



SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project Open House - Public Comments Received June 27 – August 31, 2005

Submitted to:
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For the:
SR 520 Project Team

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SR 520 Bridge Replacement and HOV Project

Summary of Public Comments Received

June 2005 Open Houses

EXECUTIVE SUMMARY

The SR 520 Bridge Replacement and HOV Project team hosted public open houses at the end of June 2005. 100 people attended the June 27th Open House at St. Luke's Lutheran Church in Bellevue. The next evening was just as successful, with approximately 160 people in attendance at the Museum of History and Industry in Seattle.

A major goal of the open houses was to receive feedback from the public on the alternatives and options currently on the table. The comment form distributed at the open houses posed questions about whether respondents preferred the 4-Lane or 6-Lane Alternative, the proposed North Link Transit Station at Husky Stadium and tolling. The form also provided room for citizens to write additional comments on any aspect of the project.

Of the 183 comment forms received to date:

- 98 said they favored a 6-Lane bridge
- 29 people indicated they were in favor of a 4-Lane bridge
- 44 people proposed other ideas for alternatives

Many people are interested in seeing further analysis of the 6-Lane options. More than 30% of respondents were in favor of seeing additional analysis for the following options:

- 39% - 6-Lane with Pacific Interchange
- 37% - High-level 6-Lane with Pacific Interchange
- 39% - Bike/pedestrian path to the north

There was a high level of support expressed for direct access to the North Link Station at Husky Stadium and the majority of respondents had previous knowledge that that new bridge will be tolled.

- 73% knew about tolling prior to the open house
- 66% of respondents desire direct access to the North Link Station

This report includes comments received during the open houses as well as comment forms received electronically and by mail through August 31, 2005.



SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project Questionnaire

The SR 520 project team welcomes your feedback.

1) What city or community do you live in?

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Eastside
<input type="radio"/> Hunts Point
<input type="radio"/> Clyde Hill
<input type="radio"/> Yarrow Point
<input type="radio"/> Medina
<input type="radio"/> Bellevue
<input type="radio"/> Kirkland
<input type="radio"/> Redmond
<input type="radio"/> Other (please write in location) _____ | Seattle
<input type="radio"/> Madison
<input type="radio"/> Montlake
<input type="radio"/> Capitol Hill
<input type="radio"/> Eastlake
<input type="radio"/> Laurelhurst
<input type="radio"/> University District
<input type="radio"/> Portage Bay/Roanoke |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2) What design alternative do you prefer?

- 4-Lane (4 general purpose lanes)
 6-Lane (4 general purpose + 2 HOV lanes)
 Other (please describe)

3) Why do you prefer the alternative you chose in the previous question?

4) What are the benefits and drawbacks you see for the following Eastside design options:

	Benefits	Drawbacks	Continue Analyzing this Option?
Bicycle/Pedestrian Path to the North			<input type="radio"/> Yes <input type="radio"/> No
Evergreen Point Freeway Transit Stop			<input type="radio"/> Yes <input type="radio"/> No
South Kirkland Park and Ride Transit Access - 108th			<input type="radio"/> Yes <input type="radio"/> No
South Kirkland Park and Ride Transit Access - Bellevue Way			<input type="radio"/> Yes <input type="radio"/> No

5) What are the benefits and drawbacks you see for the following Seattle design options for the 6-Lane Alternative:

	Benefits	Drawbacks	Continue Analyzing this Option?
High-level 6-Lane with Pacific Street Interchange			<input type="radio"/> Yes <input type="radio"/> No
6-Lane with Pacific Street Interchange			<input type="radio"/> Yes <input type="radio"/> No
No Montlake Freeway Transit Stop			<input type="radio"/> Yes <input type="radio"/> No
Second Montlake Bascule Bridge			<input type="radio"/> Yes <input type="radio"/> No

6) Do you feel it is important to have a direct connection to the proposed North Link Transit Station at Husky Stadium?

- Yes
 No

7) Were you previously aware that tolling would be part of the funding package for this project?

- Yes
 No

8) Do you have any comments specific to tolling?

[Empty text box for comments specific to tolling]

9) Any Additional Comments?

[Empty text box for additional comments]

10) Would you like a response to any questions you may have posed earlier in this questionnaire?

- Yes
 No

11) Would you like to be added to the project mailing list? Please provide the following information.

Name
Affiliation (if applicable)
Mailing Address
City
State
Zip
E-mail Address
Phone

12) Are you part of a community organization that would like a briefing?

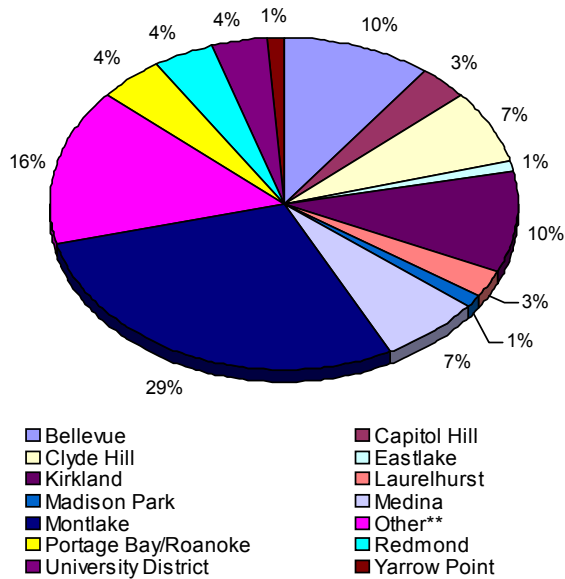
- Yes
 No

If so, please provide contact name and number

Submit by Email

1. What city or community do you live in?

Neighborhood	Number:
Clyde Hill	13
Yarrow Point	2
Medina	13
Bellevue	19
Kirkland	18
Redmond	8
Madison Park	2
Montlake	52
Capitol Hill	6
Eastlake	2
Laurelhurst	5
University District	7
Portage Bay/Roanoke	8
Other**	28



**Other Locations:

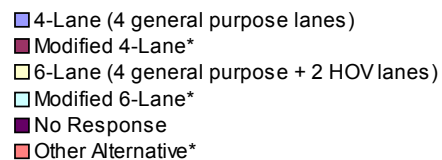
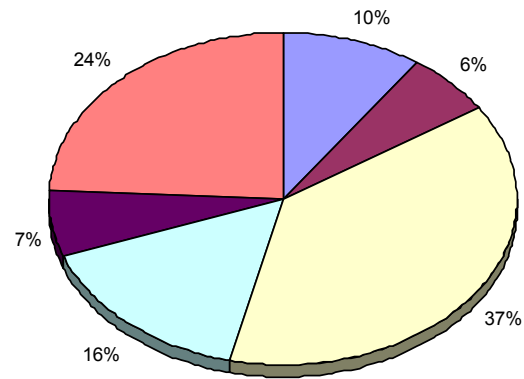
Location	Number:
Beacon Hill	1
Belltown	1
Bothell	2
Bryant (U-Village)	1
Central	1
Central / Judkins Park	1
Central Area / First Hill	1
Eastern Washington	1
Fairwood	1
Fall City	1
Federal Way	1
Hawthorne Hills	1
Hopelink--N&E KC Social Service Agency	1
Lake City	2
Madison addition	1
Maple Leaf	1

Mercer Island	1
Ravenna	1
Sammamish	2
So. King County-frequent bridge user	1
Tacoma, WA	1
View Ridge	1
Wallingford	2

2. What design alternative do you prefer?

	Number:
4-Lane (4 general purpose lanes)	18
Modified 4-Lane*	11
6-Lane (4 general purpose + 2 HOV lanes)	69
Modified 6-Lane*	29
No Response	12
Other Alternative*	44

*See below for detail on Modified and Other alternative suggestions from respondents.



