

powered by **feet first**



feet first policy

taking a stance to advance walkability

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Feet First policies

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SR520 Bridge Replacement & HOV Project

Policy

where we stand

Advocacy is a major component of the work Feet First does. These policy papers, prepared by our Policy Committee, convey Feet First's position on key issues of interest to increase safe and easy ways for people to choose to go by foot.



background

The State Route 520 Bridge Replacement and HOV Project is focused on replacing the aging Evergreen Point Floating Bridge across Lake Washington. The end result would be a new six-lane bridge with two general purpose and one HOV lane in each direction.

The project includes a number of project elements providing bicycle and pedestrian facilities. Most notably, this would also include a 14-foot bike and pedestrian path attached to the north side of the bridge from Medina to Montlake. The project also includes additional pedestrian improvements in the Montlake area, including a landscaped lid with walking trails over the freeway and a new non-motorized trail running under SR 520 and through the Arboretum. At the east end of the bridge, the project provides additional landscaped lids over the freeway at Evergreen Point Road, 92nd Avenue NE, and 84th Avenue NE.

Mission

who we are - what we do

Feet First promotes walkable communities and envisions people walking every day for their health, transportation, environment, community, and pleasure.



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SR520 Bridge Removal & HOV Project

why it matters to walking

The existing Evergreen Point Floating Bridge was built in 1963 without any bicycle or pedestrian facilities. SR 520 Bridge Replacement and HOV Program offers an opportunity to remedy this omission, providing a new and badly-needed nonmotorized connection across Lake Washington.

However, current plans do not include extending the nonmotorized trail along the Portage Bay section of the SR 520 bridge to connect with North Capitol Hill, where it could connect with popular bike routes to the University Bridge, Broadway, Interlaken Park, and Downtown Seattle. This trail is needed because alternative nonmotorized connections between Montlake and North Capitol Hill through the Portage Bay neighborhood are significantly longer and three times steeper. This extension has the support of Cascade Bike Club, Seattle Neighborhood Greenways, and the Capitol Hill Community Council. On the other hand, some local residents including the North Capitol Hill Neighborhood Association oppose the trail because it would make for a wider bridge.

Central Seattle Greenways are concerned about the north-south nonmotorized connections across the SR 520 corridor. The Montlake Boulevard crossing of the freeway entails crossing seven lanes of on- and off-ramp traffic. To the east and west of Montlake Boulevard, the Arboretum Waterfront Trail and Bill Dawson Trail would both run under twelve lanes of freeway, creating a dark and potentially unsafe environment for people walking along these trails.

In February 2013, the Seattle City Council unanimously approved a resolution committing the City to work with WSDOT to improve walking and biking connections on the west side of Lake Washington as the SR 520 project proceeds. The resolution specifically supports a nonmotorized trail on the Portage Bay Bridge.

feet first position

Feet First supports the construction of a nonmotorized trail along the Portage Bay portion of the SR 520 bridge reconstruction. Feet First also supports the city of Seattle's efforts to improve the design of pedestrian connections across SR 520 in the Montlake and Roanoke areas, and we urge the state to cooperate with these efforts.

resources

WSDOT SR 520 Bridge Replacement and HOV Project home page:

<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/Default.htm>

Seattle City Council SR 520 bicycle and pedestrian resolution:

<http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=&s3=31427&s2=&s4=&Sect4=AND&l=20&Sect5=RESNY&Sect6=HITOFF&d=RESF&p=1&u=%2F~public%2Fresny.htm&r=1&f=G>

Seattle City Council press release on SR 520 bicycle and pedestrian resolution:

<http://council.seattle.gov/2013/02/05/sr-520-bicycle-and-pedestrian-connections/>



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SR520 Bridge Removal & HOV Project

resources

Report on Establishment of “Triggers” Second Montlake Bridge Workgroup:

<http://seattletransitblog.com/wp-content/uploads/2012/09/FinalReport2ndBasculeBridgeWithAttachments.pdf>

Central Seattle Greenways assessment of nonmotorized elements of the project:

<http://centralseattlegreenways.com/2012/10/sr-520-design-will-discourage-walking-and-biking-to-the-uw-and-university-link/>

Seattle Bike Blog’s coverage of the bridge replacement project:

<http://www.seattlebikeblog.com/2012/04/04/a-look-at-the-planned-520-bike-trail-and-why-it-should-extend-to-n-capitol-hill/>

<http://www.seattlebikeblog.com/2012/04/30/a-look-at-plans-for-the-new-520-bridge-through-montlake/>

Montlaker Neighborhood Blog coverage of the Portage Bay bridge trail:

<http://montlaker.com/2012/09/07/north-capitol-hill-neighborhood-association-opposes-520-portage-bay-bridge-multi-use-path/>

<http://montlaker.com/2012/10/25/capitol-hill-community-council-supports-520-portage-bay-trail-wsdot-budget-update/>

Photo courtesy of KCPQ-TV



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