

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: February 7, 2018 / 6:00 p.m. – 8:00 p.m.
Co-Chairs: Casey Gifford, Amanda Barnett
Recorder: Adam Bartz
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:

Ryan Dunn
Emily Stewie (did not sign in, may not have correct spelling)
Marian Fairgrieve (did not sign in, may not have correct spelling)
Diann Shope
Doug Ollerenshaw
Kathy Dunn
Monica DeWald
Laura Goodfellow
Ambrogino Glusti
Matthew Snyder
Elizabeth Weldin
Andrew Kovad
Robert Getch
Ryan Packer
Serena Lehman

MEETING CALL TO ORDER

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

INTRODUCTIONS

Board members and guests introduced themselves

ANNOUNCEMENTS

Co-Chair Gifford announced that Board member Barnett was in a bike collision and suffered a concussion.

Co-Chair Gifford announced that she has a new position with King County Metro and may need to abstain from some actions and discussions.

PUBLIC COMMENT

Doug Ollerenshaw, West Seattle Bike Connections, handed out sheet detailing concerns with RapidRide H proposal and offered a proposed compromise plan.

Kathy Dunn, expressed concern with the delay of the Fautleroy project.

Matthew Snyder encouraged Board members to visit the Rainier Valley Greenway, stating that it is substandard.

MEETING MINUTES

Board member Mitch Brown moved approval of the January 2018 SBAB meeting minutes.

Vice Chair Bartz seconded approval.

The minutes of the January 2018 SBAB meeting were unanimously approved.

SBAB Discussion/Actions/Reports

- Move Seattle Oversight Committee
 - Board member Paine attended the recent Move Seattle Oversight Committee meeting, where the 2018 draft plan was discussed. There are 9.27 miles of protected bike lanes (PBLs) in the draft plan which would bring the City up to schedule on PBL implementation. The draft plan still is behind schedule for implementation of Greenways.
 - The PBL on 35th Ave NE could be stalled by public resistance.
 - Swift/Myrtle/Othello is not in the draft list because it is still in design and 4th Ave downtown is not on the list because the City is still awaiting the One Center City MOU.
- 65th Street
 - Board member Lew thanked the Urbanist for covering the issue with the current design for 65th Street.
 - The current plan is to have the bus stop and PBL share the same ROW. Board member Lew expressed concern that with a high volume of transit riders, particularly once light rail is open, that the mixed facility may not be functional or safe.
 - Board members shared concerns with the design proposal.
 - Board members recommended following NACTO standards in the corridor and limiting mix of people boarding transit and people riding bicycles.
 - Board members Lew and M. Brown will take lead on letter to SDOT addressing SBAB concerns.

- Fautleroy
 - Serena Lehman, SDOT, announced that the Fautleroy project has been put on hold and the project team is working on a response. There have been community concerns that future projects, including light rail construction, could create issues with tearing up new infrastructure.
 - Vice Chair Bartz expressed concerns with safety in the corridor and suggested that SDOT consider easy safety projects like curb cuts.
- SDOT Director search
 - Board member M. Brown has been working with the Seattle Pedestrian Advisory Board on a joint letter to Mayor Durkan detailing values the new SDOT director should hold.
 - Board members approved sending the letter after incorporating suggested edits.
- Bridge Safety Analysis
 - Vice Chair Kennedy announced that the bridge safety analysis report will be coming in February and suggested the report as a future SBAB agenda topic. The report covers a \$15 million fund from Move Seattle that will be used to address seismic retrofits and pedestrian and bike improvements on the bridges.

PRESENTATIONS

E-Bike Subsidy Program

Time: 6:43

Presenters: Diann Shope

Purpose: Proposal for Incentivizing E-Bikes in Seattle

Ms. Shope is a Seattle resident that is working on a proposal for an e-bike subsidy program. Similar successful programs have been implemented in Burlington and Oslo, and Ms. Shope suggested that a program in Seattle could be modeled after Seattle City Light's rebate program. Ms. Shope distributed a draft letter to Mayor Durkan in support of her proposal.