Modified and Other Alternative Detail:

Modified 4-Lane*	Number:
4 general purpose + 2 HOV + Rapid Transit - preferably monorail	1
4 lane Pacific Street interchange	1
4 lane, train/,monorail and bike lane	1
4-Lane (2 general purpose lanes and 2 HOV lanes)	1
4-Lane (4 general purpose lanes) - Hang monorails off each side for nice ride over the water	1
4-Lane (4 general purpose lanes) and add mass transit.	1
4-Lane (4 general purpose lanes) OR 2 HOV plus 2 general purpose OR HOV only	1
4-Lane (4 general purpose lanes) with the Pacific St. Interchange	1
4-Lane (4 general purpose lanes); or expand 522 north to take traffic off 405 and 520	1
4-Lane (4 general purpose lanes)-First try 1 HOV lane each way with general purpose lane--see if people take the bus	1
4-Lane (4 general purpose lanes)--or leave the bridge as it is!	1

Modified 6-Lane*	Number:
6 General Purpose Lanes	1
6 lane (4 General Purpose + Rapid Transit)	1
6 lanes BUT included MUST be a provision for accomodating and encouraging some form of mass transit!	1
6-Lane (4 general purpose + 2 HOV lanes) - the alternative that has new bridge to Husky Stadium and has good noise reduction.	1
6-Lane (4 general purpose + 2 HOV lanes) plus capability to add HCT (light rail or monorail)	1
6-Lane (4 general purpose + 2 HOV lanes) plus Husky Stadium entry/exit	2
6-Lane (4 general purpose + 2 HOV lanes) w/ Pacific Interchange	8
6-Lane (4 general purpose + 2 HOV lanes) with extra capability to add fixed guideway HCT	1
6-Lane (4 general purpose + 2 HOV lanes) with LRT	1
6-Lane (4 general purpose + 2 HOV lanes)--keep Montlake flyer	1
6-Lane (4 general purpose + 2 HOV lanes)--too bad it can't be wider	1
6-Lane (low) with Pacific St. Interchange	1
6-lane as above with the addition of bike/pedestrian lanes. It is the only viable alternative for the future. Or, rather leaving out bike/pedestrian lanes would be a gross oversight and show lack of vision.	1
6-Lane with Pacific Interchange	1
I prefer a 6 lane alternative but with 2 lanes of light rail, bus rapid transit or other form of high capacity express transit to move people quickly from Seattle and the Eastside.	1
I support the Six Lane with Pacific Street Interchange alternative, and oppose the second Montlake Bascule bridge. If the Pacific St. Interchange is not chosen, my second choice is the 4-lane alternative.	1
light rail,high capacity transit, 6 lanes is best	1
Six Lane with Pacific Street Interchange	1
Something with light rail or frequent transit only lines. sort of like 6Lane (4 general and 2 light rail/transit)	1
We need HCT, light rail or BRT as possible alternatives. 6 lanes is best.	1
Would like to see six lanes with monorail or high capacity transit.	1

Other Alternative*	Number:
4 general purpose + 2 HOV + Rapid Transit - preferably monorail	1
4 general purpose and 2 HOV and 2 light rail	1
4-Lane (4 general purpose lanes) or 4-lane with cap or 6-lane with Pacific interchange and park underneath High Bridge	1
4-Lane (4 general purpose lanes) OR 6 with Union Bay / Pacific Interchange	1
4-Lane (4 general purpose lanes) OR 6-Lane (4 general purpose + 2 HOV lanes)	1
4-Lane (4 general purpose lanes) OR Pacific Street Interchange with 6 lane option	1
6 lanes for general purpose and 2 HOV	1
6-Lane (4 general purpose + 2 HOV lanes) or 8 lanes	1
8 Lane (4 general purpose + 2 HOV lanes + 2 bike lanes + Monorail).	1
8 lanes from 405 through Pacific St. Exit; new Pacific St. exit replaces Montlake exit ; 6-lane over Portage Bay (which avoids the problem with I-5 over-crowding).	1
8-Lane (4 each direction)	1
8-lane (6 general purpose + 2 HOV lanes)	1
8-Lane (6 general purpose and 2 HOV lanes)	1
8-Lane (6 general purpose and 2 HOV) Across lake only--no change west of Pacific St. turnoff	1
8-Lane freeway from I-5 to Microsoft campus: 6 SOV and 2 HOV; provision for light rail. Bridge at least must be 8 lanes	1
8-lane: 4 under 4 above like a boat	1
A tunnel would be far preferable to any of above	1
Any choice must include some form of high capacity transit	1
Any plan that reduces traffic over Montlake Bridge	1
Bridge	1
Every alternative should have high capacity transit or light rail for any alternative. And 6 lanes.	1
full integration w overall plan for Seattle	1
High level monorail slung under	1
High suspension bridge	1
I would like to see light rail option included in the new design	1
Leave as is	1
Light rail from downtown Seattle to Redmond terminus + 1 HOV lane+ 4 general purpose. Light rail stops at University stop, Medina, Bellevue (SR 405 and 148th), Redmond (Microsoft, Nintendo, Marymoor Park, Bear Creek/Fall City, Avondale/Novelty Hill Rd)	1
Link to N. transit station at Husky Stadium	1
Mass transit should be a part of any plan.	1

Other Alternative*	Number:
New high bridge taking all traffic from 520 bridge going north to new interchange on Pacific and in reverse.	1
Only replace floating bridge as needed--adding bike lanes and pull over lane as required. Designate HOV lane. Add toll to discourage use.	1
Pacific Ave Interchange	1
Pacific Street Bridge Alternative	1
Put tolls on bridge to get people out of single occupancy vehicles.	1
rail or high capacity transit	1
Refurbish existing bridge or 4-Lane (4 general purpose lanes)	1
Repair existing 4-lane	1
Replace current floating bridge sections with new and same size. Possibly add a couple wider ones to handle tow truck stations. Add toll to encourage bus use and reduce traffic so current width will handle # of cars willing to pay.	1
Replace with same number of slightly wider lanes	1
Solve Question #9 first	1
Tunnel or choose a location at north end of lake where much traffic originates and ends	1
Unless you responsibly address traffic flow on Montlake I am against all proposals. You are currently seriously off base.	1
We need high capacity transit on any alternative.	1
We need more lanes!!!...how about 6 general purpose lanes??	1

3. Why do you prefer the alternative you chose in question 2?

Question 2 Category 4-Lane (4 general purpose lanes)

3. Response

Do not want larger bridge than we have now.

Because it's time for people to get rid of their cars. As long as we give people more roads they'll use them. Plus less community impact. Why can't there be HOV in the 4-lane plan?

