



March 10, 2020

To: The NODO Action Mobility Team

Thank you for presenting to the Seattle Bicycle Advisory Board (SBAB) at our meeting on February 4, 2020. We appreciate the effort that SDOT is making to build bicycle facilities in Lower Queen Anne, especially given the challenges and constraints of the incoming Key Arena.

While we are happy that a network of protected bike lanes come to Queen Anne, we have several concerns about gaps in the network and segments that are not “all ages and ability” in the proposed plan. We have assembled a list of locations about which we have concerns and SBAB’s recommendations. In addition to site specific recommendations, we have several area-wide concerns and policy recommendations related to the heavy increase in traffic and competition for limited right-of-way that is anticipated with the Key Arena development.

We encourage that the SDOT project take these recommendations into account at this critical point and continue to engage SBAB as the project design process continues.

Sincerely,

Seattle Bicycle Advisory Board

Emily Paine
Co-chair

Patrick Taylor
Co-chair

Alex Lew
Co Vice-chair

Kashina Groves
Co Vice-chair

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– City Council
Resolution 25534



SBAB Issues and Recommendations

Location	Issue	SBAB Recommendation
2 nd Ave and Denny Way	The protected bike lane is planned to be removed. The sidewalk will also be crowded especially during the post-event rush, causing pedestrians and bicyclists to compete for very limited space. As such, SBAB is opposed to eliminating the PBL on this block. Property line: how much width of the sidewalk can SDOT work with?	Raise the protected bike lane to create vertical space between automobile traffic and the protected bike lane. This can be at either sidewalk level or lower. The vertical separation of a curb would require less lateral space for a buffer. This is a technique that is commonly used in Copenhagen and should be used more often when space is limited.
1 st Ave and Broad St (northbound towards Queen Anne)	When heading northbound, bicyclists must cross on Broad St to the south side of 1 st Ave before proceeding northbound. There may be conflicts with right turning vehicles, especially as a high-volume bus corridor.	Add a protected right turn signal phase for vehicles turning from Broad St to northbound 1 st Ave and prohibit turns on red. Signal timing must not penalize those who would like to ride within the protected bike lane.
1 st Ave and Broad St (southbound towards Downtown)	From 1 st Ave towards Downtown, cyclists must turn left at 1 st Ave and Broad St. There may be conflicts with crossing pedestrians or insufficient queuing space when trying to get into the Broad St protected bike lanes.	Add a turn box for southbound cyclists at the northwest corner that is sufficiently large to allow cyclists to be in the right position prior to crossing First Ave
Broad St between 5th Ave and 1st Ave	Connections to the Thomas St Greenway will increasingly become important. If the proposed route between Downtown and Queen Anne will jog along Broad St for a portion, it is worth looking at how Broad St can connect beyond this one block segment.	Extend PBLs beyond the current proposed segment to 5th Avenue, providing access to the Thomas St Greenway and the eastern entrance to Seattle Center.
1 st Ave and Denny Way	This intersection is quite complicated, and with a bi-directional PBL, there may be conflicts from turning vehicles, especially those that are turning from eastbound Denny Way.	Add a no-turn on red on Denny Way for eastbound direction. Add a protected turning phase on First Ave for turning movements from northbound 1 st Ave onto Denny Way westbound or prohibit left turns.

