

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** June 3, 2015/ 6:00 p.m. – 8:00 p.m.  
**Co-chairs:** Kristi Rennebohm Franz and Jeff Aken  
**Recorder:** Clint Loper  
**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, Clint Loper, Lara Normand, Merlin Rainwater, Ester Sandoval, Mike Wong

### **Members Absent:**

Leah Curtiss

### **Guests:**

Art Brochet (SDOT), Steve Durrant (Alta Planning + Design), Nicole Freedman (SDOT), Tom Fucoloro, Sydney Miller-McGraw (Bike Works), Peter Thon, Sara Walton (SDOT), Colin Grist, Catherine Maggio (SDOT)

### **MEETING CALL TO ORDER**

Co-chair Kristi Rennebohm Franz called the meeting to order at 6:03 p.m.

### **INTRODUCTIONS**

*Time:* 6:03 pm

All attendees introduced themselves.

### **ANNOUNCEMENTS**

*Time:* 6:05 pm

- The Board has been attending recent meetings and making statements about the Move Seattle Levy, targeting a final letter by Friday. Next Tuesday is a Council hearing on the levy, and a vote is expected on June 23.
- Lara Normand will head up a new SBAB Southeast Seattle working group, with Adam, Ester, Mike, and Merlin as members. The focus will not be on a single project, but rather on the big picture of looking at the valley as a connected whole. Priorities are likely to include Accessible Mount Baker and partnering with Rainier Valley Greenways.
- A consensus is emerging for SBAB to support the Connect Ballard recommendations for funding near-term bridge improvements through the Move Seattle Levy.
- The Cheasty Bike Trail has been endorsed by the Seattle Parks Board. This was a project that past SBAB members have worked on (specifically Jodi Connolly and Alphonso Lopez).
- Several SBAB members have terms expiring. Let Jeff, Kristi, and Emily Ehlers know whether you are interested in serving another term.

## **PUBLIC COMMENT**

- Adam Bartz mentioned that the lack of a gate at the Holgate Bridge stairwell at the base of Beacon Hill is a safety problem that needs to be addressed.
- Emily Ehlers mentioned that the Seattle Comprehensive Plan – Seattle 2035 – has an upcoming public meeting, and that anyone can provide feedback via the online survey.
- Colin Grist expressed thanks for the SBAB support in getting new bike facilities installed in Seattle and asked whether any actions are available to prevent bike racks from being unbolted. Sam Woods responded that breakaway bolts are a possibility (these are bolts that cannot easily be removed without them breaking) and that SDOT is considering using these at some Capitol Hill bike rack locations.
- Steve Durrant noted that a process is getting underway to identify gaps and needs, and to prioritize projects, related to the bike trail system in Seattle Parks. The schedule is to complete this by the end of 2015, and Steve suggested this may be a worthwhile topic for a future SBAB meeting, perhaps in August.
- Art Brochet mentioned an upcoming open house on June 18 for the Burke-Gilman Trail Missing Link Environmental Impact Statement and distributed cards and handouts with information on it.

## **PRESENTATIONS**

### **Nicole Freedman Introduction**

*Time: 6:15 pm*

*Presenter: Nicole Freedman*

*Purpose: Initiate a dialogue between Nicole – Seattle’s new Active Transportation Coordinator – and SBAB*

Nicole briefly introduced herself and the factors that attracted her to this position and to Seattle. She was the lead for the bike program at Boston and has had an opportunity to look at various other cities – including Seattle – from the outside. Her view is that Seattle is on the right track and that it will be in the forefront of progressive transportation projects in the future. Key factors include a progressive mayor and SDOT director, a director with a reputation for getting things done, staff aligned with this vision, and a strong advocacy community.

She mentioned a couple of projects she knows for sure she will be working on:

- The Puget Sound Bike Share initiative. A major expansion of Pronto Cycle Share stations (from 50 to 250) throughout the city is being proposed, and would be fully-integrated with the Orca card system. This expansion is part of an \$18 million TIGER grant application currently in development. They are also looking at the potential to add electric-assist bikes to the system.
- The new Summer Parkways program. Two events are currently planned for 2015, probably one each in the Central District and Ballard.

