

**Supplemental Draft EIS Environmental Hearing
Comment Form – Feb. 23, 2010**

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS 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 through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina 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.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

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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, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-052-001 | 1) Build light rail on new 520 bridge at the cost.
It will be cheaper and be available for use much earlier.

I-052-002 | 2) Plan bicycle/pedestrian way on north side of bridge
so that it is sheltered from southerly winds which can
impair of ^{the} ~~the~~ major wind storming (consider I-90
bike - walk way)

I-052-001

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. Table 2-2 of the Final EIS illustrates the history of regional decision making on east-west mass transit routes, which began in 1967 when the Comprehensive Public Transportation Plan for the Seattle Metropolitan Area identified a rail corridor from Seattle to Bellevue and Redmond on I-90. Subsequent studies and agreements over the next 40 years have all continued to identify I-90 as the preferred rail transit corridor, with predicted ridership similar to or more than SR 520 and substantially lower costs and environmental effects.

The vision for bus rapid transit in the SR 520 corridor has been identified in the SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit. This plan finds that future demand for transit in the 520 corridor until at least 2030 would be met with bus-rapid transit that runs in HOV/transit lanes -- complementing Sound Transit's East Link. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated HCT facilities in both I-90 and SR 520. Therefore, the new SR 520 bridge and associated interchanges will be built in a way that allows the structure to accommodate a two-way light rail line or busway at a future date. 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. Chapter 2 of the Final EIS provides further discussion. Under the SR 520 High Capacity Transit Plan, Sound Transit would study the demand and necessity of light rail later in this decade. For more information, please see the SR 520 High Capacity Transit Plan at <http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm>.

