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Sent: Monday, April 12, 2010 1:44 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

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Comments:

My understanding of Option A, which appears to be the Option preferred by WDOT and the Governor, is that it is a proposed 6 lane replacement bridge that has not been designed to incorporate mass transit IE light rail. I just can't believe that decision makers will spend \$9+ billion for a bridge replacement that will hopefully last 50+ years without at least planning for mass transit capacity that may need to occur sometime in the future. Putting more cars on an expanded bridge will only create more problems at the entrances and exits. I urge reconsideration of this option to incorporate future light rail mass transit.

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The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. Thus, the project is aligned with improving the overall efficiency of the transportation system by creating incentives for people to choose an alternative to driving alone. 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. 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.