

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** May 7, 2014  
**Co-Chair:** Jessica Szelag  
**Co-Chair:** Clint Loper  
**Recorder:** Michael Wong  
**Location:** Seattle City Hall Room L280

### Minutes Distribution List:

See Attachment A

**Members Present:** Lara Normand, Merlin Rainwater, Jeff Aken, Jessica Szelag, Clint Loper, Dylan Ahearn, Kristi Rennebohm Franz, Izzy Sederbaum, Alfonso Lopez, Ester Sandoval, Michael Wong

**Members Absent:** Jodi Connelly

**Guests:** Patrice Carroll, City of Seattle Department of Planning and Development, Emily Ehlers, SDOT & Merlin Rainwater, Seattle Neighborhood Greenways, Eric Tweit, SDOT; Kristin Simpson SDOT; Sam Woods SDOT; Arlin and Jack Wilkin, Westlake; Kevin O'Neil; Kathleen Carlson; Andy Baker; Rahul; Rohan Aris; Holly Chan; Ally Masterson; Yohan Weymeyer

### MEETING CALL TO ORDER 6:05 pm

#### PUBLIC COMMENT:

**Jack Wilkin:** The Pedestrian Advisory Board and SDOT asked him to voice his concerns re: the Fremont Bridge – their opinion was that SBAB might have some sort of solution, because theirs was enforcement. The bridge is impassible for pedestrians after 5PM – the sign says yield to pedestrians but people aren't friendly about passing, etc. — believes it is an attitude problem.

Question: what does "yield" mean to you?

**SBAB Member:** I get off the bike SBAB: will be documented meeting notes;

**SBAB Member:** SDOT policy and planning are here – enforcement and education are answers

**Arlin Wilkin:** Last year, a car was entering a driveway and cut a bicycle off – the man got out of car and the bicyclists were aggressive, highlighting inappropriate behavior from bicyclists.

**Arlin Wilkin:** Safety: For the Westlake corridor, if the new cycle track is built through the parking lot cyclists will exceed the posted speed limit – the primary safety piece will not be addressed if this is the case.

Request: agendas and meeting notes be posted on SBAB website

**SBAB Member:** they are supposed to be up, will be addressed

#### ANNOUNCEMENTS:

- **Sam and Chris:** The Mayor announced at the Cascade Bike to Work Breakfast that he wants to implement protected bicycle lane on Second Ave, coinciding with rollout of the City's bicycle sharing program. This will be a pilot project composed primarily of paint modifications. More updates will follow.
  - **SBAB Member:** How will it be structured?

- **Answer:** 2-way, with mix of parking and turn lane pockets; right turn only streets will all be parking.

**SBAB Member:** who will be in charge of communication with public for this project?

Answer: Dawn from Neighborhood Greenways will be the primary and working with downtown stakeholders (including residents).

**SBAB Member:** Can you revise scope of Center City consultants to include this project?

Answer: Possibly.

**SBAB Member:** How will freight unloading zones be handled?

Answer: This will be looked at in the design process.

**SBAB Member:** Will it be part of the Center City Initiative or is this separate?

Answer: This is a beginning to build on

2) **Emily Ehlers:** For Broadway cycle track, which opened today, flyers were posted around the area and on parked cars. Posted 23 parking signs along the corridor. Ambassadors will be handing out flyers – looking for volunteers – containing information on the track. Westlake cycle track meeting is on May 21<sup>st</sup>.

## PRESENTATIONS

Time: 6:25

**Topic: Vision 2035**

Presenter: Patrice Carroll, City of Seattle Department of Planning and Development

Purpose: The City's update to the comprehensive plan

- 20 year vision for growth in the city – where the city should invest
- First adopted in 1994 (updated in 2004)
- Covers a broad range of policies and includes guidance from GMA and City of Seattle
- Based on theory of growth management and the Urban Village Strategy, guiding growth to these centers. Includes urban centers (6), which are the most dense; less dense Hub urban villages (6); even smaller residential urban villages (18); and manufacturing and industrial centers (2)
- Relationship to other long range transportation plans: includes Bicycle Master Plan, transit, pedestrian, and freight
- Policies need to feed down from the comprehensive plan and up from the modal plans beneath it
- Not as detailed as other plans; broader scope
- New strategies guided by the past: As predicted, 75% of new housing was created in the Urban Centers, Hub Urban Villages, and Manufacturing and Industrial Centers. 73% of new jobs were in Urban Centers, Hub Urban Villages, and Manufacturing and Industrial Centers.
- Transportation: how did residents commute to work?
- Collaboration with City departments and Seattle Planning Commission
- Reasons for update: Growth projections, climate action plan, economic trends; many factors driving this, including over the next 20 years, projections of:
  - 120,000 more people
  - 70,000 more households

- 115,000 more jobs
- Schedule: Adoption by June 2015. Draft plan by December 2014
- EIS: includes patterns of growth and other potential strategies for growth (alternatives to Urban Village Strategy)
- Interest in more comprehensive network of transit
- How to integrate Race and Social Justice? Will patterns of growth affect neighborhoods differently?

Q&A:

**SBAB Member:** There is a need to move from the hierarchical visualization of the relationships between the plans. We would like to see more lateral back and forth between the plans.

**Answer:** It *is* hierarchical. The comprehensive plan is adopted by ordinance. But, the plans have influenced each other as they have been introduced over time.

**SBAB Member:** How can we include the urgency of climate change as a visible part of the plan?

**Answer:** We are trying to figure out the best way to show the interconnections between the plans.

**SBAB Member:** Is the Transportation Element consistent with the modal plans?

**Answer:** There is a need to incorporate some components of the modal plans into the Transportation Element.

**SBAB Member:** Do comprehensive plans include air quality as a factor?

**Answer:** Air quality is a factor in EIS.

**SBAB Member:** The Single Occupancy Vehicle outcome did not meet the 2010 goal. Funding for the alternate modes is not commensurate with the targets. Where would modal hierarchies come into play? How can the comprehensive plan help set these priorities?

**Answer:** This is being talked about at the Interdepartmental Team level, but currently there is no solution.

**SBAB Member:** Making pedestrians the priority will change things instead of always striving for balance.

**Answer:** Two things we can focus on: transport and land use, which is most important; density would drive that change as well.

**SBAB Member:** It appears jobs will not grow as fast as population – will people have to go further to get to their jobs?

**Answer:** Not necessarily.

Time: 7:02

**Topic: Central Area Neighborhood Greenway**

Presenters: Emily Ehlers, SDOT & Merlin Rainwater, Seattle Neighborhood Greenways

Purpose: Route is finalized and proposed safety recommendations

- Phase 1: the most promising route is the hybrid route from Jackson on 25<sup>th</sup> avenue, crossing at Columbia to 22<sup>nd</sup>, and north on 22<sup>nd</sup> to John

- The greenway must provide the access and connectivity originally planned for the protected bike lane on 23<sup>rd</sup> avenue
- Jackson to John: will lower speed limit to 20mph for safety. To reinforce, will put in speed humps, sharrows, signs for greenways, and stop signs
- Proposed safety recommendations
  - 21<sup>st</sup> / E Denny and E Madison – add 2 bike push buttons
  - 22<sup>nd</sup> and E Union: install enhanced pedestrian / bicycle signal with pedestrian push buttons and bike push buttons, upgraded curb ramps, marked crosswalks – signals will not be activated by cars
  - 23<sup>rd</sup> Ave and E Columbia St – enhanced pedestrian/bicycle signal with pedestrian push buttons and bike push buttons, upgraded curb ramps, marked crosswalks
  - 25<sup>th</sup> and E Cherry St – build curb extensions on N and S sides of Cherry, build crosswalk across, upgrade with bike ramps – RFBs: flashing lights
    - Would a half signal be more appropriate?
  - 25<sup>th</sup> Ave E and E Yesler – installing crosswalks and installing curb ramps
- Next steps: phases 2 and 3 of the green way
  - Phase 2 is Jackson south
  - Phase 3 is John north to Roanoke
  - Both built in 2015
- East-west routes will be studied this year, including on Columbia

