

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** January 6, 2016/ 6:00 p.m. – 8:00 p.m.

**Chair:** Kristi Rennebohm Franz

**Recorder:** Steve Kennedy

**Location:** Seattle City Hall, Room L280

**Minutes Distribution List:**

See Attachment A

**Members Present:**

Adam Bartz, Jed Bradley, Don Brubeck, Kristi Rennebohm Franz, Steve Kennedy, Riley Kimball, Lara Normand, Phyllis Porter, Merlin Rainwater

**Members Absent:**

Jeff Aken, Michael Wong

**Guests:**

Cathy Tuttle (Seattle Neighborhood Greenways), Casey Gifford; David Geoffreon (West Seattle Bike Connections); Brenda Mix (West Seattle Bike Connections); Adam Dodge; Andy Baker (Ballard resident), Shirley Savel (Family Bike); Mike Hendrix (West Seattle resident); Elliot Helmbrecht (SDOT), Tom Fucoloro (Seattle Bike Blog); Kelli Refer (Cascade Bike Club), Dawn Schellenberg (SDOT), Summer Jawson (SDOT), Jim Curtin (SDOT), Nicole Freedman (SDOT)

**MEETING CALL TO ORDER**

Chair Kristi Rennebohm Franz called the meeting to order at 6:03 pm

**INTRODUCTIONS**

All attendees introduced themselves

**SBAB MEMBER REPORTS, UPDATES, ANNOUNCEMENTS**

Merlin Rainwater: Reported that Phase 3 of the 23rd Corridor Capital Improvement Project is being re-evaluated due to neighborhood demand for traffic calming north of E. John.

Don Brubeck: Noted Freight Master Plan is progressing. Will be draft plan in early February with public comment period. SBAB review at March meeting recommended.

Lara Normand: SDOT is working on ROW Improvement Manual. Draft of manual will be made available to SBAB for review and comment. Lara, Riley, Steve and Don will review as a committee of SBAB.

Kristi Rennebohm Franz: Kristi and Jeff Aken meeting with WSDOT on changes to SR 520

off-ramps; the new City Council transportation committee will consist of Mike O'Brien (Chair), Rob Johnson, and Kshama Sawant, with Lisa Herbold as Alternate; SBAB will be tracking and potentially commenting on proposed new Director's Rule on bicycle safety in construction zones.

Steve Kennedy volunteered to represent SBAB on the Move Seattle Advisory Committee. SBAB members voted unanimously to appoint him to this position. Elliot Helmbrecht will be the Accountability & Outreach lead for SDOT for this committee.

Phyllis Porter: Participated with Jim Curtin in a recent KTCS television story on the problems of, and need for improvements on Rainier Avenue South.

Nicole Freedman (SDOT): Starting to organize Summer Parkways for summer of 2016 and will be setting up Advisory Committee. Phyllis Porter is on the team. Ballard, Rainier Valley and South Lake Union locations.

Riley Kimball: Attended Climate Conference recently in Paris representing the UW Transportation Engineering program. Seattle presented as an example for diversifying transportation.

Jim Curtin (SDOT): City working with LYFT to provide transportation to people as an alternative to potentially driving impaired. The program, as a component of the VISION ZERO program, is targeting neighborhoods with a high number of bars and crashes.

Runnels for walking bikes on public stairways have been successfully installed at S Hines and S York street.

## **PUBLIC COMMENT**

Shirley Savel (Family Bikes and Rainier Valley Greenways): Went on a bike ride with SDOT staff and others on SBAB which demonstrated some of the problems and issues with middle sections of current proposed North-South Greenway route. The grade is too steep, up to 13% in parts. While on their ride, a car crashed into the Rainier Valley Chamber of Commerce. A report from the ride and proposals were provided to Kristi/SBAB. This topic was also discussed in the SDOT presentation on Rainier Avenue South Greenways and PBL later in this meeting.

Kelli Refer (Cascade Bike Club): Supported Shirley Savel's comments, supported PBL on Rainier Ave S from Columbia City to Hillman City. Improvements need to be completed at Chelan five way intersection in West Seattle with follow through to make adjustments.

