



# City of Seattle

## Seattle Bicycle Advisory Board



February 27, 2023.

Donna McBain Evans, Co-Chair  
Peter Bryan, Co-Chair  
Joseph Roberts, Secretary  
Yasir Alfarag  
Arya Blourchian  
Ty Bottorff  
Max Green  
Quinn Kelly  
Andrea Lai  
Douglas Migden  
Jose Nino  
Christine Stawitz

<b>TO:</b>	STP Planning Team, City Council Transportation Committee, Mayor Harrell
<b>RE:</b>	Feedback on Phase 2 of the Seattle Transportation Plan

The Seattle Transportation Plan (STP) presents an important opportunity to position Seattle for a more effective future that meets our climate, mobility and equity goals. With thanks for SDOT's second phase of public engagement, the Seattle Bicycle Advisory Board would like to share our overall comments.

### **1) Gaps in the Map.**

There are multiple gaps in bicycle routes shown on the maps, especially key long distance routes but also at the edges of the city where routes do not link with routes from the surrounding areas, creating a disjointed approach.

Gaps leave riders unprotected and vulnerable. Seattle needs a connected bike network for riders of all ages and abilities to reach their destinations without worrying that lanes will suddenly end.

Highways and highway-like arterials continue to leave scars in our transportation network. For example there are too many areas where there are no safe routes across I-5, Aurora Ave, and Lake City Way, cutting people on bicycles off from large areas of the city and making crucial east-west traversal very hard.

### **2) Stated Vision of Transformational Change is Not Met for People on Bicycles.**

We applaud the STP's vision of making "transformational change" in our transportation system, yet the current maps appear to show relatively minor changes for people riding bicycles.

Making transformational changes will demand certain concessions such as creating safe PBLs on arterials when those routes are clearly the most direct and sometimes the only logical route for non-motorized traffic; the same is true for reducing or redirecting parking for PBLs or cafe streets.

*How does SDOT propose to resolve these conflicts if it truly wants to reduce dependence on single occupancy vehicles?*

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 planning processes insofar as they relate to bicycling.

- City Council Resolution 25534



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### 3) E-bikes, Family/Cargo Bikes, and Motorized Scooters

Increasing use of e-bikes, family/cargo bikes, and motorized scooters give more people viable car alternatives, strengthen climate resilience, and advance Seattle's policy goals.

It also creates increased conflict due to the higher and more varied speeds, greater congestion, and longer vehicles (cargo bikes and trailers). This will necessitate reviewing path widths, turning radii, available parking and holding spaces (eg: bike boxes), especially in heavily used areas.

*Where and how does the STP take this into account?*

### 4) Safety and Crash Data.

We applaud SDOTs strong statement on safety, particularly since serious injuries and deaths on Seattle streets are on the rise.

*Is it possible to overlay the map with crash data and level of bike infrastructure to help us review the map and priorities in light of SDOT's safety goals?*

### 5) Unclear Status.

Current draft maps do not clearly define which of the bikeway lines are completed projects and which are in planning or desired for the future. Future drafts should make this distinction clear.

### 6) Lessons from Existing Usage Overlooked.

Many proposals fail to reflect "desire lines" – how people on bicycles *actually use* routes today.

For example: STP suggests crossing the very busy NE 85th St arterial at Densmore Ave NE, a staggered junction with no traffic light. People on bicycles actually use the signalized junction one block to the east at Wallingford Ave N, which has pedestrian and bicycle safety enhancements.

We urge SDOT to pay attention to how people on bicycles *actually use* the road network today, to avoid unsafe and unworkable proposals such as the example above.

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Thank you for taking these concerns into account in your next planning phase. We welcome any interim answers you can provide, and look forward to further collaboration as this important planning project moves forward. Let us know if you have any questions.

Sincerely,

The Seattle Bicycle Advisory Board

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