

I-90 Express Lanes Closure: Westbound Commuter Traffic Survey (Open June 9-19, 2017)



Is there anything else you want to add about your personal commuter experience from the first week of the closure?

207 answered; 92 skipped

#	Response Text
1	Park and Ride is filling up much sooner. I normally arrived at 7:05 AM, parked underground near middle pedestrian entrance. Now park much farther away due to increased traffic. Arrived at 7:10 am one day and most slots filled already.
2	The evening commute eastbound, between I-5 and the Mt Bajer tunnel is at least 10-15 mins worse.
3	From what I have heard from off Island commuters, they avoided cut-through on MI because of road work on N Mercer/W Mercer Way and the installation of lights/meter. They all indicated they would likely go back to cutting through neighborhoods to bypass I90 traffic once things had stabilized as far as all the changes happening on MI and I90 adjacent. I noticed a drop in traffic the first week+ and have since seen a steady increase in that cut-through traffic. I have also witnessed a number of cars driving through the HOV lane metered ramp at WMW.
4	Traffic overall seems more backed-up and for longer periods than before. Stop-lights to get from ICW to 76th onramp add significant added delay. Need to do something.
5	Mornings across the bridge wasn't too bad with EMW access and HOV usage.
6	Congestion getting onto 90 and congestion going into the tunnels. (FYI. Seattle into Mnt Baker Tunnel is now very congested, time from Seattle to Mercer Island is much longer).
7	Does the city have any control over the timing of the metered lights on the onramps? They seem to be on a 10 second cycle, which can really lengthen your commute if the line is long.
8	Why cannot we use the HOV lanes as we have done for many years?
9	Wait in line at on ramp for SOV access to I-90W was 2-3 minutes.
10	I've been leaving the house approx. 15 mins earlier in the morning and everything seems to be ok except for the accidents on I90 in the afternoon.
11	Morning commute to Seattle was slow to Mt. Baker tunnel, then faster than average. Evening commute was impacted more than morning.
12	Saw lots of accidents..., going eastbound too many people trying to get in and out of HOV lane causing lots of issues. Bad that construction is going on west mercer too and HOV lane closed. Metered lights are way to long and unnecessary. I dont understand why we cant continue getting on ICW in HOV no reason for change...
13	I board the #630 shuttle on Island Crest Way. It is often standing room only in the morning now. The time home is now increased by 12 minutes.
14	My commute remained the same but I left 30-45 minutes earlier, and I carpooled. I would very much like to take the bus but the loss of #205 (which I had taken regularly for over 5 years) makes it more difficult.
15	#630 more crowded. SRO some trips. More traffic on I-90 from Town Center to west side of Mt. Baker tunnel
16	Bus traffic entering the freeway causes major congestion due to their desire to move across all lanes of traffic to the HOV lanes. The additional 9 minutes of driving time has nearly doubled my commute to Seattle. It is still manageable, but very different than the "study" provided by WSDOT/Sound Transit.
17	Parking was noticeable more difficult. I usually arrive before 7am. One day I arrived closer to 7:10 and there were only a few spots left. Another 5 minutes and I don't know where I would have parked.
18	The evening commute is far, far worse than before.
19	My commute home (East on I-90) is 10+ minutes longer now.

20	<p>My commute time doubled overnight -- this is completely unacceptable! I've lived on Mercer Island for almost 15 years now and have seen both the downturn and the growth of the region, and nothing has impacted my commute like this. Moving off of Mercer Island is now a household conversation that we are closely looking into, as are a number of my MI friends and colleagues.</p> <p>Furthermore, the past 2 weeks there have been a number of accidents on I-90 -- because there are no other roadways to help relieve the congestion caused by an accident, everyone suffers, and the suffering is much longer than before because there are no other alternatives. Additionally, there are no medians to move accidents over to, etc. -- this is something else that needs to be addressed. One small accident essentially blocks the entire thoroughfare with no alternatives. What if an ambulance is driving in that mess??? Someone is likely to die. What if the accident has a critically injured person??? Getting an ambulance there and out of the mess is a lot of time -- someone can/will die.</p> <p>With the 520 toll, and the general growth of the region, I-90 is an ever-growing and critical highway for the PNW. Now this thoroughfare is smaller and more dangerous than ever before, and no one is stepping up to propose solutions to improve the situation. Our government leaders should be ashamed of themselves for letting things get into this dire of a situation!</p>
21	How is the new rule going to be enforced? No law officer is going to be waiting there to give citations.
22	Too bad the bus has to cross over lanes from Mercer island to hov. Cars try to beat the bus. Happens on return home. Bus has had to stop short for drivers
23	Going to seattle wasn't as bad but coming back was awful. It took me an extra 10 min getting there but took an extra 30 min coming back. I am scared what will happen if there's an accident since there's no shoulder.
