

## Outreach Summary

# 2019 - 2024 BIKE MASTER PLAN IMPLEMENTATION PLAN



In April the Seattle Department of Neighborhoods (DON) partnered with the Department of Transportation's (SDOT) to organize a community engagement strategy that supports the adoption of the [2019-2024 Bicycle Implementation Plan](#) by City Council. Below is an overview of our outreach and what we heard.

## OUTREACH STRUCTURE

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With the goal of providing community members the opportunity to review the implementation plan, ask questions, and provide feedback, we organized [four community](#) meetings throughout Seattle, developed an online survey, and collected emails.

The community meetings and survey provided an avenue to listen to community members, understand how the implementation plan was perceived, and collect ideas on how we could improve the plan. We also learned about how future work can be more responsive to community needs. We asked the following questions.

### QUESTIONS

1. What values do you hold when considering transportation in our city?
2. Does the implementation plan reflect your transportation values?
3. How does, or can, the plan support your travel to and from the places you want to go in the city?
4. How would you like us to continue engaging you and others in the design and construction of bicycle projects?

## PARTICIPATION

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Hundreds of community members provided feedback to this project. More than 350 people attended a community meeting or filled out the online survey. 550 sent emails. We reviewed all the feedback collected through these media which ranged from specific needs to broad perspectives. The most prominent themes reflected in the feedback are outlined on the next page.

While we connected with many community members, it is important to note that the majority of people who participated in the community meetings were White. This was called out several times by meeting attendees in all locations. Additionally, many of the people who participated overall were familiar with bicycle infrastructure and rode bikes.



# WHAT WE HEARD

We heard a variety of feedback from community members ranging from specific needs to broad perspectives. Below is a summary of the most prominent themes.

## Values

- Projects should address safety and connectivity and serve all ages and abilities.
- Climate change and transportation options (alternatives to SOVs) should be a priority as decisions are made.
- Equity should be centered in how investments are made and projects prioritized.
- The City should demonstrate transparency in how decisions are made and maintain integrity (follow through and a political commitment) in achieving goals.

## Priority Projects and Connections

- Connection from Duwamish Valley to Downtown through SODO
- Georgetown South Park Trail
- Connection through Southeast Seattle to Downtown
- Ballard Bridge
- Connection between Capitol Hill and Beacon Hill through 12<sup>th</sup> Avenue
- Improved bike infrastructure on 4<sup>th</sup> Avenue in Downtown

## Program and Facility Needs

- Maintenance of existing bike infrastructure
- Regular cleaning of debris and garbage from bike paths
- Repainting of pavement symbols
- Restoring infrastructure and signage when other capital projects have removed them
- Signage that explains connections and helps people biking (especially new riders) navigate during journeys

## Engagement

- Increased coordination among programs and departments to reduce the number of meetings.
- Transparency in how decisions are made.
- Active communication with community members.
- All people impacted by a project should be engaged including pedestrians and people who ride bus, drive and bike and neighbors.
- Communities of color, people living outside, families, people of all ages and abilities, and people new to biking should be engaged in project development.

# NEXT STEPS

## Revise

Incorporate the feedback collected into the [2019-2024 Bicycle Implementation Plan](#).

## Adopt

Present the new implementation plan to City Council for adoption. Community members can watch Council's discussion on the [Seattle Channel](#) or by attending the meeting on June 18, 2019.

## Implement

Implement the projects included in the plan over the next six years. Community members can participate in the planning and design of future projects. Find out more at: [seattle.gov/transportation/BMP](http://seattle.gov/transportation/BMP).



## Café-Style Conversations

Meeting notes were transcribed based on note taking done in facilitated small groups. The notes were not filtered and may reflect inaccurate statements.

### Q1: What values do you hold when considering transportation in our city?

Safety in busy area protected land with clear markings. Driver education. The Dutch Reach – driver uses right hand to open door. Should be part of driver's education.

Climate safety and equity. Need to do a much better job with bikes. Needs to be equitable toward community of color.

Connectivity – trails shouldn't abruptly end

PBL that dumps you into traffic isn't helpful. Need to be willing to take away parking. Need to stop putting cars above else.

Get rid of mandatory helmet law. People making laws are idiots. Dutch people don't wear helmets. Accidents go up when there's a helmet law.

Helmets are a barrier to people biking. Increase number of people biking.

2<sup>nd</sup> Ave bike lane a crazy idea. Missing link is a dead end. Taking customers away going to be a huge mess. Criminal what was done to Salmon Bay Sand & Gravel. Have had it with the city. Friend was hit by drunk driver. Rage with what the city is doing. Want to leave Seattle as soon as possible.

Climate change

Move around with fuel

Safely arrive at destination

Connect to transit

Connectivity – gap = unsafe

People > cars

Implement the original vision – don't make us choose

Accountability – who? Broken promises, dangerous precedent w/ 35<sup>th</sup>, lack of leadership (Mayor) on Climate Change and transportation

Safety

Complete, cohesive, connected all ages and abilities network N/S and E/W

People – sized transportation

Wole city and connections

Equitable distribution of projects (esp SE)

Climate – 11 years to act

Access --- transit

Priority: find additional money

“Just want to get to where I need to go

Multi modal

Safety > convenience

Sustainable modes > gas vehicle

Equitable, affordable options

Social – encourage community

Does not exacerbate change

On-demand – reliable / time efficient

Independence

Connected

Fun!

Mass transit / prioritize moving people

Spatial efficiency

Scalable/accessible transportation station

Transparency in proves/execution

Safety/sustainability

Connectedness

Reliability

Bike lane consistency

East of access

Climate change and city commitments

Budget, value for investments, reduced cost of living

All ages and abilities

## Commuter and neighborhood access

More investments inter-neighborhood vs internal to neighborhood – gaps

Bike is only alt for future – feel better, health, climate, traffic

Efficiency, inclusiveness – all modes, ages, abilities

Multi-modal/bikes = forward, set up for success, distinguish self

Bike = community, interact, deal with people in city

Legacy, what we're leaving

Safety – City can help educate and transform people's thinking. Reduce car center attitude, harsh, near death interactions

Name calling

Tiny inconvenience for drivers, no accountability that I'm putting biker's life at risk – frustrating

Blaming people biking

More people feel safe = more choosing biking #1 thing

When into people to bike, find out way easier than thought

More candy rewards for biking

School zones not very walkable/bikeable

Roads are public space don't belong to one mode

Create affordable network for commuter's not just recreational use

Climate crisis, prioritize bicycling, pedestrians, transit

Ease of getting around – Transportation when I want it

Safety #1 (ped, bike, LRT, transit, lot of modes)

Safer, community is safer when people are biking, walking around

Safety is foundation for these other values (above)

Want to be able to bike as get older, need safety

People that drive a car is already weapon

Where cab (are still) can have a place in our transportation system, how bikers also bike safely

Concerned about very fast bicyclists esp. as a ped

Integrate all modes as a mindset

Lack of enforcement

Other values of transportation – ease of use, climate change, how to address those most valuable, convenient, comprehensive

Want to see how a car free lifestyle is something that supported by the city

Think about what amount of space is dedicated for different modes

Hard to live in Seattle without car to be able to get around efficiently with all the places to go, why does it take so long to build transit, bike plans

Speed plus convenience

Safety for bikes and peds

Future – climate change

Way finding

Safe multimodal connections /environment

First and last mile connections

Transportation options

Quality of life

Accessibility

Holistic/practical uses of street

Affordability (users)

Connectedness (gaps, ease of use)

Geographic equity

Reducing congestion

Public health, environment

Safety x2

Safety and convenience – connections to transit

Clearer, visible signage – 2<sup>nd</sup> and Dexter

Better education and enforcement – car violence goes unchecked (e.g. screaming at cyclists, near hits, aggression at cyclist), accountability

Good urban planning - cycling infra is a part of that people focused, people sized brings people into public space

Finish connecting existing pieces, get people to major transportation hubs (e.g. SODO station)

Upset about mayor cutting back. We're going backward when we're already behind

What would bike ridership do when they have incentive and better infra (re Squeeze)

Prefer shorter but safer segments/routes over mileage

Plan now we get people to the planned light rail stations, who is missing connections?

