

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.

1. Name: Ellen Cole CommentDate: 4/16/2010 4:37  
 2. E-mail: ellenmcole@hotmail.com Comment Source: Online Comment Form  
 3. Address: 2319 Broadway East  
 4. City: Seattle  
 5. State: WA  
 \* 6. Zip Code: 98102

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-322-001** | We are extremely concerned about the proposed ramp from SR 520 to I5 that is slated to run adjacent to our Capitol Hill neighborhood. The designs we are seeing raise the level of the freeway to a height that will increase the noise and dirt to our homes that will make life next to the freeways even more unliveable. These changes will decrease our property values to an even greater degree than the recent economic downturn has done - in which case our property taxes will decrease, so government coffers will suffer as well! But our real concern is quality of life. Since the "sound walls" have gone in along I5 in our neighborhood, the noise levels on our side (east of the freeway) have actually increased. We spend almost no time in our yard, and when we do, we cannot speak to one another in normal voices. The ramp design that is being considered will excacerbate not only the noise into our homes, but will invade our view even more than the vast concrete wasteland already there, under our windows.
- Try to imagine having your kids and grandkids come to visit in July or August, and not being able to sit in your yard and talk to one another. What is being proposed for the SR520 to I5 connector will simply make it impossible for us to ever enjoy our yard, or even open a window - the noise and dirt are already nearly intolerable and this will make it worse.
- I-322-002** |
- I-322-003** | In addition, we don't understand why such a monstrosity would be built to accommodate more autos - where is the big-city thinking? We would be far more open to watching a train speed past, but more cars is just not a progressive, thoughtful solution. It's great that buses will have the HOV access, but it will be extremely painful and discouraging to watch a parade of cars - even with more than one passenger in them.
- I-322-004** | We hope planners will go back to the drawing board on this element of the SR520/I5 scheme, and think hard about the impact on those of us who already tolerate more than our fair share of noise,

**I-322-001**

As indicated in the comment, the profile of the new reversible HOV ramp from SR 520 to the I-5 express lanes would be slightly higher where located across I-5 than the existing ramp. This height difference is due to clearance requirements of I-5 beneath the proposed ramp. There are no anticipated increases to dirt to surrounding homes as a result of the proposed ramp, and noise levels have been analyzed in the Noise Discipline Report Addendum. At this time, FHWA and WSDOT cannot estimate changes to property values as a result of highway projects because there is no approved or recommended methodology to accurately or reasonably characterize those kinds of effects.

**I-322-002**

Noise abatement along I-5 in the North Capitol Hill area was considered in the analysis for the Preferred Alternative. A noise wall along WSDOT right-of-way between I-5 and Harvard Avenue East and along a small spur of Broadway East near 10th Avenue East and SR 520 was evaluated for cost-effectiveness. However, further structural review is required to conclude if including the wall is reasonable and feasible before recommending it to the communities. This review will take place during final design. See Section 5.7 of the Final EIS and the Mitigation section of the Noise Discipline Report Addendum (Attachment 7 to the Final EIS) for further information.

**I-322-003**

The SR 520, I-5 to Medina project would complete the HOV lane system in the corridor, improving reliability and efficiency for transit and carpools, but would not add general-purpose lanes. 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 (see Table 2-2 of the Final EIS). Section 2.4 also explains how the SR 520, I-5 to Medina project can

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1. Name Ellen Cole CommentDate: 4/16/2010 4:37  
2. E-mail [ellenmcole@hotmail.com](mailto:ellenmcole@hotmail.com) Comment Source: OnLine Comment Form

**I-322-004**

dirt, and discomfort due to our proximity to the freeways. Do we really deserve more, when the plans won't reduce traffic, streamline transfers, or mitigate the use or impact of the automobile in our region? Where is the creative thinking?? Thank you.

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.

accommodate future high capacity transit, such as proposed bus rapid transit or potential future light rail.

**I-322-004**

The Preferred Alternative incorporates design refinements that that respond to community and stakeholder reaction to the SDEIS. Changes include a revised and expanded Montlake Lid, new noise reduction strategies, and changes to the bridge height and shoulder widths in certain sensitive areas. These modifications included in the Preferred Alternative are intended to minimize the effects presented in the SDEIS. WSDOT will continue to work with communities affected by the SR 520, I-5 to Medina Bridge Replacement and HOV Project, including the Laurelhurst community, to minimize, avoid, and/or mitigate the effects of construction and operation.