

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: January 4, 2017/ 6:00 p.m. – 8:00 p.m.
Chair: Adam Bartz
Recorder: Phyllis Porter
Location: Seattle Municipal Tower, Room 4050

Minutes Distribution List:

See Attachment A

Members Present:

Don Brubeck, Riley Kimball, Phyllis Porter, Adam Bartz, Steve Kennedy, Puja Shaw, Claudia Lewis, Jeff Akins, Merlin Rainwater, Terique Scott, Amanda Barnett, Casey Gifford

Members Absent:

None

Guests:

Gordon Padelford, Seattle Neighborhood Greenways
Mike Hendrix, Perteet
Kelsey Mesher, Cascade Bicycle Club
Rachel McCaffrey, SDOT
Audrey Wu, Enviroissues
Dave Sutton, Seattle IT
Tom Fucoloro, Seattle Bike Blog
Ryan Packer, The Urbanist
Erin Rennie, King County Metro
Malva Slachovitz, King County Metro
Kyle Rowe, SDOT
Norene, Pen, SDOT

MEETING CALL TO ORDER

Co-Chair Adam Bartz called the meeting to order at 6:03pm

INTRODUCTIONS

SBAB Members and members of the public introduced themselves.

MEETING MINUTES

The minutes of the December 6, 2017 meeting were approved.

PUBLIC COMMENT / 6:10pm

None.

ANNOUNCEMENTS

SBAB DISCUSSIONS/ACTIONS/REPORTS

NE 65th Project: Casey Gifford (SBAB) reviewed last month's request from community members to expedite protected bike lanes on NE 65th St. It is actually in the BMP Implementation Plan for

completion in 2018, so there is no need to push it forward of other projects. 10% design milestone is scheduled for 3/3/17. Casey responded to CM Johnson and Andres Soloman.

7th Avenue Center City Mobility Improvements: Steve Kennedy reported.

- Sounding Board to coordinate everything downtown for bike facilities. Bike network project is a part of it; hope to get the One Center City staff to talk on budget and update.
- Protected bike lane planned on 7th from Westlake to Pike on west side, summer 2017.
- Will connect to PBL on Pike and/or Pine when those are implemented. Need to review this with 8th Ave, too.
- Will request presentation to SBAB in February or March.
- SBAB comment: Sharrows planned on 7th from Pike to Union are useless. Omit.
- SBAB question: What is the funding from? A federal grant?
- SBAB comment: Bike lane detours needed at Amazon construction, Blanchard-Bell.

One City Center: Steve Kennedy reported.

- SBAB has requested One City Center to present next month.
- Sounding Board advisory committee for City Center Bike Network includes Steve Kennedy and Merlin Rainwater from SBAB and Sam Woods and Dawn Schellenberg from SDOT. SK will distribute PowerPoint presentation with good info.
- Concept for 8th Ave bike lane - will Dawn come and present? Complex and in flux.
- Fair amount in pipeline is going forward, including plans for 7th, 8th, 9th, Dearborn, and 2nd Ave extension to Denny.

Bicycle Master Plan 6-month progress report:

- Six-month required update to SBAB and Council was missed by SDOT in fall 2016.
- Darby Watson sent a memo listing status of all projects slated for 2016 implementation. Some have been deferred, primarily due to construction being scheduled too late in the year to have suitable weather conditions.
- SDOT to present draft annual update to SBAB in February.
- Casey requested list of projects, 2017 draft implementation plan for next five years. Also requested maps. SDOT sent list but not maps, citing lack of capacity.

SBAB Comments

- Concerned that 44% of 2016 projects were not completed on schedule.
- Progress report on non-project elements of the BMP is also needed.
- Explanation needed for why projects are dropped or added. Drastic changes in plan from year to year. Reasons not apparent.
- Cost information is needed for projects.
- Definition of "complete" is needed. Central Area Greenway has long list of problems and gaps, leading some to take alternate routes. Frustrated by lack of response.
- SBAB members to prepare questions for next month.

