

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** April 4, 2018 / 6:00 p.m. – 8:00 p.m.  
**Chair:** Casey Gifford  
**Recorder:** Alexander Lew  
**Location:** Seattle City Hall, Room 370

### Minutes Distribution List:

See Attachment A

### Members Present:

	Present ✓	Absent ✗
Amanda Barnett	✓	
Adam Bartz	✓	
Mitch Brown	✓	
Rich Brown		✗
Donald Brubeck	✓	
Casey Gifford	✓	
Steve Kennedy	✓	
Claudia Lewis	✓	
Alexander Lew	✓	
Sarah Margeson	✓	
Emily Paine	✓	
Puja Shaw	✓	

### Guests:

Steve Durrant, Alta Planning and Design  
Laura Goodfellow, Belltown  
Jason Lin, U-Bicycle  
David Seater, SPAB, LMS Oversight Committee, Central Greenways  
Brian Estes, LMS Oversight Committee  
Paul Wirsing, South and Downtown  
Patrick King, Rainier Beach  
Summer King, Rainier Beach  
Ryan Packer, The Urbanist  
Darby Watson, SDOT  
Eric, Tweit, SDOT  
Andrew Koved, Queen Anne greenways  
Clara Cantor, Seattle Neighborhood Greenways  
Frank Cammarano, Seattle Parks and Rec  
Nick van den Heuvel, Ravenna  
Brian Almdale, Toole Design Group  
Veronica Almdale, Capitol Hill  
Robert Acenedo, HDR  
Matthew Snyder, Columbia City  
Vicky Clarke, Cascade Bicycle Club

## MEETING CALL TO ORDER

Co-Chair Casey Gifford called the meeting to order at 6:01 PM.

## INTRODUCTIONS

### PUBLIC COMMENT

- **Summer King:** is a student at Aki Kurose Middle School in Rainier Valley. She commented on the removal of wayfinding bike dots. Although SDOT was supposed to improve the road, they didn't repaint the bike dots. She also says that the new speed bumps don't do anything to it, cars can just drive through the gaps in the bumps. This is the case near Graham, MLK, Dunlap, and Othello.
- **Brian Estes:** is concerned about the City Center Bike network and those who advise SDOT. We need to prioritize safety over mobility, and need to express this to the mayor.
- **Jason Lin:** works for U Bicycle; new start up from British Columbia. Saw an article that the SDOT bike share page, there is new bike parking spaces in Ballard. They are trying out new beacon technology to help with where people park their dockless bikes. Bike litter can be a problem. He is reaching out to see if the Seattle is interested in implementing. Current implementation of this companies bikes are in Richmond, BC and Victoria, BC.
- **Laura Goodfellow:** last month went to three Rainier RapidRide meetings and was concerned about having to choose between bike vs bus. She was particularly concerned that at the transit advisory board presentation where SDOT really pitted the two against each other, saying that any bike improvement would come at a cost to transit. Presenting differently to the different advisory boards, they are setting it up so that the two modes would have to compete.
- **Clara Cantor:** is disappointed about delays announced for the basic bike network in the city center. Looking forward to working with SBAB to decrease the delays and get the network built.
- **Robert Getch:** expressed concern about SDOT and that every project has gone more or less south; funding; outreach all go badly. Willow Av: Only three residents complaining by email caused the delay of the bike lanes. We need to find a solution: should city council sign off on projects? With direction of the mayor, is it going more car oriented?
- **Liam Bradshaw:** is upset that safety and bike infrastructure pitted against transit and freight in discussions on Rainier RapidRide. Dismayed that SDOT moved forward without outreach from SBAB. We need to advise the city instead of getting just informed and getting master plans ignored. Disturbing pattern. Competing needs but SDOT needs to be creative in its solution making and if they can't come up with creative solutions then go to the advisory boards for help. Proposed cross section. Wants SBAB to demand better solutions from SDOT and not breed anti-bike sentiment.

### ANNOUNCEMENTS

**Emily:** Update to Move Seattle Committee: April 24. Emily will pass on any materials to that meeting.

Is SDOT planning to cancel the Fauntleroy project and use the funds for other purposes?

**Alex:** NE 65<sup>th</sup> Street: we have a meeting with a project team tomorrow. Discuss design; other ways to differentiate the transit/bike/ped spaces; how is SDOT is evaluating the pilot? What is success?

**Amanda:** Rainier Ave: as of last meeting, a modal multi-modal board chair meeting occurred.

- Amanda said there is a good feeling about the ideas from the other modal boards, in particular pedestrian and transit board. There was support and push back for SDOT to include a bike facility option along Rainier. But since the meeting, SDOT has launched a virtual open house. The bike option is a side note at the bottom. This is less than what we thought we would.
- Believes that SBAB now has a great connection on the other boards to continue dialogue.
- We need big picture thinking. Competing needs and transformation opportunities. We are not going to let it slide easily.
- What is a robust, multi-modal response would look like.
- Open house is until April 8.

