

**Seattle Bicycle Advisory Board
August 2015 Meeting Minutes**

Date/Time: August 5, 2015 / 6:00 p.m. – 8:00 p.m.
Co-chairs: Jeff Aken and Lara Normand (standing in for Kristi Rennebohm Franz)
Recorder: Merlin Rainwater
Location: Seattle City Hall, Room L280

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Lara Normand, Merlin Rainwater, Adam Bartz, Riley Kimball, Leah Curtiss, Steve Kennedy, Don Brubeck, Michael Wong,

Members Absent:

Kristi Rennebohm-Franz, Ester Sandoval, Clint Loper

Guests:

Sidney Miller-McGraw (SBAB youth representative), Brian Wood (NHTSA/UW), Morgan Sherer (Family Bike), Anna Lord (Family Bike), Jerome Drescher (UW)

MEETING CALL TO ORDER

Jeff Aken called the meeting to order at 6:00 pm.

INTRODUCTIONS

PUBLIC COMMENT

- Morgan Scherer, Family Bike: appreciates rechannelization of Rainier, still needs protected bike lane for safe travel with children;
- Anna Lord and children: travels by bike with 3 children, one now independent. Change in plans for Greenway (not going through Columbia City park, but instead up a steep hill) makes the route impossible for independent riding child and difficult for new riders
- Shirley Savel: Urges SBAB to push for protected bike lane on Rainier. There are many dangerous intersections when traveling with children; things get so much better when traveling north of I-90. South Seattle continues to be neglected. She would like recognition as a year-round, family rider who wants to use Rainier to connect to neighborhoods outside of the valley.
- Jerome Drescher, UW: research on interactions between bikes and trucks, requests input

WORKING GROUP REPORTS

Center City Working Group

Steve Kennedy and Kristi Rennebohm Franz serve on the Center City Sounding Board, a stakeholder advisory group. They have pushed for downtown PBL design that 1) meets BMP Goals of connectivity throughout the city, including connections to South Seattle and West

Seattle; 2) serves all ages and abilities; 3) considers coordination of transit/bike connections; and 4) improves end-of-trip facilities which supplement economical transportation alternatives for people living and working downtown. As part of a follow-up to July's presentation, SBAB met with SDOT and recommended that there be three north/south PBL routes at lower, mid and upper levels of elevation downtown. SBAB members Kennedy, Bartz, Rainwater, Kimball and Rennebohm Franz attended the Center City Project Open House on July 21st, and a smaller subset of the group did a ride-through the downtown area covering route possibilities on Aug. 20th. Next steps: SDOT to put out draft recommendations this Fall, with a second Open House planned for November/December. SBAB members Kennedy and Rennebohm Franz to facilitate input from SBAB.

Ballard Bridge Working Group

SDOT conducted a design workshop on July 23rd, attended by a wide variety of bridge users and nearby businesses/property owners, as well as CM Mike O'Brien. A wide variety of ideas on potential fixes to the bridge, the approaches, and connections both north and south, were offered and discussed. The Ballard Bridge is one of the City's highest priority bridges. SDOT stated that the Move Seattle Levy identifies several key funding items, some of which may go toward Ballard Bridge, including: 1) \$3.5 million of levy funding for near-term implementation of railing safety improvements; 2) \$15 million, plus \$19 million from state and federal grants, for planning and design of high priority bridge replacements to begin construction after 2024; 3) Up to \$10 million of the total \$34 million may be used for implementing near-term pedestrian and bicycle safety projects on bridges being studied for replacement.

SE Seattle Working Group

This group, headed by SBAB member Normand, convened on June 17th for first time, and discussed primarily what questions SBAB member Bartz might ask when he met with CM Bruce Harrell regarding bicycle facilities in the south end. Other items of interest included Bikeshare stations on Beacon Hill and Rainier Valley, and the importance of increasing access to all ages and abilities bike facilities to promote new ridership. Some members of this group met recently with SDOT to better understand Dearborn PBL design. In the past, members have organized audit rides for SDOT's proposed N-S and E-West Greenway. The group also has active representation on the SE District Council and Rainier Valley Greenways. Next steps: organizing a ride w/CM Harrell and setting up a working meeting with SDOT regarding the Accessible Mount Baker project.

ANNOUNCEMENTS

- Emily Ehlers will be on leave for several months starting next week; Dawn Schellenberg will help liaison until someone is selected to fill the role.
- Jeff thanked Ester Sandoval and Clint Loper, who recently stepped down, for their service as members. New members have been appointed and will be announced shortly.

