

1
2
3

STATEMENT OF JANUSZ SPRINGER

I-0361-001

My name is Janusz Springer. I'm a graduate of the University of Washington. During my college career there, I have resided at downtown Bellevue and commuted to and from school every day on the 520 bridge, mostly using the existing bus service, occasionally hitching a ride. Sometimes I would drive my own car.

I continue to use that bridge as part of, part of either work or other classes I take in the area. So I'm pretty close to the 520 issues; and that, that bridge is very close to my heart.

And of the ideas of the proposals I've seen so far, I'm certainly leaning to an expansion. I believe that revamping of the existing four lanes' setup would be a rather short-sighted plan which would not, which would not respond to the growing -- to the growth of the area and the growth of traffic in the area.

We cannot expect for the communities and the, it looks like, hundreds of thousands of commuters -- I've seen a figure of about 115 cars or passengers every day on the bridge. And we cannot expect those people to, to just -- for that figure to remain static. We will have more passengers. We will have more cars on that bridge. And

I-0361-001
Comment Summary:
6-Lane Alternative**Response:**

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

I-0361-001 therefore our bridge has to catch up with the volume, and we
2 can only do that by expanding it to at least a six-lane.

3 I've seen a poster with an eight-lane idea, and I see
4 no reason why not. In fact, it would be a grand idea to
5 essentially mimic what I-90 is set to do: Is to have six
6 lanes of vehicle traffic, divided appropriately with single
7 car and HOV, and then have two dedicated rail lines, you
8 know. So we would have a loop running between the East Side
9 and University District, the rest of Seattle.

10 The reason why is because it would not make sense for
11 someone who lives -- for example, for a professor who works
12 in UW to travel all the way south to the International
13 District, get on the rail to cross I-90, then go north again
14 on the East Side to one of the respective neighborhoods
15 there, whether that be Kirkland, Redmond, or Bellevue. It
16 would be a lot more effective to have a rail which connects
17 north, north end-ish part of Seattle with the north end of
18 East Side.

I-0361-002 Should there not be the money or whatnot available for
20 a rail on 520, it is critical to expand the bus service
21 between the East Side communities. As we know, the prices
22 of real estate, folks are moving further, deeper into east.
23 I mean Redmond used to be sort of the end of the map. It's
24 no longer so. We're talking Duval. And it keeps going on
25 and on eastward. So therefore, we need to serve those

I-0361-002
Comment Summary:
Eastside Concerns

Response:
See Section 24.0 of the 2006 Draft EIS Comment Response Report.

I-0361-002

1 communities there because people are commuting from that
2 far, both ways, you know.

3 I mean, folks will live on the East Side, deep on the
4 East Side, and live, still live in Seattle. We cannot get
5 by with buses that serve the East Side from UW but buses
6 that end service at about 10:00 p.m., 10:30 p.m. It's just
7 not sufficient because that really turns customers away.
8 Folks, a lot of folks who work nontraditional schedules,
9 folks stay late at work because of deadlines. Or some folks
10 just strictly work nights. Those guys realize that they
11 would have no bus to get back home on. That's why they
12 drive. That's why you have all those single passengers, you
13 know, driving their cars every day. If we extended the bus
14 service further mileage-wise and further as far as hours of
15 operation -- you know, 2:00 a.m., 3:00 a.m -- we would see
16 actual increase in passengers.

17 I've been riding buses for the last 12 years. I can
18 tell you that the lines that serve Ballard, University
19 District, and downtown, run very late. They do run past
20 1:00 a.m. Those buses are not empty. People do use them.
21 And it reduces drunk driving because kids who, you know, go
22 downtown to party and get drunk, they can take a bus back to
23 the dorm or to where they live by UW. They're not driving.
24 I believe everybody benefits: Businesses, community, and
25 just public safety at large.

I-0361-003

1 So I sincerely hope we do not get an abridged plan on
2 the voting block, some kind of four-lane Band-aid solution.
3 It seems to be apparent that there's enough political will
4 and enough voter support for a more expensive but also more
5 comprehensive plan regarding the 520 corridor. And we
6 should not really get bogged down on compromises which,
7 which are going to just compromise, compromise the region.

8 We should not hold the dubious honor of having the
9 number one or the number two worst traffic problem in the
10 country. We're not a metropolis of 20 million people. We
11 should not have that kind of a title. We just need to do
12 the work necessary to let our public transport and public
13 roads catch up with the volume of drivers. It's as simple
14 as that. Thank you.

15
16
17
18
19
20
21
22
23
24
25

I-0361-003
Comment Summary:
4-Lane Alternative

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