24	Drive home just as bad and sometimes worse.
25	Although the trip from MI to the Mt. Baker tunnel was longer, there wasn't the usual backup in the Mt. Baker tunnel or the need to merge over to exit to NB I5. Coming home was a different story (west of the Mt. Baker tunnel). Very heavy.
26	The traffic backlog is now occurring on the island, rather than once you get through the tunnel, near the Rainer Exit. However the drive home is considerably worse - 20+ minutes longer due to the delays entering the Mt. Baker Tunnel.
27	Traffic between ICW and 76th needs to dramatically be improved. Or somehow we figure a way for SOV to continue to use ICW.
28	If the HOV lane is not backed up in the mornings, can MI residents get access to this lane like before?
29	The change is a detriment to my personal life, adding 25 minutes to the morning commute, 5 to 10 minutes to my return commute, and less safe driving with smaller lanes/distracted drivers, even worse in the eastbound Mt Baker tunnel. All of this during ideal conditions: long daylight hours, largely dry and no wind conditions. What will the short, windy, rainy winter days bring? Recreational bicycles need to be banned during the morning commute hours along EMW.
30	<p>Drivers tend to cut ahead of line, causing caterpillar slow down.</p> <p>Safeco events greater nightmare.</p> <p>Difficult to predict arrival time</p> <p>Irritating closure of Old Bellevue Way to exit on/off - warning posted too late, detour signs ambiguous.</p> <p>How emergency vehicle will by pass.</p>
31	Getting on I90 at ICW is very different with merging traffic than before. Prior to change, there was room to merge and oncoming cars had time to slow down to let cars merge. Now, oncoming cars on you with no warning. This is more dangerous than ever.
32	I am leaving home 30 minutes earlier to insure I arrive at work on time.
33	Busses are much slower. P and r is full at 7:10 so need to park by thrift show and walk. Am going to look into trading my bus pass for paid parking in Seattle because when the rain comes it's going to be tough.
34	Main problem is getting to the P & R lot 1/2 hour earlier to be sure to get a space. I used to be able to arrive at 7:20 am, now I'm getting there by 6:50 am. It's a half hour less sleep.
35	Can we remove the on-ramp meter for HOV after the Island Crest Way tunnel (I-90 W)?
36	At 5:05 a.m. there are very few cars at the stoplight on 76th to enter I-90 yet one has to sit at that light for 2-3 minutes. Suggest that light should be flashing yellow at that hour in the morning.
37	Getting on at EMW going west and getting off at the ICW exit to park at the P&R was very backed up.

38	I think the first week was an aberration as many people flexed their schedule or worked at home- I did 3 of 5 days and experienced normal traffic the others days which I attribute to lighter than usual traffic flows. I think the next few weeks should be studied as people return to a more normal schedule, although with school ending and many people on vacation we are about to enter the lighter traffic period of the year during morning commuting. I would study in the fall after MI schools and UW restart. I would also say that my afternoon/evening commute was 5-10 minutes longer Borja days the first week.
39	My commute has been extended by at least 30-40 minutes. it's not enough that I have to drive to a completely different on ramp, but I also need to bypass construction by the park and ride, as well as the extra traffic on the bridge. It's been a painful experience and I've been late to work every morning since June 5th! It's more painful to see the empty express lanes with no construction workers and just a few port o potty's. Why did we close the lanes if no one is working on them! I don't know how I will survive this for years to come.
40	Quite frankly, the impact was not as great as I - along with many other MI residents - feared it would be. The few times I was able to use the HOV lanes, they moved right along and I experienced no real backup to access those lanes or the GP lanes.
41	I would happily pay a reasonable toll to use the HOV lane as a SOV, east- and westbound, in commuting to Seattle from MI.
42	not being able to use island crest on ramp has been painful and increased congestion in the downtown area
43	Sound Transit SUCKS.
44	Lanes are narrow. Driving home, added commute time ranged from 10 min (daily) to over 1 hour (with car stalled Eastbound). I believe the impact of these revisions will be emphasized and highlighted this fall, if you study the impact of the commute from Sept. 15 - Oct 14 for a 30 day period, when the Region is back in full operation. Further, the impact of cut thru traffic / added + 7 min and frustration in an evening Westbound commute, that added 3 traffic stops - not previously required. It would be short sided for the City and others to rely on one week of data in this survey
45	Going to Seattle in the morning has been fine. It is a few minutes slower leaving the island, but the rest of the commute is actually faster as the locations of the slowdowns has changed.
46	I'm responding for both my wife and myself. I've brought this issue up to several council member so it should be familiar to them. Every weekday morning there are carpools that meet on the northend to take kids to school in Seattle/Bellevue. Now instead of catching carpool lanes by the gas station, we drive up ICW and turnaround and come back down to use the ICW on-ramp. The NMW/WMW entrances are unpredictable and we have to cross over three lanes of traffic only to then cross back over the same 3 lanes to reach the Northbound I-5 route to the private schools. This pattern essentially creates an X in the middle of the I-90 bridgedeck and slows down traffic as people move back and forth between the on-ramps. BTW - thank you for doing a survey. In the future, it might be helpful if you worked with the i90 change.org group. There were several other pertinent questions that might have been helpful for the city.