I-5 and Montlake Blvd cannot handle any more traffic volume anyway.

Noise

Busses don't access people's needs I-5 and 405=nightmares. Growing tolls make us pay for DOT's bad decisions from before.

Potentially replaces bridge sooner. Lower cost / less r-o-w issues.

Smaller footprint, lesser enviro impact. Constrain demand.

When we take the bus it is not the bridge that is a problem, and buses share the worst problems by using existing HOV lanes--only 3 out of 100 cars actually use HOV lanes.

Just feel that the bigger we build the more traffic we'll get.

Doesn't seem it would help grid lock in our area if 6 lanes feed into I-5 that is existing--seems like enormous amount of fumes and noise just backed up trying to merge on I-5. 6 lanes is just too much concrete traversing this neighborhood.

Less impact. More likely to be completed without cuts to features.

Least intrusive to our neighborhood

Less impact with less lanes.

Optimal--minimum impact while providing a structurally sound bridge

Want to solve a present problem. More lanes etc. will certainly attract a disproportional amount of traffic creating a worse situation.

Least cost / least environmental impact.

Question 2 Category Modified 4-Lane***3. Response**

Cheaper to build, cheaper to operate and maintain as per Sound Transits Long Range Plan, requires less right of way if run over the middle of the interstate. Can get to existing Park and Rides the easiest.

1. Pacific Street interchange will ease traffic to and from the University of Washington.
 2. 4 lanes feed into I-5, 6 lanes don't.
-

We are insane if we don't add rapid rail into the suburbs

We can't build our way out of transit problems. More HOV is necessary, even on 4-lane total bridge.

So it does not turn into a political battle to force it into 6 lanes.

It will limit cars, but provide an alternative high passenger way volume way of crossing. Note: I cross the bridge twice a day, now by car--I'd rather take light rail.

Increasing capacity of bridge (ie more lanes) does not improve transportation since I-5 is already over capacity. Solution is to build third bridge between Sandpoint and Kirkland.

Why add capacity to 520 when it has no place to go?

I like the idea of the size of the 4 lanes (already wide) but believe the HOV lanes make sense--perhaps scrap the bicycle / pedestrian lane, shrink the shoulder a little and add the HOV lanes.

Get people out of cars--make the buses efficiently run and people will use them. It's a cheap easy fix.

Less destruction of neighborhood, wetlands habitat and great natural environment! Building more roads, bridges, and intersections will not solve the problem.

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Need the extra lanes to move more people. The 4-lanes is what we have and it is inadequate. 6-lane will provide HOV and any further expansion in the future. It would be near-sighted not to move ahead with the 6-lane.

HOV across

There's no point in doing a project of this scale that doesn't accommodate more usage.

Current HOV setup adds little value. It is needed, but needs to be end-to-end to be most effective.

Should move traffic, provided East end and West ends across Lake Washington can handle it.

I ride the bus and it's frustrating to have mass transit get stuck in traffic.

4 lanes not working now. HOV on the bridge will make multi-occupant vehicles an option. Now HOV ends at bridge. Absolutely need a bike route to Burke Gilman Trail.

Volume increase inevitable

Better travel reliability for transit service, key part of HOV network, straight-forward conversion to HCT on bridge. However, need to consider impact of peak oil, rising fossil fuel costs and climate change on future demand for auto travel.

Rebuild should include transit options and stay within existing corridor footprint

We need it!

Accessibility when there are problems--with 6 lanes there are options when an accident occurs.

4 lanes is totally inadequate--moving only 7% more people in 13% fewer cars doesn't begin to solve the problem.

If we're going to endure the mess, let's get it all done at once to prepare for future demand.

Balance of cost-capacity (vehicle and person), safety. Need those HOV /BRT lanes!

We need to accommodate HOV on the new bridge. It would be crazy not to!

If you are going to build--do it right so you don't have to add more later.

Like HOV option

We must support efficient mass transit

It is the only alternative we can afford that is an improvement on the existing.

Better flow for the future.

We obviously need the bridge. The community is growing, so complete the maximum now and avoid building again in the future.

HOV

Because buses need to get through

Are you kidding? Picture 100 story buildings in Bellevue

Friday, September 02, 2005

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Better reliability for bus, Pacific bridge interchange option, connect better to UW and rail.

Most cost effective and lowest \$ / person moved; is not any closer to my house than the current P.B. Viaduct

We prefer to minimize car traffic and urban land devoted to it. 6-lane and Pacific Interchange seems to do this.

Because we need to plan for continued future growth--let's not go thru this again in 15-20 years.

Throws a bone to the public transit folks without doing too much damage over here. My real preference is to replace the structure as is and let future technology (high tech autos) move more people in the current roadway.

It would appear that moving more people is the raison'd'etre of this movement.

Best safest bridge.

HOV is very important to me now and I believe we need to make investments in it as well.

Bike lanes and HOV lanes on bridge

Has HOV lanes and extra shoulder.

I don't really prefer it, but it makes no sense to replace the existing bridge with another just like it.

Need carpool lanes going to eastside to encourage carpooling

I would actually prefer to look at 6 general purpose lanes. It would be very short-sighted to rebuild the bridge without adding HOV capability. This bridge will be in place for 60 years and we should think ahead.

Prefer IF impacts to Seattle neighborhoods can be mitigated. If massive impact, then stay with 4-lane.

Why would anyone even consider 4 lanes? If 4 lanes, not worth building it.

With the 6 lane alternative you get lid parks. Build extra capacity while you can because it is almost impossible to go back and do it later.

My husband takes the bus across the 520 bridge to Redmond and is frustrated that transit must sit in traffic. A quicker trip for those willing to use transit might provide incentive for others to leave their cars at home!

Necessary to handle the large flow of traffic on the SR 520 bridge

To decrease "parking" on Montlake prior to exit to Bellevue.

Long-term traffic capacity

Need carpool lanes going to eastside to encourage carpooling

The volume of traffic and forecasts make a case for the concept of "bigger is better".

Move traffic it has to have breakdown lanes.

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Encourage mass transit, bikes and other alternatives to single-occupancy-vehicles. Ideally, the 6 lanes would be 3 HOV + 3 general purpose (switch lane in peak hours) -- discourage gratuitous car use, reduce dependency on gasoline, encourage carpooling.

It's very important to keep bus and HOV traffic flowing smoothly across this bridge to reduce congestion and encourage bus ridership into Seattle.

More capacity (4 lanes is no change) and mass transit needs to be beefed up significantly. The 'road-only' mentality is killing this state. Build some real mass-transit, trains.

The extra HOV lanes allow up to 30% more traffic flow. I'm for any improvement that will alleviate backups getting across the bridge! I would prefer an 8-lane option, but I understand that the costs are staggering. In that case you should prep the bridge for an extra lane in both directions, or a shoulder that could later be turned into a lane...

HOV capacity is extremely important to continued mobility between Seattle and the Eastside. There is no way we can build SOV capacity to meet our entire need going forward and increased HOV will be our only opportunity to support all our growth in jobs on both sides of the bridge.

While it was hard to choose between a "genral" purpose or a general "pupose" option, basically the more lanes the better.