Nicole's background includes working in Boston for seven years, while the city went from being rated as the worst cycling city in the nation to one with substantial improvements including a bike share program and a strong program of donating 1000 bikes a year to disadvantaged youth.

Nicole is developing her personal work program and priorities and wants input from SBAB on their priorities. She asked several questions of SBAB:

1. *What is SDOT doing well?*

Individual SBAB member responses included:

- Projects like 2<sup>nd</sup> Ave. – fast implementation, adaptive management
- Beginning to focus on the glaring priority projects that have needed attention for some time, like the Missing Link and Roosevelt Way
- Neighborhood Greenways
- Experimenting and trying things
- Becoming more bold – Accessible Mount Baker is an example, as is the large Move Seattle levy proposal
- Solid overall vision and communicating those values
- Willingness to meet and engage with the community
- Enthusiastic staff
- Clearer annual and multi-year work plan, more transparency than before
- Better equity, recent responsiveness to South Seattle needs

2. *What could be improved?*

Individual SBAB member responses included:

- Need more complete and connected corridors (expressed by many board members)
- Stronger feedback loops in monitoring and adaptive management of new facilities
- More equity and improvements in how to measure and track it
- Better way-finding signage
- More of a focus on pilot projects, trying things (suggestion was to “take a page from New York’s playbook”)
- Get rid of all the old vehicular cycling measures, no more sharrows, etc.
- Be more proactive rather than reactive in implementing priority projects; don’t wait until there is community outcry or a tragedy at known problem spots

3. *What are the most important things to do to reach 20% mode share?*

Individual SBAB member responses included:

- Combined implementation of Safe Routes to School and Neighborhood Greenways
- Implementation of Bicycle Master Plan catalyst projects
- Securing sufficient funding to implement Bicycle Master Plan
- Recognizing and promoting the essential nature of bikes as part of the transportation system – through more and better bike parking, signage, etc. – basically normalizing biking
- Maintaining a commitment to Vision Zero
- Limit cars in the downtown area
- Solve the first mile/last mile transportation needs

- Improve diversity in ridership, start by understanding the barriers to more people from diverse communities riding more frequently
- Improve and leverage Pronto
- Create better equity of facilities and access to bikes
- Implement true All Ages and Abilities facilities – solve hills, intersections, etc.
- Lower speeds – 20 is plenty, 25 mph max.
- Education programs for youth and people who aren't riding
- Community engagement – more thoughtful, different methods, move beyond “translating flyers”
- Education as part of drivers licensing

4. *What should Nicole's priorities be in her position? Or any advice SBAB members can offer?*

Individual SBAB member responses included:

- Implement connectivity “to the point of saturation”
- Equity
- Be an infiltrator/ silo breaker
- Implement simple low cost solutions such as painted green bike boxes (example given was Pine and Boren)
- Get more kids on bikes
- Advocate for funding – get bike and pedestrian needs more fully funded in the Move Seattle levy
- Look at and be responsible for the big picture

#### **SBAB Questions and Comments:**

Q: Where are you located within the SDOT organization?

A: In the Transit and Mobility group (managed by Paulo Nunes-Ueno).

In wrapping up, it was suggested that Nicole has potential to bring a fresh look and energy to SDOT and bike implementation and that SBAB wants to support her.

Nicole mentioned that she has already met with 15-20 people in the advocacy community and will also be talking with other cities about best practices. She encouraged SBAB members to feel free to call or email her any time.

#### **Broadway Protected Bike Lane**

*Time: 6:57*

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

*Purpose: Status update and opportunity for comments*

Art noted that this is a project update as SBAB received a presentation on it last August. The project involves the extension of the Broadway streetcar and associated Protected Bike Lane from Denny to Roy. Construction is anticipated around 2017, pending funding.

The existing conditions are 54 feet curb to curb along Broadway with no dedicated bike facilities. Future conditions will generally include a two-way protected bike lane with a low-profile mountable median to separate it from the transit and car lanes.

Some improvements to highlight include treatments at driveways similar to those used on the 2<sup>nd</sup> Avenue PBL (though there are fewer driveways on Broadway), and 8" signal heads, located lower on existing corner poles to improve visibility.

