

SR 520 Bridge Replacement and HOV Project



**SR 520 Project Open House
2007 Outreach Event
Tuesday | 26 June 07**

Event	Open House
Date & Time:	June 26, 2007: 4 am - 7 pm
Location:	Bellevue High School 10416 Wolverine Way, Bellevue

Feedback from Open House Comment Forms (19)

How would you describe your interest in the project?

Interested citizen - 13

Project area resident - 11

Cyclist - 7

Project area businessperson - 4

Single-occupant commuter - 4

Park User - 3

Transit rider - 3

Carpooler - 2

Other - 2

Pedestrian - 1

How did you hear about this open house?

E-mail announcements – 6

Friend or neighbor – 5

Print advertisements – 3

Postcard – 3

Project Web site – 2

Web advertisements – 1

Other – 1 (Fairs & Festivals)

Transit flyering – 0

Common Questions/Comments Received

Transportation and Traffic

- I am concerned about the diversion to Lake City Way & 405. 400 additional drivers per hour on Lake City Way is not immaterial.
- Traffic on 520 has always been a major concern to me. A 4+2 idea is good and I am impressed w/ the bicycle path and idea of connecting future light rail on the 520 bridge. This will eventually eliminate the area congestion.
- I attach important to Pacific Place Interchange. We must think long term. Unfortunately we are designing for instant gridlock. Transit will never absorb 100% of growth – we know that. How will traffic growth be handled?
- Keep up the serious planning for Bike facilities. Keep the routes @ reasonable grades (less than 5%) connect Bike Lanes/Trails to BNSF. Keep curve radii large enough for smooth travel. Keep Bollards away from corners – use bike travel lane spacing location for bollards.
- For: Mass transit; Encouraging fuel-efficient vehicles, bicycles & motorcycles

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- What about interim transit improvements? Move the HOV lane inside now to speed buses/carpools & build public support.
- Choose Pacific Inch Alt; Provide bike trail entirely along north side & choose/utilize a segment of the BNSF RR Rou.; Build bike trail connector to Madison Park; ? minimum (4GP + 2HOV); 8 lanes OK (6GP to Montlake & 4 w/o Montlake) + 2HOV; Promote good future bike trail like before 108 Ave & Existing 520 trail @ 124th Ave
- The 4+2 concept is already obsolete. Spending Billions & getting very little. Also costing commuters excessive tolls in order to go to work, conduct business. 8 lanes is what should and could have been built. Not consider Bellevue business growth.
- We need to improve traffic flow but please accomplish at minimum impact to surrounding neighborhoods and organizations
- Would like to see one way (each way) dedicated as a transit lane only. Need to work with transit authorities to create more bus service and point to point connection, esp on Eastside. Increased capacity, though needed, will increase traffic volume unless alternatives are available. Believe people on the Eastside would use buses if they were more available.
- Build a high-capacity system (more than 4+2) or abandon bridge corridor all-together

Environment

- Bridge lids like I-90 are excellent ideas to connect/bring the neighborhood back together as it is in Mercer Island.
- Noise abatement is our main concern. We and most of our neighbors are interested in a lid at least through Medina.
- Please pretty please follow thru with the proposed (500 ft wide) lids over the Evergreen, 84th and 92nd overpasses. The local area residents are very concerned about noise and pollution but realize federal funds (and physical practicality) are not available to put lids over more of the area, so we really look forward to making these overpasses like additions to our current parks!
- Minimize ecological & noise impacts
- Preserve wetlands, creeks!
- Appears well designed.
- Too much emphasis is being put on environmental concerns, much of environmental concerns are emotional and not factual or science based
- Safety and traffic congestion reduction are important. The floating bridge needs to be replaced ASAP. Encouragement of mass transit tied to project is good but not through high toll fee "incentive".
- Bike trails, viewpoints & added green areas would be/should be added to the project. It looks as if consideration has been made - don't lose these important items in the process.
- Minimize construction footprint in wetlands; High interchanges seem to be an impact on current visual environment, are lower grade options feasible?

