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Kristi Rennebohm Franz,
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Lara Normand, Secretary

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Michael Wong

October 24, 2014

Dear Brian de Place and SDOT Construction Hub Coordination Program Team,

On behalf of the Seattle Bicycle Advisory Board, we thank you for presenting your program at our October monthly meeting. The content of your presentation was very helpful and we appreciated the opportunity to have a productive dialogue with you on how construction projects in the city impact safety and connectivity for bicyclists.

As follow-up on our input at the meeting on construction issues that impact bicycling, we recommend the following actions:

- 1. More SDOT inspector personnel are needed** to enforce safety requirements on construction sites and insure that procedures are followed at all times. Funding could be generated from companies whose construction work is impacting safety.
- 2. Phone numbers for bicyclists and pedestrians to call and report construction safety concerns and issues** need to be visibly posted at every construction site.
- 3. Signs at construction sites** stating "Bicycles Merge with Traffic" imply that it is the responsibility of the cyclists to yield to moving cars and trucks; these signs are usually placed to be more visible to bicyclists than drivers. **We recommend that signs be directed at drivers, and be revised to read "Drivers Yield to Bicyclists."** Bicyclists are the more vulnerable road users and it is important to indicate to drivers of cars and trucks that they need to use extra caution in places where bicycles no longer have a designated lane.

In addition to the above topics being discussed at the meeting, several additional recommendations come from board members following the meeting:

- 1. Street speed limits of trucks coming and going from the construction site** need to be enforced. It would be helpful to post significantly reduced speed limits for site exits and entrances. Bicyclists and pedestrians have experienced trucks accelerating and traveling at excessive speeds when exiting and entering sites, and on arterial and non-arterial streets within close proximity of construction sites.
- 2. Construction truck drivers need to be instructed to stop and yield to pedestrians and bicyclists first at the sidewalk as they depart a site and again at the entrance to the street.** There needs to be increased enforcement of this rule to protect pedestrians and bicyclists. Trucks have been pulling out of construction sites without stopping to yield, causing danger to pedestrians and bicyclists in the right of way.
- 3. Provision of safe and efficient construction detour routes for bikes should be a higher priority.** If Seattle wants to increase bike mode share, then bike routes and access should be prioritized during construction activities.
- 4. Construction Inspectors need to be trained in the needs of bike riders and in the requirements for bike detours in Seattle's traffic control manual** to ensure that all construction inspectors with responsibilities for projects in the city ROW -- both private and city staff -- understand and can implement safety and detour measures for bikers. In addition, all inspectors should be required to regularly bicycle through the construction site

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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or sites to ensure that detours and other provisions are working successfully for bike riders. They should have authority to require changes in detouring on the basis of these inspection rides.

5. **Police hired to control intersections during construction (whether public or private) should be required to remain in the intersection when vulnerable users such as bikers and pedestrians are present** and to direct them safely through. (Currently many police officers control the intersection only while a construction vehicle is passing through, then move to the curb or corner until the next construction vehicle arrives.)
6. **A high detour communication priority should be on assuring that all detour signage on the ground works to safely and efficiently allow bike riders to ride through construction zones.** We applaud and appreciate the use electronic media to inform bicyclists of construction detours. However, not all bicyclists have access to electronic media. Clear and visible signage on the ground at each site is imperative.
7. **The communication strategy between SDOT and SPD needs to be enhanced with regard to all of the above issues.** Current officers and those in-training need to be made aware of the important safety concerns regarding pedestrians and bicycles, and brought up to speed immediately with any Construction Hub policy changes.

Thank you, again, for presenting the Construction Hub Coordination Program to our advisory board. We appreciate the opportunity to give input on your program and to continue working together to insure the safe movement of pedestrians and bicyclists through the where construction projects are happening throughout our city.

Sincerely,



Jeff Aken
Co-Chair



Kristi Rennebohm Franz
Co-Chair

cc: Brian de Place, Street Use Permitting at City of Seattle
Scott Kubly, Director, Seattle Department of Transportation (SDOT)
Kathleen O'Toole, Seattle Police Chief
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