

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** March 4, 2015/ 6:00 p.m. – 8:00 p.m.  
**Co-chairs:** Jeff Aken and Kristi Rennebohm Franz  
**Recorder:** Adam Bartz  
**Location:** Seattle City Hall, L280

### **Minutes Distribution List:**

See Attachment A

### **Members Present:**

Jeff Aken, Adam Bartz, Don Brubeck, Leah Curtiss, Steve Kennedy, Clint Loper, Lara Normand, Ester Sandoval, Michael Wong

### **Members Absent:**

Riley Kimball, Merlin Rainwater, Kristi Rennebohm Franz

### **Guests:**

Dongho Chang, Seattle Department of Transportation (SDOT)  
Jim Curtin, SDOT  
Joanne Donohue, Seattle Pedestrian Advisory Board (SPAB)  
Tom Fucoloro, Seattle Bike Blog  
James Le, SDOT  
Emily Ehlers, SDOT  
Sara Zora, SDOT

### **MEETING CALL TO ORDER**

Co-chair Aken called the meeting to order at 6:05 pm.

### **INTRODUCTIONS**

SPAB Member Joanne Donohue provided an update on issues SPAB is working on, and expressed interest in working with the Seattle Bicycle Advisory Board (SBAB) as they update the City's Pedestrian Master Plan.

### **PUBLIC COMMENT**

None.

### **ANNOUNCEMENTS**

Co-Chair Aken and Board Member Bartz attended Mayor Murray's Move Seattle transportation plan announcement on Monday March 2<sup>nd</sup>.

The Washington Bike Summit, hosted by Washington Bikes, will be held in Olympia on March 16<sup>th</sup> and 17<sup>th</sup>. The Bike Summit will bring together bicycle advocates from around the State to discuss bicycling and safe streets.

Topics at the April SBAB meeting will include the Bicycle Master Plan (BMP) Implementation Plan progress update, and potentially presentations on Move Seattle, the Climate Action Plan, and 2<sup>nd</sup> Avenue Protected Bicycle Lane (PBL).

Board Member Sandoval and Co-Chair Rennebohm Franz attended the Youth Bike Summit. Board Member Sandoval expressed interest in organizing a summit of Bicycle Advisory Boards from around the country.

Board Member Normand announced that the Rainier Valley North South Greenway audit ride has been scheduled for the afternoon of March 29<sup>th</sup>. Emily Ehlers, SDOT, stated that this project will use a new ArcGIS based map, and the audit ride will be the test case.

Board Member Brubeck represented SBAB at the recent Freight Master Plan Advisory Committee meeting. SDOT is working on some interesting projects related to freight mobility, including traffic counts that can distinguish between cars and trucks of various lengths. SDOT is refining existing conditions data and categorizing Seattle streets. Overall traffic volumes in Seattle are shrinking, but truck volumes are increasing. Board Member Brubeck expressed interest in a future SBAB meeting presentation on freight mobility and the Freight Master Plan.

Co-Chair Aken asked that SBAB Members send any questions related to the BMP Implementation Plan by mid-March so SDOT can prepare for the April SBAB presentation.

## **PRESENTATIONS**

### **Rainier Ave S Road Safety Corridor Project**

*Time:* 6:15

*Presenters:* Jim Curtin, SDOT

*Purpose:* Present design alternatives and gather input on the Rainier Ave S Road Safety Corridor Project.

A similar project to Rainier is occurring in West Seattle, the 35<sup>th</sup> Avenue SW Road Safety Corridor Project, and there are two upcoming public meetings:

- Tuesday, March 10, 6:30 to 8:30 pm at the Neighborhood House in the Highpoint Community, and
- Thursday, March 12, 3:15 to 5:15 pm at the Southwest Library

The presentation was the same given in two recent public meetings on the Rainier Ave S Road Safety Corridor Project. The purpose of the public meetings was to present design alternatives and gather community input.

The project arose out of safety improvements requested by the community and issue identification meetings were held in November 2014.

### **Rainier Ave S Road Safety Corridor Project Goals:**

- Reduce Speeds
- Provide new and enhance existing pedestrian crossings
- Maintain efficient transit service
- Improve intersection safety

- Reduce injuries

The project is being developed with the goals of Seattle’s recently announced Vision Zero program.

There are other projects along the corridor including Rainier and Dearborn, Accessible Mount Baker, and Rainier Beach Safety Improvements.