Fremont Avenue North Transit Stop at North 34th Street: Casey Gifford reported on follow up by SBAB North working group. Casey recapped SDOT's proposed widening of sidewalk on west side of SW corner for more bus waiting space, with no change to number of traffic lanes and conflict with BMP plan in that it would prevent future installation of protected bike lanes. Two ideas emerged in meeting with members of SBAB, SPAB and community:

1. **Protected bike lane option:** Protected bike lanes at sidewalk level with 6 foot wide transit boarding island on both sides. Removal of one northbound general purpose traffic lane. Provision of a bus lane, a general purpose lane and a protected bike lane each way. Achieves protected bike lanes, but has conflicts between bike traffic and pedestrians boarding buses. Expensive. Right turns for vehicles may be conflict.
2. **Shared lane option:** Widen the western sidewalk to meet goal of additional sidewalk space for people waiting for buses. Create 15.5' bike/bus/right turn only lanes adjacent to both curbs. These wide curb lanes would allow bikes to pass stopped buses; limiting vehicle use to buses and right-turn only, would reduce vehicle/bike conflicts. Requires removal of one northbound general purpose traffic lane. Does not meet conventional all ages and abilities infrastructure, but does avoid bike/transit rider conflicts.

SBAB Comments:

- Using a wide shared bus/bike lane could work if traffic calming is added.
- The large number of people waiting for buses and walking will take over a designated bike lane between buses and sidewalk.
- Southbound going downhill interaction between transit and cyclists is a problem with too many crossings.
- Use maybe a hybrid of the sections, similar to Roosevelt at sidewalk level.
- Design PBL's like what is farther south on Dexter.
- For that block to the Fremont bridge, drivers are generally moving slowly.
- Look at a bike lane up against buildings on the west side.
- Make signalization changes that allow bus to go first.
- Buses have priority and cyclists can work around.
- Sidewalk-level bike lane is easier for drainage and ADA.
- Look at taking away a general purpose traffic lane.
- Look at signal phasing southbound. Buses first, then bikes and cars.
- Look at diverting cars to west on 34th.
- Split opinions on protected bike lane vs. wide curb lane for buses and bikes.

SBAB Action: Study group work up one more design; Run it by SDOT staff (Nico) to see if there is a fatal flaw; return in February with recommendation. Puja Shaw, Casey Gifford, Steve Kennedy.

- **Fairview Bridge Replacement Project:** Puja Shaw and Adam Bartz reviewed proposed project bike detour routes and signalization design. Detour at Aloha to Eastlake and near University Bridge.
- Puja and Adam are in working group. Don Brubeck volunteered to join.

SBAB Review of Detours and Closures

- Casey – N 40th St at Roosevelt Way NE blocked by rope to mark detour was put out without signage for detour, forcing people across University Bridge rather than being able to go west-bound. Texted to let them know what was going on. Casey was told to send message through website and not text.
- Puja- very early in design, group with project on Burke Gilman Trail, want to discuss project at SBAB
- Don received notice on interruption of Alki Trail by CSO project coming up.

7:05 Future Agenda Items

- Phyllis Porter suggested that SBAB members reach out to City Council Members and learn what does CCM see as priority in transportation as part of the BMP. CM O'Brien spoke

on having SBAB reach out to Council Members at a prior meeting. Each council member will be visited by a SBAB member(s) from their district. Phyllis will send out info to member and have them review and move forward on setting the first appointment from District 2.

- Casey Gifford asked if Phyllis could send talking points and Phyllis agreed to do so.
- Burning topics after February or March: Let Board Co-Chairs know in advance.
- Bike Share: Timely to reach out to CM to let them know opinions.
- SBAB group email: Steve noted need to use judgment. If it is related to coming to a decision or judgment, do not use SBAB full group email.

PRESENTATIONS

Testing a Basic Bike Network in the Center City

Time: 7:12pm

Presenters: Kelsey Mesher (Cascade Bicycle Club), Gordon Padelford (Seattle Neighborhood Greenways)

Purpose: To expedite a process of interim modal decisions, and presenting ideas to get it out. Create basic connection, allow data collection and assist to make the bike share re-launch successful.

Why Now?

