

# Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** 7/1/15 / 6:00 p.m. – 8:00 p.m.  
**Co-chairs:** Kristi Rennebohm Franz and Jeff Aken  
**Recorder:** Michael Wong  
**Location:** Seattle City Hall, Room L280

## **Minutes Distribution List:**

See Attachment A

## **Members Present:**

Jeff Aken, Adam Bartz, Don Brubeck, Kristi Rennebohm Franz, Steve Kennedy, Riley Kimball, Lara Normand, Merlin Rainwater, Mike Wong, Leah Curtiss

## **Members Absent:**

Clint Loper, Ester Sandoval

## **Guests:**

Seattle Mayor Ed Murray, Gordon Padelford, Seattle Neighborhood Greenways, Dayna Weffler (Columbia City), Charles Redell (Queen Anne), Tom Fucoloro (Seattle Bike Blog), Andrew Glass Hastings (Seattle Mayor's Office), Nicole Freedman (SDOT), Benjamin Smith (SDOT), Jerome Drescher (UW Transportation Engineering Dept), Peter Than, Dawn Schellenberg (SDOT), Sam Woods (SDOT), Steven Pierce (Office of the Waterfront).

## **MEETING CALL TO ORDER**

Co-chair Jeff called the meeting to order at 6:02

## **INTRODUCTIONS**

## **PRESENTATIONS**

### **GUEST SPEAKER: MAYOR ED MURRAY**

*Time:* 6:05

*Presenters:* Mayor Ed Murray

*Purpose:* Mayor Murray shared his transportation vision and fielded questions from the Board

- Co-chair Rennebohm Franz read the message from a thank you card for the Mayor, signed by SBAB members, stating the board's appreciation for the Mayor's initiatives with regard to road safety and funding for Bicycle Master Plan implementation, including Vision Zero and the Move Seattle Levy.
- Mayor Murray discussed his vision for transportation in Seattle, citing the recently completed 2<sup>nd</sup> Ave Protected Bike Lane as an example. Mayor Murray indicated a desire to grow protected bike lanes and bring bike share up to scale. He thanked the Board for its support for the Move Seattle Levy and believes we have shown that we can create streets that are safe for pedestrians, bikes, *and* cars.

## **Questions, Answers and Comments:**

**Q:** How can we best bring *all* mode-users on board and achieve Vision Zero?

**A:** People are concerned about growth, but in general understand density. The City's challenge is to show how all modes fit together and help educate people about new signage, etc. Getting to Vision Zero will require many things, including developing a system that people can easily understand.

**Q:** How do we continue the 2<sup>nd</sup> Avenue Protected Bike Lane model and continue to move forward?

**A:** The Westlake PBL is an example of how the City will need to work through issues by engaging parties concerned about changes. We must start looking at an integrated approach to planning in which all those involved sit in the same area so they can better coordinate their work. The Mayor referenced approaching transportation planning through the multi-modal corridor perspective and treating the ROW not as a single street but as a system.

**Q:** Are you considering a public ad campaign for Vision Zero to address individual behaviors and accountability across all modes?

**A:** Yes. Education will be an important part of the approach.

**Q:** Can you describe your recent move to reorganize the Department of Planning and Development?

**A:** The new model is based on national best practices. The City had become too siloed in its approaches (e.g. concentrating on retail and density but leaving out open space planning); this move is part of the multimodal corridor perspective, integrating planning while adding components as necessary – it is a hybrid approach.

**Q:** Is the City thinking about implementing more pilot projects for bicycles or other things?

**A:** We must strike a balance between process (bringing people along) and efficiency, though we have tried to shorten up some processes. For example, we want to create new corridors for pedestrians on Pike/Pine, similar to Bell Street Park. Westlake Plaza is another example of an experiment to change behavior through the recent addition of tables and chairs which were put out to activate the space.

**Comment/Q:** There is some frustration with how disconnected things remain and the time it takes to get projects implemented. How can we get things done faster?

**A:** In addition to getting the right balance between process and efficiency, faster can mean more money, which the Move Seattle levy will provide.

**Q:** Have you considered engaging the health care community as part of Vision Zero?

**A:** Scott Kubly is putting together the operational part of Vision Zero – not sure if it is part already, but that is a good point and it should be.

**Q:** Thoughts on the integration of all the Master Plans once the Freight Master Plan is complete? How can we make it clearer that bicycling is part of the solution?

**A:** Yes – we are committed to a heavy haul corridor to move freight, and when the FMP is complete SDOT will lead the exercise of integration. We want to make it easier for people to ride a bike or walk and highlight the fact that the more people do this, the more space this frees

up for other modes such as freight. There also is a lot of work to be done with some of the outliers in both the biking and trucking communities to correct behaviors.