**Overview of Rainier Beach Safety Improvements Project:**

- Important connection on the south end of the lake for bicycles, vehicles, and pedestrians
- Improve conditions around four neighborhood schools
- Improve pedestrian crossings
- Additional traffic signals at South Fisher Place and 52<sup>nd</sup> Ave South
- Traffic improvements including curb bulbs and median islands
- Rechannelization
- Flashing lights for school zones
- Provide more separation for bikes from Seward Park Ave S to the city limits
- Removal of some medians due to vehicle-median collisions
- 2015 project

**Rainier Ave S Road Safety Corridor Project Area:**

- 4 miles in length, between Letitia Avenue South and Seward Park Avenue South
- More than 70,000 residents
- Community with vibrant growth
- Half of land use is commercial

**Traffic Data:**

- Traffic data demonstrates that volumes fluctuate – with significantly higher volumes between Alaska and Genesee and evening congestion
- Thousands of pedestrians cross Rainier daily
- 11,000 transit trips
- Primary emergency and commercial vehicle route

**Current Street Design:**

- 4 to 5 lane arterial 50 to 54 feet wide with curves and skewed intersections

**Collision Data:**

- Average of one crash per day
- Vehicle crashed into a beauty salon the evening of the public meeting
- Data helps public understand SDOT goals of the project
- Last 3 years there were 1,243 total collisions, 630 injuries, and 2 fatalities
- Locations of fatal and serious injuries well distributed through corridor
- 46 pedestrian-vehicle and 10 bicycle-vehicle collisions last 3 years
- When a vehicle hits a pedestrian or cyclist there is a 100% chance of injury
- Lake City Way and Aurora Ave have significantly higher traffic volumes than Rainier, but Rainier has significantly higher number of collisions

- Speeding is an issue on Rainier, and the speed study was presented previously to SBAB

**Design Process:**

- Balance the need to move people and goods with the function of what's occurring in the neighborhoods
- Eliminate correctable collision patterns
- Develop new model for transit impact. Route 7 is the most popular route in King County and must continue to carry its current capacity. Data on transit impacts will be available in May
- Data will include collision causes, baseline data on Rainier and neighboring streets, business receipts. Data will be collected over several years to track community impact
- Signal and signage improvements will occur in Spring 2015
- Rechanelization will begin later in 2015 and carry over into 2016

**S Charlestown to S Alaska Street Collision Issues:**

- Many of the collisions are related to access to commercial developments
- 51 collisions in one block

**Rainier and Orcas Collision Issues:**

- 38 collisions, 25 left turn collisions
- Similar issues at Edmonds and Ferdinand in Columbia City
- 63% of collisions at Orcas are left turn collisions
- Significantly reducing left turn collisions at Orcas is achievable
- It is difficult to engineer around impaired driving, so collisions will not be eliminated

**Rainier and Holly Collision Issues:**

- Similar to Rainier and Orcas
- The SE Senior Center is located at this intersection
- 18 collisions and 18 injuries at Rainier and Orcas, 50% are left turn collisions

**Rainier and Graham Collision Issues:**

- 15 collisions and 6 are angle related.
- Collisions are related to speeding and disobeying traffic signals

**Design Alternatives:**

- Reduce Speed Limit to 25 MPH between S Alaska St and S Kenny St in Columbia City and Hillman City
- 25 MPH is the lowest legal limit
- Have heard community support to reduce speed limit throughout entire corridor, even below 25 MPH, and is under consideration
- Signal improvements are low cost and have a major impact on safety
- Reflectorized signals increase visibility and reduce rear impact collisions
- Lane line markers throughout the corridor to increase lane visibility
- Rainier Valley Neighborhood Greenway plan is in the corridor
- Grant funds have been secured for at least 250 hours of additional enforcement between now and September. The enforcement will be focused on behaviors that put pedestrians at risk

- Travel Demand Management in early stages of development and will provide incentives to non-transit/bike/pedestrian users to try alternative transportation options

**Charlestown to Alaska Design Alternatives:**

- Access management
- Incremental implementation
- Pedestrian safety emphasis patrols

**Option 1a Design Alternative:**

- South Alaska Street to South Henderson Street
- Rechannelization from 4 lanes to 3 lanes
- Two general purpose lanes
- Center left turn lane
- Wider parking lane, many cars currently park with two wheels on the curb

**Option 1b Design Alternative:**

- South Alaska Street to South Henderson Street
- Rechannelization with PBL
- Community has been asking for PBL along entire corridor
- High concentration of pedestrians and businesses
- Two general purpose lanes
- Center left turn lane
- PBL throughout the corridor under consideration for preferred alternative in May.