47	Why can't MI residence be SOV and use the HOV entrances at IC and WMW since buses, carpools, motorcycle and MI traffic were OK to ride in the HOV prior to the Express lanes closing?
48	drive home each day, m-f was an extra 30 minutes
49	It more than doubled my commute time to Seattle. . . I'm not very happy.
50	I think the real issue with loss of mobility is the afternoon SOV in an HOV loss. Not only have I had to sit through 2 accidents now (on the bridge) during my commute, but am crawling along with all others headed East in the GP lanes. The mornings have not been so bad as I leave before 7am and am only on the bridge for 1 mile (can get off at Rainier if need to). It's the afternoons where I am seeing the biggest change, not only a higher chance of accident for me and everybody else (more cars, skinnier lanes) but in crawling traffic and nowhere to go but crawl. Thanks Council.
51	I think the biggest issue is the access ramps. Speeds under R8A once on the bridge span were pretty good, worse in the evening. I think a lot of MI SOV's are using the ICW HOV ramp, and I see a lot of SOV's in the HOV lane across the bridge span. As long as MI SOV's continue to access the HOV lane at ICW I think MI will be ok. I know this is illegal, but WSDOT always expected 40% of the HOV lanes to be used by SOV's even before they reach MI.
52	Remove the HOV entrance on West mercer way. Little use and causing a big unnecessary bottleneck. Hard enough getting off the island already!
53	There is too much traffic going EastBound
54	I avoided the west bound on ramps and drove to Seattle via I90 east bound and 520 west bound.

55	<p>I drive up ICW to reach the freeway, because obviously it's the main 4-lane arterial through our city. It is absolutely ridiculous to me that there is no westbound freeway on-ramp from that arterial any longer. Seriously?!? That's like taking Mercer Way or 15th NW in Seattle and just ending it and telling people they have to take side streets. I plan to continue taking the ICW on-ramp and if I get pulled over I will fight it in court. This entire thing is insane and we're becoming unhappy that we moved here (just a year ago).</p> <p>Traffic has also been terrible both morning and night to/from Seattle this past week. Many times it's just crawling in all lanes, including HOV. I'm scared about what happens when someone on MI has an emergency. How are medical services supposed to help them in a timely manner? There is not even a shoulder to drive on.</p> <p>My spouse commutes by bus but since there was no parking this week he worked from home a few days and walked 2 miles to the P&R the other days. That's do-able when the weather is nice but out of the question when it's bad. We need dedicated parking by the time the rail starts, if not sooner.</p>
56	<p>1) ST Busses westbound had a hard time merging across all lanes to HOV. 2) Heard ST Bus driver complain of lanes being too narrow 3) Crossing 77th and Sunset can be dangerous 4) Eastbound ST bus drivers subject to brainfade and nearly missed the 77th ave exit. In the process of getting over to the right, he caused traffic on I-90 to come to a halt</p>
57	<p>Going against the traffic it is better than before</p>
58	<p>Our downtown is getting destroyed bit by bit. I have lived here my entire life and could not be more disappointed in the direction we have taken in the last 10 years. Each time I think it can't get worse, it does. We need to get back to the basics of being a small residential community that takes care of itself and keeps our standards high. This does NOT mean we are "elite". It means we value the quality of life we have worked for.</p>
59	<p>There is a lot of traffic on SE 27th Street. Just to get from Walgreens home took me longer. And did you mean 77th Ave SE, or 77th Ave SE HOV ramp because I checked 77th Ave SE, but it was actually the 77th Ave SE HOV reversible ramp that I used before, not the general 77th Ave SE ramp. I don't know if it makes a difference.</p>
60	<p>The city council really messed this one up for the whole region. I'm now cutting through neighborhoods to reach the easiest or furthest westbound on-ramp. I hope they revisit settling with WSDOT or the FHWA or ST until more practical solutions are designed. Ten million dollars is essentially meaningless to the island when compared to the permanent impacts and tax structure the community will absorb. The council should have been paying attention to details. The potential loss of ICW SOV has been known for 6 years according to reports on Nextdoor. Quit lying to the community or spinning stories. The community knows the truth. Worst city council in history.</p>
61	<p>I leave for work at 6:15 am and traffic is fine. It is the commute home that is materially worse. Commuting from downtown Seattle to Mercer Island between 4:15-6:00 pm has added 15-25 additional minutes to the commute! Getting from I-5 to I-90 is completely backed up on the collector distributor lanes, and is stop and go from there until the floating bridge deck. The traffic now backs up into downtown Seattle surface streets. I don't think the planning folks really understood the impact. When SR99 changes with no downtown exits it is going to create massive gridlock. It is so much worse and light rail will not handle the same volume as the busses did.</p>
62	<p>It is completely inconvenient and makes no sense to not have an entrance on island crest way. This is the main artery of the island. Shame on you WSDOT.</p>