Areas near transit platforms required some care; the proposal is to locate and design them so that transit users can step off of the platform directly into crosswalks.

Steve highlighted some of the design constraints, related to tight turning radiuses, locations of trees and utility and signal poles, etc. In particular the design needs to account for a suitable truck turning radius, and an analysis of this is currently underway.

At specific intersections, the following features and issues are of note:

- Tight turning radius at Denny intentionally designed as a cue to prevent motorists from turning
- A proposal to widen the sidewalk at Olive/John
- At Thomas, there is a small curb bulb. It is a fairly typical intersection with typical treatments for this project.
- At Harrison, there are curb extensions
- Republican is the location of the only intersecting proposed bikeway – a neighborhood greenway.
- Roy is one of the more challenging intersections. It includes a wider sidewalk on the east side and a curb extension on the southwest corner. The tail track for the streetcar and a southbound platform are also of note and need to be factored into the design.
- At Aloha, the PBL transitions into existing shared lanes, creating some design challenges. In particular the southbound cyclist must transition from a shared lane into the PBL that is located on the other side of Broadway.

The schedule is for 60% design by July 15, and to have the project ready for construction by the end of 2016. The date of opening it and beginning operations is still TBD.

#### **SBAB Questions and Comments:**

Q. What size truck is being used for the turning radius design?

A. Not sure, but we can get back to you on that.

Q. Were all-way stops considered at Olive/John and Broadway?

A. That would require additional study. SBAB could request it. Catherine Maggio from Transit and Mobility added that a key consideration for all-way stops is the overall pedestrian volume and whether longer light signals would create too large of a pedestrian queue for safety. In this case that volume is as high as 4000 to 5000 an hour, which is likely too high for an all-way stop.

Q. Was an all-way stop considered at Broadway and Roy?

A. We haven't looked at that for that intersection. We will look into it.

Q. (comment) Considering changing signage at merges from traditional "Bikes Merge with Traffic." The problem is that bikes cannot (and should not) be expected to come up to speed to safely merge with vehicular traffic in these situations. Signage should instead read "Drivers yield to bikes" or something similar.

A. We are trying to design these merges to promote equal responsibility. In this case, we may recommend a diagonal merge lane for the cars so they have to move across the traffic, forcing them to yield. We are also looking at the possibility of an advanced green for bikes.

Comment. Bikes are more vulnerable users, so the approach shouldn't be equal responsibility.

Q. What signage will be used at the southbound merge at the beginning of the PBL?

A. We don't know yet, this area needs further study.

### **SBAB Recommendation/ Action:**

SBAB urges SDOT and their consultant team to carefully study the transition at the north end of the Broadway PBL, where the current study shows a two-way PBL on the east side of 10<sup>th</sup> Avenue transitioning to regular travel lanes and sharrows on both sides of the ROW.

SBAB recommends that the City stop using "Bikes Merge with Traffic" signage and instead move to signage that requires cars to yield to bikes at challenging merge situations, in recognition of the vulnerability of bike riders. (SBAB may write a letter to City Engineer Dongho Chang regarding this issue.)

### **Youth Bike Summit**

*Time:* 7:10 pm

*Presenter:* Sydney Miller-McGraw, Bike Works

*Purpose:* Inform SBAB about the recent summit and other Bike Works updates

Sydney gave a little background about himself. He currently works in the Bike Works shop; has been involved as a participant since 2006 and now is on staff. He is also a student at the University of Washington.

The summit was the first ever held outside of New York. It was held over 3 days, and attended by 450 people from 28 states, and hosted international participants as well. More than 50% of the presenters were youth – this is the first time this milestone has been achieved. The summit included many panels, including one (as an example) on how to get youth more engaged in biking and bike advocacy.

Sydney also mentioned a new book that Bike Works has published, the "Framework," which is a compilation of many of their programs and approaches. Syd showed a hard copy and mentioned it is also available on line (Jeff Aken offered to send a link to all members).

### **SBAB Questions and Comments:**

Q. (for SDOT) Can we get a youth position on SBAB?

A. (SDOT) We could look into it.

Q. How do we get more youth input on programs and projects?

A. Come to Bike Works, invite staff and participants back, perhaps meet with Bike Works youth members at more convenient times for them.

