

From: Eric Feigl, M.D. [mailto:efeigl@u.washington.edu]
Sent: Wednesday, March 31, 2010 3:36 PM
To: SR 520 Bridge SDEIS
Subject:

Hi

- Please get modern and build the Mountlake station and bridge end so that it will accommodate future light rail on the new 520 bridge.

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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.

Both approaches would require the addition of supplemental floating bridge pontoons to support the additional weight of light rail, should the regional decision to add light rail be made and funded. Such a decision would need to be planned and programmed by regional land use and transit agencies, funded by a public vote, and evaluated in its own environmental analysis. See Chapter 2 of the Final EIS for further discussion of potential future light rail.