63	<p>I experienced two accidents in off peak hours which caused major backups as I was trying to get back on the island for doctors appointments for my kids because there was no shoulder for the cars to pull into around the tunnels. Thanks for making travel (not just commuting) so much worse.</p> <p>Additionally I now worry that I've made a bad choice for my family by living on the island because if something goes wrong and the kids need immediate medical care How much longer will it take to receive it? Did the city take this at all into consideration when evaluating the options? I've seen no discussion of this anywhere.</p>
64	<p>I feel that week 1 will not be a good baseline. I felt that most people did not take a normal commute. The true story will come out this summer once everyone falls back into their patterns.</p>
65	<p>You should also ask about the evening commute. I found that longer as well. The connection from I-5 to I-90 in the evening seems way more jammed up now that the express lanes are closed. Even the surface streets near onramps downtown seem more jammed up because traffic isn't flowing as freely on I-90 as before.</p> <p>(Note that I mistakenly used the ICW westbound onramp as a single occupant on June 5th, because I had assumed you could get over to the right.)</p>
66	<p>The metered ramps have to go</p>

67	It's cluster F*&K of statism.
68	So disappointed to lose the express lanes, it was one of the reasons i moved to MI
69	Coming home was also 20+ minutes longer given congestion. Looking to get a commuter bus going to Amazon downtown with other Amazonians on the island.
70	I have gone to work earlier than normal. It is super frustrating to not have the smoothe entrance onto i90 that the icw ramp provided. Instead I have approx 4 (or more?) stop lights to navigate and the freeway entrance light on 76th seems VERY long. Plus many people are turning left at 76th so it is slow to get to the ramp. It seems there are many freeway ramps where you enter in an hov lane and then have to get over. Not sure why we can't do the same here.
71	I have switched to riding the 630 instead of the 550 because I can no longer get a spot at the N Mercer P&R without leaving significantly earlier. But the lower frequency of the 630 is problematic; I missed the last bus home on Thurs and had to walk a mile up the hill to my car. Fortunately it was a nice day but I was wearing heels, which I would not have done if I'd expected to do that much walking. There is NO flexibility if I have to work late.
72	It's the evening commute that has gotten so much worse! Why are you on my asking about the morning commute?
73	Traffic was unusually light last week. Typically, the right most lanes from I-90 to I-5 are backed you at the My. Baker tunnel. No such back-up last week. Please wait until fall before making a settlement. The Council should have sure that all mitigation of R8A was in place, including ramps prior to the center lane.
74	Scary on bridge & through the tunnels with no emergency lane
75	Commute from Seattle to mercer island is way worse. The hov lane is useless.
76	I think background traffic is down at this time, and it will get worse in the Fall, rain, dark, etc. Also, coming home was worse than going into Seattle.
77	HATE THIS!!!!!!!
78	I typically take the bus to work, but since there no longer is parking at the park and ride, I am starting to drive in. In the days I took the bus in, I parked by the Bank of America, but between the extra walking time and overall wait the bus has to go through to get on I90, my commute has increased about 20-25 minutes. Therefore since my parking is paid for, it is no longer convenient, not worth my time to take the bus to work.
79	this is the wrong time to ask - for previous 2 weeks there has been minimal traffic, prior to closure of middle lanes. You need to ask these questions in September.
80	Since the closure I left my house earlier so i do not know how long my computer would be if I went at my usual time. I think that Mercer Island residents should be able to use the ICW now HOV and merge over.
81	You don't ask about the commute home. That was much worse especially on Wednesday with a stalled car or accident in the tunnel. Traffic leaving Seattle was gridlocked and I was late to an appointment on the Island for the first time in 2 years. I will not drive in the left 2 lanes on I90 tunnel east bound as they are so close and feel very vulnerable in my Prius. Going in to work the traffic flows better across the bridge and into I5 merge because there is no merge from the express lanes into I90 and cars trying to get across several lanes to get over to I5, either north or south bound.
82	Going ICW straight to SE 24th seems to take longer due to the timing of the lights. Seems you would want people to take this route instead of through the center. Also, tried WMW,SOV used theHOV access and were blowing the red light.
83	Traffic was relatively light this past week for some reason.
84	I can't believe the closure actually happened this way. The return commute is WAY worse now.
85	Noticed the increased traffic especially riding the bus.
86	I have to get to the park and ride a half hour earlier in order to make the bus into Seattle. If my kids daycare did not start at 630am I would not be able to park there and would be very limited with options for a Plan B. I arrive at 650am and there is parking. By 7am it's full. This is not adaaquate especially to working parents who have morning time restrictions. Please figure out a way to expand parking or add more timely options/stops for busses on MI to get parents to the P&R to get to work at a decent hour.