Brenda Mix (West Seattle Bike Connections, from White Center): Has concerns about Delridge-Highland Park Greenway, particularly on 22nd Ave. SW near Dawson: speeding

traffic, limited driver vision, narrow sidewalks, gravel shoulder. Improvements are needed, including signals to cross 16th Ave SW at Kenyon and Webster. 16<sup>th</sup> is busy arterial there to South Seattle College. Appreciates flashing beacon crossing at 22<sup>nd</sup>. Safety needed during construction.

Andy Baker: Likes 17th Ave NW Greenway in Ballard and connections to Burke-Gilman Trail. Concerned about bikeways built with inadequate width or connectivity.

Mike Hendrix (West Seattle resident from Puget Ridge): Concerned about safety issues on Delridge-Highland Park Greenway on 21<sup>st</sup> SW from 21st/22nd SW to Dawson area in Delridge. Lives nearby. Has to pick gap in vehicle traffic and ride it as fast as possible to get through safely; finds it harrowing and not good for kids to ride. Need to lower speed limit, add traffic calming and warnings or good two-way sidewalk/path.

David Geoffreon (West Seattle Bike Connections, from Highland Park): Also concerned about same area of Delridge as Mike Hendrix. Need for safety improvements including guardrail. Soft gravel shoulder is a hazard for bike riders. Sidewalk is on one side only and is too narrow for 2-way bike and pedestrian traffic.

## **PRESENTATIONS**

### **Rainier Ave. South Safety and Bicycle Projects**

*Time: 6:30pm*

*Presenters: Summer Jawson, SDOT; Jim Curtin, SDOT; Phyllis Porter, SBAB*

*Purpose: To provide an update on the Rainier Valley North-South Neighborhood Greenway, and the Rainier Avenue South- Road Safety Corridor.*

#### Summer Jawson (SDOT)

The Rainier Valley North-South Neighborhood Greenway connects the I-90 lid trail to the Rainier Beach Library, a distance of 6.2 miles.

Since the Most Promising Route was published in September, there have been four route realignment areas/locations with changes in alignment/improvements:

--- 45<sup>th</sup> and Othello (crossing beacons, curb bulbs, trail improvements and lighting, route realignment)

----Hillman City Realignment (avoids 30 feet of unnecessary elevation change)

----Rainier Ave. South Crossing (uses S. Ferdinand St. and Rainier Ave. S, with bike activation of existing signal; leading pedestrian interval signal prioritizes non-motorized crossings)

---36th Ave. S. Realignment (avoids steep grade and 10 feet of unnecessary elevation change)

Jim Curtin (SDOT)

Rainier Ave. S between Columbia City and Hillman City (one-mile stretch) has been put on a "road diet" (reduced traffic lanes) as pilot project. Traffic volumes have decreased. Some delays for drivers (about one minute of delay). Transit times have not changed. Successful for safety.

SDOT realizes protected bike lanes are desired on Rainier Avenue S. but a high level of safety is needed to implement PBLs. Notes that the hills are challenging on proposed greenway routes. Landmark district streetscape in Columbia City adds constraints.

SDOT is putting out Request for Proposals (RFP) on Rainer Avenue BRT (Bus Rapid Transit).

There is a lot going on in Rainer Valley area including Accessible Mount Baker project in the northern portion near Franklin High School and the Sound Transit Mt. Baker Light Rail station. Competing needs in limited right of way. Move of more freight and vehicle traffic to MLK can create options for Rainier for bike traffic. Metro #7 bus route cannot be compromised. Second highest ridership in city.

Jim Curtin will be briefing SDOT leadership on next steps with PBLs on Rainer Avenue South. He noted that there is the possibility of doing something grand in the future with sufficient funding. This could involve a trail designation.

Phyllis Porter Presentation (SBAB, Rainier Valley Greenways)

SDOT "road diet" and improvements have helped but there are still problem areas: enforcement; speeding; confusing merge for people driving north and south. Too many crashes. Old stripes still visible and confusing.

The ultimate solution should include both greenways and protected bike lanes. High quality materials should be included in an area of the City that has been historically neglected (South Seattle/Rainier Valley area).

SBAB Comments/Questions:

Comment: SDOT needs to work with the Transit Board on the Rainier Avenue BRT.

Question: Has SDOT include specific language in its plans in in the BRT RFP documents that ensures something major and meaningful is done to address the lack of bike facilities in this area? This should include protected bike lanes.

