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Sent: Sunday, September 10, 2006 9:46 PM
To: SR520Bridge@wsdot.wa.gov
Subject: SR 520 Bridge Project Feedback

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I-0435-001 Comments:
I live in Redmond and use SR-520 regularly - either by Sound Transit Exprss Bus [route 545] or by car. As with all large urban projects, the interests of neighborhoods are pitted against the interest of the larger community. In the case of SR-520 this conflict is flavored by small, but very wealthy and influential neighborhoods with about 25,000 residents holding at least 500,000 res! idents in Seattle and Eastside hostage. While respect for neighborhoods in terms of noise and air pollution must be incorporated into the final project solution, the growth of the region cannot be "controlled" by a few special, narrow interests. A few specific comments to the draft EIS: 1) The bridge should have 4 lanes in each directions - one dedicated to light rail to connect Bellevue and the Husky Stadium station, one HOV lane and two general purpose lanes - each way. In addition we need a bicycle lane - just like the I-90 bridge. 2) If the I-5 bridge across the ship canal is a bottle neck, then the northbound traffic should be directed to the north end of the bridge with the HOV lane linking up with the reversable express lanes. This may be UofW contribution to a regional solution - rather than fighting it. The southbound traffic should follow the current path across Portage bay and again the HOV lane should connect with the express lanes on I-5. 3) At both east and west the lanes may be placed "over/under" [ref. I-90 Mount Baker Tunnel], rather than "side by side" to reduce the imprint across the Arboretum/Montlake and in Medina. 4) Close the Arboretum exit and remove all old road structures - restore the arboretum. 5) Close 84th Ave intersection and combine it with an improved, full service 84th Ave intersection - give room for an expanded multi-lane tollhouse plaza [tolls will be part of the solution] and narrowing the road back to four lanes in each direction. 6) Combine two intersections at Bellevue Way and Lake Washington Blvd into one full service intersection. Allow for max room/distance for traffic to reach the I-405 intersection where HOV lanes connect directly and light rail connect with the Bellevue - Redmond line. 7) The light rail system would then have a core circle across both bridges between Seattle and Bellevue, which will allow for a very robust, frequent departure schedule competing very favourably with cars. 8) It may prove necessary to close SR-520 partially, or entirely for periods of time to ensure fast progress on the project. While this may prove very inconvenient, it may reduce construction time by years. Thank you for your time - and giving my ideas your full consideration.

I-0435-002

I-0435-001

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 6.4 of the 2006 Draft EIS Comment Response Report.

I-0435-002

Comment Summary:

8-Lane Alternative

Response:

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