PRESENTATIONS

Rainier Avenue South Protected Bike Lane

Time: 6:15 pm

Presenter: Brian Dougherty, SDOT

Purpose: Update on Plans for Rainier Avenue South Protected Bike Lane

Goals:

- improve safety/reduce severity of collisions
- reduce speeding
- provide greater separation between motor vehicles and people walking/biking
- provide access and choices for residents
- accommodate oversize vehicles
- implement recommendations from BMP

Conditions:

- mostly single-family, 2 restaurants, 3 multifamily structures bordering project
- 88 reported collisions in 5 yrs, including 2 bikes & 3 pedestrians
- traffic volume: ADT 18,000/day
- parking utilization highest in north, low in south
- over 50% drivers exceed 35 mph speed limit; and 85th percentile near 40mph for much of corridor; 500 drivers per day over 45 mph
- applicable modal plans: high priority crossings identified in Pedestrian Master Plan, Protected Bike Lane (PBL) in BMP, designated Oversized Load Route and Minor Truck Street in Freight Master Plan; no plans for transit improvements

Proposals:

- evaluated multiple configurations
- proposed eliminating center turn lane
- at March open house, community concerned about access to driveways if no center turn lane, requested revised proposal
- Project is now at 10% design, not 60% as originally planned. Goal is to implement in September.

Questions, Answers and Comments:

SBAB: What's to prevent collisions in center turn lane, passing on right, other crazy behavior like we see now?

A: narrower general-purpose lanes to reduce speeds, lower speed limit, increased enforcement. Other safety improvements: plan to fix pavement and drain grates, utility covers in bike lanes.

SBAB: did you consider parking protected bike lanes?

A: Yes, we considered this, but there are 66 driveways on water side and it would have caused too much interruption if we restricted parking on driveway approaches. Residents don't have alternative places for parking such as alleys or side streets.

SBAB: Did you say lighting will be added?

A: No, there will be raised, reflective pavement markers.

SBAB: What's the proposed speed limit?

A: 30mph

Question from public: what happens at either end to transition?

A: We considered a 2-way PBL but it would make transitions more difficult. Now, at the south end (past city limits) the PBL transitions to painted bike lanes which end just south of Renton Airport. At the north end, the plan in the future is to transition to a PBL, but for now bike lanes will end at Seward Park Avenue.

SBAB: Are there plans for further improvements?

A: Yes, when street is reconstructed; this is quick and easy improvement

SBAB: As a minor freight route use does this corridor get?

A: About 3% freight use. Trucks have two alternatives -- MLK or I-5; there is no alternative for bikes in this area.

SBAB Freight board rep comment: this oversize route is only place for oversize freight (cranes, prefab buildings) -

A: Bike counts fluctuate - primarily recreational 500/d sat/sun, 100/d weekdays

SBAB: Transit is not included in planning; can future transit expansion be accommodated?

A: Yes, we have worked with Metro to make sure buses can be accommodated. Now transit ends at Rainier Beach. There are currently not many options for taking buses in this area.

SBAB Recommendations:

SBAB will write letter of support with reservations regarding limited separation of bikes from vehicles, and expectations for further improvements in future.

Rainier Valley North-South Neighborhood Greenway:

Time: 6:45

Presenter: Emily Ehlers, SDOT

Purpose: Present most promising route for north-south Rainier Valley Greenway

Goals:

- Street design to advance Vision Zero using targeted education, data-driven enforcement
- Scope: 6-mile long corridor - connecting I-90 trail to Henderson
- NOT intended as alternative to Rainier (not as direct or flat)

Process:

- Divided planning of North-South route into 3 sections.
- At Open House we asked "Where do you walk and bike? What destinations are important?"
- 3 volunteer audit groups, including SBAB and Rainier Valley Greenways members, rode and scouted all alternatives.
- Web-based comment map used for the first time

What we heard:

- access to community destinations important
- consider steep grades
- address and enforce speeding
- improve intersections and crossing
- parking on narrow streets makes bike riding and walking difficult and unsafe
- need better signage, lighting, drainage and slower speeds
- Rainier Ave. is both a destination AND a barrier

Most promising route, North Section:

- SDOT will work with WSDOT to build new section of off-road trail between 28th and I-90 trail. This connects to Greenway without excessive hills previously proposed;
- Plan to add RRFB (Rapid Red Flashing Beacon) crossing 31st and Bayview;
- Looking at 3 alternatives to connect to Mount Baker Transit station; need SBAB feedback

Most promising route, Middle Section:

- Two deviations from SBAB/RVG recommendations: shifted location 1/2 block before S Charlestown St to avoid Safeway driveway
- 37th and Genesee: "floating" curb bulbs - don't preclude pbl in future
- Traffic operations prefers to not cross Rainier at Alaska - as this would need to be 2-stage crossing; Alaska is arterial west of Rainier. opportunity for traffic calming along Alaska; for example enlarge traffic circle at Alaska and 38th
- at Ferdinand, route branches (shown in blue on slide) to connect to schools; this is not an alternative, both routes will be built in partnership with Safe Routes to School
- signal to be added at Rainier and Mead

Most promising route, South Section:

