

Dear Mayor Murray,

Thank you for your leadership building a transportation system that moves people efficiently throughout the region, and creates healthy places to live, work, and play. We are glad you share our vision of a modern transportation system that furthers Seattle's economic, social justice, climate, livability, public health, and safety goals. **We want to start by thanking you for the significant improvements that have been made to the SR-520 design over the past year.** The collaboration between SDOT, WSDOT, and consultants has resulted in better solutions than previous iterations.

We understand WSDOT has unduly constrained this collaborative effort, and been unwilling to reconsider some of the underlying assumptions. By locking down the requirements for the number of access ramps and the Montlake interchange configuration, WSDOT has closed the door to innovations that would significantly improve the comfort and safety for people walking and biking (such as options X, Y, and Z on page 44 of the SR 520 Final Concept Design document). We recognize these constraints are unlikely to be reexamined before funding is secured this legislative session.

We recommend the following changes that would make this project safer and healthier for Seattle. This \$1.5 billion project will be set in concrete for the next eighty years. It must work for kids walking to Montlake Elementary, elders walking from the Husky Light Rail Station to the Arboretum, or a physician in scrubs biking from the Central District to the UW Medical Center. We urge you to continue to lead us towards a better transportation future.

Top SR-520 Design Innovations and Remaining Opportunities

We support the following design innovations proposed by WSDOT

- A. *North-South: A Montlake Cut walking and biking bridge* will alleviate the failing level of service on the existing bridge for people walking and biking. Alignment B would add the most value to Seattle's transportation system by connecting to the proposed protected bike lanes on Montlake Boulevard and to the future UW Light Rail Station. This connection is part of the 2014 Seattle Bicycle Master Plan.
- B. *North-South: The "Land Bridge"* will provide a useful and iconic connection over the SR-520 highway mainline.
- C. *East-West: An E Roanoke Greenway and short E-W protected bike lane* along E Roanoke St will form the critical East-West connection in this system for people of all ages and abilities.
- D. *East-West: The Portage Bay Bridge Trail* will be a critical piece of the healthy transportation infrastructure for the city and region. This facility is part of the 2014 Seattle Bicycle Master Plan.

We strongly recommend the following design improvements

1. *North-South and East-West:* Given that separated above grade options have been taken off the table for now, it is incumbent upon WSDOT to create the safest possible **Montlake interchange pedestrian crossings** along both sides of Montlake Blvd for people of all ages and abilities. To accomplish this, all on-ramp and off-ramp conflict points should be raised crosswalks, lane widths should be reduced to NACTO standards, turning radii should be consistent with NACTO standards, and the on-ramp storage lanes should be narrowed to a single lane at pedestrian crossings. These improvements are consistent with WSDOT approved NACTO and SDOT's ROWIM.
2. *North-South:* A two-way **protected bike lane on the east-side of Montlake Blvd** from E Roanoke St, across a new walking and biking bridge, to the University Light Rail Station at Husky Stadium is important to creating a safe and convenient system for people biking through this area. This facility is part of the adopted 2014 Seattle Bicycle Master Plan.
3. *North-South:* **Funding for neighborhood greenway improvements along the Lake Washington Loop** from the SR-520 Lid south will simultaneously improve a key link in the non-motorized system and improve the livability of the neighborhood by mitigating cut-through traffic from the relocation of the eastbound SR-520 ramp. These improvements are part of the adopted 2014 Seattle Bicycle Master Plan.

Thank you for your continued commitment to improving the SR-520 project.

Sincerely,

Barb Chamberlain, Washington Bikes

Bob Edmiston, Madison Park Greenways, Seattle Board of Park Commissioners

Cathy Tuttle, Seattle Neighborhood Greenways

Dennis Shaw, MD, Montlake Greenways

Elizabeth Kiker, Cascade Bicycle Club

Forrest Baum, University Greenways

Jerry Fulks, Arboretum Neighbors for Safer Streets

Lionel Job, Montlake Community Club Transportation Committee, Montlake Greenways

Lisa Quinn, Feet First

Mike Archambault, Capitol Hill Community Council, Central Seattle Greenways

Shefali Ranganathan, Transportation Choices Coalition



feet first Transportation Choices
promoting walkable communities



Full comments on the 520 West Side Final Concept Design Draft Documents

Using the *SR 520 and City of Seattle Non-Motorized Connectivity Network* and *520 West Side Final Concept Design Draft* documents as our reference, we strongly support or recommend the following design improvements.

