



We believe in a Seattle where both an eight-year-old kid and her eighty-year-old grandmother can bike to every neighborhood in the city on comfortable bikeways.

To make it happen, Cascade Bicycle Club and Seattle Neighborhood Greenways have a shared goal of building 250 miles of new protected bike lanes, neighborhood greenway and trails within the next decade.

We know it won't be easy, whether it's the Ballard oil and gravel companies or the local naysayers, there will be opponents to creating the better future we all deserve.

That's why Connect Seattle exists. We're leveraging Cascade's more than 18,000 Seattle activists to build a grassroots movement of caring neighbors working together to (1) elect pro-bike candidates, (2) increase city transportation funding for bikeways, and (3) build important bikeway projects in our neighborhoods that will make an immediate, lasting difference in our lives.

Thank you for joining and being part of the movement.

Connect Seattle

District Elections

In 2013, Seattle voters decided to shift to a district-based city council. All nine council seats are up for election this fall: two seats are citywide and seven are district-based. This shift means the strategies for getting elected into city council have shifted from “wholesale politics” of sending out mailers and general advertising to “retail politics” of knocking on your neighbors’ doors.

This presents a high-risk, high-opportunity scenario. “High-risk” because the current power in neighborhoods tends to reside in neighborhood community councils and legislative district political parties, both of which tend to be controlled by local naysayers with anti-bike attitudes. But also “high-opportunity” because of Cascade’s unique role as a c4 and PAC organization with a large activist base, uniquely positioning Cascade and Connect Seattle to conduct decisive field campaign work for city council candidates.

Cascade is currently accepting endorsement questionnaire answers from city council candidates. Unless our organizational structure changes in the next few months, we fully anticipate that Connect Seattle will be fully involved in the city council elections this summer and fall.

Transportation Levy Renewal

In 2006, Seattle voters passed a nine-year, \$365 million levy for transportation maintenance and improvements known as Bridging the Gap. The levy is complemented by a commercial parking tax. Bridging the Gap currently provides nearly all of Seattle’s funding for implementing the Bicycle Master Plan --- but the property tax levy expires at the end of this year.

That’s why Cascade has been leading a coalition with seven other organizations (Seattle Neighborhood Greenways, Transportation Choices Coalition, Feet First, Futurewise, Washington Bikes, Puget Sound Sage and One America) to begin pushing for the renewal (and expansion) of the transportation levy this fall and to establish our priorities within it. We expect the SDOT and the Mayor’s office to propose a new levy in February or April of this year, and then in June or July the city council to vote to send it to the November ballot.

This will be our highest priority of the year. Our goal is to build 250 miles of new bikeways in the next decade. The only way we can accomplish this is to renew and expand the levy.

Neighbors for Vision Zero

We’ve been inspired by the progress that Sweden, London, New York and many other nations and cities have made toward significantly reducing traffic fatalities. We’ve asked ourselves: how do we get there too? The answer is in Vision Zero. **With the goal of reaching zero pedestrian and bicyclist fatalities and serious injuries**, Vision Zero is a new set of principles to be applied toward transportation planning and engineering that subtly and radically changes how design our streets:

1. **Life is Most Important.** The protection of human life and health must be the overriding goal of traffic planning and engineering, taking priority over vehicle speeds and other objectives.
2. **Every Person Matters.** Everyone has the right to be safe in traffic, regardless of the way they choose to travel.
3. **People Make Mistakes.** In order to prevent and reduce death and serious injury, traffic systems can and must be designed to account for the inevitability of human error.
4. **The Government is Responsible for Safe Streets.** ALL elected officials and government staff need to collaborate and act now to achieve Vision Zero.

Working alongside Seattle Neighborhood Greenways and a coalition of like-minded organizations, this year Cascade and the Connect Seattle teams will be campaigning to embed these principles into SDOT’s and SPD’s DNA and into hard infrastructure on the ground.

Connect Northgate

Northgate Pedestrian-Bicycle Bridge



Background

Sound Transit is building a light rail station at the Northgate Transit Center which will open in 2021. King County owns the parking lots at the transit center and plans to redevelop the site with mixed-use development. Across I-5 are North Seattle College and a complex of medical buildings, anchored by Northwest Hospital. The current closest crossings of I-5 are more than a half-mile from the transit center (NE 92nd St and NE Northgate Way). Many city and neighborhood plans for decades have prioritized the construction of a bridge across I-5 to better connect the two sides.

Building the bridge will greatly expand the area a person could walk within five minutes from the light rail station. Sound Transit and the city estimate that more than 7,000 people would use the bridge each day, it would increase light rail boardings by 5% at the station, and aid in the creation of 4,000 new jobs in the area.

The bridge project has already undergone final design and preliminary engineering work. Sound Transit and the Seattle City Council have each pledged \$5 million toward this \$25 million bridge. In fall 2014, the Federal Transit Administration denied the city's application for full funding under the TIGER grant program.

Advocacy

In 2012, Cascade Bicycle Club, Feet First, Futurewise, Sierra Club, Maple Leaf Community Council and Pinehurst Community Council campaigned together to get Sound Transit to reduce the size of a proposed 700-900 stall parking garage at Northgate and direct the resources to the pedestrian-bicycle bridge. This "We are the 92%" campaign was successful in getting the city and Sound Transit to each commit \$5 million to the project (as well as additional money to other bike-ped projects in the area), but the proposed parking garage was not reduced in size and a significant funding shortfall remains. The Sound Transit commitment also came with a deadline: full funding must be secured or else the agency will spend the \$5 million on other bike-ped improvements in the neighborhood --- putting the bridge in significant jeopardy of never being built.

Over the last year, the same coalition of organizations as well as North Seattle College have worked to remove the funding deadline. The group lobbied King County Councilmember Larry Phillips, Seattle Councilmembers Mike O'Brien and Tom Rasmussen, Senator David Frockt, and Representatives Gerry Pollet and Jessyn Farrell, and we asked that they sign & send a letter to the Sound Transit Board and staff that they support removing the deadline. They agreed and sent a letter in late December 2014, and they were also joined by Councilmember Sally Bagshaw. The Sound Transit staff have since proposed the deadline be merely delayed until February 2016. The Sound Transit Board will consider acting on the proposed delay at a March 17 hearing.

Next Campaign Goals:

- Get the Sound Transit Board to approve the delay of the funding deadline.
- Get the city and Sound Transit to create a leadership committee committed to finding the necessary funding.
 - Secure funding from one of the following: (A) Sound Transit's \$350-400 million in cost savings from the U Link Extension and TIFIA Loan; (B) state capital budget; (C) state transportation budget/package; (D) the city's renewal of its transportation levy; or (E) a regional or federal grant program.

