

I-0797-001

**Online Comment by User: PointsDr**

Submitted on: 9/20/2006 9:32:00 PM

Comment Category: Transportation and Traffic

Comment Location: Chapter-9, Page-10

Address: 9030 points drive, belleve, WA 98004

**Comment:**

It is a bad idea to eliminate any transit stations. The benefits to the local neighborhoods are great, and the transit stops should be retained at equally convenient areas, not moved "somewhere east." Many people use the flyer stops, and not everyone likes to or needs to use park and rides. GET THEM OUT OF THEIR CARS ALTOGETHER!!! The only way to do this is to make transit stops easy to access in the neighborhoods where the people live. Deleting the evergreen point stop won't help, unless you just move it to 84th. But it should be retained as long as the neighborhood (which also funds rapid transit and the bridge) wants it.

It is ridiculous that there is not more analysis of the transit stations on the EASTside. What about the S Kirkland P&R. Will that also create a flyer stop? If so, Great. The riders do not need to be tied to only those buses that stop at their P&R. That could also create a little espresso stand business for someone.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-11**

**Comment:**

The signal at 92nd offramp is ridiculous idea. Traffic does not back up there at any time. Higher freeway volumes would not necessarily increase number of vehicles at that intersection. Signal is unnecessary. Main problem is trucks use that offramp for staging in morning, and wait there for construction call for neighborhood work. They won't have a place to park if lid is there, and narrower freeway offramp.

The south side of 520 at 92nd must incorporate the Points Loop Trial, at points east of 92nd. That is necessary for neighborhood, and should be planned with new structure.

Because of offramps and onramps, the lid should be located primarily to west of 92nd.

The grade of 520 over hill at 92nd should be lowered. That will make lid less obtrusive, and will lessen environmental impact of vehicles in going up and down hill. Without hill, trucks, motorcycles, and other vehicles won't need as much power, and won't make as much noise. Loud Motorcycles are major source of noise late at night, especially in summer with windows open for air. In addition, walls will not need to be as obtrusive in neighborhood, and the vehicles will save gas by removing the grade. Dropping grade at 92nd will also ease bridge issues at 92nd, as well as the lid issues.

To lessen issues at 92nd, all major on and off ramps should be consolidated at 84th. This would lessen neighborhood traffic, and would minimize impact on neighborhood in general. Land is available at 84th, and it just makes sense. It is different, but neighborhood should consider it since it would be better in long haul.

Onramp and offramps for Points Area should be consolidated area

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**Comment Summary:**

Eastside Concerns

**Response:**

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

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**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-18**

**Comment:**

Where is the lid for 92nd Ave?? That is a critical lid in the scheme of things. Also, picture C shows a bike path on the south side, but not near the freeway. What is this? The lid at 92nd., along with the freeway bus stop, are madatory improvements.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-6**

**Comment:**

Why no lids on 4 lane alternative? They should still be built. Also, the trail buffer for the 6 lane is larger than for the four lane, accordinging to pictures. Why is this, when the foot print for 6 lane is bigger?

**Comment Category: Neighborhood Effects**

**Comment Location: Chapter-9, Page-7**

**Comment:**

I am concerned about effect on me and my neighborhood. I live near 520, and have great concerns about noise. I need assurances that sound walls and lids will be utilized to maximum amount in order to reduce noise. I also prefer 6 lane alternative, so that bus and car pool lanes are available, along with a bike lane and walking path. Along with noise mitigation, it is necessary to retain existing bus stops for neighborhood residents in Yarrow Point and surrounding area. If only one stop is located in area, it must be at 84th, not at evergreen point Road or at 92nd. That is the only way, and would allow for some parking at area. The Lids should be longer than 500 feet, and it is critical that noise not be directed from tunnel like a megaphone. Walls near ends of tunnels must be greater. Also, low noise pavement should be used. WE noticed dramatic change in noise when low noise asphalt was replaced on 520 several years back. It works. Please make it nice.

**Comment Category: Transportation and Traffic**

**Comment Location: Chapter-9, Page-8**

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