Montlake area

We support the following design innovations proposed by WSDOT

- **Montlake Cut walking and biking bridge:** A new walking and biking bridge over the Montlake Cut, with a strong preference for alignment B to connect with protected bike lanes on Montlake Boulevard and the future UW Light Rail Station. We do not support alignment A, which includes unnecessary travel lanes for motor vehicles.
- **520 Land Bridge:** The “land bridge” (labeled #36).
- **E Roanoke Greenway and short E-W protected bike lane:** A neighborhood greenway treatment of E Roanoke St from Lake Washington Blvd to Montlake Blvd (labeled 31), improved crossing of E Roanoke and Montlake Pl E (labeled 32), and protected bike lane from Montlake Pl E to the Portage Bay Bridge Regional Shared-Use Path (labeled 31 and 32).
- **Raised Crosswalks:** Raised crosswalks and other crossing enhancements such as raised intersections should be incorporated at every off ramp and on ramp location at at the intersection of 24th Ave E and Lake Washington Blvd (labeled 21 and 21d).
- **Stop Signs:** A stop controlled intersection at 24th Ave E and Lake Washington Blvd will greatly improve driver compliance of the crosswalk (labeled 35).
- **Other design improvements:** We support the design improvements labeled 25, 26, 21b, 27, 21c, 25, 39, 29, 28, and 30.

We strongly recommend the following design improvements

- **Montlake interchange pedestrian crossings:** Given that separated above grade options have been taken off the table for now, it is incumbent upon WSDOT to create the safest possible surface crossings along both sides of Montlake Blvd for people of all ages and abilities. To accomplish this, all on-ramp and off-ramp crossings should be raised to provide speed reduction at crosswalks. Crossing distances should be shortened further by reducing the number of excess on-ramp storage lanes at the junctions with Montlake Blvd. This excess on-ramp space is meant to provide queuing storage for vehicles waiting to get on the highway. These lanes could function equally well as storage space if curb bulbs were created at the intersections to narrow the opening to a single lane, and then expanded to WSDOT’s desired two lanes after the crosswalk. Turning/corner radii should be consistent with NACTO standards. Crossing distances should be further shortened by reducing lane widths to NACTO standards. Instead of 14.6’-17.5’ lanes, lanes that are meant to accommodate buses should be 11’ and general purpose lanes should be 10’.

- **Montlake Blvd protected bike lane:** A north-south two-way protected bike lane on the east-side of Montlake Blvd from E Roanoke St, across a new walking and biking bridge, to the University Light Rail Station at Husky Stadium. We support the option labeled “23c” or “option 3.” This facility is part of the 2014 Seattle Bicycle Master Plan.
- **Lake Washington Loop traffic calming and connections:** Funding for additional neighborhood greenway treatment from the SR-520 Lid south along the existing Lake Washington Loop signed bicycle route, creating a critical improvement to the non-motorized system and simultaneously improving the livability of the neighborhood by mitigating cut-through traffic from the relocation of the eastbound SR-520 ramp. These improvements are part of the 2014 Seattle Bicycle Master Plan.
- **Other crossing improvements:**
 - An improved crossing of Montlake Blvd at E Shelby St.
 - An improved crossing of Lake Washington Blvd E to the Arboretum Trail at E Roanoke St.
 - An improved crossing of 24th Ave E at E Lynn St.

Portage Bay Bridge and Bill Dawson Trail area

We support the following design innovations proposed by WSDOT

- **Portage Bay Bridge Trail:** A non-motorized path on the Portage Bay Bridge (labeled #8). This facility is part of the 2014 Seattle Bicycle Master Plan.
- **Portage Bay Bridge Trail connections:** At grade connection from the non-motorized Portage Bay path to E Roanoke St protected bike lane and to the Delmar Dr protected bike lane, and on the other end from the bridge to E Roanoke St and the Bill Dawson Trail labeled 12a, 12b, and 17.
- **Bill Dawson Trail:** Improvements to the Bill Dawson Trail labeled 16, 18, and 19.

We strongly recommend the following design improvements

- **Reduction of trail conflicts:** Best practices to reduce conflicts between people biking and people walking on the Portage Bay Bridge Trail.
- **Continued improvement of social safety:** International best practices to improve social safety on the Bill Dawson Trail and Montlake Blvd underpass.

Roanoke Park Lid areas

We support the following design innovations proposed by WSDOT

- **Delmar lid undercrossing:** Connect the Delmar Lid trail to Federal Ave E, 10th Ave E, Broadway Ave E, and E Roanoke Park (labeled #8).

- **Improved I-5 crossing:** A 30 foot wide separating crossing on the south side of East Roanoke Street over I-5 with an improved sidewalk in front of the fire station (labeled 3 and 7).
- **East Roanoke Street and 10th Ave E crossing:** Improving the t-intersection to facilitate safe crossings for people walking and biking (labeled 6).
- **Other Roanoke area improvements:** We support the design improvements labeled 4,5a, 5b, and 5c.

We strongly recommend the following design improvements

- **Protected bike lane on Delmar Dr E:** Install a short protected bike lane on Delmar Dr E and E Roanoke St from E Interlaken Blvd and the Portage Bay Bridge Regional Shared-Use Path to the Tops K-8 School.
- **Neighborhood non-motorized connections and traffic calming:** Funding for a protected bike lane on 10th Ave E or a neighborhood greenway on Federal Ave E.