**Don:** on Rainier Avenue multi-modal board chair meetings:

- It was good to have the joint meetings.
- We are thrown under the bus. It's a failure of imagination. The northern section really has challenges. The other sections do not. We need top leadership and the mayor's office. Mike O'Brien has good stuff on his blog about downtown bike network, and some council members get it and some don't.
- There is a failure to realize that the number of commuters coming by bicycle to the center city can increase tremendously at a lower cost than other options.
- SBAB should also be thinking of stair-step greenway routes. We might need both where roadway is too narrow for protected bike lanes.

**Steve:** Bridge Safety Analysis:

- The report is going to council first, so we didn't get a chance to see it.
- Response from Darby Watson (SDOT): draft is going to council staff for review. Just the safety analysis is going, not the funding information which is a deep dive analysis with Move Seattle Levy.
  - The current document at City Council is on capital improvements for safety improvements, early conceptual designs, which will then be priced out for preliminary estimates.
  - Expected release of the documents: Late April / early May.
  - 10 bridges will be analyzed and sorted into a bridge group: seismic retrofit, rehab, or replacement. This will be a much longer study; this has not begun. Still working on program management.

SBAB asked about the status of 2018 BMP Implementation Plan:

- The 2018 BMP Implementation is part of the deep dive of Move Seattle Levy due to funding.
- Time line: City council in May.
- 2018 Implementation Plan: we are moving forward with these projects, but the process will be impacted by the deep dive financial analysis with Move Seattle Levy.
- Steve: we need to be reviewing these plans as they get finalized.
- SBAB wants to see the finalized plan before it goes to council.
- Don: there have already been changes
- Darby Watson (SDOT): there will be Move Seattle Levy changes in April; if that changes BMP implementation, she will bring it back to SBAB.

- Serena: can send draft to SBAB for information.

**Amanda:** Bike Everywhere month:

- Women-lead and women-themed. Put together a women in power ride with any city council members or people in power.
- Exciting and great way to connect with council members. Show the decision makers how important it is to have protected bike facilities.

## **MEETING MINUTES**

Meeting Minutes from February are not yet ready.

## **PRESENTATIONS**

### **Level of Traffic Stress**

*Time:* 6:30

*Presenters:* Chris Svolopoulos, SDOT

*Purpose:* Level of Traffic Stress

- LOS looks at roadway designs that can contribute to stress on every road segment.
- Snapshot is based on December data scoring everything based on inputs.
- This doesn't take into account any operational factors. The scoring is only based on roadway design.
- This map is more to give a city-wide look: don't focus on a particular block. Stress varies throughout the city. There are many that are congruent with each other.
- This is split into quintiles, so scale can be deceiving. If the scores were normalized nearly all would be classified as good, and then a few really bad.
- Prioritize where to look for high stress streets
- This can be used to optimize future facility upgrades.
- When we build a facility: how does a stress level change.
- Score is not a metric, it's a number to compare one thing to another.

Questions, Answers, Comments:

Q: Why not include volume of traffic? (Alex)

A: The map does not look into it because traffic counts can change from one year to another. In addition, we don't have traffic counts for all streets.

Q: What are the criteria for rating? (Alex)

A: Slope, pavement, quality, controls at intersections, left turn lanes, all things engineering-wise that may contribute to stress.

Q: In 2020, the BMP will be updated. Could level of stress be used as a criteria for rating? (Steve)

A: Monica and Chris have been talking about it, but the question is how. This would not replace an existing criteria.

Q: What was the methodology? (Alex)

A: A document review was performed. There is limited literature on this, and most are done at a high level in a few locations. SDOT does have a lot of data, and nothing has been done to this extent by other cities. Scoring was something done internally; a methodology memo will soon be published.

## Level of Service

*Time:* 6:40

*Presenters:* Matt Beaulieu (sub for Dongho Chang)

*Purpose:* Level of Service (LOS)

- LOS is a grade score on how fast cars get to go.
- LOS A – speed they expect; B/C – more cars on the road. D/E – your speed is controlled by the car in front of you. E/F – queuing at signals, you don't make the cycle. Context of arterials. We don't use LOS for residential streets.
- Way SDOT uses it:
  - Historically: to measure impact of development projects.
  - Measurement for the last 50 years on how motor vehicles are functioning.
  - Proxy for freight mobility and car and general purpose mobility. Not buses.
- Bus LOS: loading, merging ability. LOS is rarely used for cycling, LOS affects experience.
- Curb space management; load zones.
- Comp Plan: No longer a case that you have enough room for everything. Building more is not the answer; you can't just add lanes and continue to have it a great place to be.
- SDOT: changing the way of evaluating projects towards the number of SOV; they don't know how that work. High level: congestion is rarely caused by buses. Is caused by too many cars. You can fit a lot more people on a bus. SDOT is having difficulty to quantify to an individual development.

