

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** Feb 5, 2020 / 6:00 p.m. – 8:00 p.m.  
**Chairs:** Emily Paine, Patrick Taylor  
**Recorder:** Andrea Lai  
**Location:** Seattle City Hall, Room 370

### Minutes Distribution List:

See Attachment A

### Members Present:

	Present	Absent
Andrew Dannenberg	☑	
Meredith Hall	☑	
Kashina Groves	☑	
Alexander Lew	☑	
Emily Paine	☑	
Patrick Taylor	☑	
Andrea Lai	☑	
Ben Estes	☑	
Gunnar Colleen		☒
Sarah Udelhofen	☑	

### MEETING CALL TO ORDER

Chair Patrick called the meeting to order at 6:03.

### INTRODUCTIONS

#### PUBLIC COMMENT

Rick Browning, Chair, Uptown Alliance Transportation Committee: Noted that his comments do not reflect the group opinion (the group has not stated an opinion). He expressed serious concerns about the NODOMAP projects, which take away existing connections for an out-of-direction, unintuitive project with potential safety issues. For example, it ends at Mercer and Queen Anne Ave as a dead end with no poath for bikes. He has ideas for improvement and hopes that SBAB can as well.

Gorden Padelford, Seattle Neighborhood Greenways: Adding on to Rick’s comment with a “zoomed out” perspective. The mayor should consider funding a connection to Roy Street -- why build bike connections that do not connect? Use the opportunity to support the long-term vision for the Lake to Bay loop. For example, since 2nd Ave will come up and go left at Broad, it would also make sense to have infrastructure for a right at Broad that connects to the Seattle Center. Asking for reasonable mitigation to EIS could be a good strategy.

### ANNOUNCEMENTS

None

### MEETING MINUTES

None

## **SBAB UPDATES AND NEXT STEPS**

### **Retreat Recap**

- Ben took notes. We will share notes in the future.
- Simon will look into getting SBAB a few copies of the BMP.

### **Scooter Share Recap**

- Gunnar attended.
- Meredith saw the presentation through Duwamish Valley Safe Streets. She reported that the concerns members expressed there also echod hers on user safety. It is easy for someone who doesn't know how to use a scooter to go fast. She liked what she heard about regulating speeds on initial rides.

### **Other Updates**

- Patrick provided an update on the Levy Oversight Committee. Rapid Ride J EIS open for public comment, closes on 2/14. The Transit Advisory Board and Levy Oversight sent letter of support, which included support for the bicycle facilities.
- SBAB voted to approve the same letter with minor changes.

### **Upcoming Agenda Items**

- Proposed future agenda items include a bike share update, geofencing car shares, railroad conflicts between SDOT and BNSF, and Parks.

## **PRESENTATIONS**

### **E Marginal Way**

*Time: 6:25*

*Presenters: Megan Hoyt*

- While a freight project at its core, everyone agrees it is equally important to separate bike/ped traffic from freight in the multimodal corridor. Not funded for full corridor, but north and central segments are fully funded through full design, including pavement reconstruction and separated bike facility from Atlantic St to Diagonal Ave S.
- Other work includes roadway reconstruction to heavy-haul standard, sidewalk replacement where needed, new and rebuilt signals, and SPU is doing major water main replacement.
- Megan presented the project from north to south. Phase 1 is S Atlantic to S Spokane (1.33 miles of PBL), separated by space where possible and a continuous concrete barrier to cars if space constrained. Fencing between PBL and railroad. Preferred placement is on east side as 2-way PBL. There will be signal options to cross street from Horton down to Spokane.
- Project is a direct connection to the Elliott Bay trail, passing under viaduct. There will be lighting, and project team is interested in ideas for what else to do with space under the viaduct (to connect/catalyze other uses, but not implement themselves).
- Hanford/Horton: PBL on east side, but splits to both sides of street on Horton. Currently there are railroad tracks very close to the intersection. Project includes a new signal with fully protected turning movements. SDOT will propose to move the west track further east (and ideally remove it). Otherwise, two signals required to cross the tracks.

- Decision point for the team: SDOT has room for 2-way PBL on east side of street past Horton instead of splitting it. Current design has signal protected turn into another 2-way PBL. Anticipate using signage to make it clear where to go (Diagonal vs. West Seattle bridge), and cyclists who miss the split can also turn at Spokane. Project team is aware this is an important intersection and working to figure out signals that work for the users (e.g., good cyclist timing and can also accommodate scenarios with fleets of trucks).
- Roads in current condition in central segment confusing, have seen accidental wrong-way driving. Project will enhance crossing with a flashing beacon and marked crosswalk on flyover intersection.
- Since 30% presentation, the team has other changes to note:
  - South of S Horton - widen out and provide a 2-way bike lane (landscape, not physical barrier) instead of previous shared use sidewalk design.
  - Central segment is new. SDOT did not have design last time they presented at SBAB.
- Funded through design for Phase 1 (Atlantic to Spokane + track relocation and new signal), Phase 2, and Central segment
- Open Houses upcoming to engage commuters in 2/11 and 2/12 along E Marginal Way. Seeking feedback on Phase 1 design details, central alignment and design.
- Project team noted potential requests in future for SBAB letter of support for future grant opportunities as well as ongoing feedback.
- SBAB voted in favor of a general letter of support for project as we've seen it in concept.
- SBAB also suggested getting input from West Seattle Green Streets and Duwamish Safe Streets.