**Q:** There needs to be cultural shifts to achieve Vision Zero – Do you have specific ideas, like a 20 mph speed limit in the city center? How do you create shifts in behavior?

**A:** Many approaches shift behavior, including education, changes to the physical environment, removal of some free right turns, slowing people down on some arterials. It's about creating a bike system that works for all ages and all abilities with alternate routes to get around the hills, and also changing the culture of bicyclists who ride too fast, so that more new riders will feel safe.

**Comment:** That's a topic we need to discuss as a board (how to deal with bad cyclist behavior).

### **PUBLIC COMMENT (6:30)**

- Ben Smith (SDOT) shared news concerning the newly formed Transit Advisory Board. They are reviewing applications and will be convening in September. They are looking forward to working together with other boards.
- Nicole Freedman shared that Summer Parkways is scheduled for September 12<sup>th</sup> in the Central District and September 19<sup>th</sup> in Ballard. Will know results of Pronto grant in late September. She will be attending SBAB meetings regularly, if anyone has specific questions for her.
- Jerome Drescher shared that the University of Washington will be conducting bicycle safety research; specifically looking at bicycles and heavy vehicle interactions. Working with SDOT parking division and conflicts within commercial vehicle loading zones. Looking for ideas, maybe organizing focus groups.

### **ANNOUNCEMENTS (6:30)**

- Postponed until end of meeting

### **CENTER CITY PROTECTED BIKE LANES**

*Time:* 6:45

*Presenters:* Dawn Schellenberg, Sam Woods

*Purpose:* Discussion around network map on fact sheet and draft evaluation criteria

- SDOT will have up to four sounding board meetings (one already held)
- Will have two public open houses – the first is July 21<sup>st</sup>, second in October (date TBD)
- Design wraps up in March 2016, first construction same year
- Implementation: have grants for first 2.5 miles (plus Bridging the Gap funds) – need Move Seattle levy to pass to complete thereafter
- Projected network in place by 2020

### **Questions, Answers and Comments:**

**Comment:** Recommend that Pike be included – the area under the Convention Center is dangerous. The 2<sup>nd</sup> Ave PBL is great but it is difficult to connect to it.

**Q:** How many miles are in red (high priority, under evaluation for implementation in 2016)?

**A:** Not sure – BMP implementation plan shows closer to 3 miles, so that is our target for streets in red.

**Comment:** Connectivity throughout is important. Suggest that other route is Fifth Avenue. Connections to the Elliott Bay trails should be before 2020 and be included in the 2016 implementation. Connecting to low grade, low traffic areas for all ages and abilities is important.

**Comment:** High concentration of red in the North end, why not analyze fewer routes but focus on getting full connectivity? Would like to see one, full north-south route through downtown and one east-west connection to Madison BRT implemented early on.

**Comment:** Restriping 5<sup>th</sup> Avenue (under monorail) could be done quickly. SDOT should look at one way streets as couplets instead of creating more two-way bike lanes. Bike lanes should be where people expect to see them, on the right.

**Comment:** Want to emphasize that grades downtown are vital considerations, as well as route wayfinding for all users and abilities. Disagree about the 2-way bike lanes – because the major grade differentials make different routes differently accessible.

**Comment:** SDOT should avoid 7<sup>th</sup> Avenue because it is not a destination street like 4<sup>th</sup> or 5<sup>th</sup> Avenues

**Comment:** A Protected Bike Lane on Fifth Avenue would be an ideal location and is a good option for a pilot project with parking under Monorail. Any project must look at a full north-south connection to get people to Dearborn and Rainier.

**A:** This is one of the corridors SDOT is actively doing a traffic analysis for Protected Bike Lanes . We'll work with you to focus on these connections.

**Q:** Is SDOT only looking at existing right-of-way?

**A:** Everything is on the table.

#### **SBAB Recommendations & Next Steps:**

SDOT will be revising up until July 21<sup>st</sup> open house. SBAB will send in recommendations before the open house, in particular looking at the Evaluation Criteria

#### **WATERFRONT SEATTLE**

*Time:* 7:12

*Presenters:* Steven Pierce, Office of the Waterfront

*Purpose:* 1) Inform that EIS is out for review and comments; 2) Design has not changed since last briefing, including dedicated Protected Bike Lanes

- Overview of project area
- Design overview, including changes since last presentation
- Signal timing at 25mph – 30mph max – signals at each intersection

- Protected Bike Lane will be between the street and promenade; 12' wide and physically separated from the street; continuous along project; and follow street at north end, then back down to Alaskan Way (two-way), and transitions to two one-ways (5' wide with 3' buffer)
- Mediating between bicycles and pedestrians was the biggest consideration for this project – there will be signals and raised intersections
- Public Meeting: July 22<sup>nd</sup>
- Missing Link (to Sculpture Park) – SDOT is considering options, but no plans
- The key transitions (E-W connections) are being considered and will be designed (not yet decided if Spring and/or Seneca Street)

**Questions, Answers and Comments:**

**Comment:** SBAB would prefer that you not use the term cycle track, because it implies that it is a speedway. Please use the term separated bike lane or protected bike lane.