Q. How can we expand the Bike Works approach, create similar organizations in other neighborhoods?

A. Bike Works area of interest has changed a bit due to the gentrification of Columbia City. Their programs are now targeting youth from neighborhoods farther away from the shop. They also have thought about a second location, maybe in the Rainier Beach area.

### **SBAB Recommendations:**

It may be worth forming a Youth Summit working group that could build a stronger relationship with Bike Works.

### **Madison Bus Rapid Transit**

*Time: 7:38 pm*

*Presenter: Sara Walton, SDOT*

*Purpose: Status update and opportunity for comments*

Sara noted that this is an update to this project that was previously presented in February. At that time there were two options for the location of the Protected Bike Lane associated with this project. As a result of feedback received, SDOT selected the Union Street option, and this presentation will focus on that.

The study of a Protected Bike Lane (PBL) as part of this project was initiated Fall of 2014. The work is more than halfway complete and will conclude this Fall. The overall project is currently at 10% design. No funding has been secured yet, but the goal of the concept design, study, and implementation plan is to position the City for future funding opportunities.

Sara's presentation highlighted project elements and considerations along the length of the proposed project. The overall plan is for a connected series of PBL's and Neighborhood Greenways that form a parallel route to the Madison BRT.

At the western end, there would be short PBL, likely on Seneca and Spring, implemented consistent with the downtown bike lane network being designed. The route would then transition to a greenway along University Street, to a PBL on Union Street, and finally to a neighborhood greenway on 27<sup>th</sup> Ave. to the route's eastern terminus.

For the PBL segments, a key question has been whether to implement a one-way or two-way design as well as how to treat bus islands. SDOT conducted a survey regarding one-way vs. two-way, with nearly equal support for both. Sara wanted SBAB's input on this. Some of the

considerations include that a two-way includes fewer bus islands and therefore less cost. A two-way design also removes much less parking.

SBAB expressed a strong consensus that a one-way design is needed. Reasons given included:

- Safety: bikers will travel at high speeds on this hilly route
- A one-way design is more intuitive for both bikers and cars, with bikes traveling on the right
- Transitions are much simpler between the PBL and Greenways, especially for those traveling downhill
- The overall buffering for bike riders is higher with a one-way design as each bike lane is buffered from traffic, whereas with a two-way, the opposing direction bike riders are not buffered from each other.

It was noted that Dexter might be a good template for this design, and also that NACTO guidelines may point to a one-way design on steep grades. The Bicycle Master Plan's visual glossary indicates that one-way is preferred on steep grades.

It was also noted that the project has already made a significant compromise by not putting the PBL directly on Madison, so it is important not to cut corners on the cost of the implementation on parallel streets.

Sara continued by noting several priority intersections being carefully considered in the design: Union/12<sup>th</sup> and Madison, Union and 14<sup>th</sup>, and 19<sup>th</sup>.

#### **SBAB Questions and Comments:**

Q. What likely drove the survey results? If a one-way PBL seems so preferable to SBAB, why was support for a two-way design nearly equal?

A. Most bike riders seemed to prefer a one-way, whereas some others in the community preferred a two-way (based on comments at public meetings). Concerns included loss of parking.

Q. Will bikes still be allowed on Madison?

A. Yes.

Q. What is the timing of other bike elements?

A. Currently the timing is expected to vary, but they could potentially request funding for the entire package.

Q. What is the timing of outreach for the greenway on University?

A. The current plan is to conduct outreach in 2016 and implement the project in 2017. The project would be a good candidate for a future SBAB agenda.

Q. What is the overall timing of the project?

A. Possibly construction in 2018 with opening to use in 2019, pending funding (the project is entirely unfunded at this time).



Comment: Consider design of transit islands with direct access to crosswalks, as seen in the Broadway PBL design presentation.

**SBAB Recommendations:**

SBAB strongly recommends that SDOT implement one-way Protected Bike Lanes on this route [one in each direction on either side of the street]

**MEETING ADJOURNMENT**

The meeting was adjourned at 8:00.

## **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, Acting 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, 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