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June 4, 2015

To: City Council Select Committee on Transportation Funding
From: City of Seattle Bicycle Advisory Board

The Seattle Bicycle Advisory Board endorses allocating Move Seattle funds to implement 50% of the Seattle Bicycle Master Plan (BMP), including funding catalyst projects.

We advise City Council to be bold in your leadership of Move Seattle transportation levy funding. It is imperative to meet the critical and increasing public needs and calls for safer streets and sidewalks in our city where population and development is growing rapidly and directly impacting ability of all residents to move within and between our neighborhoods safely, economically and with efficiency of time.

We advise the City Council to insure that the Move Seattle levy comprehensively funds transportation facilities and programs that address the most vulnerable users in all our neighborhoods, especially our children, youth, our residents with mobility limitations, our lowest income residents for whom public resources are primary life-support systems, and our seniors.

We advise the City Council that the Mayor's proposed \$930 million in investments is not at all a high levy ask given the imperative to take care of basics and build for future transportation needs. And, in reality, higher funds would be justified to meet those needs.

We advise the following overall funding priorities:

1. **Safety:** We advise funding bicycle and pedestrian facilities and program implementations to significantly improve safety on streets, sidewalks, and intersections in our city, **giving highest priority to those that are consistently identified as critically dangerous and life threatening for people who ride bicycles including:**

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Southeast Seattle communities living along and near Rainier Avenue and MLK Jr. Way where residents experience extremely dangerous transportation conflicts daily. Residents should receive high priority of funding for transportation to address inequities and achieve equity with high standards of city transportation services and safety implementations. Residents need Protected Bike Lanes and Neighborhood Greenways to connect destinations and to encourage new ridership. SBAB supports funding to lower and enforce speed limits at 25 mph as a critically needed safety measure identified as high priority by residents. Full funding and implementation of the Accessible Mt. Baker Project, near Franklin High School, is imperative if the road safety and BMP projects are to achieve long term success. SBAB has a Southeast Seattle Working group to address and advise ongoing priorities and funding in collaboration with community residents groups, and led by SBAB member, Lara Normand, who represents Southeast Seattle on the board.

Northgate neighborhoods with priority funding for the Northgate Pedestrian and Bicycle Bridge, funds to expand the bike-share network and funds to implement Neighborhood Greenways Safe Routes to School with priority for locations, where currently, there are not safe walking and biking infrastructure and therefore, students must navigate dangerous routes to schools.

West Seattle neighborhoods focusing on Fauntleroy Boulevard Project, multi-modal corridor and catalyst projects including East Marginal Way S, Delridge Ave, SW, Chelan 5-way intersection and rapid implementation of Neighborhood Greenways to specifically include areas that have none such as California Avenue SW between Morgan, Alaska and Admiral Junction. SBAB member Don Brubeck leads the advisory board focus on West Seattle.

Ballard Bridge funding to implement critically needed safety measures that can be economically implemented in the very near future while working on funding for long term overdue safety infrastructure improvements such as cantilevered additional sidewalk space (up to 10 feet on each side of the bridge), a possible new bike-ped-transit bridge across the ship canal, and eventually a new Ballard Bridge to replace existing bridge which was built in

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1917. SBAB has reviewed the Ballard Connect proposal and advises funding the recommendations. We advise near term funding to widen sidewalks, advise funding to address issues with both inside and outside railings, address coverings of access stairwells on the bascule part of the bridge, address safety issues at the north and south egress to the bridge, including installation of a bike/ped-activated crossing beacon crosswalk, and advise funding for curb bulbs at the so-called “Merge of Death”. We advise funding to implement signage that directs motorized vehicles to yield to bicyclists and pedestrians. SBAB advises funding to lower and enforce speed limits at 25 mph as a critically needed safety measure on this crowded facility. SBAB has a Ballard Bridge Working Group led by SBAB members, Steve Kennedy and Clint Loper, which has been meeting with SDOT, Cascade and Connect Ballard to address solutions and funding for safety issues.