**Option 2 Design Alternative:**

- South Alaska Street to South Henderson Street
- Rechannelization with intermittent transit lanes
- Two general purpose lanes
- Center turn lane

**Design Alternatives:**

- Columbia City and Hillman City Merchants are strongly in favor of changes to Rainier
- There is currently a parking study under way in the corridor
- Other rechannelization projects on Nickerson, Fauntleroy, NE 125<sup>th</sup> St and NE 75<sup>th</sup> St had fewer collisions than Rainier and saw significant reductions after project completion

**Questions, Answers and Comments:**

**Q:** What criteria does the city have for deciding which school zones get automated cameras for speed enforcement?

**A:** A meeting is being held on Monday, March 30<sup>th</sup> to develop criteria for siting school zone cameras. The city is looking for locations of documented high speeds – 5 MPH over the speed limit – during normal and reduced speed times. Traffic volumes and road conditions will also be considered. Vision Zero will bring more photo enforcement, and Rainier is a candidate for photo enforcement.

**Q:** Will the Rainer Beach buffered bike lanes be in the door zone?

**A:** The bike lanes avoid the door zone with the parking zone at 8 feet wide and the bike lanes at 6 feet wide.

**Q:** Is the collision data only from reported collisions?

**A:** SDOT receives a report if a serious collision occurs. The collision data informs project development.

**Q:** Will increased enforcement unfairly impact low income drivers?

**A:** The goal of increased enforcement is not to issue citations. The goal is to increase safety in corridor. A card that illustrates the importance of safe driving will be developed and used during safety patrols.

**Q:** Is there a direct correlation between enforcement and behavior?

**A:** Yes, studies demonstrate a short-term impact of 6 weeks.

**Q:** Then why is enforcement emphasized, if the impact is only short term?

**Comment:** Getting a citation is one of the most educational messages a driver can hear.

**Comment:** Receiving a citation is a much lower impact education than another pedestrian being injured or killed.

**Q:** How do the Rainier design alternatives compare to existing facilities in Seattle?

**A:** Options 1a and 1b somewhat compare to Nickerson, Stone, and Fauntleroy. Option 2 is a new treatment that would be similar to the upcoming project on 23<sup>rd</sup>.

**Q:** Will the segment at Rainier Beach be repaved? There are serious issues with poor pavement in the bike lanes through Rainier Beach. We want to be sure that bike lanes are repaved as well as drive lanes.

**A:** Medians will be torn out, and some repavement will be required.

#### **SBAB UPDATES AND NEXT STEPS**

Emily Ehlers, SDOT, will check with Sam Woods, SDOT, and provide more information on the extent of repaving for the Rainier Beach Safety Improvements Project.

## **Multimodal Corridor Program**

*Time:* 6:59 pm

*Presenters:* Sara Zora, SDOT

*Purpose:* Introduce the City of Seattle's new Multimodal Corridor Program

### **Presentation Overview:**

- Multimodal Corridors are mostly arterials, and the purpose of the program is to rethink how our streets will be used in the future
- Seattle is the fastest growing city in the US, and cannot build out our streets any further
- The program is only funded to 3 to 5% design. High level design work that will be sidewalk to sidewalk, not just curb to curb
- Seattle needs to accommodate growth and give transportation options
- Street design shapes life choices and can promote healthy communities
- These corridors will be designed for all ages and abilities

### **Meeting SDOT's Core Principles:**

- Safety is the first priority in corridor assessment
- Maintenance that supports safe and reliable movement
- Focuses on individual and environmental health
- Access for goods and people while providing transportation options
- Safe, interconnected, vibrant, affordable, and innovative

### **Multimodal Corridors:**

- Ten total corridors, Sara Zora will be lead on five corridors, and the SDOT transit team will lead on the other five.

