

Eastside Transportation Association

"Dedicated to improving our quality of life and environment by reducing congestion through increased mobility"

P.O. Box 50621
Bellevue, WA 98015

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Angela Angove

WSDOT

999 3rd Ave, Suite 2200

Seattle, WA 98104

[Transmitted by email to: I90EAComments@wsdot.wa.gov]

RE: Scoping for I-90 Tolling

Dear Ms. Angove,

Tolling of I-90 is a big deal. It raises major issues of traffic impact on this and other highways, equity, economics and relationships to other plans including the I-405 Master Plan. These issues require a systematic study of alternatives through a formal environmental impact statement and must not be brushed aside with a simple environmental assessment. Before tolling I-90 to help pay for SR 520 completion, we believe that further toll opportunities on SR 520 should be maximized. It is not fair to charge I-90 users to pay for the free portion of SR 520 from I-5 to Montlake. We believe it is incorrect to consider SR-520 and I-90 as a single cross-lake corridor. The two facilities serve different markets. Any net toll revenues should conform to the requirements of the 18th Amendment.

Given the great importance of these issues both for all state motorists and also for crown-jewel public assets that comprise the key I-90 highway corridor, it is essential that a formal environmental impact statement be prepared in order to comply, at a minimum, with WAC197-11-440 (6)(e)'s explicit legal requirements for a full analysis of "cost of and effects on public services," generally, and for review of all potentially adverse impacts upon "utilities, roads, fire, and police protection," in particular.

The scope of the EIS should include:

- 1) **SR 520.** Because the objective is to raise funding for SR-520, alternatives analysis should include:
 - a) Tolling the Portage Bay to I-5 portion of SR 520, not just Montlake to Medina
 - b) Tolling all lanes, including bike lanes.
 - c) Because of low projected use the proposed bike/pedestrian lane, analyze converting that to a traffic lane.
 - d) What are less costly design options that leave out parks and other non-essential environmental amenities
- 2) **Mercer Island.** Alternatives should include:
 - a) Economic impacts on local businesses
 - b) Economic impact on Mercer Island residents
 - c) Alternative tolling for Mercer Island

3) **Freight Impacts.**

- a) What will be the impact on freight movements to and from eastern Washington, including travel times and costs?
- b) What will be the impact on freight movements within the region, including travel times and costs?

4) **Regional Highways**

- a) How will tolls affect the volumes, delay and safety of other regional highways, including I-5, SR 520, SR 522 and I-405?
- b) How will tolls affect completion of the I-405 Master Plan, which did include I-90?
- c) How will tolls affect total traffic delay on the regional network

5) **Corridor definition**

- a) What are the existing and projected origin and destination patterns for SR 520?
- b) What are the existing and projected origin and destination patterns for I-90?

In summary, we conclude that:

- Tolling of I-90 raises complex issues that should be dealt with in an EIS process
- Tolling of SR 5220 for its entire length and all lanes should be accomplished instead of or at least prior to tolling of I-90.

Sincerely,



Dr. Bill Eager, Chair
Eastside Transportation Association
beager@tdanet.com