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July 14, 2010

Office of the Seattle City Council
Seattle City Hall
PO Box 34025
Seattle, WA 98124-4025

Dear Members of the Seattle City Council:

While a discussion of the merits of the deep-bore tunnel falls outside of the Seattle Bicycle Advisory Board's (SBAB) scope, it is within our scope to advise the City on projects, policies, and programs that affect bicycling conditions in Seattle. SBAB sees plausible Alaskan Way Viaduct (AWV) Replacement Project scenarios that would: (a) impact implementing recommended and programmed Bicycle Master Plan (BMP) facilities within the project area and throughout the City of Seattle; and (b) impinge on the already underfunded BMP's long-term successful implementation.

Consequently, as stewards of the Seattle Bicycle Master Plan, *SBAB advises Seattle City Council to include safeguards ensuring that Alaskan Way Viaduct Replacement Project contracts account for study, design and funding for bicycle facilities envisioned in the areas around the north and south portals, as well as the central waterfront. Similarly, SBAB requests that Council explicitly include plans that funding for programmed bicycle facilities NOT be diverted to cover potential AWV project costs overruns.* If City of Seattle elected officials do not safeguard project components for bicycling, and if AWV project costs increase, we fear that the Alaskan Way Viaduct Replacement Project's critical path – construction of the deep-bore tunnel – will be retained to the detriment of other essential project elements.

To that end, SBAB endorses the proposed amendments to the contract with the State that:

- Makes the City's participation contingent on the State legislature removing the provision in State law that caps the State contribution at \$2.8 billion and assigns responsibility for any additional costs to Seattle property owners;
- Sets aside and protects the promised \$290 million for viaduct removal and waterfront street replacement, regardless of possible cost escalations elsewhere in the project; and
- Provides the City with an escape clause should the Environmental Impact Statement reveal intolerable harmful impacts to Seattle; or, if too much risk gets shifted to the public when WSDOT and their contractors negotiate their contract later this fall.

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 impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

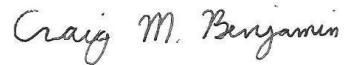
-City Council
Resolution 25534

Together, these three changes to the contract would help reduce Seattle's exposure to financial risks that could limit our prospect of becoming a city that offers people choices to safely and conveniently use bicycles as a viable form of transportation. SBAB urges you to work collaboratively with the State to ensure that the good intentions of the Alaskan Way Viaduct Replacement Project do not put Seattle's bicycle transportation future in jeopardy.

Thank you,



Blake Trask
Chair



Craig Benjamin
Vice Chair

Cc: Mayor Mike McGinn, City of Seattle; Peter Hahn, Seattle Department of Transportation