

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: August 6, 2014 6-8 PM
Co-Chair: Jessica Szelag
Co-Chair: Clint Loper
Recorder: Izzy Sederbaum
Location: Seattle City Hall Room L280

Minutes Distribution List:

See Attachment A

Members Present: Jessica Szelag, Clint Loper, Izzy Sederbaum, Kristi Rennebohm Franz, Jodi Connolly, Merlin Rainwater, Mike Wong, Jeff Aken, Lara Normand

Members Absent: Alfonso Lopez, Ester Sandoval, Dylan Ahearn

Guests: Kyle Rowe (SDOT), Sam Woods (SDOT), Andy Baker, Anthony Auriemma (Councilmember Rasmussen's office), Councilmember Tom Rasmussen, Art Brochet (SDOT), Steve Durrant (Alta), Catherine Maggio (SDOT), Dayna Loeffle

MEETING CALL TO ORDER

PUBLIC COMMENT

Andy Baker, Ballard resident, provided comment urging SDOT to follow the City Council's guidance in Resolution 31515 to design its bicycle facilities in accordance with national best practices, particularly NACTO's Urban Bikeway Design Guidelines. Andy expressed concern over the potential backlash against future spending if projects like the Westlake Cycletrack are built with unsafe design speeds, causing commuters to divert to the parking lot or Westlake general-purpose lanes. SDOT should require its consultants to fix the errors in its Design Memorandum, and should ensure that the facility is designed in such a way as to safely serve users of all ages and abilities, including the commuters that currently use it.

Andy thanked SDOT for their quick action to ban right turns at Dexter and Mercer. Given the importance of Dexter Ave to bicycle commuters and the abundance of safe north-south alternatives for automobile traffic, he'd like to also suggest that when construction activities necessitate lane closures on Dexter, that priority be given to maintaining bi-directional access for bicycles, including, if necessary, temporarily closing the automobile lanes to preserve the bike lanes.

ANNOUNCEMENTS:

PRESENTATIONS

Time: 6:10 PM

Presenter: Councilmember Rasmussen

Councilmember Rasmussen described his experience on a number of rides in West Seattle and along West Marginal Way. He expressed concerns about West Marginal Way because it has too many fatalities and accidents. It's very wide with a lot of freight, railroad tracks, drainage issues, and crossing freight traffic, which makes for not great cycling conditions. City Council wants to improve under West Seattle Bridge and West Marginal Way and took photos of key spots along West Marginal Way. The ultimate goal is to have a protected bike lane on the west side of the street.

If people know other parts of town that need attention let the councilmember's office know.

Recent funding from Puget Sound Regional Council:

- Recently approved 4.3M for 2nd Ave protected bike lane, \$800k for 7th Ave protected bike lane
- Almost 400k for low-income access to bike sharing program
- SDOT can send details about each project and the funds it qualified for.

Questions that City Council asked Scott Kubly during his application process for the SDOT Director position, which pertain to SBAB:

- "How will you incorporate the advice of SBAB, SPAB, and SFAB into SDOT's work?"
- "What can be done to speed up implementation of the BMP and PMP?"

SBAB Member: When a department has been directed to accomplish a task through a resolution, what steps take effect when deadlines haven't been met?

Councilmember Rasmussen: Mayor's office or department needs to alert the Council and say, "We won't be able to make the deadline."

SBAB Member: SBAB has been a very strong proponent of having an implementation plan. We are very on board with this. Is there any action that SBAB can take to help?

Councilmember Rasmussen: Express opinions, frustrations; write a letter. Think of your options.

SBAB Member: We had been told that 2nd Ave had come up and shifted priorities, and that you had asked for a new deadline. Is there a new deadline?

Sam Woods: One of things we had talked about doing was presenting the prioritized list from the BMP to the board because that can happen quicker. We're looking forward to SBAB 's input on the prioritized list, which would be useful as SDOT produces the plan. **SBAB Member:** We're excited for the plan and the ongoing monitoring of it.

Councilmember Rasmussen: Are there any questions on the licensing test about yielding for pedestrians and bikes?

SBAB Member: we have brought this up during the implementation for the BMP, but nothing currently.

Time: 6:50 PM

Topic: Broadway Streetcar Line & Protected Bike Lane

Presenters: Art Brochet, SDOT and Steve Durrant, Alta Planning & Design

Currently:

- 10' protected bike lane with 2' separation from traffic
- Had to redo some detection elements
- Bike-specific signals at each block -> will be lowered in new segments closer to eyelevel with larger signals
- More turn boxes where protected bike lane intersects other bike lanes

SBAB Member: Question about Union and Broadway: sign that says "no right on red." Is that a correction, will there be more of those?