Questions:

Q: Regarding Mercer Street, we know it's terrible. How do we address it? What is the plan? As a pedestrian, you have to wave at cars just to cross the intersection. Is there a solution? It's a new intersection. SDOT needs to come back with a plan. (Claudia)

A: (Darby): A lot of our traffic is regional traffic. Unpacking I-5 is not in our realm. A lot of the poor actors are from that regional traffic. There is also the issue of enforcement, regarding violations.

Q: A strategy to lower single-occupancy vehicles (SOV) should be to lower LOS as an incentive to use the bus (assuming a bus lane). Why are the options for Rainier RapidRide limited to those that have little impact on LOS? (Don)

A: Historically, SDOT has wanted to change behavior but not create pain. In addition, they don't want vehicles to idle.

Comment from Casey: worked with Marilyn Vancil on the traffic control manual, and ambulances were a number 2 priority, and thus maintaining LOS was claimed for safety (even if it meant creating unsafe environment for biking). There is a lot of inconsistencies in how LOS is applied.

Response from Matt: Emergency vehicles should not be a factor for LOS. Emergency vehicles can override signals, use opposing lanes and center lanes, and other drivers pull over. They are not affected by traffic the same as other vehicles.

Q: What are Seattle's LOS standards? For example, the Arena at Seattle Center, what happens if they are not meeting the standard? What obligation does the city have if something reaches an F? (Steve)

A: To his memory, E is downtown, D in other areas are considered acceptable. For Mercer, SDOT acknowledges that LOS is F and there's nothing that we can really do about it the cause of slow flow due to so many vehicles trying to get onto I-5 at rush hour. It may even get worse due to WSDOT metered on-ramps at I-5.

Q: How does LOS work with Vision Zero goals? (Amanda)

A: LOS is related to travel time differential from the speed limit and does not take into account of total functionality of the street. SDOT looks at LOS with other factors.

Q: Is LOS a good measure? (Amanda)

A: Some agencies over use it, but it can be useful. It is improper to use it exclusively because things are much more nuanced.

### **Center City Bike Network**

*Time: 7:07 PM*

*Presenters: Darby Watson and Eric Tweit (SDOT)*

*Purpose: Center City Bike Network update*

- Delays until 2021 on 4<sup>th</sup> Avenue.
- One Center City was a plan for the period of max constraint due to Washington State Convention Center (WSCC) forcing buses out of the tunnel before the completion of Northgate Link.
- 2021-23: once Northgate and Bellevue Link begin, we can remove buses from downtown streets.
- New Mayor means new SDOT director, who wanted to take a closer look before we move forward.
- Models: baseline didn't take into account traffic-blocking incidents etc. Those type of incidents make the system very fragile. Therefore SDOT wants to rethink the timing of 4<sup>th</sup> Ave PBL to 2021, after Northgate Link opens. SDOT wants to keep the additional general traffic lane on 4<sup>th</sup> Avenue.
- Timing: SDOT will have to go back to transit agencies and partners to get agreement on near term recs. Still working on: Memorandum of Agreement on transit movement by the time the bus tunnel closes.
- Initial plan will require restructuring of King County Metro and Sound Transit routes, especially those that cross the 520. Those are not in place yet. If those are to remain as they currently operate, there will be more buses on the street. If the bus restructure does not happen, 4<sup>th</sup> Avenue may need a skip/stop pattern, and SDOT believes they need the extra lane. KCM and ST will be doing restructuring outreach later this year; KC Council will also have to approve service changes in time for the tunnel closure.
- Doing interim facilities would take away from the whole package.

Questions and Comments:

Q: We are maintaining redundancy. (Casey)

A: It reduces delays for motor vehicles: cars, buses, and trucks.

Q: What is the data behind specifically saying, we have to delay 4<sup>th</sup> Avenue and how that relates to overall traffic situation in this period of max constraint. Is the issue construction? (Steve)

A: It is not the construction, ultimately it is a lane being used for PBL, and therefore operational. The original analysis was done without looking at when there is an intermittent causes for delays.

Q: What about the extension of the existing non-protected lane? (Emily)

A: This will be replaced by a two-way PBL as the ultimate facility. They will look at the existing stripe area but not the extension.

