

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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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-144-001

All new major capital funds should have a significant mass transit component. Spending the limited capital funding available towards replacing almost what we have today is not responsible to the future of the region. It will take decades to implement a regional mass transit that will free us from gridlock, improve commerce and end our dependence on fossil fuels. When do we start if not now?

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.

**I-144-001**

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. 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. Full build out of light rail transit in the corridor; however, would require modifications provided as a future project. It is clear that there will be a need for construction and additional costs to add light rail to the SR 520 corridor, but the costs and risks associated with such an addition have been minimized by the design elements included in the preferred alternative. See Section 2.4 of the Final EIS for further information.

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.