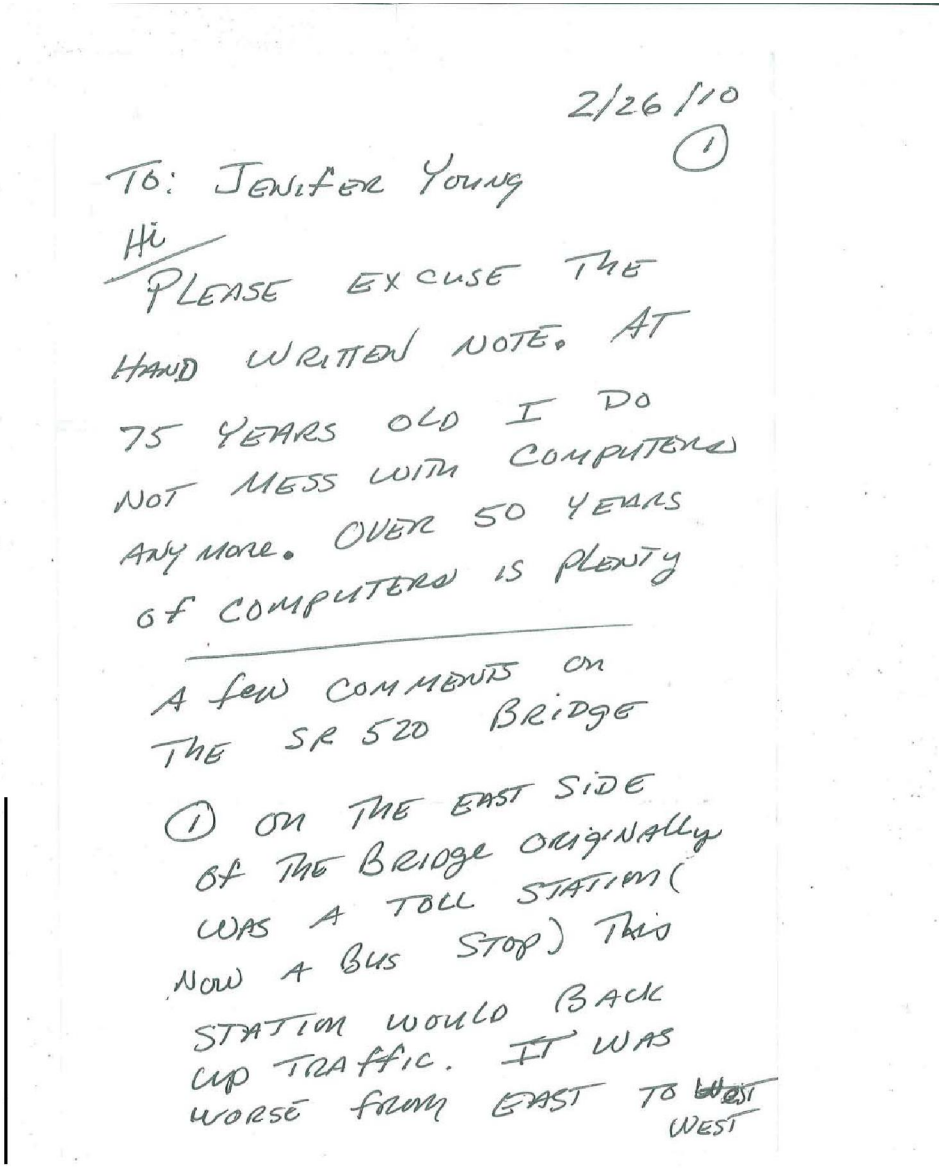

2/26/10
(1)

To: Jenifer Young

Hi

Please excuse the hand written note. At 75 years old I do not mess with computers any more. Over 50 years of computers is plenty

A few comments on the SR 520 Bridge

(1) On the East side of the Bridge originally was a toll station (now a Bus Stop) This station would back up traffic. It was worse from East to ~~West~~ West

I-190-001

I-190-001

Your comment about the historic effect of the toll booth on traffic back-ups along SR 520 is noted. WSDOT intends to use all-electronic tolling technology to address the issue identified in the comment. All-electronic tolling makes smart use of technology by eliminating congestion caused by traditional toll booths, which keeps traffic moving. Electronic tolling also decreases costs, and can provide convenience for drivers by using one account (the Good to Go! account) across the state on all tolled bridges and roads.

I-190-001

I-190-002

(2)

For Some UNKNOWN REASON
When The TOLL STATION
WAS REMOVED The TRAFFIC
~~EST~~ EAST TO WEST STILL
BACKED UP. AS IT DOES
TO DAY AROUND 4 TO 6 PM.
If you ADD A NEW TOLL
STATION TRAFFIC will
BACK up CLEAR TO REDMOND
AT NIGHT. A PERSON
COMES up A SLIGHT
RISE (~~ES~~ EAST TO WEST)
MAY be THAT IS The
REASON for PEOPLE SLOWING
DOWN EVEN WHEN The
ROAD on The Bridge (EAST
SIDE) is CLEAR.

