

From: jganion@hotmail.com [mailto:jganion@hotmail.com]
Sent: Tuesday, February 23, 2010 8:09 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Jana Ganion
Address:
City:
State: WA
County: King County
Zip:
Email: jganion@hotmail.com
Phone:

I-195-001

Comments:
Why is there no option with mass transit rail infrastructure built in? I would not support any bridge rebuild that did not have a mass transit design - specifically the infrastructure to support light rail for future tie-in to that system.

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Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. While WSDOT believed that the design of the SR 520, I-5 to Medina project already accommodated potential future light rail, the agency worked with the City of Seattle and Sound Transit to identify changes that would enhance the corridor's rail compatibility. The Preferred Alternative reflects these design changes and allows for two potential future rail options:

- Option 1: Convert the HOV/transit lanes to light rail. This approach would accommodate light rail by converting the HOV lanes to exclusive rail use. Trains would use the direct-access ramps at Montlake Boulevard to exit, or could utilize a 40-foot gap between the eastbound and westbound lanes of the west approach to make a more direct connection to the University Link station at Husky Stadium.
- Option 2: Add light-rail only lanes. This approach would allow several connections--via a high bridge, a drawbridge, or a tunnel--to the University Link station.

Since rail transit in the SR 520 corridor is not programmed in current regional transit plans, any future project to add rail in the corridor would need to undergo an extensive planning and environmental review process by the responsible transit agency prior to implementation. See Chapter 2 of the Final EIS for further discussion.