

To: Mayor Murray, City Council Members and SDOT Director Kubly
From: Seattle Bicycle Advisory Board
Re: SR520 Project
Date: September 22, 2015

The Seattle Bicycle Advisory Board has continued to advise the SR520 Project in collaboration with SDOT Staff Lyle Bicknell and Candida Lorenzana and WSDOT staff Brian Dobbins.

This major transportation project represents an important opportunity to ensure we meet the Bicycle Master Plan goals of Safety, Connectivity, Ridership, Equity and Livability.

This project demonstrates our City and Region's commitment to encouraging people of all ages and abilities, to bike and walk comfortably, conveniently and safely.

We commend the City of Seattle and Washington Department of Transportation for transforming the project from its initial primary focus on motorized vehicles to include significant focus on active transportation choices. While Seattle is experiencing overall economic growth, many residents are experiencing economic challenges in trying to work and live in the city. Their most economical transportation choices are walking, bicycling and using transit. **Providing well-connected, safe bicycle facilities in the SR520 project, supports economical transportation choices for residents of all ages, abilities and incomes.**

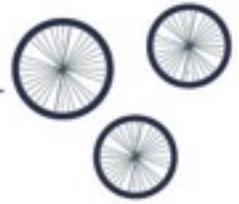
The City of Seattle and WSDOT decisions on the SR520 design and implementation are critically important opportunities to create the environmentally sustainable city envisioned by Seattle's Climate Action Plan Walking and bicycling are environmentally sustainable and healthy transportation modes that reduce vehicle congestion, improve air quality, and reduce use of fossil fuels.

The Seattle Bicycle Advisory Board supports funding the following components of the SR520 Design and Implementation:

1. A **Pedestrian and Bicycle Bridge** over the Montlake Cut
2. The **Proposed Land bridge**
3. The **Portage Bay Protected Bicycle Lanes**
4. Improvements on the **Bill Dawson Trail connections**

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534



SBAB recommends that the City of Seattle fund and complete connections between streets and sidewalks to/from the SR520 facilities utilizing Protected Bike Lanes, Off-Street paths and Neighborhood Greenways, most especially:

1. **Neighborhood Greenways** in the East Roanoke Street/Montlake Boulevard corridor connecting to the greenway routes in the Central Neighborhood Greenway Network.
2. **Undercrossing at 10th Ave East** connecting the 10th and Delmar lid shared-used path to Broadway Avenue East
3. **Protected Bike Lanes at the Montlake Bridge** and University of Washington.

The Seattle Bicycle Advisory Board supports the SR520 Resolution including:

Section 3. In order to achieve benefits identified in Section 2, the City expects that the State utilize resources currently identified for a second Montlake bascule bridge for a non-2 motorized bridge and other improvements that enhance mobility for those traveling to, from 3 and through the SR 520 corridor and minimize impacts on affected neighborhoods.

C. Multimodal Network Enhancements 9

(1) A bicycle and pedestrian bridge, at least 22 feet wide, crossing the Montlake 10 Cut, as requested in Section 2 of this Resolution. 11

(2) Approaches for the bicycle and pedestrian bridge that are safe, functional and 12 consistent with bicycle and pedestrian infrastructure north and south of the 13 Montlake Cut crossing.

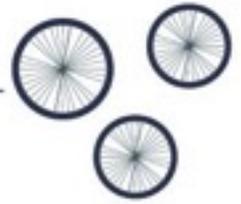
(3) Completion of the bicycle connection provided by the State from the 10th and 15 Delmar lid via Broadway to the proposed City greenway at Harvard Avenue 16 East. 17

(4) Completion of the connections from the 14-foot shared use path on the Portage 18 Bay Bridge along East Roanoke Street from West Montlake Place to 22nd 19 Avenue East, extending to 24th Avenue East. 20
Section

Section 4. The City expects that during final design of the project, the State will refine 21 and incorporate the following components:

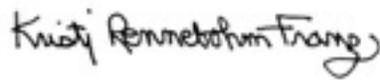
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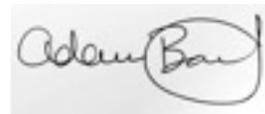


- (3) A design solution for the Bill Dawson Trail supported by the City and 12 community groups. The City expects WSDOT to continue to work with 13 National Oceanic and Atmospheric Administration (NOAA) to resolve 14 remaining issues and develop a revised design that provides safe and separated 15 connections for bicycle and pedestrians on the Bill Dawson Trail north to the 16 west side of Montlake Boulevard and east-west under Montlake Boulevard E. 17 These connections should be designed with clear sight lines for all users, 18 lighting for visibility and incorporate CPTED principles of natural surveillance. 19 Expression of the City's continued support is contingent on this revised design.

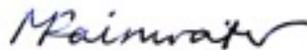
Sincerely,



Kristi Rennebohm-Franz
Chair



Adam Bartz
Vice Chair



Merlin Rainwater
Vice Chair



Don Brubeck
Secretary

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