

# HOUSE BILL REPORT

## SSB 6372

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*As Reported By House Committee on:  
Transportation*

**Title:** An act relating to a study of pedestrians and bicycle facilities.

**Brief Description:** Studying pedestrian and bicycle facilities along state route 520.

**Sponsor(s):** Senate Committee on Transportation (originally sponsored by Senator Erwin).

**Brief History:**

Reported by House Committee on:  
Transportation, February 26, 1992, DP.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** *Do pass.* Signed by 23 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Brough; Cantwell; Cooper; Day; G. Fisher; Forner; Heavey; Horn; P. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Prince; Schmidt; Wood; and Zellinsky.

**Minority Report:** *Do not pass.* Signed by 1 member: Representative Wilson.

**Staff:** Roger Horn (786-7839).

**Background:** The Evergreen Point Bridge across Lake Washington does not accommodate foot or bicycle traffic. The bridge has two lanes in each direction with no shoulders or sidewalks. To add pedestrian or bicycle access will require widening the bridge or attaching a structure specifically for non-motor modes.

Currently, METRO buses equipped with bike racks can carry a total of about 50 bicycles across the bridge during each peak-hour commute.

The Department of Transportation (DOT) is now studying bicycle routes in the SR 520 corridor east of the bridge as part of its study of high occupancy vehicle (HOV) lanes.

The Bridge Division has embarked on a \$10,000 fatal flaw study of a pedestrian/bicycle facility attached to the bridge. If no fatal flaws are identified, the DOT plans to proceed with a \$30,000 to \$50,000 feasibility study that would identify alternatives and costs.

BIKE520, an organization formed to support bicycle/pedestrian access across the bridge and along SR 520, estimates that about 3,000 University of Washington faculty, staff and students live within a five-mile radius of the east terminus of the bridge.

**Summary of Bill:** The Department of Transportation (DOT) shall undertake a study of developing pedestrian and bicycle facilities along SR 520 from the University of Washington to the Redmond vicinity. The DOT shall coordinate its efforts with the university, King County, and the cities of Seattle, Bellevue and Redmond. A report is due to the Legislative Transportation Committee by December 1, 1992.

The report shall include a cost-benefit analysis of providing bicycle facilities on SR 520 and recommendations regarding the feasibility of collecting tolls or other user fees from bicyclists and pedestrians to help compensate for the cost of a bridge facility dedicated to nonmotor uses.

**Fiscal Note:** Available.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Bicycle commuting to the University of Washington and businesses on both sides of the lake should be encouraged to reduce bridge traffic and related impacts. Community groups, city councils, private businesses and other groups endorse providing cross-lake access on SR 520 for nonmotor modes. Federal funding may be available to assist in the cost of building a bridge facility for bicyclists and pedestrians.

**Testimony Against:** None.

**Witnesses:** George Tyler, citizen; Bill Moritz, BIKE520; Chris Leman, Institute for Transportation and the Environment; and Joe Ganem, Bicycle Federation of Washington.