92nd Street Bridge Protected Bike Lane



Background

While not in the 2014 Bicycle Master Plan, the Seattle Department of Transportation has expressed interest in building protected bike lanes on the NE 92nd Street Bridge across I-5. This would connect the current Maple Leaf Greenway and future two-way protected lane on 1st Avenue between 92nd St and 103th St (the light rail station), to North Seattle College and Wilson-Pacific Elementary/Middle School.

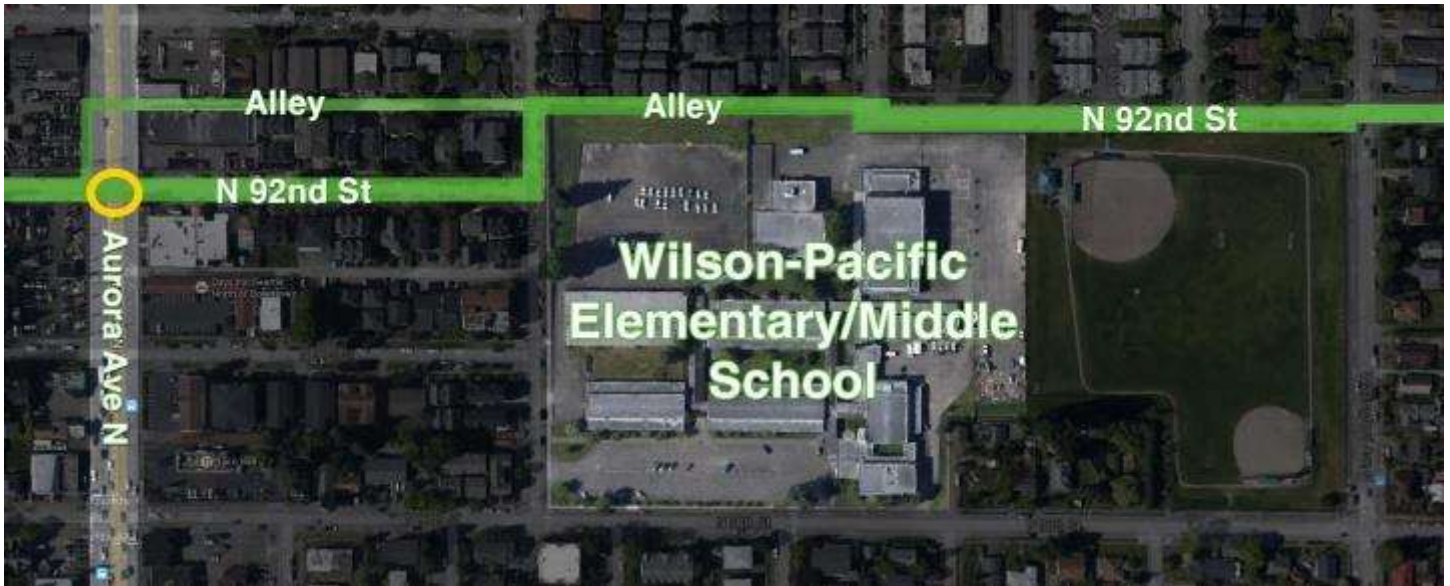
Advocacy

No organizations have worked on this issue. It's likely a pretty easy campaign goal.

Next Campaign Goals

- Get SDOT to build the protected bike lane(s) using paint and bollards.
- or get SDOT's tacit approval for a guerilla protected bike lane funded and paid for by activists.

Safe Routes to Wilson-Pacific Elementary/Middle School



Background & Advocacy

The Greenwood-Phinney Greenways group has prioritized creating a neighborhood greenway on 92nd Street across North Seattle, including creating a safe crossing of Aurora and safer pedestrian-bicycle environment for children walking and biking to the Wilson-Pacific Elementary/Middle School. Wilson-Pacific will soon be remodeled. Recently Seattle Neighborhood Greenways received a National Park Service grant to start a new Licton-Haller Greenways group, and their number one priority will also be providing a safe route to Wilson-Pacific and creating a crossing of Aurora.

Next Campaign Goals

- Create an intersection crossing of Aurora at 92nd Street for people bicycling and walking.
- Create a safe connection through the 92nd Street Alley.

Connect Ballard

Missing Link



Background

Since 1970, advocates have dreamed and organized to build a multi-use trail along the historic Burke-Gilman Rail line from Golden Gardens in Ballard to a network of trails on the Eastside that would reach from Arlington to Sammamish. For the last two decades, the only segment missing has been in Ballard: the infamous “Missing Link,” which remains between the Fred Meyer and the Chittendon Locks. There was a period where crossing the railroad tracks under the Ballard Bridge was the single most dangerous location for bicyclists in all of Seattle (and still may be).

Funding to complete the trail was secured in 1997, which was used to build a segment to Golden Gardens and from Fremont to the Fred Meyer. In 2003, the Seattle City Council approved Mayor Nickels’s final completion of the trail, which included an interim route along Ballard Ave. In 2006, Seattle voters approved the Bridging the Gap Levy, which included full funding for the trail. In 2009, the city completed full design of the trail. In 2011, after an initial environmental assessment, the city filed a “notice of nonsignificance” which would’ve been the last step before construction. But Ballard Oil, Ballard Rail, Salmon Bay Sand & Gravel, and Ballard Chamber of Commerce sued the city to prevent the trail construction and require the city to conduct a full environmental impact study (EIS). After several rounds of litigation, in which Cascade joined the city’s defense, the city decided to conduct a full EIS in 2013.

In addition, in December of 2012, Mayor McGinn also got approval from the opponents to implement several interim improvements to the segment, including upgrading NW 45th Street and repaving the shoulder of Shilshole. SDOT started to make these improvements starting in December 2013, which including turning NW 45th Street into a one-way street for vehicles and adding a two-way bike lane. SDOT expects to make its improvements to Shilshole in February 2015.

SvR Design was contracted to conduct the initial scoping of the Full EIS and they held the first public scoping hearing in September 2013. Shortly thereafter, SDOT removed SvR from the project and hired Environmental Science Associates (ESA), which leases an office on Shilshole Avenue. The contract was \$1.5 million to complete the full EIS within 18 months (December 2015). However, as of January 2015, still has yet to publish its initial scoping document or the criteria to select the alternative routes to evaluate in the EIS.

History of Advocacy

Friends of the Burke-Gilman Trail (FoBGT) was formed in the mid 1990s to be the chief advocates for completing the Burke-Gilman Trail through Ballard. Cascade served as the fiscal sponsor to FoBGT, which has been led most notably by Kevin Carrabine and Jennifer Macuibia; Kevin has also served on Cascade’s c3 board. In addition, Groundswell NW has provided much needed design work and advocacy. Throughout the litigation, Cascade has helped. In October 2014, Cascade’s Connect Ballard team met for the first time and establish the Missing Link as its top priority.

Over the years, FoBGT and Cascade have organized petition drives, business sign-ons, walks, bike rides, press conferences, op-eds, and PAC fundraisers. Over the last few months, Connect Ballard activists have collected nearly 500 postcards, video-recorded testimonials from crash survivors, and lobbied SDOT staff for additional interim improvements.

Next Campaign Goals

- Get the City of Seattle to file a motion to dismiss the old litigation regarding the original environmental assessment.
- Option A: Get improvements now.
 - Pressure SDOT to build a multi-use trail on “Not NW 54th Street” as quickly as possible.
 - Pressure SDOT to extend the shoulder improvements along Shilshole Ave so a protected bike lane or trail can be added on it’s southwest side.
 - Move the interim PBL on NW 45th Street from the North to south side of the street.
- Option B: Expedite the release of the Draft and Final EIS so any final litigation can occur immediately.

Ballard Bridge



Background

The Ballard Bridge is a bascule bridge listed on the National Register of Historic Places. The bridge once carried streetcars that went from downtown to Crown Hill, but today it handles 54,500 car trips per day with a four lane configuration. By comparison, Vancouver's Lions Gate Bridge, which has three reversible lanes, handles 60,000-70,000 car trips per day.

The sidewalk is very narrow, effectively only 3.5 feet wide with only a short, 10" wide concrete barrier separating the bicyclists and pedestrians from fast moving vehicles. Due to high winds, bicyclists have been blown over into the roadway. Bicyclists also have to contend with attempting to pass pedestrians and other on-coming bicyclists. In addition, both the north and (especially) the south side approaches to the bridge are quite dangerous for bicyclists. If the Ballard Bridge were improved, a significant number of new people may choose to bike from Ballard to downtown -- addressing Ballard's a significant transportation access problem.

The 2006 Bridging the Gap Levy provided \$15.5 million for seismic upgrades. Between 2012 and 2014, the improvements were made, 6 months ahead of schedule and \$1.5 million under budget. However, the upgrades did not include improvements for bike-ped safety. Over that same period, SDOT commissioned BergerAGAM to conduct a feasibility study for cantilevering a wider sidewalk off the bridge deck. Published in September 2014, the study found that improvements would cost \$20-49 million.

SDOT is also currently conducting a study for improving the approaches to the bridge.

History of Advocacy

There has not been a strong, concerted effort to improve the conditions of the Ballard Bridge beyond a simple recognition by SDOT staff and occasional pushes by the Seattle Bicycle Advisory Board (SBAB). At its October meeting, the Connect Ballard team set the

Ballard Bridge as its second priority. Haley Woods was interviewed about the bridge and Sean Cryan has met with SDOT staff and testified before SBAB.

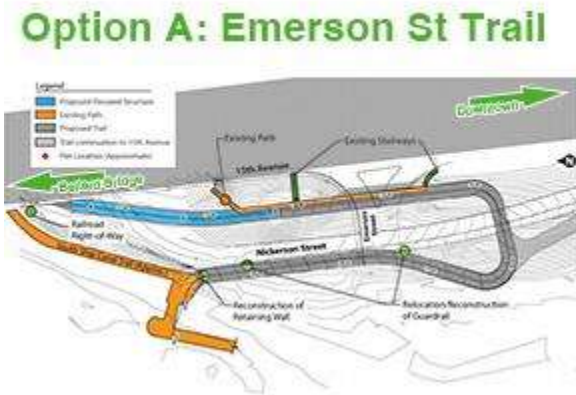
Next Campaign Goals

- **Short Term:** Goal will focus on getting SDOT or city council to commit time/resources.
 - Bridge Deck:
 - Option A: Install inside guard rail to prevent pedestrians and bicyclists from falling into roadway. (estimated cost: \$3.2 million).
 - Option B: Remove 10" concrete berm and expand sidewalk space, making the sidewalk 4.5' wide. (estimated cost: unknown).
 - Remove cages around bascule bridge stairwells and install "trap" doors that allow pedestrians & bicyclists to walk/bike over them and provide access for maintenance crews to stairs.
 - Mandate bicyclists go in one direction on each side of the bridge (southerly on west-side, northerly on east-side).
 - Reduce speed limit to 25 mph.
 - Option C: Convert one of the general purpose travel lanes into a two-way protected bike lane and convert the other three traffic lanes into reversible lanes depending on traffic conditions.
 - South-side Approach (options not mutually exclusive):
 - Option A: Add protected bike lanes on Emerson St and W Nickerson St Loop Ramps.
 - Option B: Add protected bike lanes on 15th Avenue (TBD on treatment at Metro bus stops), connecting to W Dravus St.
- **Long Term:** Goal will focus on passing a transportation levy or general obligation bond.
 - Bridge Deck:
 - Cantilever sidewalk 4-10 feet on one or two sides (est. cost: \$20-49 million, possibly less if right-of-way acquisition costs are over-estimated).
 - South-side Approach:
 - Option A: SDOT's proposed Emerson Street Trail (est. cost: \$17.9 million).
 - Option B: Re-Grid the 15th Ave & Emerson St Intersection with traffic control (est. cost: unknown).

South-side Approach: Short Term Solutions



South-side Approach: Long Term Solutions



Leary Safety & Rechannelization Project



Background

Leary Way and Leary Avenue are four lanes wide with parking on each side of the street. East of 8th Ave NW, Leary Ave handles 28,400 cars per day. Crossing Leary can be dangerous and very uncomfortable, especially along Leary Way where multiple streets intersect at odd angles. Between 2006 and August 2014, SDOT's data shows that there have been 11 bicycle collisions and 8 pedestrian collisions on Leary between NW Market St and 8th Ave NW. Between 2010 and 2014, SDOT has made a few safety improvements, including a crosswalk and curb bulb extensions. The pavement conditions remains in decent condition and SDOT does not plan to resurface the street any time soon.

History of Advocacy

In recent years, it has been commonplace for neighborhood activists to request improvements to Leary Way, and with the new residential development in Ballard its likely these requests will become more frequent. Recently, Stephen Fesler wrote on an article on the Urbanist (a blog) that "Leary Way is an Accident Waiting to Happen," highlighting the dangers of the intersection with 10th Ave and Vernon Place as especially problematic.

