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From: Robin Randels [mailto:rkrandels@comcast.net]

Sent: Wednesday, April 14, 2010 11:32 AM

To: SR 520 Bridge SDEIS

Subject: 520 bridge

I-278-001

Please, please, please put light rail on this bridge as well as the I-90. If we are to make a commitment to move people out of cars and reduce the negative effects on the planet and it's people, we need to get serious about providing people with real and viable transit options. Transit needs to become a priority, not an after thought.

Busses are great but they still use diesel fuel and are subject to traffic even with hov.

Build the light rail and they will come, but build it smart. Expecting north end residents to travel downtown in order to get to the East side rail connection is not viable. Light Rail should go where people want to go and not end short of it's final destination (i.e the airport. Why not go right into the airport and take an elevator to the ticketing like they do in Europe? The long walk through the garage discourages use when toting baggage for elderly and even able bodied people.) Let's make our new light rail system useful by being able to hop on and hop off without being stranded for another 15 minutes and adding extra waiting time to our already busy days. Lets have special carriages for wheeled vehicles like strollers, bikes and wheelchairs so they don't impede the foot passengers. When light rail can compete with SOV in terms of convenience, cost and time saved, we will have a truly useful system.

Now is the time to implement the light rail on 520 even if it means a delay in the design and build process. Seattle traditionally talks and talks and eventually builds something that is so compromised that it doesn't really serve it's purpose. Let's break with tradition and build it right this time.

Thank you for your consideration,

Robin Randels

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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. The decision to locate Sound Transit's initial east-west light rail transit corridor on I-90 rather than SR 520 has been made through extensive regional deliberation (see Table 2-2 of the Final EIS). The SR 520, I-5 to Medina project would result in immediate benefits for transit speed and reliability in the corridor by providing high-occupancy vehicle (HOV) lanes across the floating bridge and better HOV connections at the Montlake and I-5 interchanges. The HOV lanes would allow for the near-term implementation of bus rapid transit, as called for in the SR 520 High-Capacity Transit Plan. However, through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options (see Section 2.4 of the Final EIS). While WSDOT is not the agency responsible for implementing light rail in the Puget Sound region, WSDOT will continue to work with Sound Transit as ST studies the potential for long-term implementation of rail in the SR 520 corridor.