Comment: SDOT should not spend money on grades that are too steep such that they are not suitable for all ages and abilities, or discourage people from using those routes.

One example is the steep hill on 38th Ave. S. between S. Alaska and S. Angeline Streets (13% grade).

SBAB Recommendations and Follow-up: SBAB expects to write a letter to the SDOT Director expressing support for an All Ages and Abilities Protected Bike Lane (PBL) in the corridor with connections to the North-South Greenway, and recommending changes in the North-South Greenway alignment.

### **City Center Bike Network Project**

- *Time:* 7:07 pm
- *Presenter:* Dawn Schellenberg, SDOT

*Purpose:* To share progress on the City Center Bike Network Project; describe the Sounding Board; Discuss next steps.

The City Center Bike Network Project is developing a north-south spine of protected bike lanes (PBLs) with east-west connections in the Downtown area. A specific network in the City Center area was not defined in the adopted Bike Master Plan (BMP) but rather left to the City Center project to define the network of PBLs with further public and stakeholder input.

Sounding Board has diverse interest group representation. Members are tasked to share knowledge, insights, evaluations and updates with the communities they represent.

To date, there has been technical analysis for the following potential corridors: the extension of the existing 2nd Ave. PBL (demonstration project); 4th, 5th, or using combination of 4th and 5th; and 7th, 8th, and 9th. Three north-south routes are needed due to topography.

5th Ave. corridor: Using the west side of 5th, there are issues with right turns, and the location of parking. The portion of 5th from near Denny south to near Stewart, which the Monorail runs along, could have potential for a PBL on the west side of the Monorail columns, with two lanes of vehicle traffic on the east side of the monorail columns. In the middle section of 5th in the downtown core, the right of way becomes much narrower, and this presents problems with including a potential PBL with sufficient thru traffic lanes to avoid excessive traffic congestion. The 5th/4th Ave. combination configuration attempts to address this problem by using 4th instead of 5th in this area. In the more southerly part of 5th (south of about Spring), right of way on 5th increases considerably (when there are not construction restrictions, as there are currently).

4th Ave corridor: In general, there is more right of way to work with on 4th compared to 5th. 4th is a heavily used traffic corridor.

4th/5th combination option: Originally considered going to Stewart, but that becomes a challenge with the planned Center City Connector Streetcar. So staff is

considering other options for linking to 4<sup>th</sup> should a combination route be selected on 5th but could be to Lenora. East-West connections on Lenora, and Blanchard likely designated "transit corridors" so may be problematic for PBLs. SDOT is considering taking transit off of Bell St. in the future.

7th Avenue (2 way PBL on eastside): some business interests don't like this route and would prefer to keep PBL off 7th south of Westlake. PBL on eastside avoids conflicts with many garage entrances on the west side.

7th and 8th (one way couplet): Response to this option so far has been relatively positive. Could be on west or eastside.

8th and 9th (one way couplet): Could be conflicts with large Convention Center Expansion planned for this area (Convention Center Transit Station at 9th and Howell will be converted to expanded Convention Center)

Dawn described the Sounding Board, which is Advisory Committee for the City Center Project. The Sounding Board has met three times and will meet again on January 25. It is composed of business, community, and bike groups including SBAB. Steve Kennedy and Kristi Rennebohm Franz are the SBAB representatives on the Sounding Board.

Dawn noted that SDOT is also starting prepare a City Center Mobility Plan, and the City Center Bike Network project will be coordinating with that effort.

The 2nd Open House for the City Center Bike Network project is planned for the first quarter of 2016 (date to be determined).

#### Questions, Answers and Comments:

Q: Why not include a PBL on 5th Ave. south to Pine/Pike?

A: Right of way narrows considerably south of about Stewart which would make adding a PBL difficult.

Q: What is the best way to approach the PBL from the south end? The 5th Ave. hill is very steep going north.

A: Yes. SDOT will consider that in its analysis.

Comment: Do take transit off of Bell Street and add vehicle traffic diverters so it can work as intended as a shared street.

Comment: Look at south end route from Dearborn. 4<sup>th</sup> works. 5<sup>th</sup> does not for grades.

Comment: 5<sup>th</sup> Ave is not viable due to conflicts with vehicle access to I-5. It would not have public support. 4<sup>th</sup> Ave works with transit on east, bikes on west.

SBAB Recommendations and Follow-up:

SBAB recommended that SDOT do a workshop with the full SBAB to go over in detail the potential City Center PBL corridors and options so Board members can provide input prior to the next Open House. SDOT (Dawn) responded that they will try to arrange this workshop and coordinate with SBAB on a date and time.

**Delridge-Highland Park Neighborhood Greenway**

- *Time: 7:26 pm*
- *Presenter: C.J. Holt, SDOT*

*Purpose:* provide an update on the neighborhood greenway, route selection, construction update, and completed work.

A great deal of community and stakeholder input went into the route selection for the Greenway. Two public meetings (July and November 2013), briefings with the Delridge Neighborhood District Council, and targeted property owner outreach throughout project.

16th SW and SW Webster and 16<sup>th</sup> SW and SW Kenyon: Why not put in a signal at this intersection? The "warrant analysis" done by SDOT did not show the need for signalization now but a signal could be needed in the future. Speed humps will be installed. Speed limit will be evaluated.

SDOT is looking at traffic calming measures in this area. Safe Routes to Schools could be a partner with the Greenways project

21st Ave SW from angled intersection with 22nd Ave. SW to SW Dawson : This is an area of major concern. There are high volumes and high speeds. SDOT will be putting up 20 mph signs to try to slow speeds. SDOT will install speed humps and narrow road and widen sidewalk as traffic calming measures. 900 foot length. Sidewalk to be 6 to 8 feet wide.

Remaining construction and schedule:

- 15th Ave. SW and SW Holden St.: curb ramps and sidewalk (expected to wrap up week of Jan. 18, 2016)
- 21st Ave SW sidewalk, south of 22nd Ave. SW: work begins end of January
- 17th Ave. SW cul-de-sac ramp (work begins in February)
- Striping, signage, and speed hump installation (installed on an ongoing basis)
- Install signal at 15th Ave. SW and SW Holden St. (late January or early February)

Safe Routes to School Projects:

- SW Myrtle St, 18th Ave SW and SW Orchard St (construction Summer, 2016)
- 21st Ave SW cancelled due to drainage challenges

Don Brubeck Presentation (SBAB; West Seattle Bike Connections)

The greenway route is intended for all ages and abilities. West Seattle Bike Connections and others worked to get this greenway included in the Bicycle Master Plan. WSBC participated in the public workshops in 2013, did group test rides, and submitted comments suggesting route changes. The input on route design was not incorporated. The project was not reviewed by SBAB.

Some excellent pedestrian safety improvements are in place in the northern part. Other areas are lacking. This route serves low-income disadvantaged neighborhoods. This is a social justice issue.

The portion on 21<sup>st</sup> Ave SW from 21st/22nd SW to SW Dawson is on an arterial and is not safe for people of all ages and abilities on bikes. There is no alternate route along this ridge. It is a narrow arterial with poor sightlines at curves and speeds over 30 mph.

- Ineffective, inconsistent speed humps, too widely spaced.
- 4 foot wide sidewalk on west side only, with no planting strip, too narrow to for a pedestrian and bike rider to pass.
- Gravel shoulder on east side is a hazard.
- Road hazards exist, and no safety provisions are in place during construction.

The work should be modified to follow recommendations for this route in the adopted Seattle Bike Master Plan. The BMP calls for an off-street path from 21st/22nd SW to SW Dawson. A wide off-road bike/pedestrian sidewalk is needed.

The jogs of two blocks required to avoid crossing SW Holden at 16th SW will discourage people on foot or bikes from using this route. They will use 16<sup>th</sup> SW with no safety improvements, instead. WSBC recommended a direct path from SW Webster to SW Holden on 16<sup>th</sup> SW using a protected bike lane on west side and bike crossing at SW Holden at the traffic signal.

Unprotected crossings of 16th Ave SW at SW Webster and at SW Kenyon are dangerous, not suitable for all ages and abilities. At a minimum they need flashing beacons or half signals due to traffic on this arterial. If the jog to 15<sup>th</sup> SW remains, then protected arterial crossings with half-signals on 16<sup>th</sup> are needed to make it function as a Greenway.

