

Conlin Amendment

SR 520 Community Design Process Resolution

1/22/13

B. Portage Bay Bridge

(1) The City supports ~~the concept of~~ providing a bicycle and pedestrian path on the Portage Bay Bridge. The City ~~also~~ nonetheless continues to support a bridge design that minimizes the width of the bridge and its overall visual and environmental impacts while preserving a reliable transit pathway across the bridge and to and from Interstate 5. Further, the utility of a bicycle and pedestrian path on the bridge ~~requires~~ depends on the good quality of the connections at the ends of the bridge to the network for bicycle and pedestrian travel. Thus the City requests that the State develop options for a path on the bridge with these goals in mind and cooperate with the City in developing options for related improvements to the network.

C. Montlake Area

(1) The City and State should reexamine and consider a wider range of options for the Montlake Lid. This analysis should consider how the lid can best support connections for pedestrians, bicyclists and transit users, including uninterrupted connections across the lid and westbound SR 520 off-ramps. It should consider how the lid can best reduce the impacts of roadway sound and make good visual connections among the neighborhoods. It should consider how alternative lid designs can best support active and passive uses of the lid itself, and should define the requirements for managing the space on the lid to support and ensure positive uses. It should estimate the costs of these options. The City and State should solicit the advice of the Seattle Design Commission on these options.

(2) The City and State should refine the designs of and connections currently provided by the Bill Dawson Trail and East Portage Bay Underbridge Area to make these connections direct, safe and comfortable.

D. Bicycle, pedestrian and multimodal connections generally

(1) The City and State should continue to pursue improvements in bicycle and pedestrian connections for people of all ages and abilities in the entire area covered by the Process and Report, including Montlake Boulevard. This includes improving the functionality, safety and attractiveness of bicycle and pedestrian facilities by creating clear and seamless routes and making good connections to transit and existing and planned trails and neighborhoods surrounding the area.

(2) The City and State should collaborate with King County Metro, Sound Transit and the University of Washington to refine multimodal connections to and within the State Route 520 corridor. These refinements should be consistent with existing and prospective plans for transit and for bicycle and pedestrian routes, and should consider access, mobility and safety, with the overall goals of eliminating gaps in the system and maintaining and enhancing existing networks in the city.