**Comment:** This project is important because it is a north-south route that is flat with minimal intersections/crossings. Therefore, SDOT should be expecting a lot of bike volume, so are 12' Protected Bike Lanes enough?

**A:** We did look at NACTO standards, factoring in a quadrupling of bike volumes. But it's a fair question, and we will continue to look at. There is also some flexibility with landscaped buffers on each side.

**Comment:** Recommend replacing taxicabs at cruise ship terminal with pedicabs

**A:** SDOT will provide bike lanes on the west side, and look at providing an alternate route on the east side for bikes during busy ship loading hours.

**Comment:** Need to provide graceful transitions to east-west corridors such as Marion and Seneca that minimize conflicts. It's a real challenge when there's a critical mass of tourists or stadium traffic.

**A:** Agreed. We are looking at BMP and making accommodations such as a holding area and turning boxes for bikes at the Spring street connection.

**Comment:** Note that based on previous presentation it has not been decided between Spring and Seneca.

**A:** Yes – we are starting 90% design, so our request is that you get your comments in and that it be decided quickly so that we can incorporate that decision.

**Comment:** Important to look at north end, how you transition from Elliot and Western PBLs, as well as south-end connections at Yesler need to be considered for this project.

**SBAB Recommendations & Next Steps:**

SBAB to pull together group to comment on the design and/or respond individually online.

## **S. DEARBORN STREET PROTECTED BIKE LANE**

*Time:* 7:41

*Presenters:* Sam Woods

*Purpose:* Protected Bike Lane and Street redesign

- Existing conditions: 4' bike lane along curb line with gutters (designed in 1970's); serves as a major truck street; is a very important, flat connector to ID and downtown, Central District, Mount Baker and Columbia City.
- Trend: increasing collisions on the street; bicycles are nearly 10% of all collisions on the corridor
- Decreasing traffic volumes over time, increasing bike volumes
- Important part of I-5 and I-90 connections (Mtns to Sound Greenway)
- Transit improvements planned need to maintain traffic capacity and freight movement
- WSDOT required project to have no impacts to queuing for I-5 onramps, and keeping left-turn pockets for highest-demand turns .
- PBL varies in width: minimum 5' bike lane with 2' buffer; up to, 6' with 4' buffer
- Eliminated much of the two-way turn lanes
- Double turn lanes both north and south-bound on Rainier, plus new transit queue jump lane helps us eliminate a signal phase.
- Dearborn and Rainier westbound is designed for freight – had to design for largest truck turning radii – and wanted to design for safety and predictability

### **Questions, Answers and Comments:**

**Q:** Would bikes stopping at 9<sup>th</sup> Ave just west of I-5 have a head start to advance through the light so they can get past the turn lanes before the cars?

**A:** We'd have a bike signal here, so bikes will have right of way eastbound, if a pedestrian hasn't hit the push button.

**Q:** Will all the on-ramp/off-ramp crossings be green as you've shown in some places?

**A:** Yes, it just doesn't show on screen.

**Q:** Speed limits: why not 20 or 25?

**A:** We are not proposing to reduce the speed limit from 30 mph. This is a major truck street and the Freight Master Plan is currently under development.

**Q:** How are you reducing the 85<sup>th</sup> percentile speeds?

**A:** By street design – it will feel less "wide open." Some of the turns will now happen from the travel lane which also slows people down.

**Q:** Implementation timeline?

**A:** Construction will start this year (2015). There is still outreach to be done.

**Q:** Was there a crosswalk eliminated at Dearborn and Rainier?

**A:** No, existing crosswalks remain. We were not able to install a crosswalk on the south approach due to the impacts to signal timing.

**Q:** Will the left turn out from S. Poplar Place be eliminated?

**A:** No, because access is limited in this industrial/commercial area. For those trying to head west on S Dearborn St they would have to make a left onto Rainier Ave S which has fewer gaps.

**Comment:** Photo choices are descriptive of bad bicycle behavior – there needs to be better choices for the presentation

**SBAB Recommendations & Next Steps:**

SBAB would like to take Sam up on her offer of meeting separately to go over the PBL plan.

**ANNOUNCEMENTS:**

Jeff Aken will step down as Co-chair starting end of August. Lara Normand will step down as secretary at the end of August. The two vacant SBAB spots presumably be filled by direct Mayoral appointments.

**MEETING ADJOURNMENT**

The meeting was adjourned at 8:05

## **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, Director, Seattle Department of Transportation (SDOT)  
Nicole Freedman, Active Transportation Director, 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, SDOT  
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