

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-124-001

I'm concerned that I see no reference to HCT capacity on the remaining bridge options and that if we are building something for the next 50+ years, it should of necessity either contain the capacity for or be able to be retrofitted for HCT. Is the A+ option capable of being converted to HCT use at some point in the future? If not, what is the additional cost of adding that capability to the pontoons now? What would be the cost of an entirely new bridge for HCT use only? I'm guessing the latter would be much, much more expensive than the former, if at some point we decide as a Region that a 520 corridor HCT option is a need.

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-124-001

The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes, complementing Sound Transit's East Link on I-90. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated high capacity transit facilities on 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.

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. Light rail could be accommodated either by converting the HOV lanes for rail use or by adding light-rail only lanes. 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 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 information.

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>.