We should explain/state why we remove routes – bring these routes/segments back, solve climate issues and increase density through bike infra, we can't do this by expanding roadways

Need capacity planning

Maybe integrate all modes into one plan (bike, LR, walk, drive) – maybe move Seattle?

Frustrated because of delays in planned facilities

Asked how we fund re-routing during construction (e.g. Viaduct demo)... why were bikes abandoned?

How does this normally go? Clarified construction should pay for that. Confirmed BMP funds projects

Asked if levy money collected at or below expectations. Asked how we prioritized projects – went over prioritization criteria

Asked how we measure ridership --- ask Jim

Asked if there are partnerships with businesses

All people regardless of their economic class, physical ability, race, or neighborhood shall feel comfortable to ride a bike

Important to prioritize pedestrians

Prioritize non-carbon-based forms of transportation (making non-car options viable)

Important having a direct route, safety for walking/biking/taking transit

Value tax payer dollar and sharrows are a complete waste of money

Drivers confused around what sharrows are and need to educate drivers

Need a version of bike map without sharrows

Prioritize time (biking) around fastest route

Uncertainty around driver expectation

Value = consistency, shared understanding, Seattle's employment centers (equity) esp. South King County, community (feel more connected when able to walk and bike through community), environment-lism, public realm, trolley wires provide electrification

Safety

Equity – equally dispersed, consider the type of infra (e.g. “not just painted lines”) – painted lines and PBLs seem the same in the BMP

The most vulnerable should be protected (those on the road)

Low-income people and people of color have the least infra but are the most represented in the bike/ped traffic collisions

Convenience – convince people that cycling is convenient, convenience should be less dependent on petroleum

Sharrows are a joke. not safe

Safety is at the forefront of cyclists' minds more than other modes

ADA ramps have been so dirty that they're unusable, a group in Georgetown noticed this when cleaning up "The city isn't doing this?"

Consider curb ramps in equity

Not enough bike facilities at Light Rail Stops

Sometimes the lowest cost modes of transportation are the most equitable

A sharrow and PBL are the same when the city counts its miles of bike infra – the city is moving bike infra closer to South Seattle

To get to downtown, have to choose challenging routes to be safe but these routes are still dangerous – cars getting too close, tailing behind and honking horn, scary

Safety for all users

Impact on climate

Safety for kids

Efficiency in travel

Ease and connectivity

Ease of navigation

Continuity in network – Broadway to U district

Access for all abilities

Connectivity – north side of Greenlake, Magnuson to Phinney

Alternative transportation options for climate benefit

Air quality and reducing motorized vehicles

Current bike infrastructure is setting people up to fail

Direct routes are dangerous, people need to find circuitous routes

Need greenways and PLBs, greenways to assist inexperienced riders, PBLs on arterials

Consider quality of street – greenways feel unsafe with potholes



### Consider geographic equity

Equity in road space allocation, equity and justice for people who don't drive

Concerns about lack of bike facilities in SE Seattle – Rainier, MLK, Beacon

Concerns that planned projects don't get built “backsliding”, lack of trust

Consider racial and economic equity

Deaths in SE Seattle (Rainier) – urgency to build facilities

Lack of protection on bike lanes – white posts don't provide protection, missing posts on BGT connector

North 40<sup>th</sup> St bike lane shut down due to angry neighbors (parking loss), 40<sup>th</sup> could be used for several blocks without removing parking, neighbor-to-neighbor conversations needed to problem solve

Expand stakeholder input beyond adjacent neighbors, consider impacts to potential users

Consider arterials for bikes, consider bike corridors when building network – Eastlake

Pilot projects with paint to test

Bicycling is great alternative to traffic jams, but requires safe, connected network, consider greater good when planning bike facilities

Intersections are friction points between modes

Traffic signals are not well times for bikes

Bike boxes are helpful for bikes at intersections

23<sup>rd</sup> and Union – design only considered Mercer St traffic flow

“Copenhagen Left” safe for people biking but requires education

Fremont and 50<sup>th</sup> – more clarity of vehicle and bicycle movements through intersections, lost in latest imp plan, major route through Fremont

Signals not timed for bikes, Valencia Street in SF signals timed for 12 mph, signals can be used as a traffic calming tool consider “slower” signal timing in commercial districts (Wallingford – 45<sup>th</sup> & 2<sup>nd</sup>)

4<sup>th</sup> Ave downtown would like improvements for bikes

Greenways with parking on both sides and speed humps don't always feel safe for bikes, consider more diverters at intersections, consider one-way traffic on narrow greenways

Greenways provide fine mesh connection but should be used to connect people to facilities on arterials

Greenway wayfinding, connectivity and crossing issues

Consider age equity when planning facilities

Consider how bike infrastructure can also support pedestrians

Rapid flashing beacons are not getting cars to stop

Plan does not reflect urgency of climate crisis

Cultural and generational shifts in car dependency

Temporarily chalk bike lanes for events

Improve integration of bikes onto public transportation

Electric bikes have increased number of people biking and reduced access barriers to biking, bike share, e-scooters

Electric bikes have reduced “fitness” barrier for people biking

Consider retention rates of people biking by improving safety

Two-thirds of people want to get around without car

Seattle is one of richest cities. Budget should not be an issue, consider public-private partnerships.

Connectivity where you live to where you want to go safely

Not polluting and climate change

Safety, crossing the street

Efficiency gets where I need to go in a reasonable amount of time

Fund

Get where you need and want to go

Equity, south vs north streets look different, more streets feel uncomfortable in south more missing sidewalks

Feel left out of the city, south end two bicyclist lost lives on Rainier in last year

Amount of time on the road doesn't impede engagement in the city

Safety – safe ROW design for those on foot

Flexible choices

Safest for most vulnerable and connect people to access for all economic backgrounds

Safety and equity – environmental impact

Give more people opportunity of biking for efficiency (faster than cars in some cases)

Put the connection from Georgetown to Spokane north to downtown back on the map

A number of arterials have drivers speeding really fast; Airport Way – 1<sup>st</sup> & 4<sup>th</sup> Ave, MLK & Rainier – 99, Marginal Way ) people go 70 mph

Infrastructure/ resources not equitable

Freight/jobs balance with people walking and biking, people in all areas deserve to use those modes

Safety don't want to die

Perception that you can't die

Climate change – animals and trees

Equity – socio-econ/racial

Community – walkability of DC / LA, love neighborhoods and playing in streets (kids)

Exercise / activity

Efficiency – pleaser of enjoying ride

Logistics -parking place for bike, accessibility – is mode chosen accessible

Point A to B don't connect

Accessibility – trips that feel safe

Safety (i.e. door zone)

Accessibility and routing

Climate emergency prioritize climate/environment

Equity in Imp roll out

Allegra (all ages, languages, ethnicities, gender, races, abilities)

Elevate voices of non-vehicle travelers

Sustainability

Active transportation and access to it

Prioritizing “hot spot” locations

Alignment with transit

(i.e. funding investments, location, safety, ROW channelization conflicts)

Affordability of transportation systems

Fun/leisure/utility

Urgency (wrt climate change)

Functional/ intuitive bike facilities

Accountability (i.e. rules of road for all user, SDOT implementation acc to standards, Mayor to the voters  
– Move Seattle commitments)

Reaching new bicyclists and ensuring safety

Climate : allocate ROW to bikes (not cars)

Prioritize BMP IMP

Bold allocation of funding (multi modal transportation)

Example – during Seattle Squeeze easy to navigate by bike

Pilot projects for BMP IMP is good!

