

VERBAL COMMENT #4

I-186-001

BOB MESSINA: I would like to support going ahead with planning without including light-rail right now.

In other words, light-rail could be a possibility for the future, but I would not like this process held up by having to restudy it and present another option that includes light-rail.

I am a strong supporter of light-rail. For example, San Francisco has many bridges across its bay without light-rail, but they do have a very efficient BART system that has been in use for a very long time. And I think our first system across the lake is going to be across I-90, and we should stick with that light-rail plan and not try to work light-rail into the 520 plan at this juncture.

I-186-002

I like the carpool and transit-dedicated lanes, and that makes a big impact on me, to see buses being able to travel in dedicated lanes. If they can keep that option in there, I think it's a more reliable commute across the bridges.

* * *

I-186-001

The SR 520, I-5 to Medina project would be constructed without light rail but could accommodate it in the future. Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. Section 2.4 also explains how the SR 520, I-5 to Medina project can accommodate future high capacity transit, such as proposed bus rapid transit or potential future light rail.

I-186-002

The HOV lane will be open for buses and carpools and will be located in the inside lanes for improved accessibility at the Montlake Boulevard and I-5 express lanes direct access ramps.