to address the impacts of detours of flammable cargo from the I-90 tunnels.

See Section 3.5 Freight and Section 4.10 Hazardous Materials of the Final EIS for more information about flammable materials.

very energetic, and there's a great need for more thorough research to interview the truckers, even if it's under an anonymous basis, to get a sense of what route they would be taking with their dangerous cargos.

Now, I believe that it will be possible to collect that information, but if for any reason it is not, there are other ways of making these estimates.

The truckers themselves are making projections based on economic and physical facts that are available to the consultants and to WSDOT and Sound Transit. We know where the refineries are, we know where the gas stations are, where the fuel is taken, and we know where the terminals are and other places where they would be stopping. So it's not rocket science to develop a model to estimate what routes these trucks will be taking.

As it is now, unfortunately the draft EIS makes absolutely no estimates of what route these trucks will be taking. So they could all be going across 520 or none of them could be going across 520. The EIS gives us no indication of even a probability of what the routes would be.

And this is a crucial problem in the EIS.

H-94 cont.

H-95

H-95

See Common Response CR-5: Flammable Cargo Routing Issues with Preferred Alternative R-8A. See also Response H-94.

If you look at the discussion of risks of things like spills and fires and explosions, there is no discussion of any additional risk imposed by alternative R-8A. Well, that is completely counterintuitive because we know there are accident rates per mile, and there probably are accident rates per mile by flammable and hazardous cargo trucks. So there are ways to estimate the additional risk of an event that would cause damage or death.

And once we have those rates, then we can draw some -- make some estimates of the actual likelihood of the loss of human life and of damage to property and the environment.

And so this is a draft, and the whole purpose of this comment period is for Sound Transit and WSDOT and the consultants to give full weight to the comments received. And I have every hope that serious effort will be taken to analyze these, the impact of this additional flammable and hazardous truck mileage that is caused by alternative R-8A.

My final comment is that a number of the neighborhood groups that belong to the Seattle Community Council Federation are in areas of the

Seattle, 5-21-03 16

H-96

H-97

H-98

H-96

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

H-97

See revised Section 3.5 Freight Movement of the FEIS concerning the routing of trucks carrying flammable materials and revised Section 4.10 Hazardous Materials for a risk analysis associated with potential reroutes.

H-98

See Response H-97 above. If trucks are rerouted, the reroutes would occur on state and interstate freeways, not through neighborhoods.

city which have significant numbers of low income or people of color. And again, there is no analysis in the Environment Impact Statement of any impacts, pro or con, favorable or unfavorable, in the exposure of such populations to the flammable and hazardous cargo trips. And this is surprising as well.

So I'm really hoping that the people who are preparing the EIS will take these comments to heart and will do the serious analysis of these questions that are simply not there.

As it stands now, these portions of the Environment Impact Statement are unacceptable and shouldn't even be forwarded for action by any of the elected officials.

My hope is that the final Environment Impact Statement will make up for these mistakes, but I would like to specifically request the opportunity to review any drafts of the final EIS or the studies that are done as a part of it on this topic, because I think in good faith we have been making these suggestions for about two years, and if the final EIS is issued without genuine timely opportunity for public comment, I don't think that will be in the spirit of our state and

H-98 cont.

H-99

H-99

Your comment is noted.

national environmental laws.

One suggestion for additional research that could help improve the analysis of the hazardous and flammable cargos is as follows:

I-90 is temporarily closed at different times to these cargos so that the firefighting systems can be maintained.

This offers an ideal opportunity to study the impacts of the permanent closure. These closures, temporary closures, are happening every few weeks. Sometimes they take quite a long time. So it should be possible by observation, without necessarily trying to intrude on any proprietary information by the truckers, to observe where the trucks are going. And this could be a valuable thing in making some estimates of what portion of the trucks, for example, might be going across 520.

One example is that if we knew that for a couple of days that I-90 was going to be closed, somebody observing 520 could simply count the number of flammable cargo trucks. And this could be done even in combination with some other research so that it was a joint benefit.

So there may be other particular ways of drawing out information from these temporary

H-100

H-100

This data has been collected and analyzed in the Section 3.5 Freight Movement of the FEIS.

closures, but that is simply what the consultants, WSDOT, and Sound Transit definitely need to look in to.

(THE PUBLIC FORUM ENDED AT 7:00 P.M.)

H-100 cont.

