

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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CommentDate: 3/31/2010 19:20
Comment Source: Online Comment

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-221-001

Mandatory structural engineering be required and built to accommodate light rail service on the new 520 bridge. This is a chance of a lifetime now. If light rail is not constructed now, at the minimum, the bridge should be built to structurally support light rail for the future use.

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-221-001

Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned.

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 and allows for two potential future rail options, as discussed in Section 2.4 of the Final EIS. 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 light 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 discussion of potential future light rail.