Questions, Answers and Comments:

Q: What is the funding source?

A: A funding source has not yet been identified. This is early in the process, and wanted to see if there was interest before firming up the proposal.

Q: How much is the rebate, and what would it cover?

A: The rebate would cover the purchase of an e-bike or an e-bike conversion kit. Similar to the Seattle City Light rebate program, you would purchase an eligible product and provide the receipt for a rebate. In Burlington, VT the rebate is a flat \$200, where other places provide a rebate up to 50% of the purchase cost.

Comment: (Co-Chair Gifford provided comments on behalf of Board member Brubeck) Safe infrastructure is a higher priority than an e-bike rebate program.

Comment: It would be helpful to have a projection on usage.

Comment: A fee on bike share permits could be a funding source.

Comment: There are already assistance programs for car share and transit, it would be great to have something to encourage access to bicycles.

SBAB Recommendations:

Co-Chair Gifford recommended that Ms. Shope further explore funding options and bring back the proposal at a future date for possible SBAB support.

Land Use Code Requirements – Curb Ramps

Time: 6:58pm

Presenters: Elizabeth Sheldon, Seattle Department of Transportation

Purpose: Inform the Board of existing Pedestrian Access and Circulation Code and possible updates.

Existing code is currently silent on curb ramps and curbs. The last significant update was in 2007 with only minor edits since. In 2009, the Pedestrian Master Plan (PMP) was adopted and was updated in 2017. Following the PMP update, the City of Seattle is proposing updates to the code.

The proposed changes include:

- Explicitly calling out curb ramps and curbs as part of the pedestrian access and circulation requirements,
- Requiring development in urban centers and urban villages to comply with current ROWIM standards for sidewalks, curbs, and curb ramps,
- Bringing sidewalk code into same document, and
- Single family homes remain exempt.

The changes are necessary because:

- Developments on corner lots currently build sidewalks that may stop short of the intersection and do not build curb ramps,
- Makes the pedestrian network accessible,
- Requires curb ramps be built at corner lots, even if there is an existing sidewalk without curb ramp
- Incorporates curb ramps and curbs as part of overall pedestrian access and circulation, and
- Adds clarity to the code language about curb ramps and curbs.

The next steps in updating the code including drafting legislation, SEPA during the first quarter of 2018, outreach through the second quarter 2018, and sending legislation to Council during the third quarter of 2018.

Questions, Answers and Comments:

Q:What is required for Federal ADA standards?

A: If a contractor has an alteration in ROW, you have to comply with current requirements. Developers know this, so they avoid the intersection to avoid having to install a curb ramp.

Q: Is there any way to make the tactile strip less slippery?

A: The knobs are sticky, while the flat area has less friction. The strips comply with federal standards, and there are only two manufacturers that supply the vast majority of the warning strips for our projects.

Q: What can be done to prevent the tactile strips from lifting up and separating from the curb ramps?

A: Report any separating strips to the City via Find It, Fix It. The City has tried different products for retrofits, but has not been successful in finding one that easily stays attached.

Q: Does this also require complimentary crossing features such as paint markings?

A: Part of this work will address whether or not additional improvements will be needed on a project by project basis.

Delridge Rapid Ride

Time: 7:09pm

Presenters: Therese Casper (SDOT) and Jenna Franklin and Malva Slachowitz (King County Metro)

Purpose: Present options and gather feedback on the RapidRide H line through Delridge.

RapidRide launched in 2010 to provide fast, frequent, easy to use and reliable, bus service. Six lines are currently running (A-F), with 13 new lines planned for operation by 2025. RapidRide seeks to create more choices and more service as a part of one easy to use multimodal transportation network with connections to light rail, streetcars, and buses and to link neighborhoods to transit hubs, and employment and shopping districts.

