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October 24, 2011

City of Seattle Council
Seattle City Hall

RE: 2012 Budget and Implementation Priorities

Dear Councilmembers,

On behalf of the Seattle Bicycle Advisory Board (SBAB), we would like to thank Council for the opportunity to comment on the Mayor's proposed SDOT budget, which was presented at our October meeting by SDOT Traffic Management Director Charlie Bookman. We appreciate the significant budget challenges due to the current revenue situation and the difficult choices that the City must address.

This letter outlines SBAB's 2012 budget and implementation priorities and reiterates several of the points made in our recommendations submitted to CTAC III. (Please see attached).

- **Prioritize the 5-year update of the 2007 Seattle Bicycle Master Plan.** Funding is provided for the update, but it is dependent on the passage of Proposition 1. Seattle needs to prioritize an update in the near-term regardless of the November election outcome. Much has changed since the Plan was complete and there are new tools that have been implemented successfully elsewhere.
- **Advocate for separated facilities.** Seattle has made progress, but we can do better at improving the safety of cyclists (and reducing confusion for drivers). For example, removing a lane of parking to add dedicated, separated lanes especially in the downtown core, and enforcing speed limits could encourage new bike commuters and improve conditions for those who already bike through downtown.
- **Encourage SDOT to adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guidelines.** This would provide SDOT with state-of-the-practice solutions to create complete streets that are safe and enjoyable.

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 impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

- **Continue to upgrade existing facilities and create new ones that benefit from current practice** (see bullet above). For example, the City should consider adding cycle tracks to the toolbox and design Neighborhood Greenways that are safe and effective.
- **Take an additive approach rather than a zero sum approach to the bicycle program budget.** For example, while SBAB strongly supports expanding Seattle’s Neighborhood Greenways, we recognize that the benefits extend beyond bicycle users. Greenways calm traffic in the neighborhood, provide safer pedestrian crossings, and safer streets for car users. Thus, funding need not come only from the bicycle program budget but should be shared among the pedestrian budget, the signalization budget, the neighborhoods budget, the SPU budget, and the parks budget. We feel that this more comprehensive approach is necessary moving forward and will ultimately create more ownership and a more robust Neighborhood Greenway program.

We appreciate your thoughtfulness and service as Councilmembers and recognize that the City faces difficult choices. Please let us know if we can be of any further assistance.

Sincerely,



Blake Trask
Chair, SBAB



Max Hepp-Buchanan
Vice Chair, SBAB

Attachments (1):

Attachment A: Seattle Bicycle Advisory Board Project Priorities – April 2011

Attachment A

Seattle Bicycle Advisory Board Project Priorities - April 2011

Level One	Project	Description	Purpose
	Ballard Bridge and related improvements	Retrofit installation of bike facility on bridge span, improvement of north and south bridge approaches, and establishment of Ship Canal spur trail that connects to Interbay	Improved connection over/around physical barriers; improved safety for riders
	Downtown Waterfront Cycletracks	Installation of a cycle track along the improved Seattle waterfront	Separated facility in high-use area
	Downtown Cycletracks	Installation of a north/south cycle track through downtown	Separated facility in high-use area
	Mercer West Corridor and Fifth Avenue Connectors	Installation of separated facilities from Roy to Harrison along 5th Ave, transitioning to Harrison, and then south on 6th Avenue; provides separated and safe connection between Uptown and Downtown urban centers	Improved neighborhood connection via arterial roadway; improved connection from South Lake Union to waterfront/Elliott Bay Park via the planned West Thomas Street Overpass
	North Rainier Corridor	TBD; largely would follow recommendations from the South East Transportation Study (SETS), and DPD implementation of the North Rainier Neighborhood Plan Update	Improved neighborhood connection via arterial roadway and/or adjacent side streets and trails
Level Two	Project	Description	Purpose
	Beacon Hill Greenways	Installation of neighborhood greenway on Beacon Hill	Improved residential/non-arterial network
	Chief Sealth Trail Missing Links	Per Bicycle Master Plan and SETS, complete north segment of Chief Sealth Trail from 15th Ave S to I-5 and under to S Industrial Way	Improved trail network
	Eastlake Cycletracks	Installation of a cycle track along Eastlake Ave E	Separated facility in high-use area
	Jose Rizal Bridge/King Street Connectors	From Mountains to Sound Trail, develop a separated facility on 12th Ave S over Jose Rizal Bridge to at least S King St; develop high-quality shared street/Neighborhood Greenway along S King St between 12th Ave S and 5th Ave S	Improved connections over/around physical barriers (S Jackson transit priority)/improved neighborhood connections
	West Seattle Bridge/South Spokane Street	(1) Fix pathways along lower S Spokane St; make intersection improvements to the intersection and erratic signal timing at the corner of Chelan, West Marginal, Delridge, and Lower Spokane; develop established bicycle route at the intersection of S Spokane St and E Marginal Way S; (2) Per the Bicycle Master Plan recommendation, create a multiuse trail (or other separated facility) along S Spokane St from E Marginal Way S to Airport Way S	Improved connections over/around physical barriers/improved neighborhood connections; Improved trail network
Level Three	Project	Description	Purpose
	1st Avenue South Bridge Approaches	Project primarily addresses 1st Avenue S Bridge approaches.	Improved connections over/around physical barriers; improved neighborhood connections
	Delridge Way SW and Connectors	Installation of bike lane or buffered bike lane on Delridge Way SW from the West Seattle Bridge to south city boundary; enhancement of adjacent/connected bicycle routes	Improved neighborhood connection via arterial roadway
	103rd Street NE Connector at I-5	Provides bicycle and pedestrian connection underneath I-5 to link Northgate ST Station with North Seattle Community College	Improved neighborhood connection via trail underpass
	SODO/Georgetown Neighborhood Connectors	Bike lanes on Airport Way S and East Marginal Way S from SODO to Georgetown; improved east/west connections through Georgetown	Improved neighborhood connection via arterial roadway; augments cycling facilities in a constrained district
	Westlake Cycletracks	Installation of a cycle track along Westlake Ave N	Separated facility in high-use area
Level Four	Project	Description	Purpose
	520 Connections	Improved connections on the west side of the SR-520 bridge	Improved regional network
	NE 47th Street Overpass	Build bicycle/pedestrian overpass on NE 47th St over I-5	Improved neighborhood connection via arterial roadway/improved connection around physical barrier
	SODO Trail	Complete missing link of SODO Trail	Improved trail network
	West Seattle Triangle	Improve intersections and connections for cyclists between the West Seattle Bridge and the W Seattle Triangle	Improved neighborhood connection via arterial roadway