

I-177-001

MR. WEED: Hello, everyone. I'm Mark Weed, and I live in the Laurelhurst/Windermere area of Northeast Seattle, and I have been the business-community representative on the 520 effort for about 13 years. And during that period of time, I have had an opportunity to be involved in a lot of the efforts that have been put forth. We've had some great representatives, and we've had probably thousands of pieces of paper and at least hundreds of meetings like this around this particular project.

Many people have had an opportunity to step forth and have a chance to speak their mind and be involved in this process during that period of time. And I want -- you should applaud their efforts. They have been very committed and, I believe, have done a wonderful job for the community.

The facts of this particular effort that we have come to today are ones that I think, at times, are in dispute, and sometimes people have difficulty, maybe, following them. What I have done today is, I've given the set of facts that I think should be considered before us.

I-177-002

But I think one of the most interesting facts -- and I just did this mathematics on the back -- we are expecting to have 17-percent growth in traffic across the 520 Bridge through 2030. The design -- the preferred design actually reduces traffic -- that traffic by 2 to 3 percent. And it moves 23 percent more people. I said "moves people." I didn't say "vehicles," I said "people." And so, if you

I-177-001

Comment noted.

I-177-002

Comment noted. WSDOT received a number of comments in support of and in opposition to Options A, K, and L and the associated suboptions. These opinions are summarized in the Supplemental Draft Environmental Impact Statement Summary of Comments (WSDOT, April 2010), available at <http://www.wsdot.wa.gov/Projects/SR520Bridge/SDEIS.htm>.

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative and Chapters 5 and 6 describe its environmental effects.

**I-177-003**  
Comment noted.

**I-177-002**

go do the math, I think you'll find that it's pretty impressive that -- this effort that was brought forth.

**I-177-003**

Other facts is that we -- the business community, the University of Washington, the Metro Transit, Microsoft -- you might have seen that today -- support what's called the A-Plus alternative. I hope that you take the time and also check the facts -- take me aside, ask me certain things -- that you'll find that it maybe does meet the best alternative that's available. It's got the lowest impact to the environment, it has the least cost, and it provides the most congestion relief.

So thank you very much. I appreciate the time that you gave me this evening, and I gave you the materials as well.

(End of comment.)