87	The first week was much smoother than expected. Actually, not a big deal at all. However, if there is ever an accident on I-90 (in the tunnels or on the bridge), it will be a nightmare. There is no-where for "fender benders" to pullover, and it will block lanes and cause a huge backup.
88	This is awful and i would have never moved here know this would happen.
89	i feel totally betrayed by city officials for letting things get to this point where I have to waste my time and burn additional gasoline for NO GOOD REASON. Open ICW to SOV! Vote the bums OUT!

90	The afternoon eastbound commute is worse as all of all drivers due to the reduction of lanes from 5 to 4!!
91	The on ramp off NMW (77th?) was getting backed up behind the new light on some days. I used to commute between 7-7:30. Last week I started between 6:40-7 and it STILL added time. The commute home (anytime between 4 and 6:30) was exponentially worse, easily added an extra 30 minutes minimum to the old commute. Saw absolutely zero work being done in the old HOV lanes.
92	It is disheartening to see so much venom on display on NextDoor neighbor as it relates to the traffic changes. MI is just a rock throw away from Seattle. Even in worst traffic it adds just 10min to the commute. People that are REALLY affected by these changes are those commuting from Issaquah/North Bend.
93	Tried 405 to 520 which was great but \$
94	Evening commute seems to be much worse as the tunnel causes backup all the way onto I5 south due to tight lanes in the tunnel
95	The entrance to I-90 westbound at 76th will be better/easier when the construction on what appears to be a second lane to enter there is completed.
96	I90 is now quicker to transit across. With the elimination of the merges at the west end of the Mt Baker tunnels traffic flows better. Harder to get on the freeway but once on better.
97	My commute by bus took about 5 minutes longer than usual. No big deal. I don't foresee much difference on the in-bound commute. I support public transit and am happy to help make it more available to more people.
98	Not too bad for the first week
99	On my way back from an errand in Issaquah I had to wait on the freeway at the Island Crest Way exit. Have only experienced that when coming onto the Island during the Blue Angels performances. I ran over the bridge after the lane modifications and was pelted by flying dirt. Also notice lots of dangerous debris in the 22 inch shoulder now between the racing cars and me, with only a short cement divider and some useless railings with 6 inch spaces between the rails. I also had to stand on the bus which is now way too small for the commuters using it. It's the 630 bus. We should get back the 202 or stop picking up non mercer island passengers at the park and ride.
100	I live and walk around the town center area and experienced more traffic and more dangerous conditions in crosswalks. Also have noted more people speeding and not stopping at stop signs.
101	Getting in/out of the park & ride is more difficult now due to the increased traffic on N Mercer Way
102	I use town center parking daily
103	Observation....when it is the rainy season or when there is an accident the commute will be miserable. This past week wasn't awful/as bad as I thought.
104	ICW should reopen to SOV
105	Considering moving. What a decrease in lifestyle. Moved to MI for the convenient access.
106	I do not understand why several other regional interstate on ramps allowing sov merging into hov lanes (e.g., mercer street to I-5) exist, and then the sovs have to merge with normal traffic and icw sov access is disallowed. Why is icw different?
107	Left 2 hours earlier each of the days I went into SLU Would like more car parking to take transit MIT consistently
108	MI Council let down its constituency.
109	I like to continue to use transit but my "first and last mile" are difficult to walk or bike due to a big hill and need to be wearing formal dress code to work. Park and ride is becoming ridiculous! It is filled up by 7-7:10am this week. I wish there are community shuttles that can take me from main major intersections along island crest way to 550 so that I won't even need to take my car to get close to the transit hub that is the park and ride area. Traffic there can be dangerous and chaotic with bikers, cars, buses all sharing the road with lack of traffic lights and space for double buses to turn.
110	The return in the evenings was worse as well - why no survey questions on that? I also drive I-90 outside of commute on a regular basis and the overall availability is decreased. The extra distance to a ramp with 5 patrol cars monitoring on a slow speed road is a demoralizing and insulting experience.
111	Though reluctant to say much nice about ST, I didn't think this week was burdensome on my commute.
112	I feel more unsafe on the I90 roadway with the more narrow lanes and lack of shoulder.
113	Horrible accidents witnessed on Friday that was upsetting to see and extended commute home so late for kids early dismissal

114	You asked about my commute off MI, but the bigger negative impact was the significantly more time it took to commute home from Seattle. that was +10-15 minutes longer and I work in South Pioneer Square near Safeco field.
115	The light at wmw on ramp was too long mon, tue and wed seemed shorter thur and friday-could be shorter at least between 6:45 am-8am
116	A lot of bicycles on a west mercer. Increased hazards as a result.
117	Afternoon commute was actually much worse. The multiple merges to the tunnel are quite dangerous and slow it down considerably. Took me almost an hour on Wednesday.