- People need safe places to bike as soon as possible
- Sensible early deliverable for One Center City project (OCC).
- Pilot network allow City to “test” bike facilities, collect data and make evidence-based decisions about the final OCC Plan
- Bike-share relaunch success
- Implement basic bike network before or in coordination with the re-launch.
- Catherine Hennings, Cascade Board, and Brie Gyncild, SNG, are involved.
- Calgary, Alberta, just did successful 18 month pilot. Good model.

SBAB Questions, Answers and Comments:

Q: What is new method of data collection?

A: Different data collected

Q: What reaction to a \$2M price tag? Are people being resistant to that for a trial?

A: There is variability in cost. Early stage for estimates.

Q: What are we talking about for infrastructure?

A: Have an OCC to work with SDOT for realistic design.

Q: How many miles are we talking about?

Comments:

- We need to do a lot at once to make it work.
- Signalization changes will be needed to make it safe. Can't be just cheap post-and-paint if lanes through signalized intersections are being moved around on busy streets. Very expensive work, as was 2nd Ave pilot project.
- There is a great transportation benefit to transit and bike share connections with PBL's.
- Map could make it clear what is already built and what is recommended to add.

SBAB Recommendations:

Riley Kimball to draft a letter to OCC, Transit Board and Council Members supporting the concept, for SBAB approval next meeting.

Fauntleroy Boulevard Project

Time: 7:31pm

Presenters: Noren Pen

Purpose: To increase mobility and comfort for people walking, biking and driving on Fauntleroy Way SW, between 35th Ave SW and SW Alaska.

- Project was over budget, early 2015 at 60% design, and put on hold
- Funding was added in Move Seattle levy.
- Now doing 90% design with a re-boot from 60% - with new data including counts and input from SBAB and others.
- Typical cross section has two general traffic lanes in each direction now and the plan is to keep it that way. Pocket turn lane at Oregon to be deleted.
- Plan is to put in raised median with landscape and protected bike lanes each side with improved sidewalks and crossings at intersections.
- Angled intersections will be squared up and crossing distances reduced.
- Sidewalk- standard 5.5 foot landscape, 6 foot bike lane and 6 foot sidewalk
- Incorporate minor modification of one or two corners to modify or organize corridor
- Plan to keep pedestrian improvements intact from 2014 design. Improving bike lane design to have less weaving at intersections, and markings through crossings. Tactile strip added to separate bike lane and pedestrian sidewalk. May have bike detectors at signals.
- Design to give cars better sightlines to see people on foot and on bikes.
- Goal is to make it safe for car drivers, too, and all users.
- Accommodating all users along corridor including buses and freight delivery.
- Schedule: 90% design in spring 2017; 100% design in summer 2017; construction start in late 2017.

SBAB Comments:

- It is an important project for West Seattle's growing urban village in this area. Complex due to it being a gateway for cars and buses to West Seattle bridge; a through bike-commuter route; and a designated truck street.
- Deleting the sweeping westbound pocket turn lane at SW Oregon is the most important improvement to make it safe for riding a bike.
- Separation of bike lane and sidewalk is essential for avoiding conflicts.

SBAB Recommendations:

Don Brubeck to draft a letter with recommendations, for SBAB approval next meeting.

MEETING ADJOURNMENT

The meeting was adjourned at 8:03 pm.

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle
Kiersten Grove, Office of the Mayor
City Councilmember Mike O'Brien, Sustainability & Transportation Committee Chair
City Councilmember Rob Johnson, Sustainability & Transportation Committee Vice-Chair
City Councilmember Kshama Sawant, Sustainability & Transportation Committee Member
City Councilmember Lisa Herbold, Sustainability & Transportation Committee Alternate
Scott Kubly, Director, Seattle Department of Transportation (SDOT)
Kyle Rowe, SBAB Liaison, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning Manager, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT
Sam Assefa, Director, Office of Planning and Development (OPCD)
Allie Gerlach, SDOT Communications
Kathy Nyland, Director, Department of Neighborhoods (DoN)
Christa Dumpys, Karen Ko, Thomas Whittemore, Tim Durkan, Laurie Ames, Yun Pitre,
Kerry Wade, Jenny Frankl, DoN Neighborhood District Coordinators
Meeting Presenters
SBAB Members
Individual Meeting Attendees