



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: 4/13/2010 2:41
Comment Source: Online Comment Form

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-271-001

In reading the EIS, I'm struck by the absence of any mention of the impacts on adjacent neighborhoods. I do not think of myself as a NIMBY but, I do think that some consideration should be shown towards those who will be stuck living next to an ugly, widened Montlake Boulevard and 520 footprint. My property is adjacent to both. I can expect increased noise, soot and reduced property value. I think that DOT should consider the excellent example set by Port of Seattle in their successful program to mitigate against jet noise by insulating and retrofitting homes in flight paths. I understand the need for increased capacity on 520 and have no objection to the concept of expansion. However, not addressing the reality that those of us that live next to it will be impacted seems illogical and counterproductive. Honesty in addressing these issues will lead to much less resistance and resentment.

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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Since the SDEIS was published, FHWA and WSDOT have developed a Preferred Alternative that is similar to Option A, but with a number of design refinements. Refinements related to transit, including forward compatibility with future light-rail infrastructure (discussed in Chapter 2 of the Final EIS), will optimize the role of transit. In the near term, high-capacity transit in the form of bus rapid transit (BRT) is proposed for the new HOV lanes when they open, as described in the 2008 SR 520 High-Capacity Transit Plan. Transit improvements on Montlake Boulevard, including two-way HOV lanes between the SR 520 interchange and NE Pacific Street, will also help to optimize the role of transit in the project area.

The value of real estate cannot be predicted with any certainty; thus assessing a project's effect on the value of private property would be speculation at best. The NEPA process avoids such speculation when supporting evidence is lacking.

The Preferred Alternative includes measures to reduce noise in the SR 520 corridor, such as 4-foot concrete traffic barriers with noise-absorptive coating. These noise reduction strategies, which were not included in Option A, were included in the Preferred Alternative after consideration of community and stakeholder reaction to the SDEIS. Please see Section 2.5 of the Final EIS for more information on the noise reduction strategies that avoid or minimize noise effects for the SR 520, I-5 to Medina project and the Noise Discipline Report Addendum (Attachment 7 to the Final EIS) for a discussion of how noise reduction strategies will address effects on noise in the corridor.