- 2. Equity: SBAB advises City Council to insure that the Move Seattle Levy includes funding to address inequities of transportation services in our city and to insure that funding provides equity of economical safe transportation choices in all neighborhoods, especially in neighborhoods where residents primarily rely on walking, riding bicycles and transit to get to places of work and school, shop, and to connect with families, friends and community.**

We advise equity in bike transportation infrastructure at a goal of at least 20% mode share by conclusion of levy funds and to include equitable economical access to bikes and safe storage at destinations. We advise that the Move Seattle Levy funding be determined by addressing equity issues of race and social justice, affordable housing, healthy lifestyles and air quality/environmental health.

- 3. Ridership: We advise funding Protected Bike Lanes, Neighborhood Greenways with traffic calming and slow speeds, and Off-Street facilities that invite and support all ages and abilities of people to ride bikes safely. SBAB advises the City Council to clearly communicate the justification of Move Seattle funds as fundamental and essential investments for safety of all residents.**

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Currently, many residents of Seattle, who are concerned about and not supportive of funding bicycle infrastructure, are residents who see that funding, (especially the costs of Protected Bike Lanes facilities) as unneeded, unwarranted and unwanted. There is a sense among residents that this type of facility dominantly serves existing bike commuters who confidently ride with traffic on the streets. **The reality is that in today's Seattle traffic, all bicyclists, are vulnerable because of the increasing density and high speeds of traffic. Protected Bike Lanes are needed for capable but cautious riders and new riders of all ages and abilities.**

Experienced bicyclists are vulnerable when maneuvering with and around street traffic and when needing to ride at high speeds to keep up with traffic. Many residents, bicyclists and car, bus and freight drivers alike, are concerned about the mix of people riding bicycles with people driving motorized vehicles. Many car, bus and freight drivers are as concerned about collisions with people riding bicycles as are people riding bicycles. Separate and safe facilities with Protected Bike Lanes significantly increases safety for all transportation modes and decrease collisions. The cost of investing in PBLs is an investment that saves lives. **SBAB advises Move Seattle Funding for Protected Bike Lanes as a significant and imperative investment toward meeting the City of Seattle Vision Zero goals.**

For many, many residents of all ages and abilities, riding bicycles is not a safe choice on the streets with motorized vehicles where there are: 1) sharrows which create a dangerous mix of modes and 2) marked bike lanes riding alongside drivers of motorized vehicles with no buffered protection between bikes and movement of cars, transit and freight.

There are many, many residents of all ages and abilities who are not able to ride safely and are choosing to drive instead, Parents are driving their children and youth to schools because it isn't safe for young people to walk and bicycle. **Making it safe for all ages and abilities of people to choose riding bicycles for transportation throughout our city, especially our children, youth, families and seniors, requires funding Protected Bike Lanes, Neighborhood Greenways, and Off-Street facilities like the Burke Gilman Trail and Chief Sealth Trail.**

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We strongly advise that Move Seattle funds be allocated to safety improvements with Protected Bike Lanes, Neighborhood Greenways, and Off-Street facilities, facilities that will support building and growing more programs like the ones led by Phyllis Porter (Rainier Riders Cycle Club encouraging residents who have previously not had the opportunity to ride safely to ride bicycles in Southeast Seattle) and Merlin Rainwater (SBAB member who leads Senior Ladies on Wheels encouraging women and seniors in the Central District to ride bicycles) so that far more adult residents will choose to ride and encourage others, especially children and youth, to join them in riding on safe facilities.

SBAB advises the City Council and mayor to clearly articulate how investing in Protected Bike Lanes, Neighborhood Greenways, and Off Street facilities provides equity of opportunity for residents of all ages and abilities to choose riding bicycles as a safe transportation choice that addresses our traffic safety challenges, reduces congestion and collisions, by making our city the livable city we all value.

