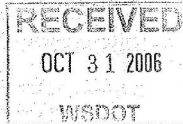




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Hunts Point, Washington 98004
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October 31, 2006

John C. Milton, P.E.
SR 520 Project Director
414 Olive Way, Suite 400
MS NB82-99
Seattle, WA 98101-1209



Subject: SR-520 - 84th Ave NE Interchange Designs

Dear Mr. Milton,

L-014-001

As we have discussed with you and your staff, the Town of Hunts Point has requested that WSDOT evaluate alternate traffic lane configurations for the 84th Avenue on-ramp with the new SR520 Bridge.

We are seeking a solution to improve the flow of traffic on SR520, which will lessen congestion on local streets in Medina, Clyde Hill, Yarrow Point, and Hunts Point. As you know, all of our neighborhoods suffer from the consequences of commuters cutting through our local residential streets to get to the last ramp on 520, thus avoiding huge back ups on 520 that sometimes stretch back the 148th.

Hunts Point has retained Transportation Solutions Inc. (TSI) to review and develop alternative access configurations that would minimize impacts on all our neighborhoods, while improving the operation of your proposed six-lane alternative. TSI's "Alternate Configuration" calls for the construction of a westbound HOV onramp off the lid, directly into the HOV lane, similar to the HOV onramp configuration on I-90 at Island Crest Way. Additionally, we propose double stacking on the SOV onramp to lessen back ups on 84th and Points Drive.

This alternative was recently prepared by TSI, and has not been fully discussed or sorted out by the Mayors of the Points Communities for potential benefits and/or additional problems. We intend to analyze this Alternative with WSDOT over the next few months. Better ideas may evolve from those discussions.

It does, however, seem obvious to me that an HOV ramp entering from the right lane of 520 is a problem. Alternatively, with HOV entering in the center lane, it should reduce mainline congestion by eliminating the need for HOV traffic to weave from an outside onramp across two general purpose lanes into the inside HOV lane. Often 520 SOV lanes are at a stand still on the freeway, so merging HOV traffic would stop and back up too. All of this merging and weaving is

L-014-001

Comment Summary:

Eastside Concerns

Response:

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

10/31/2006
Mr. John Milton
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occurring in the section where the freeway climbs up from the 84th Ave. NE onramp, compounding the congestion even more.

Although we have not provided much detail in the attached Alternative Configuration, TSI proposes three lanes coming across the 84th Avenue lid, as it is today. Headed north, the lanes would be;

1. SOV lane to loop on-ramp, which possibly splits to two lanes for additional stacking on the ramp. (eastern most lane)
2. Center Lane for access to Hunts Point, and for HOV traffic that would turn left at the middle of the lid, yielding to a,
3. Hunts Point egress lane (western most lane, not much traffic exiting Hunts Point)

The benefit of this configuration is to improve the flow of 520, thus lessening congestion south of the lid.

Recognizing that the Draft Environmental Impact Statement indicates that WSDOT will incorporate evaluation of alternatives to the interchange design, we ask that this alternative be studied to reduce the impact of cut through traffic in our neighborhoods.

Thank you again for working with us. We welcome further discussion as you proceed forward with analysis of this proposed interchange modification and other design refinements.

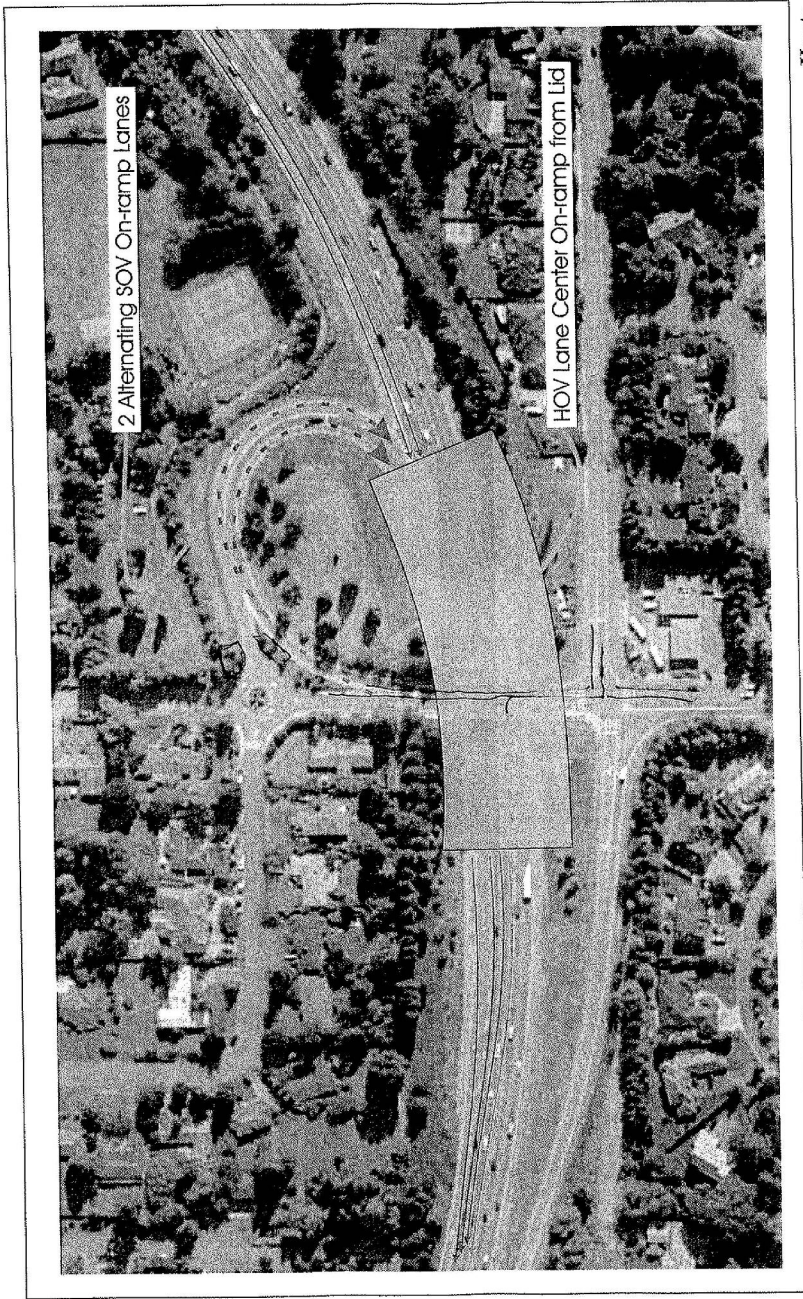
Sincerely,
Town of Hunts Point



Fred McConkey
Mayor

Attachment

- cc. Mayor George Martin
Mayor David Cooper
Mayor Miles Adam
Paul Krueger



Hunts
Point

SR-520 and 84th Avenue NE Interchange
Alternate Configuration