### **Group One Corridors:**

- Greenwood Ave N from the city limits to N 50<sup>th</sup> Street, potentially further into Fremont.
  - The SDOT transit team lead on this corridor
  - A vibrant district in much of the corridor, with some "blank space" between 87<sup>th</sup> and 105<sup>th</sup> and scattered sidewalks from 112<sup>th</sup> to 145<sup>th</sup>.
  - The BMP has a PBL from N 50<sup>th</sup> to N 90<sup>th</sup>.
  - There is mixed response on support of bicycle facilities on the arterial.
  - Metro Route 5 is incredibly important.
  - There is no chamber for the business district. Greenwood north of Holman Road is a major truck corridor, and freight needs will need to be considered
- Lake City Way – SR 522 from city limits to I-5
  - Sara Zora lead on this corridor
  - Short term safety solutions currently under consideration
  - Route 522 is an important bus route
  - There are no BMP recommendations on Lake City Way
- Seattle Center East/West
  - SDOT transit team lead on this corridor
  - Transit speed and reliability project
  - BMP recommended PBL on 5<sup>th</sup> Ave
  - Nickerson is an important route for freight, bicycles and mobility between the Ballard and Fremont Bridges
- Yesler Way from the waterfront, over I-5 to the new Yesler Terrace

- SDOT transit team lead on this corridor
- Streetcar project and Yesler Terrace will include PBLs to I-5 overpass
- BMP does not include PBLs, only in-street with minor separation
- E Marginal Way from South Atlantic Street to South Michigan
  - Sara Zora lead on this corridor
  - BMP recommends PBL and trail along corridor
  - Current pedestrian access in corridor is terrible
  - Transit and freight corridor and a State Route
- Delridge Way SW from West Seattle Bridge to City Limits
  - Sara Zora lead on this corridor
  - BMP recommends PBL from West Seattle Bridge to SW Sylvan Way
  - The corridor narrows significantly south of Sylvan and poses challenges
- Consultants are currently looking at Group One Corridor data
- First round of public engagement will take place at the end of April
- All of these corridors are included in Move Seattle

**Group Two Corridors:**

- Will launch in 2<sup>nd</sup> quarter 2015
- Aurora Ave N from city limits to N 115<sup>th</sup>
  - Sara Zora lead on this corridor
  - Aurora Merchants Association expressed support for design similar to Aurora design in the City of Shoreline
  - Seattle Public Utilities working on drainage and wastewater issues in corridor
  - SDOT will work closely with SPU on the corridor
- University District to Othello Station, a 10 mile corridor from University Bridge - Eastlake - Harvard - 10<sup>th</sup> - Broadway - 12<sup>th</sup> - Beacon Ave - Myrtle
  - SDOT transit team lead on this corridor
  - Scattered bike facilities throughout this corridor
- Pike/Pine from 1<sup>st</sup> Ave to 15<sup>th</sup> Ave
  - SDOT transit team lead on this corridor
  - BMP recommends a PBL on Pike from 1<sup>st</sup> to Broadway
  - Downtown Seattle Business Association currently undertaking Pike/Pine Renaissance
- 1<sup>st</sup> Ave/1<sup>st</sup> Ave S from S Jackson to E Marginal Way S
  - Sara Zora lead on this corridor
  - No BMP recommendations for corridor

**Multimodal Corridors Timeline:**

- All ten corridors should have preferred designs completed by the end of the year
- Intention is to have corridors shovel ready for grant funding
- Public engagement will begin in April
- First six corridors completed by end of October
- Remaining four completed by end of the year

**Questions, Answers and Comments:**

**Q:** What would be the alternative to a PBL on Greenwood?



**A:** The alternative route would be on 1<sup>st</sup> and Palatine. There will at least be on concept that includes a PBL.

**Q:** Why are Rainier or MLK not a part of this project?

**A:** The corridors selected were based on one or more modal plans or were on the large capital project improvement (CIP) list.

**Comment:** Greater Duwamish Council expressed interest in including West Marginal Way SW, however it is not on the large capital project improvement list.

**Q:** Why was Rainier not on the large CIP list?

**A:** Rainier is a safety corridor project, and the proposed improvements as part of that program surpass the planning level work on the multi-modal corridors. A lot of changes are coming to Rainier especially with the upcoming Accessible Mount Baker project.

**Comment:** There is a commitment to implement the Rainier project, these corridors are only going to 3 to 5% design.

**Q:** How does SDOT balance local community requests with city transportation needs?

**A:** SDOT Director Kubly wants to push the limits and get as much infrastructure as possible into these projects.

**Comment:** The Greenwood corridor should contain both PBLs and a neighborhood greenway.

**Comment:** Greenwood has quadrant blocks and can actually provide parallel facilities unlike many other corridors in Seattle.

