



Kristi Rennebohm Franz,
Chair
Adam Bartz, Vice-Chair
Merlin Rainwater, Vice-Chair
Don Brubeck, Secretary

Jeff Aken
Jed Bradley
Steve Kennedy
Riley Kimball
Lara Normand
Phyllis Porter
Michael Wong

March 11, 2016

To: SDOT Director Scott Kubly

Re: **City Center Bike Network Project**

The purpose of this letter is provide input from the Seattle Bicycle Advisory Board on the status of the City Center Bike Network Project. The main purpose of the City Center project is to analyze the existing city center transportation system and provide recommendations for the locations and types of bicycle facilities within the network of protected bicycle lanes identified in the Bicycle Master Plan (BMP). Our understanding of the scope is that SDOT and their consultant team will be providing preliminary engineering to include 10% design of the full, recommended City Center protected bike network, and 30% design of up to two miles of protected bicycle lanes within the project area.

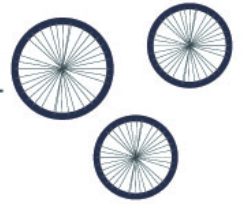
We understand from SDOT that the City Center project work and recommendations are delayed due to the start-up of the **City Center Mobility Plan**. Work on this project is being initiated by SDOT in early 2016. The City Center Mobility Plan will evaluate and recommend projects and programs to mitigate the end of joint (bus and light rail) operations in the Downtown Transit Tunnel. The Plan will also evaluate current plans for transit, pedestrians, freight, light rail, and bicycles, as well as attempt to plan for, integrate, and coordinate a diverse set of planned or potential improvements and projects downtown, including the City Center Connector Streetcar, Central Waterfront, tunnel tolling, BRT network, Freight Master Plan, ST 3 system plan, City Center Bike Network Project, Convention Center expansion, and many other projects both public and private. As a result, the City Center Bike Network Project needs to allow the Mobility Plan to move forward with its evaluation and findings before recommendations on routes for protected bike lanes and bike facilities for the City Center Bike Network Project can be made.

We are disappointed that the City Center Bike Network project has been slowed and recommendations are delayed given the immediate and overwhelming need for improved bike facilities in the downtown area to implement the Bike Master Plan. But, in the interim, as the City Center Mobility Plan undertakes its work, **SBAB would like to offer the following recommendations to SDOT and the City Council for moving forward now with critical projects:**

- Give priority to the BMP goal of continuous connectivity by **immediately expanding the existing protected bike lane (PBL) spine along 2nd Avenue with connections both north and south.**

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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A northern extension from Pike on 2nd Avenue would provide important connections to Dexter, Westlake, South Lake Union, and beyond to North Seattle. A south extension of the 2nd Avenue PBL from the current terminus at Yesler would provide critical connections to the International District, Dearborn Avenue, and Rainier Avenue and Greenway routes to underserved Southeast Seattle neighborhoods. Significantly, a two-way PBL with these extensions would provide the first PBL to traverse the entire north-south length of the downtown area and be a strong foundation for further improvements to fully connect neighborhoods north, south, and east.

- **Implementation of the planned, permanent features to the existing 2nd Avenue “demonstration project” PBL** to include the following:

- o traffic signals on span wires over travel lanes to reduce driver confusion at all intersections with protected left turns (no turn on red arrow);
- o planter boxes in the bike lane buffer instead of the current flexible bollards;
- o raised entries at garages and passenger load zones.
- o Illegal left turns on red arrows is an ongoing problem on 2nd Avenue and a serious danger to cyclists and pedestrians.

All of these permanent improvements would increase safety for cyclists and pedestrians, as well as provide predictability for drivers in the streetscape.

- Give careful consideration to **consistency of design** throughout the network as much as possible to ensure predictability
- **Give priority to connecting the north-south spines to east-west connections**, including Pike/Pine for access to Capital Hill, connections from the Waterfront, 2nd, 4th/5th Avenue, 7th/8th/9th Avenue, and to neighborhoods East, West, North, and South.
- SBAB will continue to provide input to the City Center Network project and its “Sounding Board” advisory group **on criteria to prioritize safety and network-wide predictability for deciding**:
 - o where there will be one-way or two-way PBLs;
 - o whether PBLs are on the East or West, or North/South sides of streets;
 - o design for conflicts at garage driveways to include optimal use of both visual and auditory signaling and signage; and
 - o design of shared use by transit, freight, bikes, and pedestrians.

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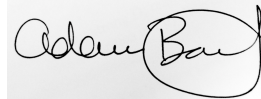
- **SBAB supports law enforcement** of illegal and irresponsible behavior by all road users. We strongly urge that enforcement prioritize people driving motor vehicles rather than people walking and biking, as it is the motor vehicles that make walking and biking dangerous

Thank you for the opportunity to comment and we are hopeful great progress on the implementation of improved bike facilities and protected bike lanes downtown can move forward, even with the delay in the City Center Bike Network Project.

Sincerely,



Kristi Rennebohm-Franz
Chair



Adam Bartz
Vice Chair



Merlin Rainwater
Vice Chair

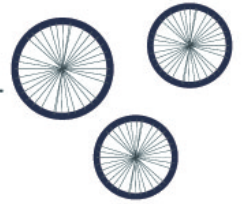


Don Brubeck
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cc: Mayor Ed Murray
Mike O'Brien, Chair, City Council Sustainability & Transportation Committee
Kshama Sawant, City Council Sustainability & Transportation Committee
Rob Johnson, City Council Sustainability & Transportation Committee
Lisa Herbold, City Council Sustainability & Transportation Committee
Andrew Glass-Hastings, Office of the Mayor
Sam Woods, SDOT
Dawn Schellenberg, SDOT
Nicole Freedman, SDOT
Bill Laborde, SDOT



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