Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

CommentDate: 9/21/2006

First Name: Linda   Last Name: Dix

Organization/Membership Affiliation:

Address: 2631 Evergreen Point Road   E-mail: ldix@comcast.net

City: Medina   State: WA   Zip Code: 98039

☑ Check here if you would like to be added to the project mailing list.

Alternatives
☐ Comment on All Alternatives
☑ 4-Lane Alternative
☐ 6-Lane Alternative
☐ 6-Lane with Pacific Street Interchange
☐ 6-Lane with Second Montlake Bridge
☐ 6-Lane with South Kirkland Transit Access
☐ Other 6-Lane Option

Environmental Topics
☑ Construction
☐ Cultural and Historic
☑ Funding and Tolling
☐ Land and Structures
☐ Fish and Wildlife
☐ Neighborhoods and Communities
☑ Noise
☐ Other Environmental Effects
☐ Parks and Recreation
☐ Transportation and Transit
☐ Wetlands/Water Resources

Other Topics
| General Comment | Urban Design

Enter your comment below. Please be as specific as possible.

I-0388-001 This project is far too large to cause more disaruption to the neighborhoods 520 cuts across. Our Transportation policies will only be agreed upon and supported when solutions are more regional. I-90 is the best example of freeway building gone bad.
I could be more supportive of a 4 Lane Alternative if shown where additional road/.highways could be added to the North end of Lake Washington. Too much traffic is routed south to cross 520. With I-5 at capacity, it makes no sense to build a six lane bridge. More traffic needs to be routed north and south of Lake Washington and another north-south route such as a 605 needs to be added on the Eastside.

I-0388-002 Noise Abatement doesn't seem sufficient.

I-0388-003 Why are there hauling routes through residential neighborhood? Evergreen Point Road, 84th and 92nd already bear too much of the traffic burden. If the staging work is to be done on public property, then bring equipment from the freeway. Use of residential neijborhoods will only ncrease the grim impact on the community.

With so many options, it's still hard to respond to anything. The options without specific recommendations are more confusing than anything. On one informational board it says there would be no Evergreen Point Road transit stop. On another the stop is clearly planned. Transit should be confined to larger commercial areas with parking. There should be no further hardship on the residential communities, most of which are not large users of the transit system.

To summarize, WSDOT needs to do a better job of regionally solving our traffic problems and not unfairly creating more problems in residential areas with these huge concrete swaths that are proposed.

How did you hear about this open house?
☐ Newspaper ad   ☑ Postcard in mail   ☐ Community Calendar
☐ Poster   ☐ Email announcement   ☐ Project webpage
☐ From a friend or neighbor   ☐ Other

I-0388-001
Comment Summary:
Alternatives Development

Response:
See Section 1.1 of the 2006 Draft EIS Comment Response Report.

I-0388-002
Comment Summary:
Noise Walls

Response:
See Section 12.2 of the 2006 Draft EIS Comment Response Report.

I-0388-003
Comment Summary:
Eastside Concerns

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