The opponents to completing the Burke-Gilman Trail have suggested the instead of building a trail, the city should instead build a two-way protected bike lane on Leary Way and Market Street. Cascade and FoBGT have argued that this isn't an adequate solution because a protected bike lane is not a multi-use trail, the proposed route would be direct between the Chittendon Locks and Fred Meyer, wouldn't be along this historic rail line like the rest of the trail, and would have to negotiate many more intersections and driveways. That said, a rechannalization of Leary could still possibly result in a low-end protected bike lane (painted buffers and plastic bollards).

Next Campaign Goals

- Determine whether this should be a goal of Connect Ballard
- Push SDOT to rechannalize the street from four lanes to three lanes (middle turn lane), with extended curb bulbs, sidewalks, and possibly buffered or protected bike lanes.

Ballard Farmers Market Bike Parking



Background

The Ballard Farmers Market is a year-round farmers market held every Saturday on Ballard Avenue, and is considered by many to be the best in the city. During the summer, dozens and dozens of people arrive by bike only to find a complete dearth of any racks.

History of Advocacy

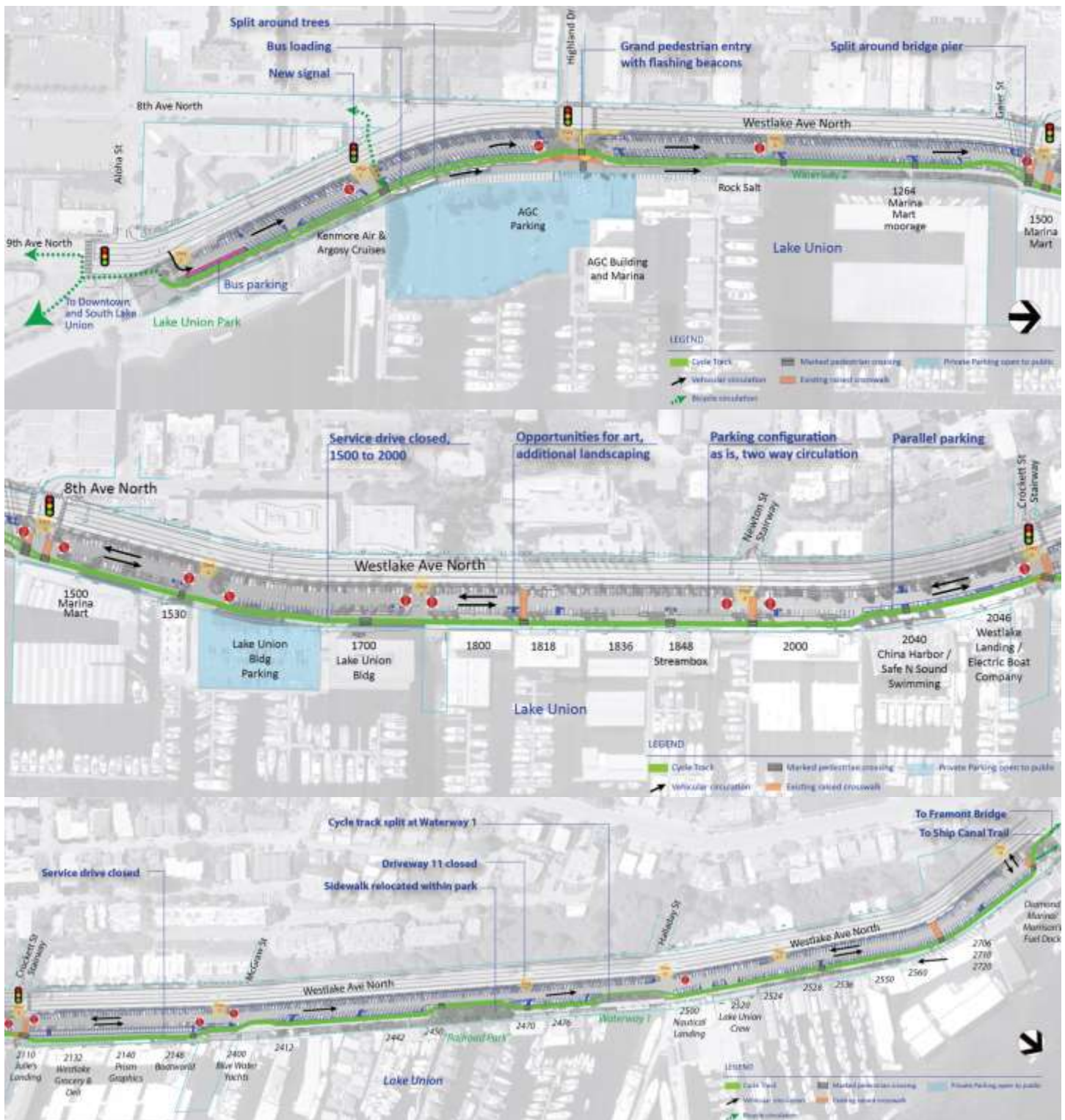
Joel Cresswell of the Connect Ballard team has been in conversation with the Ballard Farmers Market about providing event bike parking. Ballard Farmers Market is currently renewing its street use permit with the city and will be including event bike parking in their discussions with SDOT. Cascade is willing to buy the event bike racks. Peddler Brewing is willing to provide local storage.

Next Campaign Goals

- Finalize bike parking agreement at Ballard Farmers Market
- Provide volunteers to staff the event bike parking, including set-up and take-down. Volunteers should also help educate the public and build support for our campaigns, whether it's the Missing Link, Ballard Bridge, or something else.

Connect Westlake

Westlake Protected Bike Lane



Background

The Westlake Corridor along Lake Union is a key connection for trucks, cars, buses, bicyclists and pedestrians between Fremont and South Lake Union. It also



has the Cheshiahud Trail, which is more of an oversized sidewalk than an actual multi-use trail. The parking lot is the largest free public parking area in the city, and is often filled up by people who work in South Lake Union.

It's chaotic for everyone. The sidewalk is too small for both pedestrians and bicyclists. The parking lot is filled with surprise encounters. And traffic on Westlake Avenue is way too fast for even most strong bike riders.

To address the situation, SDOT received significant funding from a regional grant to design and construct a protected bike lane through the corridor. After 18 months of public process and design, SDOT has finished its final design work, is conducting its environmental assessment, and will begin constructing the protected bike lane this fall (2015). The city will also implement a new parking management plan this March.

History of Advocacy

To open houses held in October 2013, May 2014, and October 2014, Cascade and the Connect Westlake team helped turn out hundreds of supporters of the project to provide SDOT with the political cover necessary to design and construct a great protected bike lane. The Connect Westlake also held two policy rides with about 100 people on each ride, "cash mobbed," a yoga studio, collected nearly 1,000 supportive postcards, created a "I Support Westlake PBL" video, and attended every Westlake Design Advisory Committee. In addition, when the "Westlake Stakeholders Group" sued the city to hold the entire Bicycle Master Plan update hostage, Cascade intervened in the case to help resolve the litigation quickly.

