



Adam Bartz, Co-Chair
Steve Kennedy, Co-Chair
Don Brubeck, Secretary
Jeff Aken
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Casey Gifford
Riley Kimball
Claudia Lewis
Phyllis Porter
Merlin Rainwater
Terique Scott
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April 10, 2017

To: Bruce Harrell, Seattle City Council President
Mike O'Brien, Rob Johnson, Kshama Sawant and Lisa Herbold, City Council
Sustainability & Transportation Committee
Scott Kubly, Director, Seattle Department of Transportation

Re: **Bicycle Facilities with Madison Street Bus Rapid Transit Project**

The Seattle Bicycle Advisory Board wishes to express our appreciation to SDOT and to our City Councilmembers for responding promptly to concerns about changes to the "complementary" bicycle facilities associated with the Madison Bus Rapid Transit project as presented to the community in March. At a meeting held on Monday, April 3 in the office of Councilmember O'Brien, Genesee Adkins, SDOT Chief of Staff, committed to the following steps:

1. SDOT will consult with the Bicycle Advisory Board and community advocates to develop a plan for protected bike lanes on Union. This may involve a staged approach, beginning with temporary, less expensive improvements that can be upgraded in the future as funding allows.
2. SDOT engineers will meet with community representatives on site at the 24th/John/Madison intersection to develop a safe design for people walking and biking north-south on 24th. A safe crossing of MLK at Harrison will also be developed as part of the Madison BRT project.
3. Within the next several months, SDOT will consult with community advocates and SBAB to develop a shared understanding of how future rapid transit projects will integrate the needs of people biking and walking along multimodal corridors
4. SBAB also committed to funding the design of a neighborhood greenway (presumably 27th Ave.) as part of the BRT project.

The Seattle Bicycle Advisory Board thanks SDOT for reaffirming its commitment to establishing family friendly protected bike lanes on East Union Street as envisioned in the 2014 Bicycle Master Plan. We look forward to working with SDOT in carrying out the above commitments. We also look forward to an opportunity to review the entire proposed network of complementary bicycle facilities associated with the Madison BRT project to assure that this project as a whole complies with Seattle's Complete Streets ordinance, and contributes to the BMP goals of safety, equity, connectivity, ridership and livability.

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



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We would like to summarize the concerns that led to this agreement as follows:

East Union is a key east-west bicycle route connecting downtown, 12th Avenue, Broadway, the Central District, and Madrona, but it is not now safe or comfortable for all riders.

When the Madison BRT project was announced in 2014, SBAB was disappointed that an early decision had been reached that bikes could not be accommodated on any part of Madison. Instead, to comply with Seattle's Complete Streets ordinance, the BRT planning team had a mandate to design "parallel" bike facilities as part of the BRT project.

SDOT first presented this project to SBAB in February, 2015, then returned to us in June. By that time, we were told that it had very quickly become clear that a protected bike lane on Union, connecting with a neighborhood Greenway on 27th and protected bike lanes on Spring or Seneca, would be a highly desired component of any parallel (now "complementary") bike network. While no funding had been secured, we were assured that these bike facilities would have high priority as a component of the Madison BRT project.

This is an excerpt from the minutes of our June 2015 meeting:

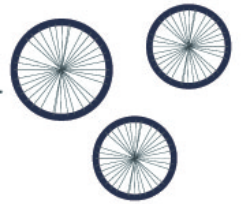
*Sara [Walton, SDOT] noted that this is an update to this project that was previously presented in February [2015]. At that time there were two options for the location of the Protected Bike Lane associated with this project. As a result of feedback received, SDOT selected the Union Street option, and this presentation will focus on that. The study of a Protected Bike Lane (PBL) as part of this project was initiated Fall of 2014. The work is more than halfway complete and will conclude this Fall. The overall project is currently at 10% design. No funding has been secured yet, but the goal of the concept design, study, and implementation plan is to position the City for future funding opportunities. Sara's presentation highlighted project elements and considerations along the length of the proposed project. The overall plan is for a connected series of PBL's and Neighborhood Greenways that form a parallel route to the Madison BRT. At the western end, there would be a short PBL, likely on Seneca and Spring, implemented consistent with the downtown bike lane network being designed. **The route would then transition to a greenway along University Street, to a PBL on Union Street, and finally to a neighborhood greenway on 27th Ave. to the route's eastern terminus.** (emphasis added)*

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We were understandably surprised and disappointed that the March 2017 proposal for complementary bicycle facilities no longer envisioned any improvements on Union. We also failed to see how the complementary facilities in the current proposal worked together to create comfortable and safe bicycle connections along the Madison corridor.

Thank you again for your positive response to these concerns. We look forward to collaborating with SDOT, our elected officials, and the advocacy community to make sure that Seattle's transportation network is truly safe, equitable and connected for bicycles and all modes.

Sincerely,



Steve Kennedy
Co-Chair



Adam Bartz
Co-Chair



Don Brubeck
Secretary

Cc: Mayor Ed Murray
Kevin Shively, Mayor's Office
Kiersten Grove, Mayor's Office
Genesee Adkins, SDOT
Kyle Rowe, SDOT
Bill Laborde, SDOT

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