Design and Communities

- Why not divide the pontoons into two sections and build the west bound section of highway first while still using the existing 4 lane highway for eastbound while it is still useable.
- Connect new 520 bridge directly w/ existing SR-520 trail (E of I-405). Connect to neighborhoods and adjacent major streets – for both peds from S/W's and for bikes from BL or shoulders.
- Start date??? Have home next to bridge in Medina.

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- The proposed footprint in Seattle is still too big. Narrow the shoulders & provide a very wide bike lane.
- Lids good! Provide for limited flyer stop (toll plaza/76th, 92nd) parking for Points residents (currently we park on Points Dr. just w/o 92nd)
- Commuters are still going to suffer from traffic back ups, well small improvement
- Pay less attention to Medina, etc.
- Less hard-edged concrete and better blended design utilizing landscaping and surfaces that reflect native natural areas

Funding and Tolling

- Perhaps neighborhood residents should receive some discounting in tolling fees since we are most impacted and will use the most. It looks like the project will not go forward without tolling. My feeling is that taxes already paid and in place should pay for these needed infrastructure improvement - the economy depends on it.
- If bridge has a toll, I am unlikely to use the bridge - not a fan of tolls
- Don't toll
- Would be negative about tolling – just adds another choke point
- Anxious to find out more about tolling.
- Tolls too much for commuters. 1.50 each way would be reasonable.
- Tolls make sense! Start them now for single-occupancy vehicles.
- I am in favor of increased fuel tax or tolls on individuals vehicles to fund mass transit. Make mass transit more comfortable than driving! Private booths, internet/cable access, multimedia
- Toll the cars (I do drive) & don't toll the bikes
- What are the projected tolls? Will all tolls be assessed electronically? How much longer would tolls be collected to cover the cost of a lid? Will tolls be removed after the bridge is paid for?
- Delay is the biggest problem in funding. Longer = more \$
- Tolling will divert traffic onto I-90, which by your predictions – will reach capacity by 2015. Gridlock!
- We should discourage single occupant driving but taxing on gasoline, toll on vehicle. This will encourage more bus riders, van/carpools, especially pedestrians and bicyclist to help improve the global warming issue.
- Will HOV be tolled? What economic impact do you foresee due to tolling: employers, drivers, businesses? Will Metro be tolled if HOV is tolled? Do vanpools count as Metro? We're already getting questions from candidates about the bridges and tolling. The cost is a huge concern. For some of our ee's, tolls will account for 10% of their after tax income. Will HOV be 2+ or 3+ person lanes? Will this be the same on 520 as I-90? Are there plans to actually improve Metro services on eastside so that West to Eastside commuters can utilize Metro? Currently North sector Bellevue has no plans to improve vital infrastructure necessary to make Metro use in this employer's area even an option.
- In the spirit of using Metro, shouldn't you have situated the open house in a location more conducive to Metro usage? I asked the simplest of questions and you had NO answers. I don't understand why there was an open house this evening.

Other topics

- Is a subsurface "chunnel" feasible or are the soils/geology under Lake Washington too restrictive?

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- I am very pleased to understand that very little of eastside parks will be effected by the new bridge project.

Tell us your thoughts about our open house location

- Overall = well presented open house – very informative, very helpful staff – Great Job!
- Good location, easy access, parking available
- Good location
- Too small
- Good
- Very convenient for me - near work, near home!
- Very Good
- Great - do more events at Bellevue High.
- It was very helpful to have so many knowledgeable people on hand to explaining the project and details.
- Good!
- I don't think your open house was much different than the last one you held.
- Fine.
- Excellent. Too bad only one day on the Eastside. Very Well Done. Thank you.
- The locations are fine but I thought it would be better if they were closer to the 520 bridge (project site), i.e. at UW campus or similar where it is closed to major bus connections for easy access of general public.
- OK

Are there any additional topics you are interested in that were not covered tonight?

- Is it feasible to turn SR 522 and other routes that circle around the lake into higher capacity routes and reduce the need for the 520 bridge altogether?
- Yes, how do you propose to carry the increase in traffic over the life of the bridge? We know that transit will not handle more than about 5% of it.