118	The metered light on island crest hov was annoying and seemed unnecessary. It was more annoying to have to get on not on island crest as a sov but the traffic was better than I feared.
119	Changing 3 lanes on the bus is unnerving. Wish there was a SOV lane on the right side (westbound). Buses were late. Driving in on a Friday took about 10 minutes longer than a typical friday in the express lanes. I don't like the width of the lanes. It's feels very unsafe. Coming home on friday at 12:00pm I saw the terrible crash eastbound. This highway now scares me.
120	Left for work 45 min earlier
121	The entrance into HOVb lanes from island crest needs to be open to all vehicles. Once on i90 westbound, it's ok to expect SOV vehicles to stay in SOB lane but everyone should be able to get into the freeway using that entrance. Otherwise, we are all overwhelming downtown while driving there
122	The Light Rail is a DISASTER in the making... A Scam... a rip-off... a nice fat trough for the swine at Sound Transit and WSDOT... Social media (and Trump budget slashing) will KILL it - - and none too soon...
123	The cars/trucks are too close to the bike/pedestrian path. They spit up all kinds of dirt and moisture.
124	After the first day, I drove on west mercer to avoid the stop and go lights through the downtown area. It was longer and not as safe due to slowing and accelerating of the windy road. I look forward to resuming the efficiency and safety of entering at ICW after this is resolved.
125	I think the true test will be in October when the UW is back in session and the weather is bad. Please do some additional field testing and surveying then! That will give us a real sense of the impact of this change.
126	The traffic to go home on I90 east is terrible.
127	It boggles my mind why the Island Crest way on-ramp is not open to SOVs. Aren't there a great number of on-ramps in the greater Seattle area that enter 'through' the HOV and if you're a SOV, you're expected to move over? Why can't that be the same? It makes absolutely no sense. I also am curious why the prep work didn't start PRIOR to the project starting. Get the lights up early. There's road work all over the 'day' the I-90 project starts. There has to be a better solution than shutting down the express lanes for a city that is getting an additional 5,000 people each month. For the record, it also took me an hour and a half to get from Fremont to Mercer Island on Wednesday. What a joke...
128	Traffic was surprisingly not that bad. The bottleneck the express lanes caused when rejoining the regular lanes actually caused more delay then what I deal with now!
129	Pretty much the same except for no access from ICW
130	I experienced my first accident on Thursday. I find it appalling that there is no shoulder, and in this situation The emergency vehicles had a longer response time because everyone had to move over from that HOV lane so they could get through. Also, my commute at 7 AM as a single occupant took twice as long as when I left at 8 AM before all of the changes. Finally, the commute home is now at least 20 to 25 minutes longer.
131	Why are there city/ highway trucks in the road near prk and ride for no reason? It adds to congestion and confusion. Find a parking place - like everyone else. The stoplights are still horribly timed. You should be able to go down icw and through all of the lights, without having to stop at every single one.
132	Carpooled TO work - transit FROM work
133	Getting to I5 then to I90 from Jefferson was a nightmare in the evenings. Very congested, very dangerous. I90 very congested all the way through the tunnel. Very difficult to get to the right lane for ICW. There will be many accidents.
134	In addition to increased commute times, I am leaving the house 10 minutes earlier then in past and it is taking at least 10 minutes longer to get home. 'Witnessed' more accidents in one week then in typical one year commute
135	Morning was an awful lot better than afternoon. I leave early in the morning.

136	i had to adjust my schedule to start parking at the park and ride before my 6:00 AM fitness class in the town center. It added about half an hour to my overall commute due to the inconvenience of having to get there so early. i can't count on spaces to be available after my class, and i don't live near any transit options that could take me to the park and ride. this whole thing will be 10x worse when the weather is bad.
137	Evening commute was much worse than normal. So far, the impact of road changes has been traffic eastbound on 90, from seattle to through the Mt Baker tunnel. Evening commute without HOV has doubled.
138	Would be good to have a way for buses leaving the P&R to go directly into the HOV lane. As it is now they need to cross several lanes, which are now skinnier, of busy traffic.
139	To ensure getting parking at P&R I now arrive 20 minutes earlier. The commute east in the afternoon at 4pm has been very light.
140	Coming back to island, eastbound, is also way worse now.
141	Even though my commute was longer to work, it wasn't unpleasant because I don't mind slowing down and I didn't miss having to merge from the center lane HOV over to the main line to get off at Madison Street; however, I absolutely HATE my commute home. Once I get on I90 East from I5, I immediately try to merge over to the right as soon as possible. The narrow lanes are frightful. In many places there is no room on the shoulder for emergencies. I would rather have less lanes but wider. I think there are going to be more accidents and more lawsuits because of these changes. I am only considering the bus because I have more protection in a bus. Sorry for this dramatic response, but I am giving you my sincere, honest feedback. I have commuted to work in this fashion from MI to Seattle daily for 20 years.