There's a chance the WSG will again sue the city over the environmental assessment of the project.

Next Campaign Goals

- Continue to providing SDOT and Mayor Murray with the political cover necessary (by making them our heros) to build the protected bike lane this fall.
- Advocate for a better connection at the Fremont Bridge.
- Push for a protected bike lane on 9th Avenue to the south of the project.
- Advocate for a speed reduction of Westlake Ave N. and a traffic light in the north-end of the corridor to cross the street.

Eastlake Protected Bike Lane

Background

Eastlake Avenue is one of the heaviest used bike commuting corridors in the city -- and without even bike lanes --- it's also one of the most dangerous corridors. Between 2006 and August 2014, on Eastlake Avenue and Fairview Avenue from Fuhrman Street to Valley Street, there were 60 bicycle collisions, one bicyclist death, and 14 pedestrian collisions, according to SDOT data. The Seattle Bicycle Master Plan has prioritized Eastlake Avenue for a protected bike lane.

Mayor McGinn had made Eastlake Avenue a priority for a future streetcar line, but the city council pushed back on this approach. SDOT will soon be studying Eastlake Avenue and Fairview Avenue as part of a high-capacity transit corridor study, and the common thought is that SDOT will ultimately look to make the corridor a Rapid Ride bus route or other improved bus service route. In addition, the study will likely also consider whether to add protected bike lanes.

History of Advocacy

A few neighborhood activists who have opposed streetcar have effectively stopped any improvement to Eastlake over the last decade.

In years past, Cascade has fought to maintain funding for high-capacity transit studies in the corridor to ensure the future construction of a protected bike lane. The Lake Union Greenways group is also interested in building a protected bike lane on Eastlake.

Next Campaign Goals

- Push SDOT to move forward on the high-capacity transit study with great haste and include a protected bike lane in the design.
- Change team name from "Connect Westlake" to "Connect Lake Union"



Connect Portage Bay

“Last of the West” SR520 Bridge Replacement Project



Background

While the SR520 Bridge is being rebuilt from a four lane freeway across Lake Washington to a tolled six lane tollway, the state currently does not have funding to replace the highway segment from Montlake across Portage Bay to I-5. After a few years of public engagement and collaboration with SDOT, WSDOT has just released its final design concept for the corridor. Needless to say, dumping a six lane highway into a neighborhood isn't easy to get right, and there's still a lot more to be desired. The mayor's office will soon ask the Seattle City Council to consider a resolution in support of the current WSDOT design concept. The mayor wants a unified position as he lobbies for funding this legislative session in Olympia.

History of Advocacy

Montlake Community Club, Montlake Greenways, Madison Park Greenways, Central Seattle Greenways, and Cascade have worked together over the last several years to improve the design of the project. In 2013 we were able successfully get Seattle City Council to pass a resolution in favor of a pedestrian-bike path on the new Portage Bay Bridge, which has remained in WSDOT's project designs ever since. In addition, the coalition was able to improve the pedestrian-bicycle experience across SR520 by reducing the size of the proposed Montlake Lid and instead building a more direct bike-ped-only land bridge. The organizations are now working on getting several additional improvements before showing their support for the project.

Next Campaign Goals:

Get the Seattle City Council to show support for specific bike-ped improvements within its upcoming resolution.

- A second bike-ped-only bascule bridge across the Montlake Cut alongside the existing bridge.
- A protected bike lane on the east-side of Montlake Boulevard from the future light rail station to Roanoke Ave E.
- A better greenway crossing of Montlake Boulevard, either at Roanoke or North St.
- A wider sidewalk along the north edge of the Montlake Market property.
- Near the east lid, a protected bike lane on Delmar and Roanoke, connecting the Portage Bay Bridge Path to the Eastlake neighborhood.
- Make the Bill Dawson Trail Tunnel a safe, interesting and inviting space.

Broadmoor Cutoff Trail



Background

The only way to and out of Madison Park is via E Madison Street, which requires 170 feet of elevation gain and a maximum grade of nearly 9 percent. There are also no bike lanes and it's a fast street. From 2006 to August 2014, there were 10 bicyclist collisions and 5 pedestrian collisions on Madison Street between Lake Washington Blvd and the lake, according to SDOT data. Not kid friendly.

The Bicycle Master Plan prioritizes a flat route from the Montlake Neighborhood and Washington Arboretum to Madison Park along the northern edge of the Broadmoor gated community and golf course. It would face obvious environmental and political challenges, but it would be a game-changer for the community.

History of Advocacy

There has been no real active campaigning on this issue.

Next Campaign Goals

- Do more research
- Get SDOT to study the feasibility of the trail

Boyer-Fuhrman Safety & Rechannelization Project

Background

Fuhrman Avenue E and Boyer Avenue E were an old streetcar route. Today, the road remains wide, and the sidewalk and planting strip remain even wider (relatively, compared to other streets). So cars go fast, but we also have the opportunity to implement a road rechannelization and maybe even install a protected bike lane on this relatively flat route through the Portage Bay and Montlake neighborhood (from Eastlake Avenue N to 24th Avenue E).

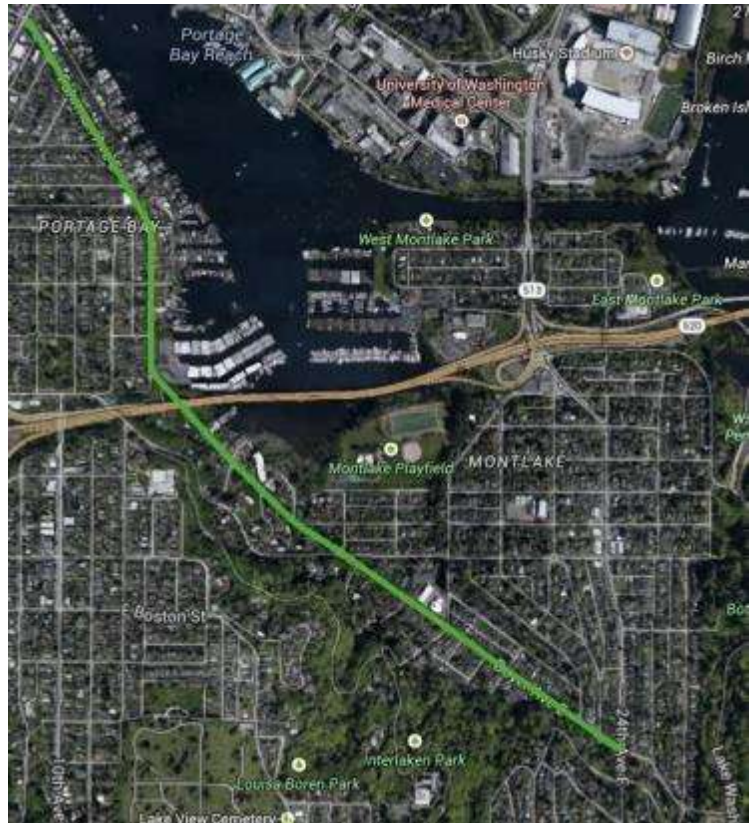
According to SDOT data, between 2006 and August 2014, there were 5 bicyclist collisions and two pedestrian collisions. At the intersection of Boyer and 24th, there were 7 bicyclist collisions and one pedestrian death.

History of Advocacy

Last fall, neighborhood activists began going door-to-door on Boyer and collecting petitions in support of rechannelizing the road. Word has it that this outreach went exceptionally well, and that they'd support additional help.

Next Campaign Goals

- Build neighborhood support for rechannelization and work to include this project within a future SDOT budget or the renewal of the transportation levy.



Connect Downtown

Center City

Protected Bike Lane Network

Background

The Seattle Bicycle Master Plan calls for a network of protected bike lanes in downtown Seattle, making it easy for anyone of any ability to ride their bike in our Center City. In addition to a commitment from Amazon to build two blocks of protected bike lanes on 7th Avenue alongside their new campus, in 2014 the City of Seattle also secured \$5.8 million in regional and federal grants to design and build the downtown network.

During the 2014 Bike to Work Breakfast, Mayor Murray also announced that he was directing SDOT to build a protected bike lane demonstration project on 2nd Avenue by the launch of Pronto Cycle Share later that year. In 3.5 months, SDOT accomplished it. Unfortunately, it was still one week too late for the tragic loss of Sher Kung at the intersection of 2nd & Union.

SDOT and the Toole Design Group finally just signed a contract for Toole to begin 10% design of the entire Center City PBL Network (from Denny Way to Royal Brougham Way), and 30% design of two miles of the future protected bike lanes.

History of Advocacy

The Connect Downtown team has collected nearly 1,000 “I heart Downtown PBLs” postcards; organized three bike blitzes, a tweed ride, a policy ride, and the Sher Kung Memorial Ride; and served as the 2nd Ave Ambassadors during the first two days of the grand opening of the 2nd Avenue PBL.

Next Campaign Goals

Continue to execute strategies that paint Mayor Murray and SDOT as heroes for this project, providing them with the political cover necessary to design and build the downtown PBL network with great haste.

- Delivering the 1,000 postcards to Murray.
- Building business support.
- Building a media packet with trained business people as key spokespeople.

Other Issues to Work on:

- Pronto expansion
- Waterfront Protected Bike Lane
- Colman Dock Replacement
- South Lake Union Protected Bike Lanes
- Dearborn Protected Bike Lane



Southeast Seattle

Rainier Avenue S Safety Corridor Project

Background

Rainier Avenue S is the most dangerous street in the city. Between January 2011 and September 2014, there were 1,243 total traffic collisions, 630 injuries and two fatalities for the four mile stretch between Letitia Avenue S and Seward Park Avenue S. There were four pedestrian deaths between 2006 and August 2014.

The average daily traffic is 19,700 to 26,600 vehicles per day. The speed limit is 30 miles per hour, but roughly 5 percent of all cars drive 10+ mph faster. The “85th percentile” speed is 5-8 mph over the posted speed limit.

From Rainier Beach to downtown, Rainier Avenue is the only street that is relatively flat and direct. Despite its obvious advantages, the dangerous nature of Rainier Avenue means very few people bike on Rainier Avenue.

SDOT conducted a safety project on Rainier Avenue from 2006 to 2008. This project improved signage, some pedestrian crossings, and marginally increased traffic enforcement. Following a wave of high profile traffic collisions on Rainier Ave, as well as a collision resulting in serious injuries to 7-year-old Zeytuna Edo who was walking along Martin Luther King Jr. Way, Mayor Murray and SDOT have launched the “Rainier Avenue S Safety Corridor Project,” which will likely lead to a rechannelization of Rainier Avenue, a speed limit reduction to 25 mph, and additional improvements. SDOT has already held its first round of open houses and will be presenting its proposed plan in February 2015.



History of Advocacy

Rainier Valley Greenways (RVG) has worked to build neighborhood support from the diverse organizations, churches and businesses for neighborhood greenways projects and pedestrian traffic signal timing improvements. This work has been supported by Bike Works, Seattle Neighborhood Greenways, the National Park Service, Rainier Riders and other organizations. RVG is currently the lead organization to build public support for the bold action as part of the Rainier Avenue S Safety Corridor Project.

Next Campaign Goals

- Build public support to prioritize safety over speed in the corridor. This would likely result in a 3-lane rechannelization of Rainier Avenue with buffered or protected bike lanes.
 - The other likely option for rechannelization is to leave Rainier Avenue in its four lane configuration but to turn the outside lanes into Business Access & Transit-only (“BAT”) lanes. This configuration would not likely improve safety significantly or make Rainier Avenue more bike-friendly, but it would improve transit speed and reliability.

Accessible Mt Baker

Background

SDOT is currently studying transportation improvements to the “McClellan” neighborhood --- the neighborhood identified by the Mt Baker Light Rail Station, Franklin High School, and Lowe’s hardware store near the intersection of Rainier Avenue and MLK Jr Way. This project will be synchronized with the North Rainier Urban Design Framework and the recent rezoning of the neighborhood by city council. Any street rechannelization will also be sync’d with the Rainier Avenue S Safety Corridor Project.

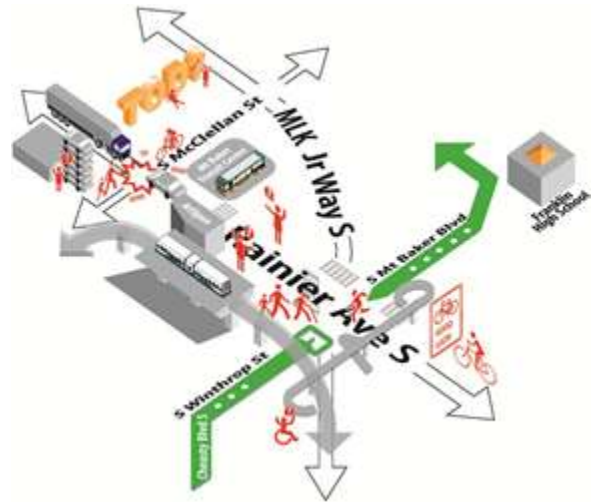
SDOT and their consultants have already held outreach meetings with stakeholder groups and the early discussions are promising to make the neighborhood a more walk- bike-, and transit-friendly area. The principal idea is to turn MLK and Rainier into a one-way couplet, which would help reduce the number of lanes needed on both streets and provide more space for pedestrians and a protected bike lane. In addition, SDOT is considering making a great connection to the future Cheasty Greenspace Mountain Bike Park.

