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April 22, 2009

Grace Crunican  
Director, Seattle Department of Transportation (SDOT)  
700 Fifth Avenue, Suite 3900  
Seattle, WA 98104

Ron Paananen, AWW Project Director  
Attn. KaDeena Lenz, Communications Officer  
Washington State Department of Transportation (WSDOT)  
999 Third Avenue, Suite 2424  
Seattle WA 98104

Dear Director Crunican and Mr. Paananen:

We would like to thank you for the SDOT/WSDOT presentation on the Alaskan Way Viaduct and Seawall Replacement project made to the Seattle Bicycle Advisory Board (SBAB) on April 1, 2009. SBAB members found the presentation informative and helpful to understand the planning efforts that are currently being made to make the central waterfront, as well as the areas surrounding the tunnel portals, an urban environment amenable to all modes of transport.

This letter serves as a response to the SBAB presentation and contains comments and initial recommendations as the SDOT/WSDOT team moves forward. Additionally, please consider this letter a comment submission for what should be considered in the bored tunnel hybrid alternative's environmental review (scoping EIS).

### Recommendations:

**Reemphasize the six “Guiding Principles” developed during the recent Viaduct Stakeholder Advisory Committee.** Based on the April 1, 2009 presentation we encourage the SDOT/WSDOT team to reemphasize the six Guiding Principles developed during the recent Viaduct Stakeholder Advisory Committee process, and encourage future planning efforts to incorporate these principles:

- Improve public safety.
- Provide efficient movement of people and goods now and in the future.
- Maintain or improve downtown Seattle, regional, the port and state economies.
- Enhance Seattle’s waterfront, downtown and adjacent neighborhoods as a place for people.
- Create solutions that are fiscally responsible.
- Improve the health of the environment.

**Take a more global perspective on integrating the Alaskan Way Viaduct and Seawall Replacement project into the urban transportation network in the Seattle region.** SBAB encourages the SDOT/WSDOT team to take global perspective of how the waterfront and the north and south portals planning and construction will affect the urban transportation network in the Seattle region. SBAB suggests a multi-modal focus – integrating bicycle facilities into all

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

- City Council  
Resolution 25534

phases – for the waterfront street that will replace surface Alaskan Way, the planned changes to Mercer and Spokane Street projects, and other projects to improve local access.

**Fully incorporate bicycle facilities into the central waterfront redevelopment and tunnel portal areas.** The waterfront redevelopment offers a once in-a-generation opportunity to reshape a critical piece of Seattle's urban fabric. Highlighted recommendations include:

- **Build grade-separated cycletracks on the waterfront.** Cycletracks offer an exciting way to foster cycling opportunities to new users and will help meet Mayor Nickels' goal of tripling the number of cyclists in Seattle. Recent examples can be found in New York City, Vancouver, BC, and Portland (in construction). SBAB understands that this type of bicycle facility will not meet the needs of all cyclists (particularly more experienced, and faster moving cyclists), but such a facility will help foster cycling amongst groups that now feel unable to bicycle due to safety concerns.
- **Ensure that complete streets are built.** With the obvious exception of the tunnel, all streets affected by this project should be able to incorporate bicycle facilities. Apart from the recommended cycle track facility, SBAB encourages the use of bike lanes and bike boxes (at intersections for safety and to avoid conflict points with freight), but suggests avoiding the use of shared-lane markings (sharrows) in new lane construction (sharrows are not appropriate facilities given the context of the streets encompassed in this project).
- **Ensure north-south and east-west connectivity is improved and not harmed.** In addition to the central waterfront facility improvements, SBAB encourages early planning to help improve connectivity between West Seattle and Downtown (primarily south Viaduct construction activities), east-west connectivity between Uptown and South Lake Union, and conflict points with exiting northbound tunnel traffic and the Dexter Avenue bicycle facilities.

The Seattle Bicycle Advisory Board wishes to continue its participation in the planning, design, and construction phases of the Alaskan Way Viaduct and Seawall Replacement project. We look forward to ongoing dialogue through the SDOT Freight, Pedestrian, and Bicycle ("Tri-Party") ad hoc committee, and we have requested to participate on the additional stakeholder committees that will be convened for the Alaskan Way Viaduct and Seawall Replacement project.

Thank you again for your continuing efforts. If you have any questions about the above, please do not hesitate to contact us. On behalf of SBAB we look forward to working with you and your staff to help make the Alaskan Way Viaduct and Seawall Replacement project a success in the movement of people, goods, and services – and particularly bicycles – through the core of Seattle.

Sincerely,



Sean Cryan, chair



Blake Trask, vice-chair

cc:

Mike Johnson  
Charlie Bookman  
Eric Widstrand  
Dawn Shellenberg