Default to building projects quickly

Climate change , emission #1 contributor, transit/bikes can bring down GHG

Safety, connectedness. I don't use a car; convenience is not a factor with current bike network

As a woman (with children)don't feel safe

Convenience – bike lanes ending is a problem

Priority should be to get more people to use options to driving, make quieter streets bike routes

Equity across all neighborhoods, safe ways to get around

Safety

Safety – pavement conditions roadway debris, storm grates, routes to serve downtown need to work.

Burke Gilman has quality issues

Roadway conditions – large man holes/utility cover need to be safely placed, bollard placement in trails can be unsafe

Intersections and interaction holistically for safety and reduce conflicts

Serve all user – ages and ability, they have different needs (i.e. bike design/type)

Great separate trails like BG but connections aren't intuitive

Need better communication on rules of road/norms esp. new to Seattle, education as new ways to commute (on line)

Some intersections are completely designated for cars. Peds and others have to wait

NE Seattle has lots of residential streets that can be used

Topography/grade needs to be considered/known esp. side streets

Make streets places for everyone

Portland “smart trips” is a good program to look at for new residents

Good for people who are in Seattle already but changing travel patters/lifestyle

New infrastructure can be confusing to all including driver – education needed

Need more arteries to feed into Seattle for people outside Seattle

**Q2: Does the implementation plan reflect your transportation values?**

Hard to bike long distances on hills

Different modes should have equality – bike/peds/cars

Hard to have visibility as a driver that is hard to interact with crosswalks

Cars parked too close to crosswalks

Bicycle infrastructure should be maintained

Street cleaning needs to happen – trash in bike land

People can save money by biking/walking

City can save money less expensive to build

Continuity (improved) from point A to B

Navigation way finding

Special clothing needed to bike (consideration)

Mode chosen determines clothing worn

Bike trips include transit – should connect to transit

People switch modes depending on where you go

Clear signal that emphasis on vehicle through put

Not on ped and bike safety

Plan has dead ends all over

Not efficient

Minimizing risk cost over runs, (displace parking) doesn't build corridors

Not taking harder choices foster the values we've spoken to

MO talking about risk – sometimes you need to take risk to achieve

Benefit neighborhoods and commuters equally

Vancouver BC– route cars off streets

OK to piss people off in they can't drive

OK to lose parking

Center turn lane safer for all

Compromises necessary

Road diets work well

Things coming down to money – they'll build cheaper things rather than arterials

While city is in PMC build the arterials for biking

Speed limits not enforced for cars and not as safe for bikes

Sharrows (not useful) should be outside – open car doors

2<sup>nd</sup>/Elliott/Westlake – peds not considerate (great bike lanes, walk in bike lanes)

Crosswalk – police/Metro don't stop

Enforce existing rules

Building safer places now even on greenways

Speed humps

Plan needs to integrate with methods to slow down traffic

Enforcement not sufficient to keep bikers/peds safer

Need more crosswalks (painted)

Relentless focus on user (mode), need to integrate all people end to end

BMP reflects up zones – imp Plan does not reflect

Not complete network to light rail/rapid transit

Gaps throughout the network

If you want people to walk/bike, make it nice

Complete streets – not really being done

Map is choppy lots of dead ends

Would like to see good long N/S and E/W routes

Greenwood – sharrows only?

1<sup>st</sup> Ave N intersections not marked

One-way streets? Bikes could go faster

Ped – bikes need to have lights

North Seattle has it better than South Seattle – much worse there

Signals don't maximize safe crossing for bikes

Driving is subsidized, congestion pricing!

Catch 22 – not safe so people don't bike (neg feedback cycle)

Increase in road rage in recent years

People would rather not drive but don't feel safe

1<sup>st</sup> Ave bike lane opens/closes

Does not charge money for taking the bike lane?

SE Seattle /Duwamish bike facilities are the worst (not useful, unsafe, not intuitive)

Too much prioritization on car

Show funding / construction status of projects identified in plan on map (not in text), i.e. visualization tool, consistency in info presented across all data interactive tools

Disconnected facilities – discomfort in riding experience and presents barrier to less able people

Type of infrastructure affect level of comfort/protection

Funding prioritization (safety for bikes) reallocate money from vehicle transportation

Take space in ROW for bikes at every opportunity (i.e. AAC projects)

Fast/efficient bike facilities

Implement simple/easy solutions to improve conditions -- safe bike (i.e. narrow lane widths)

More infrastructure - improved public health overall, more commerce)

Why is this all the funding for BMP IMP?

Deprioritizing projects previously identified (i.e. Rainier) go against values

Climate plan should be integrated with BMP IMP and fully funded in keeping with the climate emergency

True cost accounting should be reflected in the plan (i.e. have a car master plan) to capture external negatives from vehicle traffic

Incorporate language that shows the benefits of bicycling beyond transportation (i.e. connection to community)

Answer depends on details

Cancelling some projects doesn't reflect my values

Mayor isn't someone who rides

Gaps to fill to reflect needs for all ages and abilities

I bike downtown and my safety has declined in past two years. 2<sup>nd</sup> Ave is dangerous

How committed are the details of projects in the plan?

The BMP is important to community – want city to meet vision and build to its standards

NE Seattle map has lots of gaps. Low income, communities of color in that area. Equity question – not a white affluent area

If you build it, they will come

Topography/infrastructure consideration in north end

Transportation infrastructure needs to keep up with growth and changes in the city

SDOT has complete streets policy and now is completely abandoned going backwards, when we have more rider's city should advocate for all modes of transportation, population growth demands it

Avid biker against bike lane on 35<sup>th</sup> – so many alternate routes

35<sup>th</sup> is needed to go to services – need both greenway and bike facilities on arterials

Doesn't go far enough, doesn't meet city goals and climate goals, not a time to pause; time to act, don't do enough on greenways to divert cars per NAC to guidelines

Missing key goals around climate change. BMP should talk about how many more people are riding, and who are not riding

Vancouver announced specific goals around reducing number of car trips

Short term implementation goals should continue same metrics to benchmark

Lines and colors on map are confusing (projects funded through design? construction?)