4. **Livability:** We advise that the City Council and Mayor to allocate funds for bicycle infrastructure and programs for more residents of all ages and abilities to choose walking and riding bicycles for transportation as opportunities for improving livability in Seattle. **Choosing to walk and ride bicycles because facilities make those choices safe and comfortable, means residents can now choose not to drive their vehicles. Walking and bicycling choices can significantly reduce congestion, improve air quality in our city and provide transportation mode choices that improve residents' physical health and well being.** It is simple math...the more we have a safe transportation infrastructure that encourages residents, who currently drive, to choose riding bikes, walk or use transit in all our neighborhoods and between neighborhoods, we reduce congestion. Reduced congestion translates into reduced collisions. **Reduced congestion and collisions translates into providing space for those who drive cars, transit and freight to move safely along with residents choosing to walk and bicycle.**

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5. **Safe Routes to School: We advise that the Move Seattle Levy provide increased funding for Safe Routes to Schools beyond what is currently proposed.** SBAB has reviewed the Neighborhood Greenways “Move Seattle for Our Kids” proposal and advises funding the proposal recommendations. Every neighborhood has schools. By funding safe routes for children and youth to walk and bicycle to and from home and school, we are addressing a major transportation safety concern of not only parents and school staff, but also safety concerns of all residents who use our streets in school zone neighborhoods. And we are addressing those issues equitably throughout the city. Every child and youth should be able to walk or ride a bicycle safely to school anywhere in our city. SBAB advises levy funding for Protected Bike Lanes and Greenways in school neighborhood zones, plus super safe intersections would make bicycling and walking to school safe for our students. **We advise that Move Seattle Levy funds be used to insure equity of safe sidewalks, protected bike lanes and intersections, for all school neighborhoods with first priority to neighborhood school zones currently lacking sidewalks and safe bicycling routes.**

Seattle is a city that supports our schools. The Move Seattle Levy is an opportunity to be a city of residents supporting our children and youth getting safely to and from school by providing safe walking and bicycling routes.

6. **Move Seattle Levy and 2035 Comprehensive Plan:** SBAB advises that the Move Seattle Levy have flexibility to adjust to the 2035 Comprehensive Plan with accountability for the commitments of the Move Seattle Levy.
7. **Move Seattle Levy alignment with Seattle Climate Action Plan:** SBAB advises that Move Seattle be aligned with the Seattle Climate Action Plan. The BMP calls for this alignment recognizing that increasing mode share of people riding bikes, walking and using transit significantly contributes to meeting goals for high air quality in Seattle and our entire region. It is imperative that our transportation system is evidence of city services that reduce our carbon footprint on the earth. It is imperative that our transportation system not contribute to increased rates of health issues for residents because of fossil fuels creating poor air quality. Seattle has a commitment to environmental sustainability. Move Seattle funding for infrastructure that supports people walking, riding bicycles and using transit

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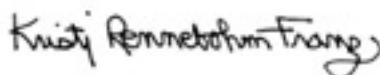
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is action that supports environmental justice and sustainability and insures that, in Seattle, we can have growth without degradation to our valued urban outdoor air quality. We can have a city that invites residents of all ages and abilities, across all incomes and neighborhoods, to enjoy green Seattle.

8. **Move Seattle and Economic, Housing and Social Justice** SBAB advises robust funding in Move Seattle as a mechanism for insuring neighborhoods are economically affordable, livable places for all residents. By funding transportation of walking, riding bicycles and equity of transit services in our city's work hubs such as downtown and neighborhood commercial/business/education/health centers in all districts of the city, we make it possible for residents to get where they need to go economically. These transportation services need to be connected with the need for affordable housing in our work/business hubs so that low income workers need not spend long hours commuting to work destinations. All residents should have the choice to live near their places of employment with safe transportation facilities to get there every day. A Seattle transportation system that supports safe mobility for all with walking, biking and excellent transit services is a mechanism for social justice.

SBAB advises Move Seattle funding that builds a excellent transportation system so that people of all ages and abilities, all communities, all income levels can safely use our streets and sidewalks in ways that reduce collisions, congestion, competition for space, and, thereby, significantly decreasing conflicts among people. When all residents are able to move about in our neighborhoods and move through our city because our transportation system supports calm and safe behaviors with care for one another across all modes, living in the city is survivable and we have a vibrant civil society in Seattle.



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