History of Advocacy

None known.

Next Campaign Steps

- Work to secure funding within the renewal of the city’s transportation levy this coming fall.
- Build neighborhood public support.



Bike Access between the Sound Transit Light Rail Stations



Background

As part of the East Link extension to Bellevue, Sound Transit will be building a light rail station on Rainier Avenue S at the I-90 overpass --- called the “Rainier Light Rail Station” --- to be opened in 2023.

If Rainier Avenue could be improved for bicyclists, the bike+transit connection at this station could be superb. The Seattle Bicycle Master Plan call for a protected bike lane to be built on Rainier Avenue from Broadway to Martin Luther King Jr Way. Not only would this provide a quick connection from the light rail stations to downtown or the Rainier Valley via bike, the protected bike lane would also provide a great quick connection between the Mount Baker Light Rail Station and the Rainier Light Rail Station.

This bike+transit connection could be made even more compelling by locating Pronto Cycle Share stations at each light rail station.

History of Advocacy

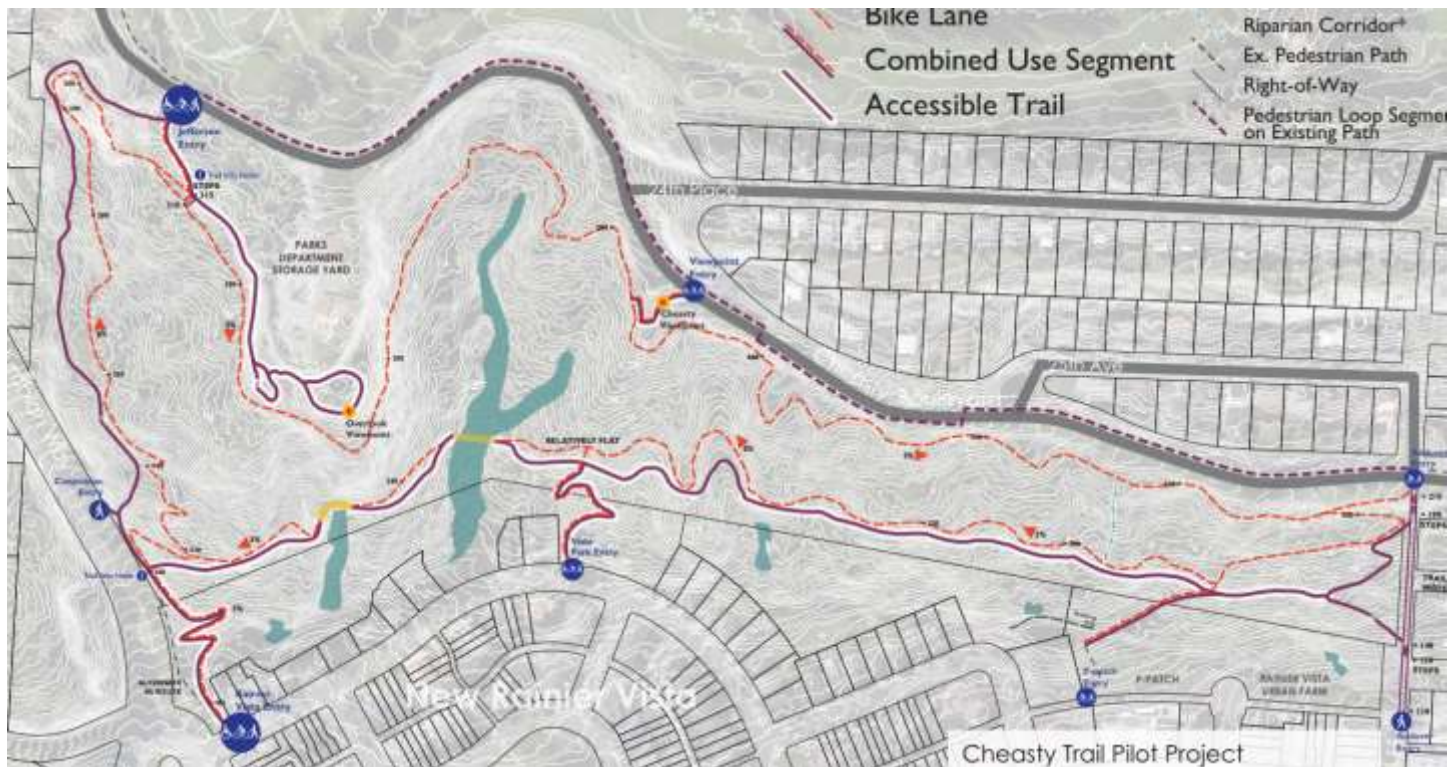
Cascade met the Sound Transit staff during the station design process and highlighted the importance of investing in this connection.

Next Campaign Goals

- Work to make sure the protected bike lane is within SDOT’s Accessible Mt Baker Plan.
- Advocate to Sound Transit staff to invest in the protected bike lane as part of its station design work.
- Pass the transportation levy renewal and accelerate the implementation of the bicycle master plan.



Cheasty Greenspace Mountain Bike Park



Background

Friends of Cheasty Greenspace at Mountain View is working to reclaim the Rainier Valley's largest public forest (43 acres) from invasive weeds and illicit behavior and give it back to the neighborhood. Located on the east side of Beacon Hill, thousands of volunteer hours has already transformed a quarter of the forest by removing the ivy, garbage and even prostitution. The Seattle Parks and Recreation Department has now approved a pilot project for Cheasty to be a pilot project for mountain bike trails in the city's natural areas. The design is now moving through a council-appointed project advisory team, then it'll get approved by the Parks Board and the city council.

History of Advocacy

Friends of Cheasty Greenspace has been the champion of this project, with the Seattle Parks Foundation as a fiscal sponsor. Evergreen Mountain Bike Association helped provide much of the early design work and consultancy. REI has also help provide some of the funding for the early stages of the project. As the advocates attempted to move the project through the parks department and parks board in 2014, they surprisingly faced significant opposition from neighbors who said they "feared people from Rainier Avenue would come up into their neighborhood." As a result, the "Project Advisory Team" was created to vet the project design, and the design has been scaled back to no longer include any of the more technical drops or a central path through the greenspace.