I hope you're paying more attention to details with the actual plans!

More capacity

I feel that it is the best solution to add additional HOV lanes.

Want more lanes but want it quiet!

Build for the future. Don't build in limitations on a critical artery.

The existing 4-lane bridge is already inadequate.

Present and ultimate necessity

Need to move transit more efficiently

The beautiful grassy lids and the quiet promised--an elegant solution.

Question 2 Category Modified 6-Lane***3. Response**

People vote every morning and evening by driving their cars. They do not want HOV. Also HOV is not enforced. HOV is too expensive for the few that benefit.

Metro Buses just sit in traffic most of their route - no one wants to ride Metro - Rapid Transit is a much better solution - i.e. Boston

We simply must encourage a form of mass transit. We have discussed it for decades and it becomes more expensive with each discussion.

We need HOV / rapid transit, we need noise reduction, we need traffic off Montlake bridge.

Replaces current bridge, adds many transit improvements

Reduces traffic on Montlake Blvd.

Reduces traffic on Montlake Blvd.

Makes more sense

With Pacific St. interchange there is a direct connect to light rail. Also, ends the Montlake traffic crush.

Best alternative which moves major intersection to Pacific St Interchange, links to light rail and allows landfall of new 520 bridge over Union Bay.

Traffic will increase so need more lanes. Prefer options that separate local street traffic from freeway traffic. Local traffic would not have to wait in freeway backups.

traffic directly to UW
room for future rail
HOV essential over bridge

6 lane adds HOV, keeps the bridge a reasonable size for surrounding neighborhood.

I believe the added capacity will be needed by the time the project is completed (circa 2013)

Light rail is essential to the future when cars are obsolete.

25% in 2030 will be clogged again--but certainly better than 4 lanes 7%

Access to UW, aesthetics, safety, minimal impact on community

Anything smaller than 6-lanes would not do a dent in the situation across the lake. Leaving out bike/pedestrian lanes (really one in each direction, or one bike lane, one pedestrian lane) would neglect future needs, future generations and limit the possibilities for people actually taking their bikes to work instead of driving. With the weather in Seattle getting warmer and warmer, sunnier and sunnier (just look at the past couple of years), biking will be more and more of a viable alternative. Any city with this climate is great for biking. Cities with worse climates are still having people commute and run errands on their bikes.

Helps flow to/from Montlake Blvd. North of ship canal to/from 520.

Because the cost of adding two additional lanes will be very expensive and we need to maximize the number of people that are moved to get the best return on our investment.

Question 2 Category Modified 6-Lane***3. Response**

Traffic in Montlake is already horrible, and expanding the 520 without mitigating that traffic will worsen the snarl at the 520/Montlake intersection. It would be irresponsible to allow this to happen. Also, the Pacific St. Interchange would allow a direct connection to the Burke Gilman. As a daily bike commuter, I'm very supportive of this possibility.

We are growing faster then we can make roads big enough to take the people.

The surface streets around the current Montlake and Arboretum cannot handle more volume of traffic feeding onto 520, but we do need to address the higher volume demands placed on 520.

I prefer to encourage carpooling and transit. Nothing like a seeing others zoom by to get people thinking about carpooling.

We need space on the 520 bridge for HCT.....possibly light rail in the future or BRT.

Have got to have a higher capacity. Am also concerned about a safety lane. If a car breaks down, it's all she wrote.

Question 2 Category Other Alternative***3. Response**

Cheaper to operate and maintain as per Sound Transits Long Range Plan, requires less right of way if run over the middle of the interstate. Can get to existing Park and Rides the easiest.

We need more mass transit alternatives to help the city and region expand more efficiently

Smaller footprint; 6 lanes doesn't solve any problems.

Hope we'll use more rapid transit alternatives.

Need to consider ways to move traffic off SR520, making Pacific St Interchange desirable.

Four lanes isn't enough now, why would we build a new bridge with no additional general purpose capacity?

8 lanes will carry traffic farther into the future for less per lane cost than changing it later.

The lack of HOV lanes for 2-occupancy vehicles makes commuting back into Seattle difficult in the evenings. Bike lanes are needed. Monorail (or other elevated transit) can be placed over the bike lanes.

HOV lanes won't add enough capacity for likely future growth in U District and Redmond. Carpooling is impractical for most commuters, especially those who work in small offices with geographically dispersed workforce. Spending \$3+ billion on a bridge with such a minor increase in capacity is very shortsighted. Plus, if you discontinue the extra lane at Pacific Street, you won't have the problem of overcrowding on I-5 (which was one reason for not considering the 8-lane option).

We have spent more money on studies than they are worth. It's time to look out 20 years rather than 6 months. Add lanes to 405 and I-5 rather than use them for excuses to do another study.

Bridges last for a long time and are much more difficult to change / expand than other roads.

It's extremely short-sighted to build a new bridge with only 4 general purpose lanes given the traffic congestion problems in Western Washington, especially considering that the bridge won't even start construction for another 4-5 years.

I don't want to pay a bunch of money for essentially the same thing I have today, minus the safety problems. It should improve traffic as well.

All growth projections identify the need for more general purpose lanes as well as HOV lanes and transit.

Will ease congestion caused by Pacific St. turnoff. Backup will extend across lake without extra lane.

While rebuilding 520 offers a chance to remove existing bottlenecks it does not account for future population growth adequately; we shouldn't leave ourselves having to do this again in 2020.

A tunnel exiting in open areas preferably, minimal non-residential would have less impact on the residential areas and would preserve the beauty of a priceless facility

I would prefer to have a light rail or some kind of high capacity transit on any alternative (i.e., monorail)

Bridge to Husky Stadium access

Environmental impact and beautification and iconic/bold vision and naturalization of Montlake experience

Question 2 Category Other Alternative***3. Response**

The needed capacity for future.

No room above so:

Absolutely no exit onto Montlake Bv heading north.

WA DOT has consistently refused for the past 30+ years to properly sign and manage the traffic exiting onto Montlake heading north. Some, many, cars speed off at the sign-stated 40 mph speed limit which is not revised over the half mile exit.

Present floating bridge has been unstable.

Will provide access to area north of the canal.

We need to have space for some form of mass transit beside buses included in the design. If not built right away, a place for it should exist.

Less destruction of neighborhood and wetlands. In addition, won't solve bottleneck to and from I-5

To entice people out of their cars you need to provide them with a core backbone system that has stops in each community along SR520 and which will serve the high employment and residential areas along SR520. New York City and Boston have rail that is 1. reliable, 2. runs every 15-20 min regardless, 3. is designed along core backbone routes, 4. targets high residential and employment areas, and 5. ties communities together. It is time to look at traffic engineering from the consumer/user's perspective and not just the engineering perspective!

Must take advantage of opportunity to provide transit options.

By the time the span is completed, 4 lanes will be insufficient. The only viable long term alternative is rapid transit. The bridge plan should provide a dedicated corridor for transit between the east side and Seattle

Needs to connect with Sound Transit. Need to get traffic off Montlake.

Bridge expansion only encourages growth and use and discourages mass transit, worsens intersection and neighborhood congestion, noise pollution, cement and unattractiveness.