SBAB questions and comments:

Q: How tall will the concrete barrier be?

A: A discussion topic today. 60% plans show 1 ft 8 inch concrete, don't recall height of the handrail. May be moving away from that design, most commonly heard numbers are 42" and 48" for barrier height. The fence separating the railroad may have a different height.

Q: How tall is the jersey barrier already there? Meredith says the barrier feels pretty comfortable already, assuming no cars are parked there.

A: Approximately 3 feet

Q: How will Horton signal be triggered? Button?

A: Plan to set up as adaptive signal system, with exit as well as enter sensors

Q: Has SDOT considered potential visibility impacts from the column (S Horton St), if not between bikes/cars, but conflicts between bikes?

A: SBAB is working to understand the northbound merge and potential for conflict and to identify mitigation strategies, such as mirrors around blind spots. Expect there is visibility around the side of the column.

SBAB comment: Meredith has experience biking in the flyover section of the central segment. Concerned the flashing beacon is not adequate for safety, as it is very wide and easy for people to drive at very fast speeds. Concern is primarily for nighttime.

A: There will still be factors to consider, but SDOT was out with SCL and there are more lights off than there are supposed to be. Lighting and signage changes will help. The bright rectangular flash beacons are expected to be very effective given relatively few other lights in the area. They will continue to monitor.

Q: How to activate lights at the crossing?

A: By button.

Q: From the Duwamish to Diagonal side -- how will users cross the street (such as to reach breweries on Diagonal)? Has SDOT considered enhancing crosswalks? Navigating railroad crossings in the area can be challenging (both physical tracks to cross and cars).

A: Megan will take feedback back to the team.

Public comment: Their questions have been addressed, and this is the content he wanted to hear. It looks great and he would like to invite Megan to come to their meeting to get people they miss during the planned open houses. They would also be willing to provide letters of support in the future as needed.

### **Arena and NODO MAP**

*Time: 6:59*

*Presenters: Kay Yesuwan, Sara Zora*

1st Ave/Denny/2nd/Broad:

- 1st Ave/ Denny Way & 2nd Ave/Broad: Current 2-way PBL on 2nd Ave. Project will create connection to 2-way PBL on west side of 1st Ave to Denny.
- Connection on NW side of Broad Street: Working with Port of Seattle on signal upgrades, there is "safe and swift" funding for this. SDOT is also exploring continuing protected bike lanes to waterfront for the future.
- PBL on SW side of 1st Ave is an area where SDOT is looking for feedback on managing conflict points from Bay to Denny.
- 2nd to Broad to 1st connection will be going out for public outreach, lots of design left

Greenway from Seattle Center to Waterfront (connection to Thomas St overpass)

- Have received feedback that 2-way stops are often confusing, so they have changed to all way stops (in combo with signal upgrades planned by others). Primary focus is on the connection to the overpass and responding to feedback on concerns about surrounding loading zones.

1st Ave/Queen Anne N

- Two new signals - 1st and Thomas, QA & Thomas - for bike/ped accessibility to arena entrance on Thomas.
- For bikes southbound on Mercer - there will be turn restrictions at Harrison and Queen Anne (no left turn) to protect cyclists crossing the street. Current mid-block pedestrian crossing at transit (between Mercer and Republican) will be removed due to anticipated conflicts.

- At Thomas: 2-phase signal, no dedicated bike phase. Restricting left turns so they don't anticipate conflicts. One-way outbound anticipated to help reinforce no left turn.
- Southbound on Queen Anne Ave - separated phase to avoid conflicts with buses that are also making left turns.
- Initial portion on Thomas doesn't have a buffer to enable enough room when buses are turning. They do not anticipate conflicts with cyclists waiting while buses are turning.

#### 2nd and Denny

- Last time, SDOT discussed bike/ped mixing at intersection. Both SBAB and SPAB pushed back on that concept. SDOT's goal is to somehow maintain facilities while maintaining 2-way vehicle traffic.
- They're expecting southbound bikes on 2nd to continue traveling into the lane.
- SBAB suggestions include reducing lane width, raising bike lane to curb height to reduce need for buffer.
- There is a gap on Queen Anne N and 1st Ave - bikes cross with pedestrians right now with a leading pedestrian interval. It transitions into a shared lane then contn
- Gap - QA N and 1st Av - cross-bike, crossing with peds right now with leading pedestrian interval. Transitions into a shared lane, then continues as today.
- Southbound - sharrow in the outside lane on Queen Anne Ave. SDOT will add sharrows to both lanes. To get on the PBL, cyclists will move to the inner lane, then shift into the PBL. Right now the light is a permissive left turn, and SDOT is looking at signals.

