



Casey Gifford, Co-Chair  
Emily Paine, Co-Chair  
Amanda Barnett, Vice-Chair  
Sarah Margeson, Secretary  
Rich Brown  
Alexander Lew  
Andrew Dannenberg  
Meredith Hall  
Charles Hall  
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Patrick Taylor

November 9, 2018

To: Seattle Mayor Durkan

**Re: Seattle Bike Advisory Board Support for Move All Seattle Sustainably**

The Seattle Bicycle Advisory Board (SBAB) would like to lend its full support to the recent letter from Move All Seattle Sustainably (MASS). We agree that if Seattle is going to meet the goals laid out in its Climate Action Plan and in Vision Zero it will take a dramatic transformation of our transportation system which should be reflected in the upcoming budget. While SBAB's purview is biking, we view it as one option within a range of climate friendly options and improvements in transit and pedestrian infrastructure will help further our goals of having a safe, connected and equitable bike network, which is why we support the full range of projects listed in the letter.

SBAB agrees that Seattle needs to transform its transportation system for multiple reasons—many of which are reflected in Seattle's adopted goals. Our Climate Action Plan calls for carbon neutrality by 2050, and transportation is 60% of our current emissions; the recent IPCC report reminds us of the catastrophe awaiting us if we do not act immediately to reduce carbon emissions. Vision Zero calls for zero traffic deaths or serious injuries by 2030. The Seattle Bicycle Master Plan calls for the City to quadruple bicycle ridership by 2030 and construct the entire bike network by 2035. In addition, our streets in the urban core are already failing to move people and goods adequately, equity and access to jobs require lower-cost options for people to get around, and our city's overall economic health depends on a safe, green, and equitable transportation system. As the Period of Maximum Constraint approaches, involving a number of concurrent construction projects constraining mobility such as the 1st Avenue rebuild for the streetcar, the viaduct closure, and the convention center expansion, the City must work to foster the use of space-efficient modes like walking, biking, and transit in order to keep people moving.

The reality is that Seattle is not on track to meet its adopted goals. SBAB supports the coalition's desire to get moving on making our goals a reality and we support the suggested changes to the proposed budget to promote safe and sustainable transportation options. We would urge the Mayor and Council to implement the following high-impact bike projects as offered in the MASS letter:

**Budget Requests**

Our goal is to have a safe, connected, and equitable bike network.

- **Fixing Rainier Avenue:** Prioritize construction of the Rainier Ave Safety corridor immediately and find funding to implement Accessible Mt Baker.
- **Missing Link of Burke-Gilman Trail:** Implement the trail without additional delays.
- **Delridge Way multimodal corridor project:** Ensure the project makes it comfortable and convenient to walk and bike along the Delridge corridor in addition to increasing the transit level of service.
- **Eastlake Avenue protected bike lanes:** Fund and implement protected bike lanes, and prioritize the movement of people and goods, on Eastlake Ave.

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 planing processes insofar as they relate to bicycling.

- City Council  
Resolution 25534



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- **Build the Basic Bike Network:** Implement the Basic Bike Network as laid out in Council Resolution #31826.
- **Connect to the new arena:** Add funding to get people to the new arena by bike and complete the basic bike network in Uptown and South Lake Union.
- **Engage Communities:** Move forward with creating a community stakeholder committee as described in Resolution 31773, and bolster financial support for communities of color and low-income communities to engage with SDOT processes and decision-making around transit and transportation investments.

Looking forward to next year, we know the period of maximum constraint will be a challenge for mobility in the city, and we think that improved bike infrastructure should be part of a multi-modal solution and a way to give people an option beyond being stuck in gridlock. SBAB stands ready to help with project prioritization and proposals that will help carry Seattle forward to achieving the vision of a transportation system that is low carbon, sustainable, equitable, and safe for everyone.

Sincerely,

Seattle Bike Advisory Board

Cc: Seattle City Council  
Serena Lehman, SDOT

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