### **Vision Zero**

*Time:* 7:39 pm

*Presenters:* James Le, SDOT

*Purpose:* Introduce the City of Seattle's Vision Zero effort to eliminate traffic deaths and serious injuries by 2030.

James Le is new to SDOT, started five weeks ago.

### **Roll out:**

- Vision Zero was launched by Mayor Ed Murray on February 12 at the Lake City Library with SPD Chief O'Toole and SDOT Director Kubly and others

### **Vision Zero:**

- A movement that began in Sweden and cities worldwide are participating, including Portland, San Francisco, and New York
- Cities choose a target year to end traffic deaths, and Seattle chose 2030
- Vision Zero emphasizes safer roadway design to minimize human error

- Safety is Seattle's number one priority.

**Achieving Vision Zero:**

- Update design, policies, and regulations
- Enforcement
- Public education and engagement

**Downtown Seattle:**

- More than 600 pedestrian collisions the last three years
- Speeding a significant issue downtown
- Speeds will be reduced downtown to 25 MPH
- Lower speeds increase pedestrian survivability
- Pike, Pine, and James will be first streets with lowered speed limits and updated signal timings
- Downtown signal timings were last updated in 2008.

**Vision Zero 2015 Citywide Projects:**

- Reduce speeds to 30 or lower on arterials
- Reduce speeds to 20 MPH in neighborhood slowdown zones
  - Clear vegetation and signage to improve visibility
- Safety corridor projects on Lake City Way, SW Roxbury St, 35<sup>th</sup> Ave SW, and Rainier Ave S to reduce collisions

**Street Design, Policy, and Regulation:**

- Safe Routes to School
  - Improve conditions at 20 schools in 2015
  - Develop comprehensive school road safety plan
- Revise crosswalk policy and materials
- Construction coordination
- Plan implementation
- Right of Way Improvement Manual
- All ages and abilities to get around Seattle

**Enforcement:**

- SeaStat is data driven enforcement strategy, deploying patrols where problems occur
- High visibility enforcement patrols
- Public Service Announcements
- Twelve new photo enforcement school zones in 2015
- Pedestrian and bicycle emphasis patrols

**Public Education and Engagement:**

- Vision Zero is about changing behavior on the road way
- Reduce collisions and create more viable means of getting around
- Reenforcement patrols provide incentives for people doing the right things
- Targeted outreach through Safe Routes to School, Be Super Safe, Pedestrian Safety for Seniors, and area-specific programs

**Evaluation:**

- Vision Zero progress will be evaluated in late fall, and look at new corridors

**Questions, Answers and Comments:**

**Q:** Why are no North/South running downtown streets among the first for reduced speeds and updated signal timing?

**A:** North/South running streets speeds are reliant on signal timing. Not the same issue as what is experience on Pike, Pine, and James. James has significantly higher traffic volumes. Restricting right turns on red lights is under consideration on James.

**Q:** How are speed limits applied under Vision Zero?

**A:** On neighborhood streets, Seattle has the authority to lower the speed limit to 20 MPH. Although 90% of Seattle's traffic safety problems are on arterials, serious problems do occur in our neighborhoods. Some arterials in Seattle, including Lake City Way, Aurora, and portions of Montlake are State Routes, so the Washington State Department of Transportation (WSDOT) must approve any speed limit changes. Those arterials needing WSDOT approval will likely be in the 2016 plan. The goal is to work toward citywide speed limit reductions.

**Comment:** Citywide neighborhood speed limits of 20 MPH are easier to communicate and understand, as opposed to varying limits from neighborhood to neighborhood.

**Q:** Will Vision Zero include educating Seattle Police Department (SPD) officers on laws protecting pedestrians and cyclists?

**Comment:** Helmet citations are the most frequent citations for cyclists.

**Comment:** There seems to be a lack of understanding by many SPD officers on whether cyclists can use crosswalks, sidewalks, etc. Education of SPD Officers should be included in the Vision Zero program.

**Comment:** The primary purpose of the patrols is education. It does not matter if a single citation is given out. All users in the community need to be educated on safe use.

**Q:** How does Vision Zero fit with the Road Safety Action Plan?

**A:** Vision Zero is a recommitment. In 2012, Vision Zero was considered, but much of the work the city was undertaking would not meet the goals of Vision Zero.

**Comment:** SPD Chief O'Toole completely understands the issues surrounding Vision Zero and safety.

**MEETING ADJOURNMENT**

The meeting was adjourned at 7:59 pm.

## **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)  
Goran Sparrman, Deputy 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