#### *SBAB questions and comments:*

Q: Plans for wayfinding for cyclists to travel the zig zags?

A: Yes. Typically happens at 90%. They are working to make the streetscape direct people along the desired path, in addition to signage.

Q: Will there be day and night arena events?

A: Not expecting many daytime events. EIS worst case scenarios are peak hours in evening.

Q: Flex posts for separation?

A: On Queen Anne Ave, have a 2-foot concrete barrier.

Q: Anticipated TNC traffic?

A: Lots of discussion, working with neighborhood.

SBAB comment: The grade is a challenge in looking at this for feedback on connection to the Thomas Street overpass. Why not Harrison then to the bridge?

A: Aiming to align BMP efforts with greenway on Thomas.

Q: Roy St and Queen Anne Ave have many conflicts. Why not keep infrastructure on first?

A: Time constraints and prior mitigation agreements in place for arena team.

SBAB will flesh out ideas and suggestions as a working group (Andrea, Alex, Meredith, Sarah) in the next month, particularly on the 1st Ave/Queen Anne connection. Anticipate a letter to vote on by next meeting.

Public comment: Rick stated that there are different levels of things wrong with the plan. He suggests to the Board that the absolute minimum is that there has to be a reasonable and safe connection from Queen Anne to Mercer and up to Roy. Bike facilities are supposed to be for the “interested but concerned” user. What is the interested but concerned cyclist supposed to do when they hit Queen Anne and Mercer and have to cross? Roy is a complicated intersection, as many of you know.

### **Streetcar Spot Improvements**

*Time: 7:52*

*Presenter: Daniel Osterhage*

- Improvement on 12th and Yesler: to turn east on Yesler while biking south on the 12th, potential points of conflict - 2 lanes to cross and streetcar tracks. Proposed enhancement is to install a 2-stage left turn box at the corner. Due to space limitations, SDOT proposes a corner bulb. The box/bulb will not obstruct south bound flow for those continuing down 12th. Box/bulb will “feel like a tiny protected lane.”
- Bus stop east of Yesler: Right now, when the bus stops, cyclists might go around the bus which creates conflict with the bus, other vehicles. The proposed enhancement is a floating island; people cross the bike lane to walk to the bus). There is an analogous example on 65th.
- Bus stop in front of the Yesler Community Center. Eastbound cyclists, if behind a bus and traveling quickly can easily encounter tracks where the lane ends. SDOT plans to straighten it out a bit and create a small barrier.

*SBAB questions and comments:*

Q: How were spot improvements chosen?

A: These are Round 2 improvements. SDOT presented in September, when they went over some of the selection criteria. They are trying to find areas that might cause conflict and reduce them.

Q: Are they injury or complaint driven?

A: No.

Q: Do you have data on accidents that are related to streetcar tracks?

A: Data is underrepresented; limited to no data. People often do not report. If there is reporting, it is for serious injury or worse.

Q: Are there other places SDOT is looking at for spot improvements?

A: Rainier and Jackson, 14th and Yesler, and south of that on 14th Ave between Jackson & Yesler. Those are in 100% design and will be implemented in the spring.

Q: Using the example on 65th (bike lane/crosswalk design). What is the potential for bike/ped conflicts? Could potentially be confusing.

Comment from Seth (public): Lives near the example cited at 65th and 15th. Gets good usage, and bus users are pretty respectful of the bus lane.

### **SECOND PUBLIC COMMENT**

None

## **MEETING ADJOURNMENT**

The meeting was adjourned at 8:00pm.

## **ATTACHMENT A**

### **Meeting Minutes Distribution List:**

Jenny Durkan, Mayor, City of Seattle  
Brian Hawksford, Office of the Mayor  
Edie Gilliss, Office of the Mayor  
City Councilmember Alex Pedersen, Transportation & Utilities Committee Chair  
City Councilmember Dan Strauss, Transportation & Utilities Committee Vice-Chair  
City Councilmember Lorena González, Transportation & Utilities Committee Member  
City Councilmember Lisa Herbold, Transportation & Utilities Committee Member  
City Councilmember Tammy J. Morales, Transportation & Utilities Committee Member  
City Councilmember Debora Juarez, Transportation & Utilities Committee Alternate  
Sam Zimbabwe, Director, Seattle Department of Transportation (SDOT)  
Serena Lehman, SBAB Liaison, SDOT  
Dongho Chang, City Traffic Engineer, SDOT  
Kevin O'Neill, Planning Manager, SDOT  
Monica DeWald, Strategic Advisor Bicycle Program, SDOT  
Sam Assefa, Director, Office of Planning and Development (OPCD)  
Griffen Schwiesow, SDOT Communications  
Kathy Nyland, Director, Department of Neighborhoods (DoN)  
DoN Neighborhood District Coordinators:  
    Karen Ko  
    Thomas Whittemore  
    Yun Pitre  
    Laura Jenkins  
Meeting Presenters  
SBAB Members  
Individual Meeting Attendees