142	This is only week one. The real impact will be after school starts again and vacations are over. End of September early October will be the new normal.
143	This is crap, change it back
144	City Council members are idiots
145	My commute has actually been taking a little less time, about ten minutes each day. I'm not sure exactly why but suspect more buses are coming by. Each day I wait less and have more room on the bus. I see things have only improved.
146	Disheartening to pull into the 90 with backed up traffic, but overall around 5 minutes extra to get to Seattle.
147	The bike commute is great, tho I wish there was a little more separation between the bike land and the high speed cars on the bridge. Also, I am embarrassed about the whining on NextDoor.
148	Ride motorcycle in m-w so the commute was easy accessing 90 via the hov lane. The cars were really backed up trying to get onto 90 via the other on ramps. 😞
149	The commute home added 35 mins
150	Th was far worse than any other day, extending my commute by at least 20 minutes. Other days were less, ranging from 5-10 minutes different. More parking near the park and ride that is available until slightly later in the morning (830) would make it far easier for me to commute by bus and I would be happy to do so! Pre-closure, the route by bus was 20 minutes longer than my drive if I had to park near downtown MI or at a southern park and ride.
151	My afternoon commute is very bad - it takes me about 18 minutes longer. I would take the bus but there is no parking. Carpooling is not an option because I don't work consistent hours.
152	tx for asking. please publish rresults
153	Merging in the HOV lanes from MI on ramps is scary. What good is a diamond lane access on-ramp when the HOV lane is not directly available three lanes
154	I am afraid of the narrow lanes!!
155	I scheduled a trip out of town for the week to avoid the initial confusion.
156	The 550 bus is slowed by needing to get on at 77th and not being able to immediatley cross to the HOV lanes until after it is out of the lid tunnel due to the double white lanes prohibiting crossing over into the HOV lane when in the tunnel.
157	There seemed to be more congestion at the EMW on ramp than usual
158	The timing of the lights at East Mercer and I-90 don't make sense now that traffic doesn't back up exiting I-90 to East Mercer. Pedestrians have to wait several minutes to cross when there is no one on the off ramp.
159	I use the 550 bus, which enters 1-90 with the rightmost SOV lanes and then tries to merge onto the HOV leftmost lane. Its not easy trying to do that through the tunnel, and we have extra stops and go. I worry about increased chance of hitting somebody. Also the narrower lanes may seem appropriate for cars, but with a bus in a lane right next to a semi-truck in adjacent lane really doesn't leave a lot of margin of error.
160	The commute was longer and very congested. It is not safe and scary. The carpool lane is not helpful when driving to Mercer Island from Seattle. Dangerous to change lanes when needing to exit.

161	It is scary to go southbound on west Mercer way by bike because there is no shoulder. I live near west Mercer way (mid island) and would like bike lane arrows or "sharrows" to indicate to drivers that they need to share the road.
162	Think the lane configuration actually made it easier.
163	You have messed up our island and transportation on and off island
164	My return commute also took 10+ minutes longer. Trying to get onto I-90 from Rainier, there was a long line of cars southbound on Rainier waiting for the metered ramp to get on eastbound I90, then I90 was packed and very slow to MI
165	Traffic seemed lighter and moved more smoothly than before closure. Eastbound seemed same
166	So far, I have only had to change entrances. I leave my house 6:40 to 6:45 am and haven't seen a significant change in commute time. Losing the ICW SOV entrance and the convenience it presented was not as painful as I thought. I don't seem to run into bike traffic on WMW and am too early to interact with school traffic.
167	I had to plan to leave my home about 30 minutes - 1 hour earlier to make sure I got to work in time for meetings.
168	I90 tunnel lanes are scary narrow!!
169	The better question is how long it took to get home. My 20 minute commute took an average of 60 minutes this week. It is impossible to get from downtown to I-90. It is unacceptable.
170	Going from MI to Seattle on i90 west--Missed the scheduled ferry from Seattle to Bainbridge in bridge and tunnel traffic. Has not ever occurred before--hope its not the same for medical responders/personnel, doctors and patients going to Harborview, Swedish, Childrens Hosp. With Emergency needs. That may now require a helicopter for immediate care in medical emergencies locally.
171	Open up the ICW entrance to ALL traffics
172	Should make i-90 hov lane toll/fastpass capable and give islanders credit for fastpass, making it effectively the same as before.
173	I cannot depend on finding parking at/near the Park n Ride so spouse drove me in each day that I rode the bus. (from the south end!)
174	They need to shorten the entrance control lights on the WMW on ramp
175	The commute home was the issue. Carpooling doesnt relieve congestion occuring this week to transition from I5 to I90. We need more ways to commute by bus home. We need 5 electric vehicles circling EMW, WMW,ICW picking people up and taking them to the buses in the AM.
