



Blake Trask, Chair
Max Hepp-Buchanan, Vice Chair
Ann Boyd
Allegra Calder
Jodi Connolly
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Liz Nixon
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: November 2, 2011 / 6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Vice Chair: Max Hepp-Buchanan
Recorder: Allegra Calder
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Allegra Calder; Jodi Connolly; Max Hepp-Buchanan (Vice Chair); Neal Komedal; Liz Nixon; Blake Trask (Chair); Jean White; Ann Boyd; Gabe Grijalva; Kelsey Jones-Casey;

Members Absent:

Sean Cryan; Matthew Crane

Guests:

Sandra (Sam) Woods, Seattle Dept. of Transportation (SDOT); Doug Cox, SDOT; Eric Tweit, SDOT; Devor Barton, Seattle Pedestrian Advisory Board (SPAB); Tom Fucoloro, Seattle Bike Blog; Merlin Rainwater; John Mauro (Cascade Bike Club); Dylan Ahearn (Beacon Bikes); Bob Edmiston, Madison Park; Zachary Howard (Commute Seattle); Michael Snyder (Cascade Bike Club Board of Directors); Robin Randalls

MEETING CALL TO ORDER

Meeting was called to order at 6:00 p.m. by Blake Trask.

OPENING COMMENTS

SBAB Retreat:

- Discussion around scheduling a Retreat to talk through work plan, leadership, the Bike Master Plan, and other items.
- Ann requested some conversation about what is coming down the pipe a few years out – what are the big projects.

October Bikeability Tour:

- Discussion around bikeability tour report and next steps. Group will review the document, draft a letter and schedule a meeting.

Councilmember Meetings:

- Councilmember Clark passed out the Green Sheet on the Bicycle Master Plan (BMP) update and was very interested in getting conversations started around biking downtown in conjunction with the Transit Master Plan (TMP).

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

- Councilmember Harrell has some concerns around removing parking and was generally supportive of neighborhood greenways.
- Councilmembers Burgess and O'Brien concur with SBAB's priorities and the meetings went well.
- Councilmember Licata was very supportive and had some questions around the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and how that fits with Complete Streets and other guidance.

PUBLIC COMMENT

- Merlin Rainwater – The Velo-city Global conference in Vancouver, B.C. only had driving directions when the website went live, but biking directions are now included. Also, as part of the undrive-a-thon, pledged to get Nordstrom to talk about having light rail in the basement. Idea is to make it embarrassing for anyone to talk about transportation without mentioning all available modes to get there.
- Robin Randalls – Please advise SDOT engineers to use the tools from Portland's greenways. It is important to protect the crossings and Portland has done this right, so let's get it right so that people do not get hurt.
- Dylan Ahearn – Hoping that greenways are going to happen next year. The idea that they are not in the BMP is not really accurate. The current plan has information that could be interpreted as supportive of greenways. Conversely, in Beacon Hill there have been facilities put in that do not work (climbing lane on 23rd) or are not used, but if it's in the Plan, it gets done. We need smart implementation.
- WhistleStop Bike Coop at Othello Station opening Saturday at 5pm.
- Road Safety Summit – Bike Works will host the November 14 meeting from 6-8 pm at BikeWorks.
- November 3 Open House about Myrtle and Othello starts at 6 pm at New Holly Gathering Place.

PRESENTATIONS

Topic: Mercer West Project Update

Presenters: Eric Tweit (SDOT)

Purpose: Provide a briefing on the Mercer West project

Findings/Critical Points:

Mercer Street

- Funding – \$90M overall, there is about a \$24M gap, however, this should be filled by the time the City goes to bid in early spring.
- Lake to Bay Loop trail connects South Lake Union to Mercer to 5th to Denny to the waterfront.
- With bored tunnel, John, Thomas and Harrison Streets will connect across Aurora as a surface street.
- Mercer is being widened to 3 lanes in each direction. Widening will continue across Aurora along with wider sidewalks and bike lanes.
- Mercer will have two way bike lanes to 5th, after that bike riders will take Roy St to Queen Anne Ave to 2nd Ave to continue heading west. There might be a multi-use trail coming to Kinnear Park.
- Focus on Mercer and North South connections on west side of 5th (two-way bike path).
- Cross section detail of Mercer: Existing retaining wall won't change. There is 25 feet allocated for bikes and peds. Sidewalk is continuous because street trees are along the road and there are no active uses. Concrete may be black, but there will be no physical barriers.
- **Blake** – why the need for 12-foot lanes?

- Eric: This is our standard; there will be trucks along here as well. There could be buses in the future as well.

South Lake Union Connections

- East west connection through South Lake Union has been under discussion for some time. Mercer Stakeholder Group was convened to discuss the following question: Given new connections across Aurora, what should the design of these streets be?
- There are some challenges with Harrison Street. First, it will be one of the first places people turn onto coming into downtown. Second, access to a parking garage at Seattle Center will be along Harrison.
- Stakeholder Group has decided that Thomas Street is the right connector. As a quiet street, we are leaning to bike lanes, but cycle tracks are not totally off the table. Buffer and short blocks could be challenges.
- SDOT is looking at Thomas being a 2 lane street with bike lanes and parking and any additional space would be for landscaping and sidewalk.

Fifth Avenue

- South of KCTS is a property that Seattle Center has incorporated into Master Plan but is owned by Seattle School District.

5th Ave and Mercer Intersection

- Bikes will cross 5th at Mercer and then cross Mercer to get to the west side of 5th avenue north. There is currently an extra lane south of Mercer on 5th and this will be used for the bike path with a railing to separate it from traffic.
- There has been some discussion of continuing the two way connection north of Mercer but nothing has been decided yet.
- A large existing tree is a problem to make this work.
- **Gabe** – Do you think there is adequate space for a bike queuing area? There are a lot of poles and hydrants and may not be enough space to hold bikes waiting (NW corner of 5 and Mercer).
- Also, are cars going to go around the curbs too fast? Can we tighten it up?
- **Mike Synder** – could you use bike boxes for people to queue in?
 - Eric: We have considered it and we will go over it again.
- **Ann** – 5th avenue bike lanes – is that the final position.
 - Eric: Yes, we are taking advantage of the existing 11 foot lane.
- **Jodi** – Would someone crossing in a wheelchair have to go into the bike lane due to the angle of the curb cut?
 - Eric: this will be looked at.
- How will Gates employees access this intersection?
 - Eric: There will be a bike entrance on Mercer. Coming from South Lake Union or Roy, you would cross at the cross walk and enter on the south side of Mercer.
- Bikes, pedestrians and cars turning right would all compete at the intersection of Mercer and Taylor.
- Distance and radius of the curb could be used to control this.
- Could you use a sensor to trigger the bike signal?
 - Eric: There are some questions raised about signaling around a two way lane.
- Green will be predominant signal, you'll have to wait to cross Mercer.
- **Gabe** – Being able to bring the crossings and crosswalks in closer would help visibility and could improve safety and other benefits.
 - With wide curb radiuses, when you bring them in the crossing is wider.
- Bike path starts at Dexter and Mercer. There will be a ramp for bikes coming southbound on Dexter if they are heading west.

- Also, looking at right on red restrictions here but we have no answers yet
- Dexter project goes to Roy Street one block north. There may also be a transit stop here so we are working on how to make it fit.
- Looked at a bike box on NE corner, but there are some conflicts and there may be crowding waiting on the corners with pedestrians and bikes waiting to cross.
- The painted chevrons could be confusing with cross walks and other markings – not sure what the solution is, but it could be confusing.

5th Ave between Mercer and Roy

- Some interest in having two-way bike lane north of Mercer beyond Roy – but there were some challenges around level of service, and vehicle delay. So there will be a lane on each side of 5th.
 - This is a major King County Metro route and they have 15 minute headway goals.
- There are so many doglegs that it looks confusing to both cyclists and drivers. There is inconsistent treatment and it's also an area where there are a lot of drivers from outside Seattle.

5th Ave between Mercer and Republican

- The existing lane ends and the bike lane will have to shift behind a tree. It slows bikes down, but it might be possible to send bikes round on each side so that the tree can still be saved.
- There is also a bus stop here that may get shifted further south. To get on and off the bus pedestrians will have to cross the path.
- What about using the bus configurations that are on Dexter so that bus people don't have to cross?
 - Not enough space as configured for the shelter, but then they'd still have to cross the bike path.
 - Trying to avoid the extra cost of cutting curbs, plus there is a tree lined median which gives less flexibility around shifting the lanes.
 - Parking is a revenue source for the Seattle School District so City would have to buy them out. They are also in negotiations around selling stadium and parking which could produce a delay.
- At Harrison, you have to jog over to Taylor to head south. On the bikeability tour we went to Thomas and crossed over to Taylor – Taylor has plenty of room.