Need a dashboard that shows history of a bike project. Need to make a special request to SDOT for information. Need to understand about why there are large gaps (due to budget?). Transparency helps to provide clarity

Challenging pieces: North/South routes and elevations, I-5 as a barrier (Ellis Ave S to Swift), A lot of greenways in SE Seattle would like to see performance of greenways. If putting in another greenway, it should be a true greenway (all ages and abilities to feel comfortable to ride on, a lot of North South connections (West Seattle) and not much in SE Seattle

Why not much biking facilities around manufacturing /industrial areas, there are challenges around freight, driveways

NO, because of equity, not working out on fair level

No credibility might install sharrows and count it as an improvement

Rainier is dangerous, even to walk

Seattle want to be #1 bike city. Why not? Be more extreme, close down streets, not too bad but thing big

The greenway zigzag is hilly, sharrows hard to navigate and does not feel safe

Asked if hills were taken into consideration



Need wayfinding but more importantly infra is needed, don't want to look around for signs all the time

Seems like it reflects values of a driver

Asked if any ideas to connect Georgetown to downtown

Debris is an issue, there seems to be no cleaning process

The city has abandoned their maintenance of streets

Asked why Rainier was taken out

Biking is viewed as a niche thing even though it is a valid mode choice. We invest a ton of money to cars when they're dangerous. Cyclists and peds get scraps and we piece together greenways

There does not seem to be an overall plan

We should have a mission for people to be able to get around on bike within a certain amount of time

We are scared of Rainier Ave

What is your confidence that the things in this plan will happen?

Watching NE 35<sup>th</sup> was profoundly frustrating

Feels like we are being devalued

35<sup>th</sup> seems to be a blueprint for how to stop a plan

District 2 has 47% of fatalities

We are taking the brunt of losing projects

Frustrated that people with money setting agenda

I go door to door and people want these bike and safety projects

I had a call from SDOT about a project that had three people complain

City needs to make hard choices

Don't just listen to the loud voice

Values of safety community, connectivity are important, and politicians need to stand up

Safety was 35<sup>th</sup>'s number one value and we saw what happened

Does BMPIP reflect values + your transport?

I'm a recreational cyclist and we need connectivity

I don't have that shit feeling wen I get up north

I'm lucky that I don't have to bike

Recreation is nerve wracking on south end

It does not feel good to bike, esp. on Rainier Ave

This plan does not reflect my values

I like new facilities in north end

I ride with my 2-year-old and there is a limit to where I can go

I have to ride on sidewalk and that's tough with people walking

If we want people who are not young and fearless, we need connections

South Park to Georgetown connection embodies our values but then we need to get downtown

No would like safe route from Rainier Valley to the north (Columbia City)

Connect all population south to downtown

There're only high end/spandex riders on the Sealth Trail and access is poor

Beacon Hill route is scary! Buses, steep slopes and detour, you take your life in your hands-on Rainier

The best route from Rainier is not good

Signage to get to routes is bad and lead to an on ramp at MLK south's end, SDOT says "we did what the code said"

Greenways need to be connected to biking and we want separated PBLs etc.

Can't put bike on the link – we need shorter headways! However better link access is important

2<sup>nd</sup> Ave is a problem. Cars turn left in front of you. People think they are safe.

Conflicted about 2<sup>nd</sup> Ave. Parking garage conflicts. Was frustrating to see huge resources put into small number of bike lanes. Don't see need for full reconstruction.

Green bike lanes fade – is there a maintenance plan? Bike lanes don't get plowed in snow.

Projects are only good for getting you off the island.

Brandon is a busy thoroughfare. Don't know how to get to Junction safely.

Need bike lanes to get up hill. No way to get to the Junction safely.

Would rarely bike up Admiral, never down it. Paramount condition bad.

Very little access in Admiral.

Disappointed not to see California in the plan.

No

Well, something's better than nothing

Plan is optimistic – implementation is not realistic

Not connected – this is the bare minimum or even less

Pike/Pine

Most diet/lite version of a La Croix you can get

Incrementalism is not compatible with the degree of the problem

Not enough funding is a cop out – unacceptable. Bellevue is beating us.

Stop asking us to compromise

Cautious but curious riders won't be served by this disconnect network.

Create a connected network to help build new/future rider's confidence

Greenway's aren't useful in a city, but some people think they are – need to be designed correctly, not a substitution.

Orphaned facilities = difficult to navigate

Not connected (equitably) geographically

Missing “all-ages, all-abilities”

Does not reflect climate values

No alignment of values across agencies and mayoral office

South side lack of facilities

Lack of information for how decisions were made i.e. routing, facility type

Study how people move and use current bike facilities

Conversations with impacted community should value safety instead of convenience /fear of change

“How we realize safety goals not if” we implement something else – emphasis on how we make streets safer

Facilities are not “user friendly” or intuitive

Existing facilities are not safe

Restripe parking lane lines (BL) and buffered BL's

Vehicles end up parking closer to BL when striping fades

Any plans to pave/improve pavement on non-arterials streets?

Disproportionate funding investments on arterials vs on bike facility roads

Beacon Ave

SODO to Georgetown connection

Duwamish Trail improvements

Georgetown to South Park Clarify how road space is allocated with equal mode safety

Equity for areas and users – ADA

Preference for protected bike lanes, parking along travel lane, bike lane along curb

More equity for biking as mode choice

Lack of options, Eastlake and Rainier need to prioritize bikes over cars because no parallel options

Need PBL on Eastlake

Put into plan – where facilities to charge e-bikes. Need new tech to have micropayments for electricity

Need Plan to have more planning for safe, secure bike storage options

Add connections east/west on south of Wallingford near 40<sup>th</sup> to connect to BGT

Process too driver by public support, or not, - 35<sup>th</sup>

Lack of neighborhood to neighborhood connections

Lack of through connections like across Montlake

Map not up to date (shows MLK as existing but it's not really there)

Rainier is missed opportunity

City areas missing any bike lane

Lacking east/west connections

12<sup>th</sup> Ave north of Jose Rizal

One gap can be deal breaker

MLK from I-90 to Mt Baker

Show topo on maps to see grades

Lanes built for cars – (grade)

“parallel routes” are not equal

Prioritize arterials and business access over neighborhood facilities with safety included

New MP does not: connect routes, improve citywide network, turns back on env goal

Next 6-year plan falls short of hope/need – vote for more BMP, MP feel likes step back

12-year moratorium (climate) – should put all hand on deck

Lack of funding

Private car infrastructure high bike cheaper

Are bike facilities postponed from 2017 MP?

Talking about dept reviewing what was being planned?

Was public opinion considered in 2017 to 2019 plan?

Disturbed at implementation that SBAB recommended removal – repair needed – transit

Where does money from prospects cancel go? Even past levy?

Question about Rainier wanting to see bike facility along Rainier – more efficient than many and on side streets, emphasize climate change

Frustrated with missing gaps along a corridor

See gaps everywhere, want to see city addressing them, be more aggressive in building connections

Don't want to see MLK with facility (CD area)

Want to see useful, connected plan

Want to see community discussion about the detailed projects

Want to see a thought-out process for how traffic operation work

Concern about what seems like abandoned (jump bikes in business area)

How to get more people to bike, need to have safe places, esp. with parents/kids

Not interested in sharrows

Want to make sure connections better

Not living up to promises made to combat climate change

Harmony between bicyclists and motorist (Shilshole and Stone)

Project status communication

Plana was scaled back

Plan focused on meaningless metrics needs to focus on better connections

Bike lanes not on arterials

Need more signage

Greenway to be more integrated into commercial core. Practical connection to grocery store

**Q3: How does, or can, the plan support your travel to and from the places you want to go in the city?**

Giving people access to transit

Better connection to SODO station

Frustrating to see when projects don't connect to other things

Benefits are not measurable

Connectivity between routes

Gaps in trails (Chief Sealth Trail)

South Park “scary trail” – if fixed, could provide more bike through put

Finish prioritizing projects that connect so drivers can see the benefit

Like bringing bikes on Light Rail

Barrier for bikes on buses may be education to teach people how to count bike on bus bike rack

Education videos on Light Rail TV monitors

Have a dynamic message that tells available bike capacity on bus coming or next bus

Bikes can be good first/last mile connections

Be able to get through industrial area (from Georgetown to Light Rail to Downtown) on bike

Direct and Safe – priority.... Route north to downtown, direct and safe route south to Rainier Valley

Prioritize protected bike land (no sharrows). No idea what green boxes are supposed to do. More education for drivers

Rainier Ave – there’s no protection but there should be

Beacon is direct but needs designated space

East west is a challenge, but there needs to be a north south connection

If there were more amenities and routes were nicer, ridership would go up

Someone asked what portion bike infra makes up in the Move Seattle Levy funding and wherever it should make up a larger share

Seems like we need more funding for bike infrastructure

North Beacon Hill to Capitol Hill or mid Beacon Hill

Columbian Way bike lane will be beautiful but North Beacon Hill people cannot get to it

Want connection from North Beacon Hill to Columbian Way and Columbia City

We’re missing ways to go north and south on a flat route

We only get jagged routes up hills

Trails often have hills

I bike on beacon to avoid hills

I want to bike on Rainier it is the flattest

Redesign on Rainier has 12' lanes and parking, but no bike lanes

Words don't meet actions: "We want you on bikes, but don't build the facility"

MLK rebuild was a missed opportunity

The green lines on BMPIP don't reflect reality, what looks like a complete connection, but I would not put my sister on some of the green lines

Flex sticks are gone in a month

City needs to replace flex poles with something better

Flex posts don't stop a car

No flex post = that could have been me!

Green lines should be safe for children/all ages and abilities

Some greenways are wonderful, but some are not

Greenway on North Beacon Hill is one of the first and not the best

Rainier Valley greenway not for all ages and abilities (not useful) and should not be on the map as a good bike infrastructure

I have to ignore some lines on BMPIP because they are not good

Need safe connections to schools

Cannot find bike racks at Franklin High School

No bike racks = no demand for bike parking due to toxic to ride there

#58 I do not understand, and I live near there- it connects to Orca School

#51 looks very steep

I don't know about calling these bike facilities

When signed bike facility is up a steep hill it made me feel I'm not the type of person that should be on a bike

We want bike infra on major roads

Weird little infra on steep hills doesn't help

#56 is confusing

We found out the hard way both ends of the Rainier Valley greenway is not done

#41 should not be a project but now that I know it's a flatter option, I think it should be there

We've talked about BMP connect to other plans and LRT coming to Judkins Park – city needs to change how it treats the streets as they are in the sweet spot for biking downtown

North Rainier and MLK should be a place you want to be

How does BMP connect to TOD and climate change goals?

It's hard to keep asking for the same thing (SE to the north) what more can we say?

Turn up heat on education, skill development seek evaluation for SDOT funded projects

Turn up heat on education, skill development, seek evaluation for SDOT funded projects

It would be great to have confidence, SDOT will fulfill expectations for projects, SDOT will build what it says it will build!

The loudest voices get heard and it's like BMP gets tossed out after so much planning. It can take years and then get de-railed

Rainier/MLK/Beacon – everyone has asked for one of these routes, how can we make it happen?

Georgetown to downtown connections and 1<sup>st</sup>/4<sup>th</sup> or 6<sup>th</sup>

Bike parking – is inadequate and in many places, there is concern about that

We need complete and safe networks with physical separations

Stuff is stolen off bikes (and bikes too)

Signage is confusing

Greenway design is inconsistent, and it needs specific features like sidewalks and predictable, more diverters on greenways to prioritize bikes

Too much fast cut through traffic so folks create their own diverters and traffic calming

It doesn't

Need connectedness, can't have gaps, bicycle city not a car city

We have "bike islands"

Expansion of BGT puts pressure on the rest of the trail

Do "easy" improvements on side streets to show successes of small improvements to start filling in map

No doesn't meet need, don't ask drivers they want and then only build some of them, it comes down to funding, pay to fund bikes

Think about start/end of trip – bike parking, make sure new buildings have bike storage (affordable/free)

People are reluctant to ride due to bike theft. Bike safety is an issue

Commute Seattle incentives for buildings and provide bike parking

New transit stations – have bike facilities... be bold

Make bike parking free and car parking, priced ( P & R example)



End of trip facilities at transit is key

SDOT (past 4/5 years have started to build up downtown lanes, but you can't get there

Finish 12<sup>th</sup> Ave to Beacon Hill (Jackson to Rizel Bridge) – north route to south end

Bike lanes need PBL even cones help (not too much money), keep cars out of lanes

Paint sharrows so people can see them better than nothing

2<sup>nd</sup> Ave – lights timed for cars should time for bikes

This plan has no connection to waterfront

Millions spent to make waterfront beautiful but no connection for bikes – no plan

Can have better outreach and comment collection (i.e. provide maps/info online prior to meeting)

Schedule city council/meetings after workday

Connect Georgetown to downtown

Rainier Ave (get back into IMP)

SODO/connectivity

Connect to transit stations (design for first-last mile)

Due to rising construction cost build IMP with haste

Optimize routing to make biking a feasible option (cut dependence on cars, deter VMT)

Requirements for minimum bicycle facilities (i.e. bike parking in new/renovated buildings, infrastructure amenities types)

Prioritize bicycle facilities (not vehicle infra i.e. e-car charging stations)

Electric bike charge stations

Bike network needs to be fully connected

Access to transit/stations

Improved signage to connect existing facilities so bicyclists can use/navigate safely and not in ped dense areas

Look at the commercial centers and ask how you get there by bike. By 2024, still can't!

Need to avoid traffic lights for safety. Dearborn & 5<sup>th</sup> is a problem. Ballard Bridge is not safe. Hates the Ballard Bridge. Number 1 thing that people biking hates. Needs to be a place to learn how to ride safely across Ballard Bridge. Nickerson intersection is a death trap. Dravus inter5sction a death trap.

Can't prioritize cars. Shouldn't cut half of bike lanes. Mayor has blown it.

How do we know if we're on track to implement the BMP within 20 years? Where do we stand in implementation of the plan? Frustrating that the resources aren't being found to build. Promise was broken.

Light rail is a huge waste of money. Obsolete! Should be spend on bicycle facilities. People who lead the city want people to die. Not helping us by putting sharrows on the road. Got hit at a signal and nearly died. Light doesn't change for people on bikes. The things they build don't work. Try to find ways around intersections.

Alaskan Way does not connect by 2024. Shocking!!

Curb bulbs on Western – why did they put it there?

Fautleroy has missing connection.

Make improvements to wide sidewalks on Spokane,  
7<sup>th</sup> Ave bike lane at sidewalk level – people are walking in it

California bike lane or NGW parallel. NGW can be nice quiet street but needs diverters. 26<sup>th</sup> Ave SW  
NGW need diverters.

Remove all the traffic sign and markings to slow traffic. People get confused and drive slower.

Looks like funding going away

Claims supported changes – not true

MP says projects completed that weren't (Dearborn)

Scaled back from 2014 – assumptions no other funding beyond levy – don't like

Fund through department funds

Prioritize projects, don't defund

City incorrectly capturing bike funding for project beyond facility

Connectivity is concern (example 12<sup>th</sup> Ave)

Don't want to pick and choose – fund all needs

Getting from RV to DT is big challenge --- connect!

Get people to LLR Station (example Denny NGN – no longer in Madison, so dropped. (Broadway to 23<sup>rd</sup>)  
easy to implement

Union Station – missing two blocks

Over and over again hard locations dropped

Union – discusses load zone and bus stop consolidation – don't say where, not community engagement

Don't just engage people who bike in project, they impact all travelers

Union good – now need to engage community

Inconsistent with schedule – some projects moving faster than expected, some slow

Excited about Eastlake - concerned it won't really happen

Lack of confidence that plan it will happen

No more sharrows

Concern about left turn cars conflict with people biking (not seeing), esp if parked cars – consider in design

South Park – GT – DT – how make bike ride?

4<sup>th</sup> Ave and 1<sup>st</sup> Ave - flat – use (south of DT)

Large trucks can make bikers feel unsafe

Streetcar connection

Gaps in south end problems (whole city). Everyone deserves affordable safe bike connection

Even Duwamish Trail has missing section

South end neighborhood cut off

At Cherry Street/Jackson no facilities. Cross 23<sup>rd</sup> – some may only go one way or open up for a couple blocks, but shown as line connected

Bike lanes look like wide parking lane (MLK, may be an example)

Maintenance of bike facilities concern

Sending drivers to NGW – consider how discourage drivers, cut through traffic (nature of), changing since first implemented, means need diverter

Make biking a real option = less cars

To change behavior, need real reliable facilities

Madison BRT should be complete street – should fund complementary bike route

Full implementation of adopted BMP (already provided input and engaged). Moving money from cars to bikes infrastructure – reprioritize!

If not, more connected N/S, E/W network

Weather (adverse contingency plan to clear bike facilities)

Recognize that bike facilities on roads are for bikes as much as roads are for cars

Recognize that BL pavement conditions are bad and need to be improved and maintained

Planner/designers should use the infrastructure that is not user-friendly

Not intuitive design – signage, route

Intuitive design (pavement markings, striping, signage, etc.) is critical for orphaned bike facilities (i.e. BL's that lead to nothing)

Faster, more efficient implementation and construction of facilities i.e. using pre-fab products, spot improvements are negligible functionality

Plan does not support travel to where anyone wants to go (city center)

Routes not where people want to go

Connect Arboretum Trail to MLK #63

Enforcement proves

Repurpose roads to not allow cars and be bike only

Lack of connections – Beacon Hill, Ballard

Better use of topography

Missing connections on south end, use equity over filing gap prioritization

Interested in Lake Washington Blvd.

Want to see direct routes, not “broken” that people can learn to use, feel safe

Like the Myrtle Edwards - Ballard Trail

How to deprioritize SOVs to prioritize bike network

Bike facilities in downtown as example – where businesses support it

How to build facilities to convert driver to bicyclists

Efficiency of building vs many costs of building

Family transportation – large families, how driving might be only option

Want to see a balanced system

Want to see that people have safe choices that they can learn about, try out, make more reliable

See equity as important value, city discussion transportation

What employers provides benefits - parking subsidy, transit pass, bike facilities, van pools, etc.

Better city-wide connections

Connections to Queen Anne – QA to downtown

Transparency for prioritizing bike projects. Project cuts and added at random

See entire plan on table

## Rainier Ave

Unclear, getting to downtown is good, upset NGW in northwest Seattle got nixed

Asked clarification of costs of NGW, why certain routes were cut (e.g. NGW is low cost), Jim confirmed nothing is cut, just won't be built in next few years, will build north

Asked is NGW is built on residential road, if will place parking

Avalon and Alaska is a free for all and is unpleasant

Avalon and Fautleroy will include speed bumps will slow drivers down, this gap is two blocks of terror

Asked if we have thought of passing another levy

Asked Jim how we measure ridership projection, what type of timeframe

Low hanging fruit is closing gaps b/w existing routes to make it safer and more accessible

Two facilities helpful for two types of riders – NGW riders who don't worry about commute times and want safer routes, facilities on arterials to get place faster, these are flat

Delridge you can only go south but have to make twists and turns on another route to head north = hills, turns, and crossing busy roads doesn't make north route safer than Delridge

Destinations likely on arterials – would love for bike facilities to be on arterials. This is not currently reflected in the plan. Frustrated to hear to be “on your own”

Seems like vision zero is used when convenient

“Our priority is transit not safety” is frustrating

We don't lead with vision zero

Enforcement needs to improve (e.g. Uber dropping off in bike lanes)

Delridge has issue not being able to support buses, will become more dangerous for cyclists when having to share one lane with cyclists and cars

Use Alaskan to go south and 4<sup>th</sup> to go north

Why can't Starbucks fund bike improvements near their store on 1<sup>st</sup>?

Not a great connection between Georgetown and downtown – tons of young people who are low income and use bikes to commute

15<sup>th</sup> Ave S to MLK is a nice connection

Bike lights/signals look like green lights

Asked what we'll do with notes

What's shown is well into planning phase

**Q4: How would you like us to continue engaging you and others in the design and construction of bicycle projects?**

What is SBAB recommendations to SDOT and how are those recommendations being handled (more transparency)

Lead with strategy to reduce car traffic

Reclaiming space from roadway

Would like to see a different attitude from SDOT around industrial areas

More outreach needed for community input

SDOT PMs should check in with DON rep in area to expand outreach

More equitable outreach, more voices represented by people esp. those who are not able to attend public meetings

Racial equity toolkits should be used with BMP projects

More resources devoted to outreach

Alternative and creative funding sources

Worried in ability to deliver BMP may affect ability to pursue future levy

Need money for maintenance of bike facilities

South Park has one of highest children density. Algorithm may be leaving out important facilities

City Hall is inaccessible

Support grassroots initiatives – makes stuff happen – direct action

Can't agree with bike advisory board

These café style convos are great

City is afraid when everyone is a part of the same conversations and on the same page. Many of these discussions don't get to that point

What can we guarantee will be in the imp plan and will be implemented?

There is a lot of sugar coating that happens. Want the city to be blunt (e.g. here's a sharrow and here's a greenway isn't enough)

Can't find information online. Need something dynamic to look up projects, don't need a full report

More conversations like today, earlier more changes for people to be informed. Some people don't know about bike advisory board. Maybe try having one table/discussion

Important to hear from everyone

Try to hear broader feedback around different topics where people are already meeting (e.g. other orgs) rather than focusing only on a bike meeting

Good to open doors to people who may not already be involved in biking

Seattle is very cautious about its choices

This isn't rocket science - we're in a climate emergency, transportation planners can do this. If we ask people if they want bike infra, many people will say no

Pedestrians and bikes are not prioritized during construction, contractors should have plan for accommodating bikes and peds

SDOTs greenways website is out of date, have website for imp plan

Tracking decision – making proves and sticking to decisions made during planning, more transparency and allow neighbors to talk to each other

Earlier communication, conversations between project neighbors and bikers who would use facility

Process can be simplified, just white lines and posts

Refocus conversation from bikes to mobility at large

Recognize consequences of decisions

Community work parties to help implement projects

Balance all benefits (e.g. clean air) of bike facilities with parking concerns of neighbors

Prioritize values – long term (climate adaptation) over short term (parking)

Green streets for people biking (Lake Washington Sundays, Licklovia)

I appreciate this seeing and talking

Good turnout here but challenge to reach all

I like this conversation style and constant communication and include those who will be impacted

I want to see pilot projects with less outreach before the pilot

N 35<sup>th</sup> files up maybe a pilot would be helped

NYC did big changes with pilots

I've seen good pilot projects in Portland, they blocked traffic to see the impact

Pike/Pine planters great for a pilot

I like BMPIP as it talks about whole plan

Need outreach to people who use a place not to those that live there

Meetings are angry people who don't want change and pro-bike activists

We should talk to people in the community at grocery stores or libraries

Meet people where they are at

Voices at meeting don't always represent the community at large

If you give your input once, it's not enough and that's not fair

I'm confused, flex posts get run over, why don't we do ecology blocks to protect us?