176	The commute home was much longer +30 b cause of backup from the bridge up to i5
177	sucks and tempted to just enter off ICW into HOV lanes as I am pissed about this entire situation
178	Could not get a space at N Mercer P&R at 7:15 am - all full
179	Coming home between 5-6:30 pm was very challenging. Additionally the narrower lanes seem like a safety concern
180	It would be nice to open both on-ramp lanes on WMW to SOV or speed up the light. The backup almost reached WMW one morning this week. Since the traffic on I-90 isn't moving anyway, moving the cars through the on-ramp faster isn't going to make a difference.
181	I am hateful.
182	This is miserable. We bought our home on the island because of the convenience of the commute. This has doubled my commute time.
183	There were no problems. The group of Mercer Island whiners needs to find something else to complain about.
184	If anything, traffic seemed lighter. May be because local universities are in finals / graduation week and MI elementaries had early release. (both of these things impacted my schedule this week).
185	I parked in the Town Center and walked to the Park Park and Ride. The Park and Ride fills up way too early now. The walk adds 6 minutes each way to my commute.
186	The design no longer works for Mercer Island - Spend the \$10M on a new ramp to Seattle from ICW

	<p>Based on driving to and from Seattle 15 times this week there were a number of unexpected delays due to accidents going East and West on I-90. Over the past 18 months I can only recall one time in which something similar occurred, but I was able to legally take the HOV lane in the center as an SOV.</p> <p>What has been most noticeable is the lane narrowing.</p> <p>While it seems fine during light traffic and places to veer if something were to occur unexpectedly, heavier commute times were extremely trying and cramped.</p> <p>I drive a Prius and it feels cramped. Noticing larger SUV's and trucks in front of me barely fitting into lanes is concerning.</p> <p>Semi-Trucks are downright scary with the new lane width. It will only be a matter of time until a serious accident occurs when a nervous driver, distracted driver, or lane changing semi creates an unavoidable disaster.</p>
187	Hopefully my family, friends, or I am not a part of it.
188	Re-striping is dangerous in places. Review it all SOON.
189	no bueno
190	The bigger impact to me is the closure of the South Bellevue P&R and early filling of the NMW P&R
191	It is summer and schools are out - traffic is light. It will pick up in August. I call on clients and need a car, I expect this to add at least 30 minutes to my commute after Labor Day.
192	I usually drive to PnR or park on the street, with a island before 9am permit. This week I got a ride because the PnR had been filling up by 7am and the street has been almost full before 8. Getting a ride isn't sustainable and neither is a 7am commute. The city needs to provide more available parking to Mercer Island residents only. Don't know where the others are coming from but assume it is those who used to park at Bellevue PnR.
193	Trying to make a left hand turn from southbound 72nd onto eastbound 24th was challenging.
194	I think the choice of start dates reduced the impact of the changes. I expect things to be very bad in the fall
195	<p>I drive across 46th from icw to wmw (including the narrow road) abba then up the windy wmw. This compares to the nice straight arterial icw. This detour both slows me down and is less safe for me as well as pedestrians/bikers on the windy wmw.</p> <p>Also, I never had any traffic coming home once in I 90 before. Now there is severe traffic in the evenings since the closing of the center lanes.</p>
196	Mostly, if I had sov access at icw, I could live with the rest of the changes.
197	Except for accidents, traffic seemed to flow better in each direction on I-90 and on Rainier Ave. S.
198	There is significant congestion caused by HOV users merging right to get to the I5 exchange after the tunnel.
199	The in90 lanes are so narrow they are dangerous...saw several close accidents...very unsafe and scary
200	Bus merging was dangerous. Bus missed exit one day because it could not merge in time.
201	Absolutely ridiculous that I have to detour all the way across the island and through residential neighborhoods to get to an onramp. Once on the bridge, things were not all that different for me, but having to get off ICW is absolutely unacceptable.
202	It was business as usual. Not a big deal.
203	We got lucky with accidents prior to I-90 which evened out the traffic. Whoever decided to reduce the onramps to I-90 like they did have NO IDEA what it is like on the island. We may adjust but it's because of the dumb decisions made which require a lot of maneuvering.
204	I blame the City Council for giving away the Center Lanes
205	the narrow lanes on the bridge are causing significant accidents. Even when no accident, there were people doing 35 in the tunnel as they were scared. I can't imagine 2 trucks side by side in there.
206	The evening commute home from Seattle is about 10 min longer.
207	I started driving a scooter to the park and ride instead of a car knowing the lot fills for cars by ~7am. When winter arrives I will have to find another method to get to the park and ride.
208	I depart for work approximately 7:15 AM. The morning delay is noticeable but not annoying. It's about 33% longer but it is still short leaving that early.