

Online Comment by User: trent

Submitted on: 10/31/2006 2:15:00 PM

Comment Category: Pacific Street Interchange

Comment Location: Chapter-5, Page-24

Address: , , 98004

Comment:

I-0942-001

As I noted in my comments on 5-27, the Madison Park Bicycle Trail Connection is essential with the Pacific Street Interchange option, as there would be no other good commuting routes to Montlake, Madison Park and points beyond (i.e. downtown).

Though making a decision between the two is difficult as I would not want wetlands disturbed nor navigation restricted. Though I would gather the former would be minor as the trail is narrow and the impacts would probably be minor compared to the rest of the SR 520 project. In which case, I would lean towards the 37th Ave option.

Comment Category: Pacific Street Interchange

Comment Location: Chapter-7, Page-27

Comment:

I-0942-002

The Pacific Street Interchange has one serious flaw from the perspective of cyclists using the trail for commuting: The lack of a connection between the interchange and the Montlake Trail could discourage those commuting to Montlake, Madison Park and even to downtown. Going up to Pacific Street and then going back down Montlake would require significant extra distance not to mention the 100 foot "hill" created by the Union Bay Bridge. Though either of the proposed bridges mentioned on 3-24 would greatly help.

I notice that the SR520 trail would connect to the trail on Foster Island, but I do not think this trail is suitable for commuting cyclists (though maybe that could be fixed to provide this essential connection)

Comment Category: General Comments

Comment Location: Chapter-7, Page-35

Comment:

I-0942-003

Busses with bike racks is of limited use for two reasons:

There is limited space on the bike racks, which means a cyclist may have to wait for the next bus, which, given that most eastside busses run fairly infrequently, this could be a significant impediment for someone using this as a commuting option. Also, since loading and unloading of bikes is not permitted downtown during weekdays, the use of bike racks is not available to those commuters.

Another consideration is that not all bikes will fit on bike racks, for example, recumbents and/or tricycles.

All of this further reinforces the fact that a bike trail across SR 520 is desperately needed.

Comment Category: Comments on Alternatives

Comment Location: Chapter-9, Page-18

Comment:

I have some concerns about the bike path to the north option.

I-0942-001

Comment Summary:

Madison Park Bicycle/Pedestrian Connection

Response:

See Section 24.1 of the 2006 Draft EIS Comment Response Report.

I-0942-002

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-0942-003

Comment Summary:

Bicycle/Pedestrian Path

Response:

See Section 2.3 of the 2006 Draft EIS Comment Response Report.

First, this alternative needs to provide reasonable connections to Evergreen Point Road, 84th Ave and 92nd Ave; it is not clear how those connections would look from these maps.

Also, it appears that the northern route may not provide access to 96th Ave on the south side of SR 520, which would be an essential connection for people (like me) who would want to get from North Bellevue to this trail. Otherwise, we would need to go through the dangerous Bellevue Way/SR 520 interchange.

I-0942-004

Of lesser importance is the separation of the SR 520 trail and the Points Loop Trail. This separation seems pointless and redundant and, depending on the barrier between them, may limit access to 80th Ave NE.

Comment Category: General Comments

Comment Location: Chapter-9, Page-23

Comment:

While I know a connection to the existing SR 520 bike trail that starts at 124th Ave is beyond the scope of this project, it does seem odd that the bike paths stop at Points Drive, despite the fact that the project goes all the way to 108th Ave. This plan is a vast improvement for those commuting from Kirkland or North Bellevue, but there is a dearth of bike-suitable routes from Redmond, which this missing link would provide.

Comment Category: General Comments

Comment Location: Chapter-9, Page-5

Comment:

The wall alongside the trail may also make people feel not only confined, but also less safe and more vulnerable to criminal activity (though this is probably unlikely given its location). Of course, this would depend upon what is on the opposite side of the trail and how well lit it is.

I-0942-004

Comment Summary:

Eastside Concerns

Response:

See Section 24.0 of the 2006 Draft EIS Comment Response Report.