



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Scott Kubly, Director

April 5, 2016

To: Kristi Rennebohm Franz, Seattle Bicycle Advisory Board Chair

Re: Seattle Bicycle Master Plan 2016-2020 Implementation Plan

Thank you, Seattle Bicycle Advisory Board (SBAB), for your comments on the draft Bicycle Master Plan (BMP) 2016-2020 Implementation Plan. Attached you will find the implementation plan submitted to City Council Transportation Chair, Councilmember O'Brien on Monday, April 4, 2016. As the stewards of the BMP, the board's feedback for consideration during the update of the implementation plan is highly valued. The following reflects upon the comments provided in your March 19 letter:

February 3 comments:

- Safety, connectivity, and equity are the three highest scoring qualitative criteria identified in the BMP project prioritization process, with 45 out of 100 possible points (see page 7 of the implementation plan). The boards' priorities are consistent with the former-SBAB members' sentiments who advised during the update of the BMP.
- When projects are prioritized for implementation, each project undergoes a project definition phase, consisting of technical analysis and community engagement. Identified destinations, slope of route, and receiving community input and knowledge is part of this phase. Page 36 of the BMP acknowledged that "the all ages and abilities network attempted to recommend flat routes to destinations, but was not always possible due to the grades of Seattle's hills." Some neighborhood greenways routes were even directed to existing staircases, to be upgraded with runnels as needed, to help facilitate grades. Page 8 of the implementation plan describes the neighborhood greenways project delivery and public engagement process to determine the best, and thus flattest, route to connect destinations.
- An all ages and abilities network has been defined in the BMP (on page 38) as a network of "bicycle facilities with comfortable separation from motor vehicles. This network is comprised of protected bicycle lanes, neighborhood greenways, and multi-use trails connecting to destination clusters". Page 37 further describes protected bicycle lanes and neighborhood greenways. Direction on what it means to have a connected, useable, and comfortable all ages and abilities network comes from the BMP vision statement "riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities." Realizing the full project build out and implementation of the programs will help to achieve this vision for Seattle.
- Updating the printed bicycle map annually is part of strategy 6.3 "Improve wayfinding and trip-planning opportunities for people on bicycles" (page 31 of the implementation plan). We will work with the SBAB during the update process to make the user map more legible for bicycle riders.

March 3 comments:

- The SBAB and SDOT developed performance measure targets during the BMP update process to assess whether the plan is meeting its goals over time – these metrics are on pages 10 and 11 of the implementation plan. The measures are reflective of data that we had been collecting or would begin collecting to document progress made. The performance measures as defined in the BMP will only be modified and updated when SDOT updates the BMP again in 3-5 years.
- We added a protected bike lane on SW Morgan St / Dumar Way SW and a neighborhood greenway spur from that route to the SW Myrtle St; these routes will provide all ages and abilities connections from the Morgan Junction neighborhood to Delridge and South Seattle College.
- The project prioritization process, both the quantitative and qualitative evaluations, addresses equity and geographic equity as described on pages 105 and 106 in the BMP. We have also attempted to distribute a higher number of bicycle facilities to be built in the next five years to areas that serve populations that are historically underserved. Implementing infrastructure that allows people of all ages and abilities to feel comfortable riding a bicycle in all Seattle neighborhoods is the vision for the BMP.

March 11 comments:

- We are always willing to discuss additional ways to supplement public engagement efforts to gather input from communities of color and communities of low incomes.
- We agree that a five minute implementation plan check-in at every monthly SBAB meeting will help provide transparency and accountability for progress made. Language was added to page 6 of the implementation plan to reflect this recommendation.

Thank you for your thoughtful input to the 2016-2020 BMP Implementation Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darby Watson', written in a cursive style.

Darby Watson
Project Development Division Director, Seattle Department of Transportation