Not 10% of crossing islands still have flex posts – why not replace with permanent barriers?

Concrete blocks would slow down cars a lot

We prioritize neighborhood and main spine connections – we need to hear about how goals are being met

Tables in BMP Imp Plan are maddening, should acknowledge what projects are serving which neighborhoods

More feedback leads to worse outcomes for cyclists, safety should be prioritized, build and educate on core values

Use designs that work

I would like to see a map that indicates how bike scores and makes for better connections

Viaduct – WSDOT does weekly roundup, regular BMP Imp communication updates would be good

Knowing what the decision-making process is

SDOT provides info for traffic flow timing but not predictions for improving times/safety for cyclists and SDOT has predictive modeling for crashes

Better outreach to non-bike population

Constituents shouldn't have to engage to support/advocate for bike facilities "just build it"

Honesty in project density

Intentionally/actively reach out to marginalized young people/communities

Online participation

Go to where the people are

C of S should promote, communicate the benefits of bicycling (i.e. public health, environment)

Better outreach, earlier, multicultural outreach, people who can't afford cars

Meetings targeted to specific issues or projects

Have similar meetings in neighborhoods on specific plans or issues

City should re-envision the plan come back



We are angry and feel plan is gutted – many worked hard to get levy passed, black hole with SDOT and Mayor

Smaller meetings on details

Outreach needs to fair – need opportunity to give input

Difficult tax system for funding

Outreach where users are (i.e. trail)

Outreach at workplaces (business to cyclists)

Online surveys (Metro for example)

Notify cyclists who work in the area not just residents

Outreach to riders who use facility, not just nearby residents

Want to see efficient use of levy funds

Imp Plan came out months ago – only one month for comments, after two years of no information more time for comments

Not a lot of info on website on how to comment

Residents have to figure out how to find meetings

Need single place to register what they're interested in

Easy to miss things not easy to get all information

Need to make hard decisions and stand hard for decisions. 35<sup>th</sup> for example.

Will be hard to win me back after 35<sup>th</sup> and cutting half of bike lanes. Admin hasn't shown any support for bike lanes.

2<sup>nd</sup> Ave was done in six months. That made me think bikes were city priority. Do it without long, drawn out process.

Orchard bet Delridge and 16<sup>th</sup> needs bike facilitator. Sylvan bike lane needs improvement.

Fill in the gaps on Fauntleroy esp. uphill.

Going from Trader Joes to south bound Fauntleroy is very difficult – need to travel across two lanes of busy traffic.

If the Climate Action Plan is real, how are we going to reach it? Cars have to be going away

People don't feel safe biking. If you're a new cyclist you're lost. Need more signs to lead you along the route. Problem with fence along multi-use trails. East-West roads are difficult. Bus bulbs are an obstruction.

Arboretum Trail is nice

VZ is a wonderful sentiment but this plan doesn't get us there. Need to be bolder!

Clarity in beginning of what is included and who funding

Check Dearborn web site for accuracy

Engagement – more than one meeting

Visit Community Councils

Lots of different communication - engage esp if bus stop moving

Involve more POC this can't be the only meeting

Eliminate surprises

Expand who's in the conversation

Concern about community changes whether project happens despite years of input and adopted policy

Conversation should be about what can make something

Always back to why – stick to values inconvenience vs safety

More bike connectivity involved in drafting BMP – now need to engage community – yes try not to lean toward compromise over safety

Make sure integrity involves all community

How engage people who don't bike before fear project coming

Accurate web site and all projects listed – reflected

How do people find information?

Say in a way that doesn't freak people out

Use multiple digital media platforms

Do Pop -ups, farmers market

Don't take people by surprise

City Council involvement / rep

Mailers

A commitment to do, act, and build

Paving /car-focused projects don't have to push like this

Why do bike projects get the axe first and transit? How was this decided via levy rest?

Would it help if we move faster?

This venue is helpful, if we see results

We believe in SDOT, but don't trust the Mayor's office

Transparency from Mayor's Office on decision making, trade-offs, risks, stakeholders of projects

Transparency of stakeholder groups and how priorities are weighted

Engage a broader audience with decision-making – equitable representation of voices (contributors, users of BL)

Support "open streets" to build community engagement and understanding of road users. Meet folks where they are (offer many opportunities for engagement with time and location)

Engage communities with funding decisions and future investments

Transparently on how funding is re-appropriated and how it is leveraged

Improve intra-agency condition and consolidate redundant work across agencies

Focus priorities on moving people and the modes that achieve mass transport: bikes, buses, link, water taxi

Outreach to target more demographics. People in this meeting don't represent all bikers

Better/more outreach to get more people here

Get better data re who bikes, and city should reach out to businesses to see who is community

Piggy back on commute reduction information

Too much outreach? Public hostility to bike lanes. Mayor's Office support needed

More "sit around table" events

Focus on small business outreach (Eastlake)

Have Mayor's Office hold press conference at each biker death

Put collision history on maps

More respect to SBAB

West Seattle Bridge (west side), Sat AM pop-up to discuss bike infrastructure, get bikes out recreation

Encourage people to join NGW groups

BF bike rides

Coffee – people stop

More alerts to closing

Need input from potential riders

Engaged community not feeling heard

Why engage with new people if going to let them down too?

King St/Alaskan Way cyclists don't know where to wait to cross

Fix ped lights to go green with light change

Look at informal bike groups

Agencies coordinating

Existing group to fatigue and lack of knowledge they exist

Central Seattle greenways as a way to plug in via these networks/groups

Last few years seem discouraging time to be bike advocate, concern about what hear from MO

Would feel better about plan if Mayor is behind it, want to see MO here

Question about how the imp plan get rolled out

How to we leverage developer to provide more facilities, city land

Want to see impact

Concern about Microsoft as taking money/value out of Metro, us paying Metro for service, see it as privatization of transit

Ped/bike Advisory Board

More outreach to developers incl in central area

How developers can contribute to ongoing bike, transit enhancements – example to date LRT, how city/ST/others support transit bike access

Other orgs that people in central area can engage

How to build constituency around biking

How one meeting to discuss city issues consolidated comm approval

City facilitate when multiple groups meet to talk about SDOT/city issues to come to consensus (transportation, housing, etc.), one that's more central, less broken down into "silos"

To reduce number of group meetings people got o

To be engaged as bicyclist, to be visible, talk with businesses about bicycling when shopping, how to request bike racks

Information accessible online

Unhelpful information coming from city. Help build support for biking with facts.

Be consistent with information (project outcomes)

Complete trip metrics instead of miles built

"Something is changing" signage for bicyclists

Move meeting start time later

Go to people, posters of map at ferry terminals/bike stores

Metrics on how safe bike commutes feel

Connections

Remove word “bike/bicycle” trade for “micro mobility” “smaller than car transport”

Options other than cars

Like small table format

Unsure how useful these meetings are, may seem like we’re trying to engage more after Duran has gutted plans

How else do you engage the community? What about engaging smaller community groups?

Seems like whoever planned routes doesn’t bike in Seattle

Stairs on NGW is poor decision – either go upstairs or go through behind

There is a lot of compromise forming these routes – crossing busy street requires signals, hills, etc.

Meeting directly with bike groups is good, lot of knowledge, know people and places well

Online engagement – want questions and structure on online surveys

Asked what West Seattle bike connections is

Two-way protected bike lane on Delridge

Do need Rapid Ride here

Seems it always come down to parking

LR will go in, could have more people biking there (Delridge)

No good transportation (transit, bike) on Admiral

Vision zero should be what we lead with

How does a life factor into traffic speed, traffic flow?

## Online Survey Results

### Survey Participation

- 180 surveys were submitted by community members but, not all of the participants answered every question. Below is a breakdown of the number of responses each question received.
  - o Question 4 (Values): 119
  - o Question 5 (Plan): 115
  - o Question 6 (Projects/Connections): 114
  - o Question 7 (Engagement): 91
- On average 92% of survey participants were familiar with bike infrastructure (PBLs, Greenways, multiuse trails)
- 13 of the individuals who completed the survey expressed a general dislike of bike infrastructure and this perspective was present throughout the responses they provided.

### Response to Implementation Plan in General

- When asked if the BMP Implementation plan met their needs (Question 6):
  - 20% expressed Yes
  - 51.3% expressed No
  - 30.43% expressed Somewhat
  - o Of the responses that expressed No,
    - 84.3% wanted to see more investment
    - 15.7% wanted to see less investment

### Projects/Connections Identified

- Several projects were identified by respondents as priorities in questions 6 and 7. The following is a list of all the projects/connection identified and the number responses that included them.
  - o SE Connection (Rainier, Beacon, MLK)- 21
  - o 35<sup>TH</sup> Ave- 9
  - o Burke Gillman Missing Link- 7
  - o Ballard Bridge/Ballard- 6
  - o SODO/GT- 4
  - o U-District/ Huskey Stadium- 3
  - o Northgate- 3
  - o Greenwood/Phinney Corridor- 3
  - o 12<sup>th</sup> Ave- 3
  - o Downtown Network- 2
  - o Eastlake- 2
  - o Roosevelt- 2
  - o Lake City- 1
  - o Wedgewood- 1
  - o Duwamish Trail- 1
  - o Fremont Ave- 1
  - o Fautleroy Ave- 1
  - o Montlake- 1

- Dexter/Westlake- 1
- 50<sup>th</sup> Street- 1

**Values**

Responses to questions # 1 were tagged on Survey Monkey with themes as they emerged. Below is a table that reflects the number of responses that received a tag.

Connectivity		23.53%	28	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Educ/Rules/Laws		3.36%	4	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Efficiency		34.45%	41	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Environment		26.89%	32	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Inclusive/Accessible		21.85%	26	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
IntegrityTransparent		1.68%	2	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Priority		26.05%	31	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Safety		57.98%	69	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>
Transportation Options		48.74%	58	<a href="#">View all</a>	<a href="#">Edit</a>	<a href="#">Delete</a>

5.88% or 7 responses were not tagged because they did not contain information relevant to values.

**Engagement Methods**

When responding to question #6 regarding how the City could continue to engage people in the implementation of the Bike Master Plan.

- 16.48% of respondents shared an overall feeling of disillusionment with the City, many naming a lack of transparency and follow through as pit falls.
- 13.19% of respondents requested that the City prioritize engagement with diverse voices including seniors, youth, communities of color, etc.
- 8.79% of respondents wanted the City to share more information about projects and biking with community members in effective ways.
- 7.69% of respondents requested more neighborhood-based outreach to better inform community members of the options in their neighborhood and connect with new riders.
- 4.4% of respondents requested new metrics for evaluating success.

More than a third of respondents suggested different methods the City should use to better connect with community members.

## Email Summary

Over 500 emails were sent to the BMPIMP email account. 489 of those emails were from organizations whose members forwarded a copy of the same email to signify support. The Port of Seattle, Move Seattle Levy Oversight Committee, the Duwamish Valley Safe Streets sent formal letters with recommendations for the BMPIMP through email, which were forwarded to SDOT for response.

**93 emails** were sent on behalf of Seattle Greenways asking for the BMP IMP to support:

- 1) A convenient, safe connection for SE Seattle to downtown along Rainier Ave, MLK Jr. Way S, or Beacon Hill.
- 2) Safe Routes to jobs in SODO, Connect the SODO Trail to Georgetown and jobs along the way, and close the Duwamish Trail gap to connect to the Duwamish Longhouse.
- 3) Safe routes to public transit. Connect Central District to link via MLK, Admiral to the C-Line via 42nd Ave SW & Fauntleroy, and the Little Brook and north Bitter Lake neighborhoods to the new light rail stations.

**216 emails** were sent on behalf of an unknown group asking for the BMP IMP to:

- 1) Develop a financially realistic plan.
- 2) Fill critical gaps in the network that connect to high need places like transit.
  - a. Close gaps around Northgate Link.
  - b. Connect Mount Baker Link station to I-90 trail (on MLK).
  - c. Complete the Duwamish Trail.
  - d. Complete Roosevelt to Northgate connection.
- 3) Connect South Seattle communities to one another AND the rest of the city.
  - a. Add an all ages facility on Beacon Ave S, from downtown.
  - b. Connect SODO to Georgetown.
  - c. Commit to completing the Georgetown to SODO trail.

**180 emails** were sent on behalf of the Save 35<sup>th</sup> Community Coalition, who encourage SDoT to listen to the community early in the design phase, and to keep 35th Ave NE off the plan due to the potentially adverse impact on small business and library parking.

**80 emails** were sent independent of a group. Many do not believe that the plan builds enough bike infrastructure and are upset. A fraction of the emails received were from community members who believe that the City invests too much money in bike infrastructure, and not enough in other pedestrian access improvements. The common themes from this set of emails are below.



## **Common themes**

### Values:

- Safety: Build bike infrastructure that is safe for bicyclist. More protected bike lanes in high traffic areas.
- Connectivity: Complete routes and create a network that connects the entire city.
- Carbon emissions, climate impact: prioritize bikes and other modes of transition over single occupancy vehicles. Build infrastructure that encourages non single occupancy vehicle use.
- Geographic and racial equity: Focus on building out the bike infrastructure in SE and SW Seattle.

### Projects and Connections:

- Georgetown to SODO
- Duwamish Valley to Downtown (South Park to Georgetown to Downtown)
- Beacon Hill to Downtown
- Beacon to Capitol Hill along 12<sup>th</sup> Ave
- Protected bike lanes along 4<sup>th</sup> Ave
- Connections to S King County

### Program and Facilities

- Divert cars for Neighborhood Greenways to increase bike safety
- Educate drivers about bike facilities and signage to raise awareness and reduce collisions
- Combine paving projects with the installation of bike facilities to reduce the overall cost
- Increased police enforcement of aggressive driver behavior towards bicyclist, penalize drivers who harass bicyclist
- Invest in more Neighborhood Greenways so bicyclist can ride on safer streets

### Unsupportive of BMPIMP

- Does not go far enough, want more projects included in the plan.
- Biking is for fit able-bodied people and does not consider Seniors who need to move throughout the City.
- Does not consider elders and those who are not able bodied or fit to ride bicycles.
- Cost too much, City should consider removing bike lanes.
- Increases vehicle congestion, bike lanes impact the number of lanes for driving and space for, which causes congestion.
- Invest in other infrastructure, small percentage of bicyclists – more investment in other pedestrian improvements such as sidewalks and public transit lanes.