I-190-002

Improvements to this section of SR 520 are part of a different project, the SR 520, Medina to SR 202: Eastside Transit and HOV Project. The description of proposed roadway improvements and associated effects for with this section of SR 520 is discussed in the environmental documents for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

I-190-002

(3)

I THINK IF I WAS IN CHARGE I WOULD TAKE THAT RISE OUT SO PEOPLE COULD SEE THE ROAD WAS OPEN.

I-190-003

(2) THE HOV LANE goes ~~Rom~~ FROM 2 PEOPLE ON THE 405 SIDE TO 3 OR 4 PEOPLE on the MEDINA SIDE. So you HAVE A LOT of FOLKS SWITCHING LANES for NOTHING.

I-190-004

(3) JUST Before The ~~EST~~ EAST SIDE of the Bridge A Big CURVE from MEDINA EMPTIES A LOT of CARS

I-190-003

The HOV lane is assumed to have the same occupancy requirements (3 or more people per vehicle) for the entire length of the HOV lane on SR 520. Furthermore, the modeling effort for the year 2030 analysis assumes that all HOV lanes in the area would operate with the same occupancy requirements. Through time, as more people move to the area and traffic demands increase, the State will review its performance standards for the HOV lanes.

WSDOT has an established HOV lane performance standard to ensure the freeway HOV system helps provide reliable travel time and dependability for transit users, vanpoolers, and carpoolers. The established performance standard is that a driver in an HOV lane should be able to maintain an average speed of 45 mph or greater at least 90% of the time during the morning and afternoon peak hours. WSDOT monitors speed and reliability of the HOV system, by corridor, throughout the year and reports on it at least annually in WSDOT's Gray Notebook of performance reporting (see http://www.wsdot.wa.gov/Accountability/GrayNotebook).

I-190-004

Refer to response to comment I-190-002.

I-190-004

(4)

(3) CONTINUED

ON TO the BRIDGE LANES. This SLOWS up All The Right LANES. If I WERE DOING The DESIGN DESIGN I would SWING the MEDINA ROAD MORE TO 405 (A HALF A MILE) TO "FEATHER" The TRAFFIC IN OVER A LONGER DISTANCE

I-190-005

(4) THE ORIGINAL "DESIGN CRITERION" OF The 520 BRIDGE WAS MORE CARS FROM "EAST TO WEST" NOW WITH MICROSOFT IT APPEARS MORE CARS from "WEST TO EAST."

I-190-005

The consideration of alternatives for SR 520, I-5 to Medina project was based on extensive study of regional travel demand (including the reverse commute), transportation operations analyses (including freeway and local analyses), analyses of environmental factors, and state, federal, and local policy. Please see the Range of Alternatives and Options Examined report (Attachment 8 to the SDEIS) for a history of alternatives considered. See the Transportation Discipline Report (Attachment 7 to the SDEIS) and Final Transportation Discipline Report (Attachment 7 to the Final EIS) for detail on transportation modeling and effects.

(4) (CONT) (5)

I-190-005

If SO, This change WOULD MAKE The "LEAD IN" TO THE EAST SIDE IN THE EVENING (NIGHT) MORE CRITCAL. IN The WINTER (fog & RAIN) MORESO. TAKE from 405 EAST TO MEDINA & SEE if you can "SMOOTH OUT" THE APPROACH ROADS AND FLOWS. ONCE ON The 520 BRIDGE A PERSON MOVES Along Pretty good. GETTING "on The BRIDGE" AND "off The BRIDGE" IS The PROBLEM. If you ADD more

I-190-005

(6)

(4) (cont)

LANES TO THE 520 BRIDGE WITHOUT WORKING "GET ON & GET OFF" PROBLEM, THEN YOU WILL HAVE A NICE BRIDGE WITH THE SAME PROBLEMS AS YOU HAVE TO DAY. YOU WILL HAVE SPENT A LOT OF MONEY WITH NO OVERAL GAIN TO THE COMMUTE.

HOPE SOME OF THIS MIGHT BE ~~HELPFUL~~ HELPFUL.
HAVE FUN & GOOD LUCK

AL SKEWIS
425-885-6910

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project

IMPORTANT UPDATE: *Comment period extension! – April 15, 2010*

The comment period for the Supplemental Draft Environmental Impact Statement for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has been extended to April 15, 2010. You previously received a notification from us about the availability of the document and information on how to comment.

This important safety and mobility project would replace the vulnerable SR 520 floating bridge and build a new roadway from I-5 to Medina with two general-purpose lanes and one transit/HOV lane in each direction.

Review our environmental analysis:

- View online at the SR 520 Web page: www.wsdot.wa.gov/projects/sr520bridge/sdeis
- Visit local libraries in the greater Seattle area. A full list is on our Web page.
- Call the project office at 206-770-3500 to request a free executive summary and CD or to purchase a printed copy of the document.

Comment on our environmental analysis:

- **E-mail:** sr520bridge_SDEIS@wsdot.wa.gov
- **Online:** www.wsdot.wa.gov/projects/sr520bridge/sdeis
- **Mail:** Jenifer Young, SDEIS Environmental Manager
  600 Stewart St., Suite 520, Seattle, WA 98101

WSDOT and FHWA hosted an environmental hearing and public open house on Feb. 23, 2010. Meeting materials are available on our project Web page: **www.wsdot.wa.gov/projects/sr520bridge**