

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

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- * 6. Zip Code: 98007

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-108-001

The bridge is not as important as having a massive subway system such as in Guangzhou, Guangdong, China. It's fast, clean, reduces the need for buses, cars and surface rail trains.

Sorry to say, America doesn't have the vision of the future that other nations and cities do regarding safe, inexpensive and clean subway transportation. The really unfortunate concern is this could have been done many years ago when the actual costs would have been cheaper.

Americans love the costly and polluting cars and trucks, too much. As a naturalized American I enjoyed the subway much better than using my own car.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

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Comment noted. 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). 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 Chapter 2 of the Final EIS).

As described in Chapter 1 of the SDEIS and in the Range of Alternatives and Options Evaluated Report (Attachment 8 to the SDEIS), an extensive range of alternatives has been evaluated for this project. Alternative corridors, technologies (e.g. tubes and tunnels), and travel modes, as well as many design variations within the existing corridor, were evaluated as part of the Trans-Lake Washington Study and again after the initiation of NEPA review in 2000. Chapter 2 of the Final EIS provides additional information on how alternatives were developed and evaluated, and why some solutions were determined not to be reasonable alternatives.