

STATEMENT OF DWIGHT BAKER

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I-0307-001

I'm Dwight Baker, in Kirkland, 11645 -- 11647 --excuse me -- 108th Avenue Northeast.

I have reviewed the displays here for the 520 Bridge studies, and I have been for the last couple of years trying to follow the development of these alternatives.

I intend to make some further comments at the east side review meeting similar to this one which is scheduled for this week also; but I have some general comments now which I think are important to make and I will make also at that east side conference.

Mainly my concern is that the traffic level throughout the day is depicted on some of the graphs for 520 Bridge traffic as well as I-90 freeway traffic, and at the west end of the proposed alternatives of four lanes or six lanes that are being reviewed now, there appears to be very little interchange improvement to connect I-5 with 520 at all hours of the day particularly peak hours.

And the original design problems of I-5 are still existing, namely that you are required to do a braided skip over of about four lanes in extremely fast traffic during rush hours going south from the 520 ramps because you're on the wrong side of the freeway to reach most of the access points in Seattle downtown; namely the Mercer Street and

I-0307-001
Comment Summary:
Freeway Operations (I-5 Area)

Response:
See Section 5.2 of the 2006 Draft EIS Comment Response Report.

I-0307-001

the off ramp at Stewart near the REI and also downtown.

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And I believe that those I-5 design problems should be addressed as part of the engineering studies on 520 and the connections; and not only going south from 520, but also the connections to I-5 going north.

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And the engineers have told me that the only connection considered right now is reversible express lane connections to the lower level of I-5 going south; and I believe that you need to consider the upper level for general traffic on I-5 as further interchange connection with 520.

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These design problems have existed since I-5 was built and are very serious, and they do relate even to downtown Seattle.

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And I believe you need to get a solution for those to do a proper evaluation of all the alternatives for 520 that are being considered here at this display. And I hope that somebody will consider finding the money or whatever is necessary to do the engineering studies to take it further than the connections that are now considered for I-5 from 520, both directions, and that will impact almost all the alternatives you're showing here today and influence them.

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I-0307-002

Another major comment is that I believe that Sound Transit in their proposal to put a major tunnel under the Montlake canal and a major station at the Husky Stadium is

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I-0307-002
Comment Summary:
Light Rail Transit

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

I-0307-002

2 the wrong side of the University campus. That they should
3 have made a further effort to cross either under or over
4 near the University Bridge area and stay on the west side
5 of the campus to go all the way to Northgate. And that
6 those alternatives should be studied even though, I
7 believe, they're quite far along with plans to go under the
8 southeast end of the campus.

9 I think there would be much less impact on the
10 University and all the traffic in that area, and the
11 medical school traffic would be served equally by accessing
12 the freeway -- or rather the Sound Transit traffic on the
13 west side of the medical school, which is almost the same
14 distance or even closer than walking all the way from a
15 station at Husky Stadium.

16 So these are major comments I realize, but I think
17 it's not too late to consider those because they are still
18 going to be influenced by the decisions made on the
19 waterfront for the seawall and the viaduct.

20 And all of those studies that going on in the state of
21 Washington and the city of Seattle and King County now are
22 going to impact these studies that going on on 520, and
23 there needs to be an integration of all of this engineering
24 information and further studies of alternatives beyond what
25 this display is today.

Thank you very much.