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Michael Wong

To: Mayor Murray, City Council Members and SDOT Director Kubly
From: Seattle Bicycle Advisory Board
Date: April 7, 2015

The Seattle Bicycle Advisory Board has reviewed the SR520 Design as presented to and discussed by our board with SDOT Staff Lyle Bicknell and Candida Lorenzana.

This major transportation project represents a huge opportunity to ensure that all transportation modes, regardless of age or ability, can bike, walk comfortably and conveniently when using the SR520 facilities and all connections to and from it. The design needs to serve all modes with a high priority on safe and equitable connectivity.

The SR520 and Seattle City streets are major, visible transportation routes for residents and visitors of Seattle. **With SR520 designed for increased safe and comfortable options for people riding bikes and walking, this project can signal and represent our City and Region's priority and commitment to encouraging and supporting residents and visitors to walk and ride bikes.** To do anything less than top performance design and implementation for pedestrians and riders of bicycles is a missed opportunity and falls short of an obligation to improve transportation choices for resident of and visitors to Seattle.

What the City of Seattle and WSDOT do in the design and implementation of SR520 can also signal and represent the best possible transportation choices that are environmentally sustainable, efficient and economical . The SR520 project design and implementation is a very important opportunity to reduce congestion, improve air quality, reduce use of fossil fuels, and support people wanting to ride bicycles and walk as their first choice of healthy, safe, economical, efficient and socially enjoyable major transportation mode for the 21st Century.

The Seattle Bicycle Advisory Board commends the following in the SR520 Design:

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



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In addition, to meet the Seattle BMP goal of Equitable Connectivity, **SBAB recommends that the City design and fully fund excellent and complete connections between Seattle City streets and sidewalks to/from the SR520 facilities with Protected Bike Lanes, Off-Street facilities and Neighborhood Greenways**, most especially:

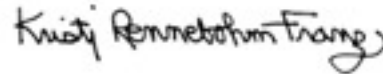
1. In the **Montlake Neighborhood** (East Roanoke Street/Montlake Boulevard);
2. The proposed new, safe and comfortable **undercrossing at 10th Ave East connecting the 10th and Delmar lid shared-used path to Broadway Avenue East and the Harvard Avenue East Neighborhood Greenway and Protected Bicycle Lane** facilities connecting Downtown/Broadway neighborhoods into the SR520 infrastructure;
and,
3. **Significant improvements in the design at connections of Montlake, the Montlake Bridge and University of Washington** to insure safe and comfortable bicycle and walking routes to/from Montlake, across the bridge and to/from the University of Washington Medical Center area, Light Rail Station and connection to the Burke Gilman Trail.

The Seattle Bicycle Advisory Board also supports the recommendations in a letter advocating for a SR520 design/implementation that supports people who ride bikes and walk (1/28/15 <http://seattlegreenways.org/district-3-central-capitol-hill-montlake-madison/>) from the following coalition of programs and organizations (Washington Bikes, Seattle Neighborhood Greenways, Cascade Bicycle Club, Arboretum Neighbors for Safer Streets, Feet First, and Transportation Choices Coalition)

Sincerely,



Jeff Aken
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