

Online Comment by User: Barbara Culp

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Comment Category: Transportation and Traffic

Comment Location: Chapter-1, Page-1

Address: , , 98111

Comment:

I-0040-001

Thank you for the opportunity to comment on the SR520 Bridge Replacement and HOV project.

Because there is no current facility for bicyclists and pedestrians on SR520, it is true that either the 4-lane or the 6-lane alternative would improve the capacity, circulation and travel times for bicyclists and pedestrians by providing a continuous path across the SR520 Bridge from the Montlake interchange to NE Points Drive in Kirkland

However, the Bicycle Alliance advocates for wide-ranging and thorough bicycle/pedestrian connections from Portage Bay across Lake Washington to connect on the east side with the existing SR520 Trail. Only then will the trail across the lake truly add a "key element to the regional non-motorized system by providing another link across Lake Washington."

Improved Trail Connections:

- A trail to the 43rd Street street-end in Madison Park for southbound cyclists.
- A connection on the Union Bay Bridge for northbound riders
- Westbound cyclists continue on bridge alignment across Portage Bay
- Ability to exit at the existing MOHAI location
- Incredibly important to link new SR520 Bridge trail to existing SR520 Trail in Bellevue currently missing and not deemed as part of this project.

I-0040-002

In addition, the Bicycle Alliance offers these comments to the bridge replacement project on the proposed Union Bay Bridge:

Union Bay Bridge/Pacific Interchange

- Eliminate access to Washington Park Arboretum.
- Reduce the height of the Union Bay Bridge to 70'.
- Reduce the width of the Pacific Street Interchange.
- Limit Union Bay Bridge / Pacific Interchange to transit/3 person HOV.
- Reduce grade to ADA acceptable standard.

I-0040-003

Bridge Replacement and Transit Plan

- Prioritize transit access, reliability and future conversion to light rail.
- Prioritize transit access at 23rd Avenue East and Montlake Blvd. during peak travel times.
- Truly advocate for transit priority.

Further analysis needed in EIS

- No increased general purpose capacity regardless of alternative chosen.

I-0040-001

Comment Summary:

Bicycle/Pedestrian Path

Response:

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

I-0040-002

Comment Summary:

Pacific Street Interchange Option

Response:

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

I-0040-003

Comment Summary:

North of Montlake Cut

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

- Additional study of 4-lane alternative must be undertaken: global warming issues and carbon assessment examined.
- System wide pricing must be addressed (I-90, 520 Viaduct, etc.).
- Trail connectivity critical east to existing SR520 Bridge.
- Critical re-examination of air and water quality; and
- Congestion pricing and tolls on bridge and corridor.

SR 520 provides a critical link between Seattle and the communities east of Lake Washington. We are planning for the future of this region, and it's a future with scarce resources. Our future contains radically diminished access to fossil fuels and one where water is an increasingly precious resource. Our decisions today must not promote driving alone across Lake Washington.

Sincerely,

Barbara Culp
Executive Director
Bicycle Alliance of Washington