Flashing beacons or turned stop signs are needed on 17<sup>th</sup> SW at SW Thistle, Trenton, Cloverdale and Henderson.

WSBC requests SDOT to plan projects so that demo/repaving without detours does not occur in wettest months of project timeline, dragging out the time of disruption. Provide construction zone protection for people walking and riding bikes.



Questions, Answers and Comments:

Q: Will Greenway signage include directing bikes to get on sidewalk in the 21st/22nd Ave SW corridor?

A: Yes.

Q: How wide will the sidewalk be?

A: 6 to 8 feet. It will vary.

Q: Can it be widened to meet standards for mixed use sidewalk/bike path?

A: Not possible within constraints of project including slopes and cost.

SBAB Recommendations and Follow-up:

SBAB will write letter to SDOT Director with comments and recommendations on the Delridge-Highland Park Greenway Project.

SBAB also would like to sit down with SDOT to go over all the planned Greenways work throughout the City for 2016 and try to be proactive with any concerns, suggestions, and recommendations before the work begins.

**Pronto Bike Share Update**

- *Time:* 7:46 pm
- *Presenter:* Nicole Freedman, SDOT

Purpose: To provide an update on the status of Pronto, and the City's vision and plan for the future. Goal: to mainstream bike use.

Other cities in the US and around the world have extensive bike share programs: for example, Paris has 10,000 bikes and 25 million trips per year. No fatalities among users in any US city. Network and bike share grow simultaneously.

The reasons why bike share works: convenient, spontaneous, one way, inexpensive, mainstream design. The benefits include: changes transportation behavior, supports local economy, reduces Greenhouse Gases, and increases physical activity.

Expansion will help the system as well as providing an integrated network of stations. Currently having disconnected stations at Downtown and UW is challenging.

The City's has looked into an expansion of Pronto. System could launch in 2017 with expanded service area including Southeast Seattle; 100 stations stations. Maybe Generation 4.0 electric bikes. No fixed requirements on equipment.

Recommended Governance Structure: consistent with peer cities, adopt a public governance model. The City would own the bike share equipment and contract with a third party for operations.

Recommended Station Siting: ensure a minimum of six stations per square mile. Avoid creating "peninsulas or islands".

Recommended Equity: locate a minimum 20% of stations in low-income neighborhoods, extending into Southeast Seattle. Implement a suite of equity programs including a low-income membership program.

Questions and Comments:

Q: What about bringing Pronto to schools? Kids could take bikes to school instead of bus.

A: This idea can certainly be considered further.

Q: Would other cities as Redmond or Kirkland that may have bike share be a separate system?

A: Most likely, at least in the near term future.

Q: West Seattle is a peninsula, so would it ever get bike share?

A: West Seattle would be a later phase of expansion but would need many stations installed at once to avoid being an "island".

Q: Could ORCA card be incorporated into Pronto?

A: Not sure. SDOT would have to look into it in the future. Smartphone basis is coming.

**MEETING ADJOURNMENT**

The meeting was adjourned at 8:04 pm.

## ATTACHMENT A

### Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle  
Andrew Glass-Hastings, Transportation Advisor, Office of the Mayor  
Mike O'Brien, Chair, City Council Sustainability & Transportation Committee  
Rob Johnson, Vice-Chair, City Council Sustainability & Transportation Committee  
Kshama Sawant, Member, City Council Sustainability & Transportation Committee  
Lisa Herbold, Alternate, City Council Sustainability & Transportation Committee  
Scott Kubly, Director, Seattle Department of Transportation (SDOT)  
Nicole Freedman, Active Transportation Director, SDOT  
Kristen Simpson, Acting Director, Project Development, SDOT  
Dongho Chang, City Traffic Engineer, SDOT  
Kevin O'Neill, Planning Manager, Policy and Planning, SDOT  
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT  
Jim Curtin, Strategic Advisor, Vision Zero, SDOT  
Dawn Schellenberg, Strategic Advisory, Communications, SDOT  
Allie Gerlach, Webmaster, SDOT  
Diane Sugimura, Interim Director, Office of Planning and Community Development (OPCD)  
Kathy Nyland, Director, Department of Neighborhoods (DoN)  
City of Seattle Neighborhood District Coordinators  
Meeting Presenters  
SBAB Members  
Individual Meeting Attendees