



Jeff Aken, Co-Chair  
Kristi Rennebohm Franz,  
Co-Chair  
Lara Normand, Secretary

Adam Bartz  
Don Brubeck  
Leah Curtiss  
Steve Kennedy  
Riley Kimball  
Clint Loper  
Merlin Rainwater  
Ester Sandoval  
Michael Wong

October 24, 2014

Dear Councilmember Tom Rasmussen,

The Seattle Bicycle Advisory Board has collaborated with SDOT on the preparation of the BMP 3- to 5-Year Implementation Plan at our regularly-scheduled September 3<sup>rd</sup> Board Meeting, at the SBAB Special Meeting on September 17<sup>th</sup>, and at our regularly-scheduled October 1<sup>st</sup> Board Meeting.

We appreciated these opportunities to work with the SDOT Implementation Plan Team and will continue to collaborate closely with SDOT in moving the 2014 Bicycle Master Plan forward.

Here are our initial advisory comments to the 3- to 5-Year Implementation Plan:

The 2014 Bicycle Master Plan is a bold plan that requires a bold level of funding for implementation. We want to communicate our support for fully funding implementation at a minimum of \$20,000,000 per year with **the optimal level of funding being in the range of \$26,000,000 to \$30,000,000 annually.**

**It is important that the implementation of the BMP be expedited with full annual funding** for three very important reasons as discussed during our meetings:

1. **Safety improvements** need to be expedited to insure that we respond, as a city, to the fatalities, injuries and numerous close-call collisions that are happening on our city streets. Speed limits need to be lowered and enforced for arterial and non-arterial streets. Facilities need to be built.
2. **Equitable Connectivity** is essential to building a bicycle network that invites people to choose bicycling as a safe, efficient, and economical mode of transportation for all purposes. The Advisory Board as made connectivity a high priority, knowing that when we have a network of routes that enable people to get where they need to go without having to abruptly rejoin motorized vehicular traffic – and without encountering barriers to safe mobility -- we increase ridership across all ages and abilities. These measures also lower the impact of congestion on our streets and make our city more livable.
3. **Multi-modal Transportation Transformation and Equity of Mode-Share** is critical to meeting the needs of residents currently living in our city and to be fully ready for the projected increases in population. Seattle residents need to move throughout our city safely, economically, with equitable access to transportation for all residents and within a healthy environment of air quality in which to do so.

In addition to fully funding a bold and expedited BMP implementation, the Bicycle Advisory Board wants to ensure that the process of project prioritization is equitable, so that neighborhoods south of downtown are a high priority. We recognize the new 2nd Ave Protected Bike Lane sets a precedent as a significantly important, expedited implementation, and we recommend that the facility be built out as an essential piece of a connected network

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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in all directions. We look forward to further dialogue on how projects are prioritized using robust quantitative and qualitative scoring processes.

**As a Board we place a high priority on lowering and enforcing speed limits on both arterial and non-arterial streets with action programs to incentivize all residents to follow those speed limits and to take great care, caution, and utmost consideration for one another, especially our most vulnerable residents, as we move about our city.** We encourage the city to implement a policy of No Right Turns on Red lights, as other cities in the nation have done for the safety of bicyclists and pedestrians.

We look forward to ongoing collaboration with the City Council, Mayor and SDOT on the 2014 Bicycle Master Plan Implementation.

Sincerely,



Jeff Aken  
Co-Chair



Kristi Rennebohm Franz  
Co-Chair

cc: Andrew Glass Hastings, Transportation Advisor, Office of the Mayor  
Anthony Auriemma, Legislative Assistant to Councilmember Tom Rasmussen  
Scott Kubly, Director, Seattle Department of Transportation (SDOT)  
Kristen Simpson, Plan Implementation Manager, SDOT  
Emily Ehlers, SBAB Liaison, SDOT

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