- 2 crossings at Orcas
- Greenway intersects with East-West Greenway (Chief Sealth to Martha Washington Park) at Willow Street; construction will start any day now. This north-south route is the only Greenway being built next year!
- 45th and Othello: Neighborhood Park and Street Fund is funding crossing
- 46th and Cloverdale: huge curb extension, offset intersection; working with parks to improve existing trail, align north approach of greenway with trail
- Greenway ends at Rainier Beach Public Library, new signal 1/2 block north at little gravel path; (long-term plan is to look at PBLs for Henderson)
- Planning another Open House this fall for more feedback; people along route did not get flyer with map of most promising route, only notification of the Rainier Safety Meeting held in July
- Implement next year
- Soon will release citywide neighborhood greenway evaluation document; evaluation will include before/after bike and pedestrian counts, and vehicle speeds

Questions/comments:

SBAB: The hill south of Alaska by Rainier Community Center (38th Ave S) is much too steep for a Greenway; The Safety Corridor improvements along Rainier make the Rainier and Alaska intersection an ideal place for bike crossing; an all-way crossing should be considered, and SDOT should work with Parks on a connection to Edmunds.

A: Big changes are happening on Rainier, need a bit of time for this to "settle" but can reconsider

SBAB: At 46th and Snoqualmie: people coming down 46th, driveway at bottom of hill fills road with gravel, people wipe out there frequently; and due to steepness this is not a viable route for going uphill

A: SDOT will need to do pavement repair here

SBAB: How much did Greenway planners consider NPSF (Neighborhood Park and Street Fund) grants?

A: Did factor these in where relevant. A reminder that anyone can apply for grants: process is for Parks Dept or SDOT to review applications; if NPSF project is anywhere close to Greenway, Emily will be involved in review; SDOT sends back to District Councils for approval

SW Admiral Way Safety Project

Time: 7:22 pm

Presenters: Emily Ehlers, SDOT and Dawn Schellenberg, SDOT

Purpose: inform SBAB about status of safety project; no proposal yet.

Project area: SW Admiral Way between 63rd Ave. SW and SW California

Process:

- Open House took place in May,
- Presentations to SW District Council and others in April and May;
- Currently refining recommendations; don't yet have a proposal.
- Parking study now underway

Context:

- BMP proposes in-street minor separation
- Connects California Ave. SW business district with bottom of hill
- Speed limit 30mph – 85th percentile over 30 everywhere, in some areas 38mph
- Traffic volumes approx 6,000 to 14,000 vehicles/day, more near California
- Bike volumes: 50-94 bikes/day in Feb. at 48th SW; 13-55 bikes/day at SW Stevens
- Safety: 48 collisions in 3 yrs; 1 ped, 2 bike; 45 vehicle-only collisions, 1/2 of these run offs; 17% impaired

Project Goals:

- Encourage slower speeds
- Reduce collisions
- Provide comfortable and predictable bike connection between Alki and SW California business district
- Accommodate on-street parking; initial concept is to consolidate on-street parking on one side over most of corridor

What SDOT heard people want:

- Reduce speeding and collisions
- Conduct parking study during summer months when area is busy
- Consider removing center turn lane and adding left turn pockets to preserve parking
- Add pedestrian crossings at Schmitz Park and near Alki Elementary

Next steps:

- Parking study underway now;
- Revised concept planned for August;
- Community briefing August/Sept;
- Implement Fall 2015; evaluate 2016

Comments, Questions and Answers:

SBAB: Center turn lane is safety feature; resident uses center turn lane to back into driveway. In sections of corridor where parking lane is not marked, lanes appear to be 22 feet wide. There are lots of emergency calls on this route, and 2 bus lines. There is no reasonable alternative for bikes and no parallel routes.

SBAB: Are you considering any other measures to reduce speed other than narrower lanes, such as speed bumps, speed tables, school zone cameras at Alki Elementary? How about islands at intersections? Have you received any feedback from Metro or Fire, for or against project?

A: Speed humps are okay on grades of 0 to 5%; Speed cushions (speed humps with a space in the middle) are used on grades of 5 to 8%; above 8% they are not used. Since no part of Admiral way is over 8%, speed cushions could be considered here. Projects are always run by Metro and SFD before implementing such facilities.

SBAB Updates and Next Steps:

SBAB to write letter re: Rainier Ave. South bike lanes

SBAB to write letter in support of SW Admiralty Way Safety Project

SBAB SE Seattle Working Group to meet with SDOT to review bike connections in relation to Accessible Mount Baker project

Upcoming Events

Rainier Valley Heritage Parade: August 15th

SAM Bike Night at the Olympic Sculpture Park, August 27th 6-8 pm

Summer Parkways, September 12th – Central District and Ballard locations. Come celebrate the grand opening of the Central Area Greenway

MEETING ADJOURNMENT

The meeting was adjourned at 7:45 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)

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