Reduces traffic through Montlake, eliminates shoot on-ramp west bound from current Montlake intersection.

Overall seems to be more of a win-win situation regarding many factors, e.g. light rail, aesthetics, efficiency, etc.

There is no place for additional traffic to flow into Seattle, so what is the point of increasing amount of traffic onto bridge that goes nowhere?

overall better choice for future

Existing bridge is in good spot and using existing footprint would not encroach on existing homes.

This can be done at much lower expense, without requiring a new footprint.

Make Portage Bay Viaduct 6-lane to I-5 so back-up to exit is reduced to a lane for those people only. Add sound barriers to both sides full length.

Aesthetics and noise. Best idea: Sink the bridge.

I would realistically prefer no changes. The current situation is not great, but we don't need to spend \$4 billion for another weak solution.

Friday, September 02, 2005

Question 2 Category Other Alternative*

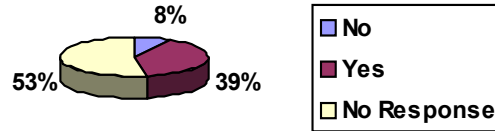
3. Response

As the region continues to grow, we have to provide more options to get people out of their cars and into mass transit.

Because we need more lanes...that's the problem. Adding HOV lanes won't solve any problems and neither will just replacing what's there. We need 3 lanes in each direction.

4a. Bicycle/Pedestrian Path to the North

Continue Analyzing this Option?	Number:
No	15
Yes	71
No Response	97



Continue Analyzing? No

Benefits

Less crossing freeway improves conditions for cyclists--less blind corners

Not high priority. Better to provide access for disabled vehicles.

Nice to have

Don't see need for cost of providing pedestrian / bike. Provide free bus across. It's cheaper.

Costs less; leverage existing path; save space

None--too far of a distance and there is already an alternative for recreational bicyclist on the I-90 span.

Drawbacks

None

Added cost--low benefit/cost

A waste of money. Will not be used. They can put their bikes on buses.

Not worth the cost.

Maximize traffic movement capability.

Seattleites have to interact with residents in the bay communities.

Use the corridor for car/bus traffic

There's not a point... People shouldn't walk across the bridge, or bike across it...

None that I see

Let bikes drop off on land and let them use current side streets--less footprint

Impact to existing Points trail and to Wetherill Park

Expensive subsidy of transit

Expense and not a real alternative for serious commuters.

Continue Analyzing?

Yes

Benefits

Drawbacks

Ease of non-car commuting across the lake

More valuable if the bicycle path continues across the bridge. It would be great to bike to work!

Definitely encourages bike commuters from downtown. Also would be a beautiful "recreational" ride/walk as well (think tourism) I'm especially interested in bike connectivity, to the 520 bike path already intact.

Extra expense and removal of room which could be used for additional lanes

None!

Continuous path. Most of it is already there.

Better access for bikers, fewer cars for those who want to exercise

More costly than existing and 4-lane

Best protection for cyclists during winter blows

Yay!

At last!

None

Allows access for green rider (cyclists)

Allow human-powered commuters to cross the bridge without using the bus.

again, alternatives are best bet

Access to UW

None

Absolutely! Biking is an important transportation option...especially across 520 from Seattle to Redmond.

Encourage bike use, encourage walkways

None

33,000+ UW students plus employees plus other commuters

Bad weather comes from south

Do we really need paths on both sides of the freeway (520)

A bicycle path included in a greenbelt area established along the north side the bridge would benefit the living conditions of the north residents, from both sound reduction and air pollution standpoint.

An optional way of moving people - there are many who bike and walk across I-90.	Cost/additional roadway width and the engineering that will entail on each end of the bridge.
Need bike path to provide alternative to I-90 or bus across!	
Will use bicycle path	
Will make bikers happy and will not dislike tolls so much	Complaints from bikes
We don't need bicycle or ped path. The existing bus service is great and bicyclists can put their bikes in front of the bus.	
Transit and bike access should be considered for all locations. General benefit.	
Move more people without motor vehicles.	
Taking SOV cars off the freeway to allow those who must drive SOV including freight more room.	
More direct	
Save gas, get exercise	Homes on corridor fight.
Reduces auto traffic	
Provides alternatives to commuters	None
Promotes non-vehicle travel, and healthy exercise.	
People have alternatives to their cars	None
Needed, see comments above. Biking will play a more and more important role in commuting	Expense
Encourage the bikers/peds--It's good for health	It's very expensive--we did it on I-90 at high cost.
I would use it regularly. We need to provide options for non-polluting vehicles.	
Encourages fitness, recreation--a large part of Seattle's image; slight relief of congestion	
Expand bicycle commuting possibilities in Seattle!	
Fewer cars	
Gets bicycles off Lake WA Blvd--dangerous.	

Good to have continuous travel, avoid unnecessary elevation changes, and existing trail(s) already to the north.

Need a bike lane over the bridge like 90, this is to open up walking, jogging, biking etc

Lose some room for big SUVs to drive across the bridge

Help local walkers and bikers

Can't see any

It avoids sharp curves and must be cheaper given all the walls/cuts necessary to get a south side BP under on/off ramps and surface streets south of 520. More efficient as well for bikers. Could cross 84th and 96th at grade as well--low traffic to the N

None

Less corners for bike path

Less cost, better grade

Makes the area easier for peds/bikes to pass through

Many

None

More bicycle commuters/faster bus stops because they won't have to load bikes

None

Greatly enhances ability of bicycle commuters to cross Lake Washington from Bellevue/Redmond to Seattle.

Continue Analyzing?

No Response

Benefits

Drawbacks

Nice--but somewhat a luxury

Way too wide. Lacey Murrow one is way underutilized and unpleasant.

Access to UW

Dangerous and unpleasant. Too wide?

Builds sense of community

From where?

Get people out of their cars, enjoy the outdoors, improve their health!

Good

I'm a biker and a walker and would appreciate it

Isn't the issue about vehicle impact? Peds and bicycles should be secondary thought.

Main point is to ensure there is bike access

No comment

Watch grade of trail where it connects to Points Drive e/o 92nd (either North or South)

Would need plans explained

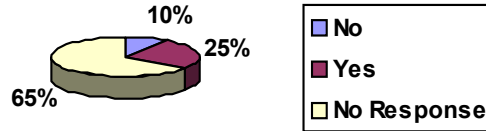
Yes, anything to encourage non-SOV commuting

It's a PC option, but not worth the cost.

Expensive and not many people use it.

4b. Evergreen Point Freeway Transit Stop

Continue Analyzing this Option?	Number:
No	18
Yes	46
No Response	119



* WSDOT is currently evaluating the removal of the Evergreen Point Freeway Transit Stop. The wording of this question may have been misleading to respondents, because it is not clear if further study implies removal or retention. However, based on comments received, it appears people who indicated further analysis is desirable are in favor of keeping the stop; respondents who chose no further analysis appear to be in support of removing the transit stop.

Continue Analyzing? No

Benefits

Drawbacks

There's one there already (actually on Evergreen Point, so keep it)

Not needed

May not be too much traffic from the point cities and Medina to warrant it, takes up space

Expensive subsidy of transit

Limited parking, slows commute down.

Parking

Parking, transit transfer, not capturing people far enough east.