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Location	Issue	SBAB Recommendation
W Thomas St between Queen Ave N and 1 st Ave N	The street becomes one-way mid-block, which is confusing for drivers.	Change W Thomas St to one-way for the entire block.
Elliott Bay Trail Overpass to 1 st Ave N - Greenway connection	<p>The selected streets, especially on W Thomas St between 2nd Ave W and 1st Ave W, are too steep. Steep hills, no matter what bicycle facilities are provided, are not all ages and abilities.</p> <p>In addition, the steepness of the hills causes major visibility issues at intersections, where one cannot see on-coming traffic until over the crest of the hill.</p>	Prioritize streets that are both direct and the least steep options. The Greenway connection from Queen Anne Ave should be located on W Harrison St instead of W Thomas St, as it is the most direct route, has fewer steep hills, and does not require back-tracking by going down a steep downhill only to require going back up a steep hill.
Queen Ave N between Mercer St and Roy St	<p>There is no connection between Roy St and Mercer St on Queen Anne Ave N, which is a major gap in the bicycle network. There is no safe connection between the designated east/west route and the north/south route.</p> <p>In addition, southbound cyclists need to cross from the west side to the east side of the street to enter into the protected bike lane.</p>	The protected bike lane should continue on Queen Ave N to Roy St. If right-of-way width is an issue, raise the bi-directional protected lane on Queen Anne Ave N between Roy St and Mercer St to either sidewalk level or between the road and sidewalk. This would allow for vertical separation between the general traffic lane and the bike lane, and would require less horizontal space compared to the standard buffer. This is a common technique used in Copenhagen. With some additional lane width reductions, a bi-directional PBL may be able to fit.
Roy St between Queen Anne Ave N and 1 st Ave N	There is no safe connection between 1 st Ave N and Queen Ave N, representing a major gap in the network.	Add a protected bike lane on Roy St between 1 st Ave N and Queen Ave N.
Roy St east of 1 st Ave N	<p>The protected bike lane should use the parking lane as a buffer.</p> <p>A protected bike lane is also needed in the eastbound direction</p>	<p>Swap the parking lane with the bike lane for the westbound direction so that parking is a buffer to the bike lane.</p> <p>Use vertical separation (raised bike lane) for the eastbound bike lane should street width be insufficient.</p>



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2 nd Ave N between Seattle Center and Roy St	The continuation of 2 nd Ave N through Seattle Center is often used as a way for bicyclists to access Roy St from the Thomas St Greenway, the primary east/west route between Lower Queen Anne and South Lake Union. This connection should be emphasized.	Add wayfinding to emphasize this connection through Seattle Center. Add bike facilities on 2 nd Ave N between Mercer St and Roy St.
W Thomas St between 1 st Ave N and 2 nd Ave N	This section of street will become very congested when events at Key Arena finish. W Thomas St will increasingly be popular as a bike route as it is the designated east/west bike route between Seattle Center and South Lake Union.	Close W Thomas between 1 st Ave N and 2 nd Ave N to vehicular traffic when events finish, allowing only pedestrians and bicyclists through on the street.
Area-wide – TNC issues	TNC pick-ups will inevitably occur in the bike lane, even protected ones, unless TNC pick-ups are properly managed. In addition, without a staging site, there will be an increase of circling TNC vehicles waiting for pick-ups.	Develop strategies to manage TNC pick-ups such as designating specific zones allowed for pick-ups and creating a staging lot. Use other techniques to discourage parking in bike lanes including using a curb or planters as the buffer between the general traffic lane and bike lane or raising the bike lane to create vertical separation.
Area-wide – Maintenance issues	Water and leaves from trees tend to accumulate in areas nearest to the curb is a major issue in this area.	Maintain bicycle lanes to at least the same standard as the regular roadways.
Area-wide – pedestrian space and large volumes of people	There will be large volumes of pedestrian traffic after events and the existing sidewalks are very narrow. With large volumes of pedestrian traffic, there likely will be people forced to walk in the bike lanes, potentially creating conflicts.	Expand sidewalks, especially those parallel to bike facilities.



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Location	Issue	SBAB Recommendation
Area-wide – TDM plan for Key Arena	A TDM plan is needed to reduce the number of cars coming to the area during events.	Develop a TDM plan that actively discourages using a car, including bike valet/secure bike parking for attendees, free transit, and charging the market price for parking.
Area-wide – Wayfinding	Wayfinding is needed especially given the number of turns that are required going/north south and the placement of the PBLs being unintuitive.	Implement wayfinding and bike signaling to make the routing more intuitive.

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