

Date: June 2nd, 2022

Subject: SBAB Feedback on Alaskan Way PBL plans

To Simon Blenski and Project Team:

Thank you for your April presentation to the Seattle Bicycle Advisory Board on the Alaskan Way Protected Bike Lane. We're excited to see SDOT close the gap between the Elliott Bay Trail and the new waterfront bike path for a protected path through downtown that will serve both locals and tourists well. However, SBAB is disappointed that the project prioritizes short-term use for cruise ship sailings over a seamless and intuitive path for people who bike. **We urge the project team to work with the Port of Seattle to explore Transportation Demand Management (TDM) strategies to manage space with cruise sailings and push for a PBL design that does not include the arterial crossings.**

First, as the City of Seattle continues to work to advance its safety, climate, and equity goals, we believe projects should walk-the-talk and prioritize people who walk and bike over the cruise ship traffic. While we appreciate the thoughtfulness the project team has shown in trying to minimize the inconvenience of the diversion and mitigate potential bike and pedestrian conflicts, it is frustrating to see this project prioritize cruise ships over users who pass through the area on a regular basis. and require cyclists to take a more indirect route.

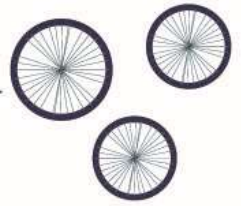
Second, intuitive and seamless bike infrastructure is an essential element to successful projects. As designed, when the bike trail crosses to the east side it becomes a narrow "shared use path", not unlike a sidewalk of its own. The crossings and varied types of infrastructure will be confusing and create a negative experience for the user. Further, when additional (and unnecessary!) turns are added to a route, it adds complexity for the user. Road crossings, though controlled, add risks for conflicts between road users. In asking people on bikes to cross Alaskan Way twice over a short section of road, this will discourage new users, deter existing users, and add perceived barriers to biking in Seattle.

Third, we worry that many riders will either mistakenly or intentionally avoid the proposed route with road crossings. It is likely people will either bike on the west sidewalk or on the road with no infrastructure or signage to keep pedestrians, bicycles, and cars separated.

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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



SBAB wants to reiterate that we are excited for this project and the connectivity it will add. There are a lot of positives to the PBL that we're looking forward to, including:

- SDOT's continued investment in PBLs and all ages and accessible facilities through the city.
- The connectivity that closing the gap between Elliot Bay and the new waterfront park trail will open for pedestrians and cyclists throughout the city, especially in an area where the sidewalks are crowded and being on the road can feel unsafe.
- The thoughtfulness the project team has shown in the design process to mitigate potential for pedestrian-bike conflicts in a tourist-heavy area.

Thank you again,

The Seattle Bicycle Advisory Board

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