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Comment Category: 6-Lane Alternative

Comment Location: Chapter-5, Page-1

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Comment:

I-0189-001

I have been driving for Metro for over five years, including many routes that cross the lake using SR-520. It is my opinion that the new bridge should be six lanes, two regular and one HOV in each direction. The HOV lane should be on the inside lane. As it is currently situated, during rush-hour in the westbound, the right-side HOV lane is useless until one passes Lake Washington Blvd. Also the new bridge should be designed with additional space built to accommodate future rail service.

I-0189-002

That last part is especially important. My personal observations of passenger load and use of public transit is that more people use the bus system going to the eastside for work than the opposite. Of course, the buses are fuller because there are fewer of them doing the reverse commute. However, my point is that as things currently stand there is a huge number of potential rail passengers in both directions and the bridge should be designed with the assumption that a transit rail system will be necessary in the near future.

I-0189-003

Furthermore, including a bike/pedestrian lane -like the one on I-90- is a must. There are not enough buses to accommodate all of the bike passengers and the sparsity of buses except at rush hour can make commuting by bike so onerous that it discourages potential and trial bikers from using this alternative.

I-0189-001

Comment Summary:

6-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-0189-002

Comment Summary:

Light Rail Transit

Response:

See Section 2.2 of the 2006 Draft EIS Comment Response Report.

I-0189-003

Comment Summary:

Bicycle/Pedestrian Path

Response:

See Section 2.3 of the 2006 Draft EIS Comment Response Report.