I've been commuting for five years and still don't understand the benefit of this stop.

More ridership use than Yarrow Point Flyer Station

Need space for toll facility (which is where the pre-1979 tolls were)

More security for surrounding neighborhood

May inconvenience some commuters.

Need a stop at Evergreen Point

Not having a stop at Evergreen Point will cause an overload at S. Kirkland P&R

No interest in this

No interest in this

Provide a transit point for residents in the area, but No one would use this one anyway...
residents in this area are unlikely to take public
transportation. Hence, use the funds elsewhere
where they will be better used for the public good

Few people will use it.

Continue Analyzing?

Yes

Benefits

Drawbacks

Encourage commuting in other than cars

Encourage bus riding

You should be able to solve the width problem at Fairweather park. We need it.

Should be Rapid Transit - NOT a Metro Bus

Busses are good and anything that helps encourage their use should be looked at.

Currently in use by local communities

Only if this will INCREASE the number of buses running along the corridor -- Eastside is lacking in regular, reliable service that runs every 15 minutes

Will not provide direct route linkages from various Eastside P&R's to this stop but will be routed through Bellevue transit and thus additional stop and loss of travel time.

Would replace the stop on 520 they are talking of moving. Help locals

Might make Medina folks take transit once in awhile.

Trying to get folks out of cars and into transit is worthwhile. Should be free and subsidized.

Transit stop needed wherever possible to provide maximum transit opportunity.

None

Transit and bike access should be considered for all locations. General benefit.

That is a well used access to buses--don't force points community back to South Kirkland Park and Ride

Need parking

Serves Medina-we will use it!--we already do.

Resource for neighborhood. Give us a break for putting up with impact, provide parking for use of Fairhaven Park.

Noise to neighbors.

Definitely. The high volume of traffic dictates an efficient public transportation alternative.

People use the bus!!! Less cars on the road!

Mass transit is good--few vehicles lowers pollution.

Maintains current level of bus coverage on 520

Medina residents unlikely to ever stoop to riding a bus

Keep! It is extremely valuable for seniors and critical in order to get others to take the bus instead of a car. None

Is heavily used currently, obviously needed None

I support the expansion of public transit as the way to sustainably grow our city.

I love the bus. I take it everyday to work. Many people at UW use it. Please do not take away the freeway station.

Excellent! Fewer cars. A big plus for the University of Washington students and staff. None

Encourages transit use, cutting SOV traffic

Public transit will need this access for ridership None

Continue Analyzing?

No Response

Benefits

Drawbacks

can't transfer to 271 from downtown Seattle

Would this connect to a bunch of bus route or other transit options? Otherwise, how would people get there, if not by car?

Any option must have this stop

Good

Improves access to downtown without relying on automobiles

Keep the transit stop--Do not delete the transit stop

necessary

Needed

No comment

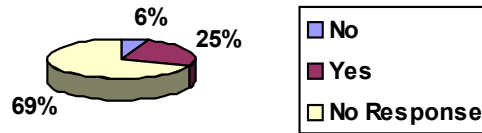
No opinion

Would need plans explained

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

4c. South Kirkland Park and Ride Transit Access - 108th

Continue Analyzing this Option?	Number:
No	14
Yes	35
No Response	134



Continue Analyzing? No

Benefits

Less traffic on this street

Minimal

No interest in this

Drawbacks

Too far from major residential centers.

108th doesn't serve as many folks as Bellevue Way

Will increase congestion in an already congested area during rush hour.

No interest in this

Expensive subsidy of transit

Continue Analyzing?

Yes

Benefits

Drawbacks

Anything that enhances transit is good.

Good transit station for smaller, local buses

Not enough parking

Extra access for transit. On-ramp curve more uniform

A sharp on-ramp gets sharper

Yes definitely need. Quick access better than Bellevue Way

Encourage commuting in other than cars

Efficient bus access to Transit and P&R

Great benefit to mass transit

None

Captures people and puts them in transit before they reach the bridge.

Encourages transit use, cutting SOV traffic

"give us a flyer stop here." This is an attempt to give those in north Bellevue and south Kirkland the opportunity to tap into the 22 bus routes that go along SR 520 but simply bypass Kirkland altogether.

Should be Rapid Transit - NOT a Metro Bus

Only one of these options needs to be looked at

Efficiency, flow, speed of service, and USER FOCUSED

More direct with transit center.

Transit stop needed wherever possible to provide maximum transit opportunity.

None

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

figuring a way to get people from the Transit station to the freeway, especially in rainy winter days when people are unlikely to want to make the walk down the hill to make the connection

We need a flyer stop here, so people thereabouts can more readily use the busses

Encourage as many park and ride lots as possible

We need some sort of flyer stop here for the bus routes that do not go into Kirkland.

Without this, Kirkland gets isolated.

Highly used P&R needs direct access.

The access is fine but the transit using it is terrible; too many buses.

Too many buses using this P&R. Too far off the highway-take too much time. Look again.

More level than Bellevue Way option, direct access to HOV lanes

Transit and bike access should be considered for all locations. General benefit.

More direct for transit

More expensive

Mass transit is good--few vehicles lowers pollution.

Major point for commuter on the eastside

None

Looks like better flow

Kirkland is one of the densest cities on the Eastside and deserves to be rewarded for its density by having more options to ride HOV than it currently receives.

I understand the difficulty of getting this into the current footprint of the interchange

Incentive for people to use public transit

Important and growing P&R

I support the expansion of public transit as the way to sustainably grow our city.

Several

None

Continue Analyzing?

No Response

Benefits

Drawbacks

Good

Additional space is needed RIGHT NOW

necessary

No opinion

There should be some sort of flyer stop in this area to allow more people access to buses that miss the Park and Ride

Unable to give input.

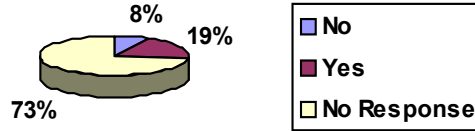
We should encourage mass transport! It decreases congestions, less energy usage and saves oil for our children.

Would need plans explained

With HOV, maybe folks will ride the bus more.

4d. South Kirkland Park and Ride Transit Access - Bellevue Way

Continue Analyzing this Option?	Number:
No	14
Yes	35
No Response	134



Continue Analyzing? No

Benefits

Drawbacks

Would be more convenient for eventual light rail access along 520 or Bellevue Way

Too far from major residential centers.

On ramp way too short. Additional snarl as traffic floods Northup Way to access the ramp.

Kirkland comes on at this point now. Too much congestion

Much slower access to S Kirkland and P&R

Steep Bridge & Hill. Probably not usable during icy weather.

Give us a flyer stop here!

Less expensive

Still involves more arterial use to P&R

Minimal

Will increase congestion in an already congested area during rush hour.

No interest in this

No interest in this

Quicker access to the P&R from freeway

Probably very expensive

Should be able to connect via a ramp from the North P&R. Also Bellevue Way has a far share of commuters going south to I-90 instead of up to 520

Expense (as all other options)

Expensive subsidy of transit

Continue Analyzing?

Yes

Benefits

Drawbacks

Captures people and puts them in transit before they reach the bridge.