#### Q&A

**SBAB Member:** At end of route, north of John, doesn't that lead into a one way?

**Answer:** Yes; will be discussed in Phase 3.

**SBAB Member:** Are speed humps going to be part of all greenways?

**Answer:** They are effective and affordable. SDOT's policy is to put them in.

**SBAB Member:** On Beacon greenway, there are three different kinds of speed humps. Why? Specifically, what is the purpose of the ones with three breaks?

**Answer:** Depends on the road grade. Center gaps are for water to drain and end gaps allow for existing drainage systems.

**SBAB Member:** At Union, there are many speeding cars. Can we create a speed reduction area for the proposed crossing?

**Answer:** Will bring it back.

**SBAB Member:** Left turns onto the greenways from the arterials should be impeded (though this can be controversial).

**SBAB Member:** The further south they moved, the less they infrastructure they propose. People will drive differently based on where infrastructure is placed (going to the easier places to drive).

**Answer:** Need to be equitable in implementation for installations based on traffic volumes, speeds, crossing distance and crossing visibility.

**SBAB Member:** Can you make the crossing buttons easy to push from street for bicyclists?

**Answer:** Already done.

**SBAB Member:** There is a need for greenway zone to restrict speeds (like school zones).

Time: 7:35

**Topic: Mercer Corridor Project**

Presenters: Eric Tweit, SDOT

Purpose: Mercer West Phase update

- Description: East phase is complete. West phase begins at Aurora and heads West
- Will create wider sidewalks, a bike path, and replace 99 bridge
- Construction update: construction of the bridge over 99 is nearing completion
- Mercer improvements west of 5<sup>th</sup> Ave N: new signals, ADA compliance, improved sidewalks, and new trolley poles and wires
- May and June: Mercer and Roy will be complete and open to two way traffic (between 5<sup>th</sup> Ave N and Queen Anne Ave)
  - Mercer will be a modified two-way with two lanes each direction between 5<sup>th</sup> Ave N and 9<sup>th</sup> Ave N;
  - bike lanes on Roy St will be created at that time
- Broad St. closure: street will be filled in to allow for widening of Mercer
- Dexter will be reduced to one lane in each direction
  - Bike lanes will be maintained on Dexter with potential intermittent detours two blocks to 9<sup>th</sup> ave N to accommodate construction

Q&A

**SBAB Member:** Will the bike and pedestrian path be grade separated?

**Answer:** Slightly, yes. Paths will be visually separated by different colors.

**SBAB Member:** Can you put in bike boxes?

**Answer:** We considered bike boxes, but decided to not include. Areas considered were Mercer at 5<sup>th</sup> Ave N and Mercer at Dexter Ave N. Bike boxes are not covered in federal funding, but SDOT may install bike boxes, if warranted, after construction.

**SBAB Member:** What steps is SDOT taking to make sure contractors are on top of detouring for bicycles?

**Answer:** Traffic control plans are reviewed by the Traffic Management Group, and it takes monitoring.

**SBAB Member:** Is this continuous? Shouldn't a person on a bike be the one monitoring them?

**SBAB Member:** If there's a problem with WSDOT's purview, who do you go to?

**Answer:** Go to both. SDOT coordinates with the WSDOT team and will notify them of issues.

**SBAB Member:** Are there signs displayed for phone numbers to both SDOT and WSDOT?

**Answer:** Not currently

**SBAB Member:** Coordination between WSDOT and SDOT is important for creating these detour routes

**SBAB UPDATES AND NEXT STEPS**

- None

**MEETING ADJOURNMENT: 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

Goran Sparrman, 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