Q: Would this be LOS F? (Casey)

A: Yes

Comment: If Metro is looking for places to pass other buses, then poor LOS vs worse probably won't make that much of a difference. (Casey)

Comment: We get the news of Center City Connector cancellation and delay of CC bike network, pretty disappointing. Looks like we are prioritizing SOV from people who don't live in the City of Seattle. It's a huge mistake. We need to be bolder. (Adam)

Comment: Thousands of people are moving here every month. We need to give them options. We close off bike lanes and add construction, making traffic even worse. We are cutting our nose off. (Claudia)

Comment: What does SDOT want to get out of this meeting? Decisions were made without us. Why come to an advisory board after the fact? (Don)

Comment: As a Metro operator, it is better to stay in the lane on 4<sup>th</sup> Avenue then to try to bypass a stopped bus. This is contrary to the reasons for an extra lane, as proposed by SDOT. It's not useful for Metro during peak time. On days with traffic disruptions, it's just as stuck. This is a perfect opportunity for people to try riding bikes out of the congested area. (Emily).

Comment: If buses are backed up in traffic in one lane, it would be more convenient for passengers to have all buses load at all stops. They are already stopped at all stops. Skip stops are not saving time for buses, but make using buses more difficult.

Q: How did we get here? If there was not an administration change, would this have happened? (Mitch)

A: We can do all the data all day long, but there are different approaches to solving a problem. SDOT put a lot of effort into finding a way to make it work. There is a gut check you have to do.

Comment: People would use other modes if there was safe infrastructure (Puja)

Q: What about stop consolidation to avoid having buses leapfrog each other? (Alex)

A: There isn't enough room at stops.

Comment: 6<sup>th</sup> Avenue should not currently be considered a bike lane near the Amazon building where Amazon buses park. Bike Infrastructure improvements on 7<sup>th</sup> & 8<sup>th</sup> should be kept a high priority; the current bike network shows a northbound bike lane on 6<sup>th</sup>, but that bike lane is not safe to use. (Puja)

Comment: 5<sup>th</sup> Avenue under the Monorail (Emerald Mile Project) should be considered as a part of the bike network by using the section between the sidewalk and the monorail columns for a PBL, and the area between columns under the monorail as parking. (Steve)

Q: If 4<sup>th</sup> Avenue is not built, then it is crucial to get onto 2<sup>nd</sup> Avenue safely. This needs to happen 2018. King Street? Jackson? Include King St west of train station to Alaskan Way and Portside Trail connection.

A: SDOT is looking at the Dearborn to 2<sup>nd</sup> connection. The experience with the King Street Greenway is that a lot of work is required for public outreach.

Comment: Alaskan Way to I-D via the Sound Transit bridge is a good way to connect across the rail tracks. It would be great to avoid curb-cuts.

A: SDOT doesn't own that land.

Q: Is there a preferred option to connect with existing network (Steve)

A: One of the options for the south end connection was aligned with 5<sup>th</sup>, but transit demand made it complicated. Pike / Pine: there are challenges with the convention center. There is a benefit package, but it has not been approved by City Council, so it is unsure how much money is going to be available. SDOT doesn't want to spend BMP money upfront. There will be gaps for a while.

Comment: finishing a corridor is important (Steve)

Comment: There are good temporary measures 2<sup>nd</sup> Avenue with current construction. (Casey)

Comment: Second Avenue is what this city can be. (Claudia)

Comment: We are unhappy with 4<sup>th</sup> Avenue, but SDOT has done some good things so far such as Second Avenue, and we appreciate that. (Steve)

Comment: It's wearing to push back. Casey has drafted a letter because we do have a platform. We are in a position to make our voice heard by those making decisions. Letter requests a 4<sup>th</sup> Avenue PBL not a plan 3 years from now. (Don)

Q: congestion pricing? If we implement a program, we wouldn't have the congestion that is causing delay to bike projects. (Steve)

A: Green sheet from council gave funding to a congestion pricing study. RFP is pending. NYC has been studying it for 10 years.

Q: What about TNCs such as Uber/Lyft causing congestion? (Alex)

A: SDOT doesn't have the numbers.

#### **SBAB UPDATES AND NEXT STEPS**

- Amendments to SBAB letter regarding the delay to the delays to the Center City Bike Network in downtown:
  - Add that it is not just about the current riders, but rather it is future riders who are not comfortable biking in downtown.
- Letter approved with updates.



**MEETING ADJOURNMENT**

The meeting was adjourned at 8:03 PM.

## **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 Mike O'Brien, Sustainability & Transportation Committee Chair  
City Councilmember Rob Johnson, Sustainability & Transportation Committee Vice-Chair  
City Councilmember Kshama Sawant, Sustainability & Transportation Committee Member  
City Councilmember Lisa Herbold, Sustainability & Transportation Committee Alternate  
Goran Sparrman, Director, Seattle Department of Transportation (SDOT)  
Serena Lehman, SBAB Liaison, SDOT  
Dongho Chang, City Traffic Engineer, SDOT  
Kevin O'Neill, Planning Manager, SDOT  
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT  
Monica DeWald, Strategic Advisor Bicycle Program, SDOT  
Sam Assefa, Director, Office of Planning and Development (OPCD)  
Karen Westing, 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