

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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.

**Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.**

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Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-137-001

The interchange plan would not make sufficient allowances for bicyclists and pedestrians. The 5-ft bike lane that is in the DEIS is not adequately safe as it places people on bicycles next to fast-moving traffic. A full separated bicycle and pedestrian facility is what is needed to not only make allowances for very experienced strong riders but to do what we need to do: encourage bicycling and walking for all people. A ped/bike bridge over the interchange, or some other form of totally separated facility must be considered, for the safety of bicyclists and pedestrians, and to encourage these modes in order to create a safer city for all that produces fewer greenhouse gases.

*These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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.*

I-137-001

Some refinements to nonmotorized connections across the Montlake Cut have been developed since publication of the SDEIS. In accordance with the requirements of ESSB 6392, WSDOT has worked collaboratively with SDOT, the City of Seattle Pedestrian Advisory Board, and Seattle Bicycle Advisory Board to develop design refinements that would improve safety and enhance the pedestrian and bicycle experience in the Montlake interchange area.

The Preferred Alternative evaluated in this Final EIS provides a new lid in the Montlake Interchange Area along SR 520 from McCurdy Park to Montlake Boulevard. The bicycle/pedestrian path would follow an underpass at Montlake and end just west of Montlake to connect with the existing Bill Dawson Trail. An upper-level connection would lead bicyclists and pedestrians to 24th Avenue E. These and other design refinements developed during the ESSB 6392 workgroup process are included in the 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 of the Final EIS) and described in Chapter 7 of the Final Transportation Discipline Report.