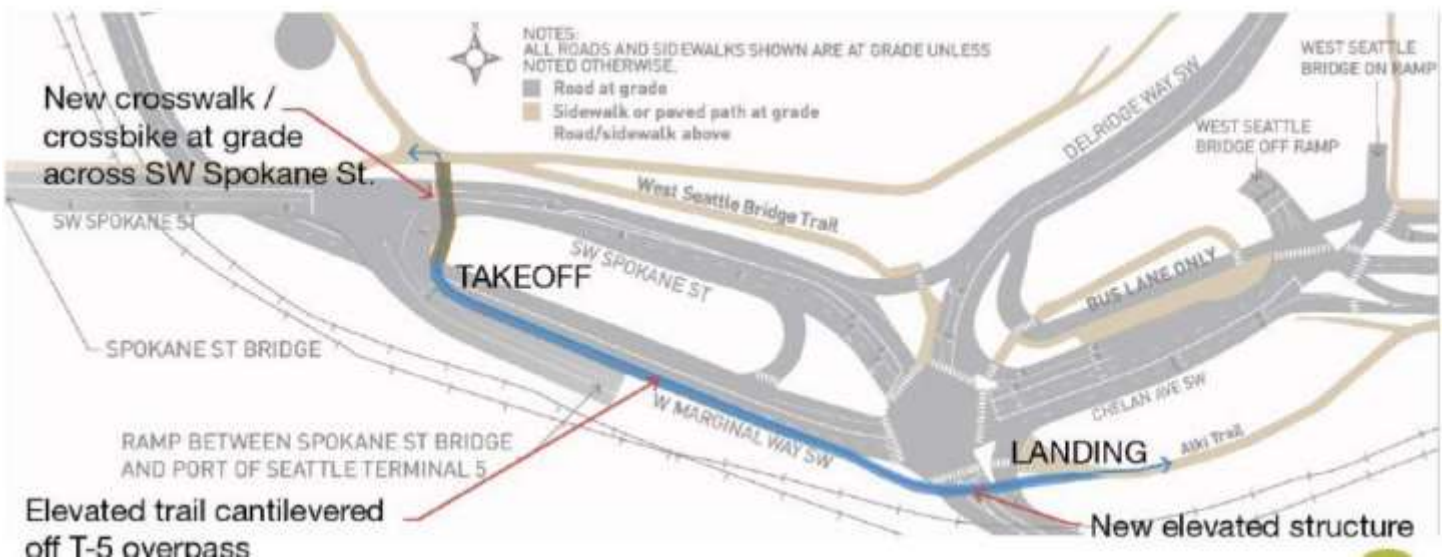
Next Campaign Goals

- Support Friends of Cheasty Greenspace in getting the project approved through the city council vote (May 2015).
- Urge for the inclusion of the more technical "drops" and a central path.

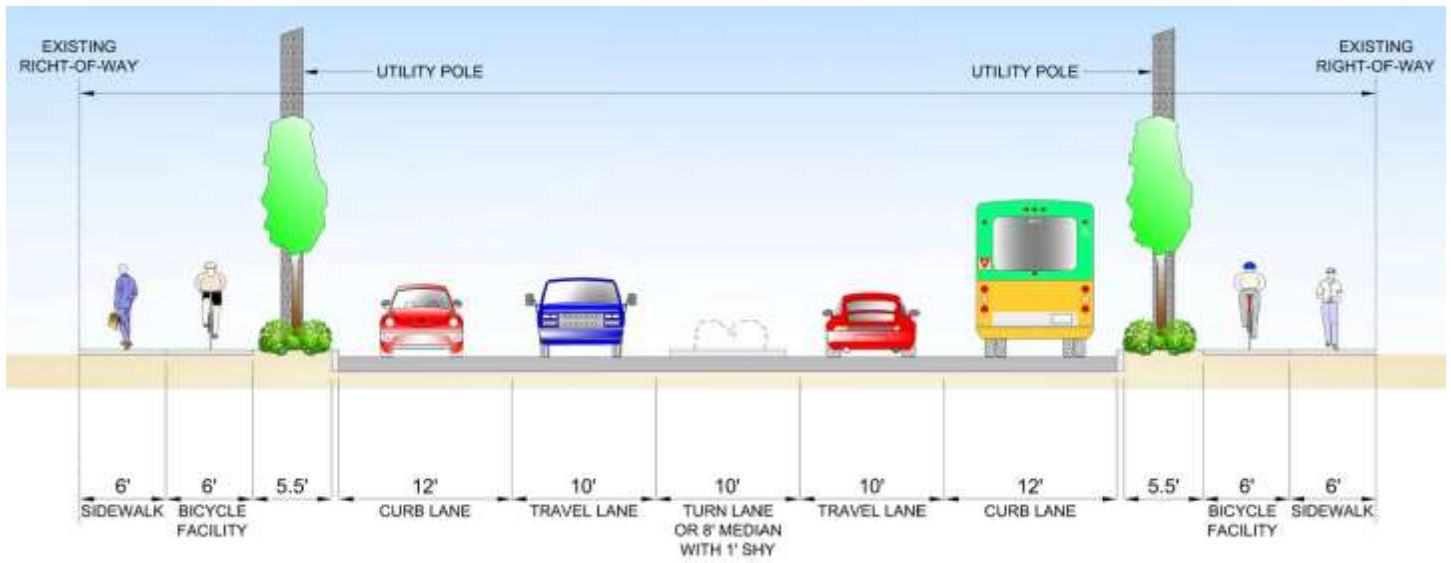
West Seattle Bike Connections

5-Way Intersection

Improve the 5-way intersection at Chelan, Delridge, Spokane and West Marginal Way SW.



Fauntleroy



Connect White Center

Bike Parking Corral

Background and History of Advocacy

Theresa Beaulieu, a member of West Seattle Bike Connections, has been working for the past two years to get a bike rack corral installed in White Center. White Center isn't within the City of Seattle (or any municipality -- it's in unincorporated King County), so Theresa and other activists can't avail themselves of SDOT's bike rack program. Luckily, she was able to receive a grant to help pay for it.

She has the support of Proletariat Pizza and Caffè Delia to install the rack in front of their businesses, but has faced opposition from others. At the outset she also had support from the White Center Community Development Association in interfacing with King County, but due to staffing changes this has avenue has channel of influence has been less effective. As a result, she's had difficulty in getting approval of the rack.

Next Campaign Goals

- Get a champion within King County to push forward with installing the bike rack corral.
- Identify the next campaign to go advocate on.