

Kristi Rennebohm Franz,
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Adam Bartz, Vice-Chair
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Don Brubeck, Secretary

Amanda Barnett
Jeff Aken
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Steve Kennedy
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Puja Shaw

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

July 7, 2016

To: Daniele Dunjic, WSDOT SR 520 Project Engineer

Re: **SR 520 Project**

Dear Ms. Dunjic:

We would to thank WSDOT for the comprehensive update on the SR520 project at our June 1, 2016, Board meeting, and for soliciting project input from the Seattle Bicycle Advisory Board (SBAB).

The SR520 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.

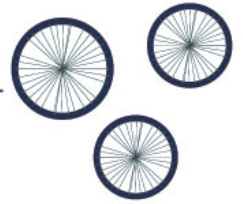
As the project moves forward, we are encouraged by WSDOT proactively working with SBAB to ensure that SR520 is a positive project for active transportation when completed, but we also hope the project does not adversely impact safety or connectivity during construction.

Connectivity should be consistent, safe, and predictable throughout the duration of the project. SBAB recommends the following on connectivity:

- Wayfinding signage should be installed and should be consistent with current SDOT practices for bicycle projects.
- The Central Area Greenway should be extended both east and west along E Roanoke St to connect the future portage bay bridge multi-use path to the west and the Lake Washington Loop and the land bridge to the east and include safe, comfortable crossings of Montlake and Lake Washington Blvd East.
- We encourage resolving negotiations with NOAA to address connectivity north of Montlake Blvd.
- In 2017, when the bridge trail opens, there should be an easy connection for those traveling south that does not require them to travel North through Montlake or west on E Hamlin St (a one-way street traveling east).

SBAB recommends the following access improvements for the Montlake portion of the SR 520 project:

- All trails must be designed for all ages and abilities.
- Design for consistent use year-round, so trail can be accessed for transportation purposes during special events.



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- Bike racks should be installed throughout the area.
- Connections to major transit transfer points must be ADA accessible
- Bike cages, on-demand lockers, Pronto stations, and bike repair stations should be installed at major transit transfer points, including UW Station.

SBAB recommends the following safety features for the SR520 project:

- All trails and amenities should be well lit at all hours.
- The trails, landscaping, and amenities should be consistently maintained.
- Take sight lines into consideration in all landscaping decisions and maintenance.
- Installed amenities should not encroach on the trail.
- The intersection of 24th Ave E and E Lake Washington Blvd should be a 4-way stop rather than a traffic light controlled intersection.
- The lane widths on Montlake and the on/off ramps should be designed using NACTO standards and use the narrowest lanes possible to improve safety and shorten pedestrian and bicycle crossing distance.

SBAB recommends installation of the following facilities and amenities throughout the Montlake portion of the project:

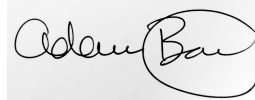
- Bathrooms.
- Water stations that easily allow filling of standard sized water bottles.
- Pathway pavement treatments consistent with current SDOT practices for bicycle projects.
- Covered shelters with benches and/or tables.

Again, thank you for the opportunity to provide input on this tremendously important project.

Sincerely,



Kristi Rennebohm-Franz
Chair



Adam Bartz
Vice Chair



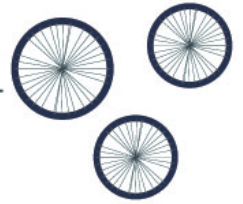
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Council Members Mike O'Brien, Rob Johnson, Kshama Sawant, Lisa Herbold
SDOT Director Scott Kubly
Nicole Freedman, SDOT
Bill Laborde, SDOT
Lyle Bicknell, SDOT

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