One year ago, two options were presented for Delridge Ave SW and how to organize the space on the street, one featuring transit-only lanes, and the other with PBLs.

Significant feedback on the options was gathered through the outreach process. The community was supportive of incorporating boulevard treatments along the corridor and supporting the transit improvements. Key concerns were changes to bus stops, impact on those with mobility challenges, and balancing the route as a neighborhood connection and a rapid trip to downtown.

A majority of people supported removing or moving bus stops to speed transit travel times, agreed that Delridge needs repaving, and were mixed on whether or not bike lanes should be on Delridge. Most also agreed that despite the recommendation in the Bike Master Plan, bike facilities should span the entirety of the corridor.

Based on feedback during the outreach process and input from a corridor bike ride in January 2018, option 3 was developed. Option 3 adds bus-only lanes, new neighborhood greenway connections, and a southbound PBL that extends south of SW Graham St.

The three options were compared, and the proposed bike route in option 3 was described in detail.

Improvements were requested on the 26th Ave SW Greenway that reduce speed and possibly restrict turns.

The Delridge PBL would extend from Graham to Juneau, but still need to work with Louisa Boren STEM K-8 on access needs and collect data. The principal and faculty are supportive of the PBL.

Option 3 also enhances access near Westwood Village. The BMP calls for a bike lane, not a PBL near Westwood Village. This lane is not in the implementation plan. The current issues at the intersection of Barton and 25th were detailed, and the potential solutions were presented, including speed reduction measures, shortening crossing distances, and striping crosswalks and other safety treatments. The bike infrastructure could be similar to the Dexter design, though only one bus stop is affected on Barton. There will be more detailed work on these concepts to consider safe movements of buses, bikes, and pedestrians.

Changes are being considered to the 21st AVE SW Greenway design based on the January 2018 corridor ride.

The outreach program will seek input on Option 3 through February 9, 2018 with a focus on underserved populations and seniors. Transportation needs near Westwood Village will be further identified and Metro corridor-wide outreach results will be incorporated.

Comment: Thank you for working with SBAB and community on addressing concerns with the initial options. Please be sure to have adequate signage, particularly since the route will be on different streets depending on the travel direction. Since this is a parallel facility, and not PBLs as the BMP calls for, the Greenway should be as high quality as possible.

Comment: This is an important part of the network that connects several neighborhoods. This is a flat, direct route. Bike parking should be provided at bus stops. Must serve people walking and riding bikes. Option 3 seems best option. To make Option 3 successful on Delridge the PBL must extend to SW Juneau.

2017 BMP Project Recap

Time: 7:53pm

Presenters: Serena Lehman, Seattle Department of Transportation

Purpose: Update the Board on completed and delayed 2017 bicycle projects.

Ms. Lehman presented a hand-out that detailed all SDOT completed and delayed 2017 bicycle infrastructure projects. The issues the Seattle Fire Department had with speed cushions and speed humps has been resolved and will no longer impact greenways.

Q: How do we prevent future projects from being delayed based on crew availability?

A: The Move Seattle Oversight Committee is working on putting together a package on how to deal with how all of the modal plans intersect and will present to the Mayor in March. Additionally, need to get enough good bids.

Q: Is the 2nd Ave PBL complete?

A: Construction is complete, the project is currently undergoing its final punchlist review.

Q: What were the contracting issues on 2nd Ave PBL?

A: There were multiple issues including several construction projects and issues with Seattle City Light utilities.

Comment: Projects like 2nd Ave PBL should have grand opening celebrations when finished.

Q: When a 2017 project is delayed to 2018, is it funded by 2017 budget or 2018 budget

A: The 2017 project would be funded by 2017 dollars even if delayed into the following year.

MEETING ADJOURNMENT

The meeting was adjourned at 8:04pm.

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
Scott Kubly, 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)
Allie Gerlach, 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