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, NANCY L. BAUER, NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, RESIDING AT SHORELINE IN SAID COUNTY AND STATE, DO HEREBY CERTIFY:

THAT THE FOREGOING IS A FULL, TRUE AND CORRECT TRANSCRIPT OF THE PUBLIC COMMENTS TAKEN IN THE ABOVE-ENTITLED CAUSE;

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THIS 27th DAY OF May, 2003.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON RESIDING AT SHORELINE - LICENSE 2099

SOUND TRANSIT
I-90 TWO-WAY TRANSIT and HOV PROJECT

OPEN HOUSE / PUBLIC HEARING

Thursday, May 23, 2003
4:00 p.m.

Bellevue City Hall
11511 Main Street
Bellevue, Washington

REPORTED BY: NANCY L. BAUER, CCR #2099

COMMENTATORS

WALTER SCOTT: 2855-103rd Ave. SE, Beaux Arts, WA

RICHARD BEORKOWSKI: 131 Bellevue Ave. E, Seattle 98102

WALTER SCOTT: My address is 2855-103rd Avenue Southeast, Beaux Arts, Washington 98004.

This statement is concerning the East Channel Bridge.

Current noise pollution from the bridge is excessive. Current noise reduction facilities are virtually nonexistent.

The citizens of Beaux Arts and surrounding areas believe that any revisions to I-90 should be conditional upon reasonable, lightweight noise reduction facilities representing a reasonable effort to mitigate this environmental pollution, much like other parts of I-90 and I-405 have received. Thank you.

RICHARD BEORKOWSKI: My address is 131 Bellevue Avenue East, Seattle, Washington 98102.

I'm with the People for Modern Transit. I'm president of People for Modern Transit. The address is P.O. Box 14057, Seattle, Washington 98114.

I just want to speak in favor of alternative R-2B. I think that is the safer alternative. It can be built faster and cheaper. It keeps the promise to the voters from the Sound

H-101

H-102

H-103

H-101

The nearest Beaux Arts Village point to the east channel bridge of I-90 is approximately 1500 feet. It is unlikely that any changes to the level of noise impacts outside 500 feet of the project would be noticeable. This is why WSDOT policy limits the noise analysis to within 500 feet. Noise barriers are very effective at reducing noise for nearby receivers but the ability of the barrier to effectively reduce noise decreases as you get further from both the barrier. It is very doubtful that any reduction can be achieved for Beaux Arts. A noise barrier was considered for nearer impacted receivers but could not meet reasonableness criteria required to recommend its construction. See also Response I-436.

H-102

Your comment is noted.

H-103

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

Move vote in 1996, which specified two-way center roadway for I-90.

It also would maintain the agreement in the memorandum of agreement signed in 1976. It would also make the bike path more safe by not narrowing it. Even though on alternative R-8A, they're saying that the bike path would not be narrowed by putting a wall or a gate or a fence up, the effective roadway for the bikes would be narrowed because they'd have to move over and they'd hit the fence.

The R-2B option would allow incremental conversion from HOV to future light rail in a much cheaper manner.

In addition, R-8A has a number of fatal flaws: Number one, it breaks the promise to the voter for a two-way center roadway in 1996. It will result in more injury accidents as specified in the EIS. It's too costly and the price keeps rising. It was originally budgeted at $15 million, and the current estimates for completion are $90 to $100 million, and it will also require two years of construction.

In the long term, R-2B would be a win-win for Seattle, Bellevue, and Mercer Island because it

H-103 cont.

H-104

H-105

H-104

See Common Responses CR-1: Memorandum Agreement and CR-10: Project Costs.

H-105

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

could accommodate quicker, cheaper conversion to light rail, which is a higher capacity, a higher quality form of transit, which would be much preferred by residents, especially in Mercer Island and Bellevue.

(THE PUBLIC FORUM ENDED AT 7:00 P.M.)

H-105 cont.

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, NANCY L. BAUER, NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, RESIDING AT SHORELINE IN SAID COUNTY AND STATE, DO HEREBY CERTIFY:

THAT THE FOREGOING IS A FULL, TRUE AND CORRECT TRANSCRIPT OF THE HEARING TAKEN IN THE ABOVE-ENTITLED CAUSE;

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THIS 21TH DAY OF May, 2003.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON RESIDING AT SHORELINE - LICENSE 2099