Steve Durrant: There probably wasn't one there originally. Most likely will be no right on reds at most intersections. Cyclists will also get leading greens at new intersections.

- 4 segments of street car- South Lake union, First Hill, Broadway and Center City Line
 - Broadway:
 - Track alignment retains parking
 - Continues from First Hill line
 - Stations planned at Harrison and Roy (terminus at Roy)
 - Protected bike lane will extend up past where Broadway becomes 10th, will not go all the way up to Roanoke.
 - \$25M planning budget, majority through regional mobility grant. Remainder will come from local sources.

SBAB Member: Why are there 2 options to encourage entrance into the protected bicycle lane?

Steve Durrant: Because in the first intersection if there is a green light, it might be hard to urge a cyclist to cross traffic rather than go through the green.

SBAB Member: Expectation that all cyclists must get into the bike lane. This project is unique because there is the desire to force cyclists into the bike lane. We want to discourage people jumping up onto the sidewalk. If there are choices to be made, make it as easy and obvious as possible to join the protected bike lane.

Art Brochet: We want to keep the cyclists off of the sidewalks and pedestrians out of the bike lanes.

Time: 7:15 PM

Topic: Westlake Cycletrack

Presenters: Sam Woods (SDOT)

- New concept is the “sidewalk concept.”
 - 1.2 miles from Fremont Bridge to South Lake Union
 - Goal of project is to make biking more predictable
- There are about 340 businesses, 1000 customers and 300+ floating homes and live-aboards along Westlake
- Parking is a large concern, as are visibility concerns
- Maintain a minimum of 8’, where people exit buildings there would be a 3-4’ buffer, possible elevation change between sidewalk and cycletrack
- Where there is parallel parking, there will be a 3’ buffer between cars and cycletrack.
- Detailed concept meeting at MOHAI on 8/25
- Open house on project 10/22

SBAB Member: What is the speed limit for cars?

Sam Woods: 25 mph. The parking lot is classified as a street

SBAB Member: Both cars and bikes need to have their speeds kept at safe level throughout this corridor.

Time: 7:35

Topic: Dexter Ave

Presenters: Kyle Rowe (SDOT)

- BMP calls for bike lane from Fremont bridge to Roy street (completed)
- WSDOT currently had road redirected for construction, which updates weekly
- 2011 Dexter project decreased collisions 16% and increased bike usage 36% during peak hours.
- Proposal: 4 lanes to 3, 8' bike lane will move against curb with 3' buffer between bike lane and parking, 8' parking between buffer and traffic
- Sept 2014 installation Denny up to Harrison, Harrison to Republican will be completed mid-2015

SBAB Member: Will the expanded buffer have anything besides paint?

Kyle Rowe: Flexible delineator posts

SBAB Member: What is going to tell the drivers to yield to bicycles?

Kyle Rowe: "Shark teeth" will be white- yield signal.

SBAB Member: do bikes have right of way?

Kyle Rowe: Yes, bikes do.

SBAB Member: There needs to be some signage that says "yield to bikes"

SBAB Member: Will cars on Thomas and John still be able to turn left onto Dexter?

Kyle Rowe: Yes, but there will be a turning lane so that if it's hard to gauge timing a car can turn into the turning lane and then join the traffic flow.

SBAB Member: There needs to be careful planning with regards to bus stops and parking. There needs to be adequate signage.

SBAB UPDATES AND NEXT STEPS

This is the last meeting for SBAB members Jessica Szelag, Alfonso Lopez, Dylan Ahern, Izzy Sederbaum, and Jodi Connolly. New SBAB members will begin in September.

Jeff Aken and Kristi Rennebom-Franz will also move into the co-chair positions and Lara Normand into the Secretary position in September.

SBAB will draft a letter to submit to the Mayor's Office and City Council on the delay in the BMP implementation plan.

MEETING ADJOURNMENT

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle

Andrew Glass Hastings, Transportation Advisor, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Scott Kubly, Interim Director, Seattle Department of Transportation (SDOT)

Dongho Chang, City Traffic Engineer, SDOT

Emily Ehlers, SBAB Liaison, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT

Sara Zora, Transportation Analyst

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees