

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: July 9th, 2014 6-8 PM
Co-Chair: Jessica Szelag
Co-Chair: Clint Loper
Recorder: Lara Normand
Location: Seattle City Hall Room L380

Minutes Distribution List:

See Attachment A

Members Present: Jessica Szelag, Clint Loper, Jodi Connelly, Mike Wong, Ester Sandoval, Lara Normand, Kristi Rennenbohm-Franz, Jeff Aken, Alfonso Lopez

Members Absent: Izzy Sederbaum, Dylan Ahearn, Merlin Rainwater

Guests: Steve Kennedy, Tom Fucoloro, Fred Young, Leah Curtiss, Ashley Harris (SDOT), Dayna Loeffler, Julia Trippel, Sam Woods (SDOT), Emily Ehlers (SDOT)

MEETING CALL TO ORDER

PUBLIC COMMENT

None

ANNOUNCEMENTS:

None

PRESENTATIONS

Time: 6:05

Topic: Safe Routes to School

Presenter: Ashley Harris (SDOT)

Budget from traffic cameras (\$7m out of \$9m in 2014) has allowed SRTS to develop infrastructure safety improvements. The # of kids biking to school since 2007 has shown a marked increase.

Projects in the works are leveraging other program funding sources and tying in with planning of proposed Greenways: adding raised crosswalks, narrowing intersections, adding signage, bike corrals, speed bumps, etc.

School Road Safety Action Plan – identifying hot spots in need of improvement for the future. PMP (Pedestrian Master Plan) is a major prioritization tool. SRTS projects are distributed throughout the city. Recent focus for new sidewalks is on areas in North and South where sidewalks do not already exist. Prioritization process has resulted in higher spending in traditionally underserved areas.

SBAB Member: Could one envision flashing beacons at every arterial crossing?
SDOT: much of funding goes to upgrading existing infrastructure – so adding new comes next.

SBAB Member: Will BMP be used as a prioritization tool as well? Could reinforce rationale for new infrastructure upgrades.

Time: 6:35 PM

Topic: 10-yr update of ROW Improvement Manual

Presenters: Susan McLaughlin (SDOT)

At time of last update (2005) was recognized as best practice, and has gone through 2 minor updates since. Land Use code cross-references ROWIM but documents are not well-integrated and there are inconsistencies between the two.

Still early in process— please fill out survey. SDOT would like outcome of update to be driven by those who use it most. Planning to involve users, advocates and stakeholder groups in update process.

Update envisioned to be an on-line graphic/illustrative tool for designers, rather than a text-based tool. Needs to be updated for consistency with Comp Plan (under revision) and Modal Plans. Needs to provide flexible solutions, design specifications and clear guidance for everything from bicycle facilities to parklets.

Use of leading edge standards such as NACTO, public space standards such as CEPTED (Crime Prevention through Env. Design)

Have looked at precedents from other cities – interviewed Boston, San Francisco and two other cities for insight into pros and cons of their plan updates.

Update set to go online next spring – have set aside a significant budget/timeline to field test and make sure it is ready before going live. Budget 2014: 250K/2015 50K)

SBAB Member: How does Complete Streets program fit into the ROWIM update?

SDOT: As part of SDOT mandate it makes sense to have it be more fully integrated. However, question of how much private developers will be asked to

contribute to complete street upgrades will likely be part of discussion. Optional task in update scope: may provide a “Complete Streets Companion” hard copy booklet with illustrated guide of street typologies for SDOT staff who are orienting users to the new manual. Will help clarify.

SBAB Member: would like to see ROWIM reinforce the idea of the “public” in the public ROW.

SDOT: Agreed. Encroachment is a tough issue given our limited ROW dimensions.

Sam Woods: 2nd Ave Protected Bike Lane Demonstration Project

May 6th Mayor announced the demonstration project to be built by fall connecting Pike Place Market to Pioneer Sq.

There have been sixty reported bicycle crashes in the past nearly 4 ½ years. About 50% occurred with left turning vehicles.

Early design is modeled on Dearborn Street in Chicago.

Space for the two-way protected bicycle lane uses a combination of the travel lane during the off peaks and parking lane during the peaks.

Existing- 7 – 8 feet of parking and 5 feet of painted bike lane along the curb will be converted into a 10 foot wide 2-way Protected Bike Lane with a 3 foot buffer. Southern 100 feet of parking lane will be left turn only for eastbound traffic. Will use protected left turns to further reduce conflicts between bikes and turning vehicles. Design will use flexible delineator posts and green markings at driveways. For the demonstration project, bicyclists will be directed to use the pedestrian signals. The permanent project will install bicycle signals.

Plan to bevel-cut and crack seal existing pavement within 10 foot protected bicycle lane to smooth rough spots. Green paint at conflict zones (driveways) and other warnings at hydrants. Additional signage being considered but not a lot of space for it since there is no hard infrastructure going in.

There will be monitoring of traffic volumes, bike counts and user surveys. SDOT invited SBAB to participate in any way to get word out positively prior to and during roll-out and also to promote safe usage. I.e. there will certainly be faster bikers who will want to use the through travel lane – will there be backlash from drivers? How best to keep all users safe?

SBAB UPDATES AND NEXT STEPS

The next SBAB meeting is August 6th, 6-8pm. In September, Kristi Rennenbohm-Franz and Jeff Aken will move into the co-chair positions. Lara Normand will be the new SBAB Secretary.

MEETING ADJOURNMENT

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