Better access needed now

Space limitation

Transit stop needed wherever possible to provide maximum transit opportunity.

None

Should be Rapid Transit - NOT a Metro Bus

"give us a flyer stop here." This is an attempt to give those in north Bellevue and south Kirkland the opportunity to tap into the 22 bus routes that go along SR 520 but simply bypass Kirkland altogether.

I support the expansion of public transit as the way to sustainably grow our city.

Transit and bike access should be considered for all locations. General benefit.

Sure, we need some sort of flyer stop here for the bus routes that do not go into Kirkland.

Several

None

Please give us a flyer stop here so Kirkland residents can access the many buses that pass by on 520.

Please consider a flyer stop at this location

Mass transit is good--few vehicles lowers pollution.

Better access from Kirkland and Bellevue

Farther from the park and ride

Kirkland is one of the densest cities on the Eastside and deserves to be rewarded for its density by having more options to ride HOV than it currently receives.

Give us a flyer stop here

Encourages transit use, cutting SOV traffic

Encourage commuting in other than cars

Encourage as many park and ride lots as possible

Efficiency, flow, speed of service, and USER FOCUSED

Closer to Bellevue than the 108th station.

Lots

None

Benefits

Drawbacks

Would need plans explained

Additional space is needed RIGHT NOW

Good

Incentive for people to use public transit

Many people may be concerned about taking the bus--My experience is that driving must be slightly more difficult than taking bus and more folks will take it or other mass transport.

necessary

Need flyer stop there.

No opinion

Parking lot very small there.

There should be some sort of flyer stop in this area to allow more people access to buses that miss the Park and Ride

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

figuring a way to get people from the Transit station to the freeway, especially in rainy winter days when people are unlikely to want to make the walk down the hill to make the connection

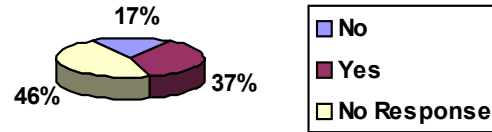
Yes definitely need. Quick access better than Bellevue Way

Unable to give input.

5a. High-level 6-Lane with Pacific Interchange

Continue Analyzing this Option? Number:

No	32
Yes	67
No Response	84



Continue Analyzing? No

Benefits

Drawbacks

By eliminating Montlake 520 interchange you are putting a huge strain on the Arboretum. Pushes traffic through Arboretum and down Madison.

Cost, imposing structure through Montlake

Creates a huge traffic jam in Montlake

Expensive, seems like overkill, ugly

Lid would be prettier than a large overhead structure.

More visual blight/more noise

Noise

overpowering

Too expensive. Destroys Montlake community.

Too expensive. Too many vehicles to add to I-5

Very invasive

	Visual
	Will only increase traffic jam at I-5 interchange
?	Cost
better access for boats	\$\$, aesthetics
Intermodal connection relieve traffic on old Montlake bridge, reduces noise. Allows greenbelt connection. Can put lid over and put sports fields on lid.	Still sending traffic into/through arboretum.
Monument--"statement" bridge--UW access important--more Montlake access is better	Way too expensive, eye sore
Moves drivers through the most congested areas.	Cost/neighborhood disruption
No benefits	Eliminates the flyer stop, people taking the bus would find it takes more time to transfer
No!	Loud put Montlake "under" the traffic
Only if it is tunneled under Montlake	Destroy neighborhood and views.
Relieve congestion in Montlake	Might be an eyesore
Solves interchange problem, but option below is likely better.	Probably too expensive and obtrusive.
Ugly	

Continue Analyzing?

Yes

Benefits

Drawbacks

	bus acceleration degraded
	Crowds hospital and stadium. More traffic.
110 ft version seems too high, too steep. Prefer 70' clearance as more reasonable.	
Addresses Montlake Bridge congestion	Backup will extend onto floating bridge.
Agree with the Pacific St. interchange	I feel high level would be very noisy
All tall boats can get by. Moves bridge traffic queue out of Montlake Community	Super high profile. Steeper approach
Alleviate traffic and noise on Montlake Blvd...aesthetically attractive	
Attractive commuting options, potential to make a major positive architectural statement.	
Better design	
Better for Seattle, less up/down	Worse view
Connection to Sound Transit. Reduction of traffic at Montlake & 520.	Loss of transit stop. Impact on Arboretum.
Currently the Montlake interchange is inefficient and frequently gridlocked. A high-level interchange could streamline the traffic and alleviate congestion for non-freeway travellers.	
Don't know enough	
Eliminate congestion and traffic back-ups through already crowded surface streets, residential neighborhoods and the Arboretum.	
Ends Montlake traffic jams, connect to light rail. Helps University and northbound traffic to destination.	
Fixes Montlake Bridge bottleneck	Moves same problems to in front of UWMC.
Gets rid of that damn set of stoplights right at the end of 520 exits	Potential for added congestion at Husky Stadium, particularly during events

Gets traffic on to northbound Montlake Blvd without replacing existing Montlake bridge	Provides interchange but where is the needed congestion relief all along Montlake blvd? Also, very ugly
Given connection	
Great access to UW	Appearance
Great idea!	
Helps traffic flow from Montlake Blvd. NE	
I do not know the difference between this and the option below	
I like this because it keeps the noise higher	
I think this improves Montlake traffic, but needs to control noise. But love the UW view. Could rejoin neighborhood or provide parking	Noise control
Improved traffic patterns at Montlake	Will the UW end up as a big bottleneck?
Improves traffic; connects to light rail	
Is this the suspension bridge idea, if so I love the idea of the green space below and more traffic on the UW side	More difficult for Montlake to get on I-5 North, but this is the price they pay for less congestion
Keep looking at this option / alternative. Concern about increased traffic thru Arboretum (diverted away from Montlake--23rd to Arbor Dr/LW Blvd at Madison)	
Keeps traffic out and above Montlake	
Links=Light Rail. Moves traffic better to points north where most traffic goes now anyway. Moves interchanges out of the neighborhood, ie, near homes. And better pedestrian mobility increases safety.	6 lanes instead of 4
Looks like it will move traffic faster	Visual
Low level 6 lane	
Might accommodate expected traffic increase predicted over next 10-20 years	

Moves more people

Much more direct feed to UW campus and that area. Also alleviates Montlake bridge bottleneck. I also prefer the high-level bridge, it looks better

Noise reduction

Limited bicycle traffic westbound--only option is to UW?

None

Should be 4-lane

Pacific St. interchange is necessary--Montlake is a horrible bottleneck. It's crazy to have so much commuter traffic encounter a drawbridge and a 4-lane bottleneck through a residential neighborhood. In addition, people who are simply driving through to C

High-level option might be ugly.

Park land, green space, re-route congestion from Montlake Blvd.

Noise, view if not designed appropriately

Provides an additional connection across the ship canal. Greatly improves interchange as compared to existing Montlake/520 "dinosaur".

Might cause the intersection of Pacific and Montlake to be quite a bit more congested than it is now, though improved interchange and bridge may make alleviate this.

Puts the UW destined traffic on that side of Montlake cut.

Destroys Foster Island huge interchange. Need to move interchange to east.

Reduces traffic on Montlake Blvd.

Reduces traffic on Montlake bridge

Reduces traffic on Montlake Bridge

Too much noise up in the air.

Relieves bottleneck for UW traffic, games, etc.

Environmental impact

Rises above current and in-place infrastructure. Less obtrusive.

Cut area off like the Alaskan Way viaduct currently does. I do like the idea of a graceful bridge span over the area if done right.

Smaller footprint thru Montlake and the essential Pacific Street Interchange

Ugly in cement form. Without cable stay or suspension not worth it.

Solve Montlake and Pacific tie-up with direct connection

Greater visual impact than lower 6-lane, more difficult to integrate HCT with tunnel connection.

This I would leave to the engineering and planning experts.

UW access

UW access from eastside. Yes!

Almost 7% grade. Shut it down in wind or cold.

UW traffic does not have to go through Montlake
and over drawbridge

Which ever way separates local from 520 thru
traffic

Would allow for the growth in jobs and students
that will be coming to UW and the University area.

Would send UW traffic to them.

Continue Analyzing?

No Response

Benefits

Drawbacks

6 lanes for the University of Washington traffic

6 lanes don't feed into I-5--already a traffic nightmare.

Additional bandwidth for relieving traffic

Ugly growth; further erosion of Montlake neighborhood

Highly in favor of 6 lanes, 2 of which are HOV-- why spend so much money to replace one 4-lane bridge with another?

Higher cost, but if we're going to spend the money, it should be on a project that will alleviate congestion.

HOV

time

Just build it?!

Moves traffic off Montlake Bridge and Montlake Ave

Making UW mad

Need more lanes the eastside keeps growing

No opinion

None

6 lanes is too big and would further increase congestion on 405 and I-5!

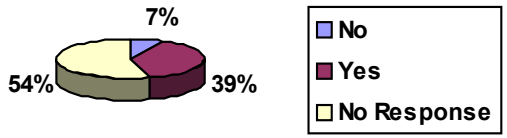
None--destroy what's left pristine.

Wreck the views, wildlife habitat, husky parking, boat ramps and boat house, encase the neighborhood in concrete!

These alternatives weren't really very evident--I guess they were there but hard to find.

5b. 6-Lane with Pacific Street Interchange

Continue Analyzing this Option?	Number:
No	13
Yes	71
No Response	99



Continue Analyzing? No

Benefits

Drawbacks

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Do Union Bay exchange No benefits Probably cheaper than a suspension bridge | <ul style="list-style-type: none"> \$\$, isolates Montlake unnecessarily, aesthetics Creates a huge traffic jam in Montlake Doesn't look as good as the High-level Too expensive. Too many vehicles to add to I-5. Very invasive with the extra off ramp Will only increase traffic at I-5 interchange If this is a floating bridge this means paving over Portage bay |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Continue Analyzing?

Yes

Benefits

Drawbacks

	Crowds hospital and stadium. More traffic.
	Doesn't solve Montlake Bridge bottleneck
	Noisier? Still sending traffic through arboretum.
	Should be 4-lane
Agree that traffic would improve with Pacific St interchange. Montlake Bridge is nightmare.	Please no--way too much concrete in this area--it would wreck the Montlake neighborhood
Be honest--6 lanes=12+	6 lanes will just be a bigger parking lot
Best alternative with also relocation of major interchange to Pacific Street. Eases flow of traffic; links to light rail station. Reduces Montlake traffic	None. University of Washington must agree. Since they draw considerable traffic for classes, hospital, and games, they should find a way to make this happen.
Better for Seattle	
Better pedestrian mobility increases safety. Please continue to listen to the knowledgeable, forward thinking voices of the Better Bridge Group--Jonathan Dumban, Rob Wilkinson, Peter Stiner, etc.	
Better than high level.	
Commuting options	
Connection to Sound Transit. Reduction of traffic at Montlake & 520.	Loss of transit stop. Impact on Arboretum.
Definitely best for optimizing traffic and handles current bottlenecks well. Looks good for transit connectivity too.	
Don't know enough	
Easier UW access	Is there road capacity to absorb the vehicles? Has it been designed for transit?
Eliminate congestion and traffic back-ups through already crowded surface streets, residential neighborhoods and the Arboretum.	
Gets rid of that damn set of stoplights right at the end of 520 exits	Potential for added congestion at Husky Stadium, particularly during events
Given connection	
Great access to UW	None

Helps traffic flow from Montlake Blvd. NE

If lid is big enough and no ramps exit south of Montlake Bridge--neighborhood will be enhanced None

Improve transit to UW med ctr. and surroundings Cost

Improves traffic; connects to light rail

LA freeway! Control of traffic is necessary as UW is destination, and tunnel for N-S 23rd Montlake traffic Impact on neighborhoods. Please landscape the lakeside of this massive invasion as we have no sound barriers.

Less impact to community, better connection to UW, safer connections None

Lesser cost than hi-level, smaller profile. Moves bridge traffic queue out of Montlake community. Interference with NOAA operations

Lids can be attractive and park-like. Pac St I/C makes more sense re existing bus system.

Local transport and transit conflict and improves neighborhood.

Opposite of above Less noise

Pacific St Interchange looks like it would get U Dist traffic to destination more efficiently. Many more benefits but my handwriting does not fit.

Pacific St. interchange is necessary--Montlake is a horrible bottleneck. It's crazy to have so much commuter traffic encounter a drawbridge and a 4-lane bottleneck through a residential neighborhood. In addition, people who are simply driving through to C

Provides an additional connection across the ship canal. Greatly improves interchange as compared to existing Montlake/520 "dinosaur". Might cause the intersection of Pacific and Montlake to be quite a bit more congested than it is now, though improved interchange and bridge may make alleviate this.

Reduces traffic on Montlake bridge

Reduces traffic on Montlake Bridge Better, but the sloped lane in front of my house (E. Lake Wash Blvd) will be noisy.

Relieves congestion in Montlake. Better North/South throughput on Montlake Blvd. none

Reroute congestion, as above Noise! Footprint, needs larger cap

Restores usable land. Makes sensible connection to rapid transit

Solve Montlake and Pacific tie up with direct connection. Steeper grades at Portage Bay but no worse than existing.

Supports the high-volume of traffic.

Less intrusive than high-level option.

The best option by far. Small footprint through Montlake, allows a real lid, and greenspace.

None. Great transit connection.

There must be trees and foliage on the lake side of the SR 520 from Foster Island to the University Stadium or the Laurelhurst community will strongly oppose the project.

This I would leave to the engineering and planning experts.

Traffic relief at Montlake Bridge

Use the UW parking lot for transit, not cars

Continue Analyzing?

No Response

Benefits

Drawbacks

Less traffic on 24th

6 lanes is too big and would further increase congestion on 405 and I-5!

Moves traffic off Montlake Bridge

No Montlake exit

Visual, lots of space

No opinion

Much larger structure across from Lk WA Blvd. where off ramps are.

Prefer Pacific St Interchange to current Montlake Blvd / 520 interchange

Making UW mad

Provides better University access from Eastside

These alternatives weren't really very evident--I guess they were there but hard to find.

Which ever way separates local from 520 thru traffic

Yes-puts the people where the mass transit station is and UW