SBAB Comments/Recommendations:

- Blake Trask thanked Eric for his presentation.
- The following were highlighted as areas for investigation:
 - Curb radius and tightening up crossings to the extent possible
 - ADA issues and other possible conflicts
 - Reconsidering reducing lane widths
 - Right on red restrictions
 - Operations and maintenance concerns
 - How is project overall looking at bike design
 - Question about sanctity of trees
 - Contortions of how we are shoehorning multi-modal concerns into a \$90M project
 - Two-way bike traffic right next to cross walks is similar to putting them on sidewalks and the speed has led to crashes in other places
 - Signing and marking in general

Topic: SDOT 2012 Bicycle Master Plan Implementation Work Plan

Presenters: Sam Woods (SDOT) and Doug Cox (SDOT)

Purpose: Provide an update on next year's Bicycle Master Plan implementation work plan

Findings/Critical Points:

Work Plan

- Sam Woods shared that several of the big projects coming up for 2010 are Neighborhood Street Fund projects. NSF projects that feature bikes is new as past projects were more focused on sidewalks.
- Many of the projects on the top half are ones SBAB has already heard about and leverage other projects.
- Ravenna is an unimproved road where we would be adding a paved shoulder.
- BMP will be contributing funds to Myrtle and Othello because it's a really long bike facility and we wanted to show leverage.
- Pine Street will be challenging because it may involve some lane reconfiguration.
- Genesee Street is a great project but working with metro around 10 foot lanes will be a challenge.
- Parking consolidation may be a challenge in some projects as well.
- Every time SDOT does one of these facilities the signaling is included and paid for if the bike facilities caused a shift.
- Assuming the same deliverable but there could be some changes if Prop 1 passes – 15 miles of on-street facilities and 30 miles of signed routes are assumed.
- We have a number of big CIP projects – Ballard Bridge, for example.
- Another big CIP project is the SODO trail – with completion of Spokane Street this is a priority.
- Delridge connector to W Seattle Trail is also a priority. There was a bikeability tour there with some Councilmembers and it would be great to have a report.
- Westlake Avenue is a potential place we will look at.
- West Duwamish Trail is going to Capital Projects from Pro Parks Levy.
- BMP update will depend somewhat on funding.
- After study for 125th will also be done next year.

Bike Parking

- Arts office is interested in pursuing the squid rack – more art than bike rack, may be installed at Seattle Center for Next 50.
- Do you have a back log of requests for on street parking?
 - We get a lot of requests for them, but sometimes we dig into it and there is either not enough demand or support.
- On street bike parking costs around \$6000 all in – versus \$600 for a standard bike rack on the sidewalk.

Greenways

- Direction from Council should be coming and that could shift allocations Neighborhood Greenways signs under development. Kathy Tuttle has been working on the signs.
- Beacon Hill has 80 trees confirmed to be planted as part of the Greenway.
- In Wallingford we may do improvements to existing traffic circles.
- Would be good to have the signs in the circles warning crossing drivers that they are about to cross a greenway. There will be double arrows underneath to denote Greenway crossing.
- In Wallingford they are all traffic circles – theory is that this is an all way yield. Taking parking to improve sight lines at circles and adding parking on some streets that don't have parking currently – this will add parking and also slow down traffic.

SBAB Recommendations:

- Don't want to add sharrows to N/NW 85th Street repaving project as they won't encourage any new cyclists to ride on a busy four lane road. Repaving will help those bikers who already ride there but sharrows won't bring new riders.
 - Request for Carol to do a briefing on SDOT best practices and project updates in January.
 - Would be great to hear about after studies of Nickerson and Fauntleroy and possibilities for future studies. Howell at REI would be a good one.
-

MEETING ADJOURNMENT

- Blake Trask adjourned the meeting at 8:00 p.m.

ATTACHMENT A

November Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Allie Gerlach, SDOT Communications

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Luke Korpi, Acting Traffic Operations manager, SDOT

Brian Kemper, Interim City Traffic Engineer, SDOT

Meeting Presenters: Eric Tweit, SDOT

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees