

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: May 4, 2016 / 6:00 p.m. – 8:00 p.m.
Chair: Kristi Rennebohm Franz
Recorder: Michael Wong
Location: Seattle Municipal Tower, Room 4050

Minutes Distribution List:

See Attachment A

Members Present:

Kristi Rennebohm Franz, Don Brubeck, Lara Normand, Steve Kennedy, Phyllis Porter, Merlin Rainwater, Jed Bradley, Jeff Aken,

Members Absent:

Adam Bartz, Riley Kimball

Guests:

Max Albert, Sidney Miller . Antoine McNamara, David Wiggins, Ansel Herz, Paul Wirsing, Tom Fucoloro, Brie Gyncild, Daniel Turner, Glen Buhlmann, Gordon Padelford, Fred Young, Sam Woods, Kyle Rowe, Rebecca Roush, Chris Rule, Neal Komedal, Brian Estes, Art Brochet, Josh Kelety

MEETING CALL TO ORDER

Chair Kristi Rennebohm Franz called the meeting to order at 6:00 PM

INTRODUCTIONS

PUBLIC COMMENT (occured after Mike O'Brien Conversation)

- Antoine McNamara from Beacon Hill Safe Streets echoes SBAB's frustration with the implementation plan, specifically the delay of the Center City Network. Bicycling infrastructure was used to advocate for the Move Seattle Levy and now we're pushing it off into the future? There is urgency to getting the network built and lives are lost when we don't.
- Nicole Friedman, SDOT: We heard everything that's wrong but we need to recognize things that have been done. Seattle is actually in a good place both in terms of staffing and funding compared to many other cities.
- Art Brochet, SDOT: The environmental assessment for center city street car will be coming out with 30 day comment period.

ANNOUNCEMENTS

N/A

MEETING MINUTES

Minutes of the April 6, 2016 meeting were approved.

PRESENTATIONS

Conversation with City Councilmember Mike O'Brien, Transportation Committee Chair Implementation Plan

Time: 6:07

Presenter: Mike O'Brien

Purpose:

- Councilmember O'Brien hopes to hear how we as a city can do a better job, around specifics of the Implementation Plan. It is on Council Sustainability & Transportation Committee agenda for May 17.
- Hopes to see more transparency around tracking progress; BMP projects rolling over from one year to the next but no clarity on which year it is counted toward.
- Concerned about safety – people of all ages and abilities should feel they can bike without fear, and not lose the nerve to do it as they get older.

Questions, Answers and Comments:

C: Network should be more complete; should be for all ages and abilities; and we need to learn better how to engage the whole community.

C: Connectivity is critical and SDOT needs to be encouraged to reexamine the scope of the projects they consider in the implementation plan – we would never design a light rail system where people have to walk blocks between stations, so why are we designing our bicycle infrastructure that way?

MO: Understands the importance of completing the spine of a network, a la ST3. We need to do more than count miles of lines on the map. We need to understand where the key connecting pieces are and implement those. Rail lines are forced to be continuous. We tend to skip the difficult, expensive bike network parts. We need to build in a way so that there are pieces of the network that are fully usable when they are built.

C: We need to redesign community outreach and engagement – what does the City do to incorporate those who don't bike into their planning? Those who are new and who are already here.

MO: The city needs to plan for all including those who are not here yet. We need to understand the barriers preventing people from biking, but at the same time shouldn't be going into communities to say "you should be biking." We need to honor their priorities. The challenge is to find people who are open to a new mode of transportation. We need to find out what the transformative moment is for people and figuring out how to target people after.

C: Suggested priorities: need to have someone in the community who represents the community, and can relate to them, and inspire them. People see it as something only white

people do, and are concerned about gentrification. Need examples from the community already biking who can get them to believe it is possible for them and their community.

C: People need to hear from people who live in the community, who are leaders, and who they recognize. Who they know they can work with.

C: City Center Project – kudos to the City for making the 2nd Avenue PBL permanent. We understand generally the reason for the delay in design of rest of City Center bike network, due to the Center City Mobility Plan for transit, and need to know where buses will go. But our hope is to go faster downtown. Pilot Projects remain a reason and example, as on 2nd Avenue for doing things faster. We need outreach to businesses, but we need to move ahead now.

MO: Understands of the need for safety, and also for buses re-routed out of the tunnel, but was surprised to find out how early we are in the development of the Center City Mobility Plan. At this rate it could be years before there is a protected bike lane network downtown. So may be best to do pilots at lower cost that can last for a few years that we can learn from.

C: Interested in the equity and connectivity goals, and greenways, outreach to the South End . Suggests utilizing existing resources within the community, specifically Rainier Avenue Greenways. Greenways are facilities that bridge many gaps (the benefits are not just for cyclists) and a tool SDOT should use to their advantage. There is a need for formalized post-occupancy study after installation, to see ridership; how people are using them; and what barriers may persist to the public's use of them. Regarding connectivity, greenways should connect to a diversity of destinations served, with equity. We also need an all ages and abilities benchmark by which to assess potential greenway routes.

MO: How does SDOT use existing community groups?

C: It starts out well, but as things progress and decisions are being made it feels less and less representative of the community's desires – projects often become the wishes of those who are most want the facility and who are a reduced subset of the community.

C: There remains a need to mitigate the impacts of construction and disruption of the network. Need better expectations of those who are building in the city.

MO: Have you seen improvements? His sense is they are responsive, and additional budget support was given.

C: Maybe there are some bad actors, and some who do a better job.

MO: That should be the City's responsibility – there are rules in place for this and the City needs to enforce them.

C: People need to feel safe biking in the city. We need to focus on those who are not riding in order to be able to create a network suitable for everyone.

MO: Yes, and as advocates who are comfortable riding anyplace, we need to keep in mind the perceptions of those who are not so comfortable.

MO: Councilmember Bagshaw has been an ally for cycling in the City. Even though I am often looked to on bicycling matters, we need to have multiple advocates on the Council. Others with different perspectives could be great advocates. I encourage the broader bike community to cultivate other champions on council and help them understand how it can be a win for them.

Desires to find projects that a number of councilmembers can work on together to build that support.

C: BMP goal of a network that is “comfortable for all ages and abilities” needs to include a consistency of being able to bike from neighborhood to neighborhood. How do we achieve the low-hanging fruit (leveraging funds) AND get the connected routes we need to create a low stress network (corridors and consistency). Vision Zero means we must ensure we have a completed network. Even if it starts with just four of five good north to south and east to west. We want to continue working towards a complete network.

C: The Implementation Plan was a little dismaying – there are a lot of areas on the map with so little on the map. The BMP is supposed to be built out by 2035, going along with the Comprehensive Plan and Climate Action Plan. It depends on building capacity at SDOT and with contractors, and on bringing in revenue, so we can’t do it all at once. So for areas like West Seattle, what can be done to connect areas *within* West Seattle, even if better connections to other areas have to wait? But, can we get there from here? A frustration is that SDOT is not very forthcoming with cost of projects. Based on estimates of current spending and the BMP estimate of total network cost, we are not projected to complete the network in time. It may take until 2045.

MO: Transparency around costs – help me understand that frustration?

A: When we look at things with our desires in mind, we should have a sense of proportion, so we can have equity in how we spend. We do not see estimates or get responses to requests for how much projects actually cost. Sound Transit ST3 at \$50.1B and the BMP at a tiny fraction of that are supposed to serve ~5% of their regions’ populations, but the cost per mile of the BMP is far less, as is the cost of maintenance and operations.

MO: If we could get half of what Amsterdam or Copenhagen have, we could get 20% of people using bikes, taking pressure of other transportation in a very cost effective way.

C: It can be difficult and separating to live in the South End of Seattle. We need to have a system and have it connected for all races and all different types of backgrounds, and those only have a bike for transportation. The problem is we’re not seeing it. We need better, more representative outreach to these communities with stronger connections. The City should be using programs like She Bikes as a vehicle for engagement.

C: The Implementation Plan was confusing, and it was not made clear by SDOT why the changes were made. SDOT processes in general are very opaque. We don’t see the ranking evaluation of projects. I understand that SDOT has a new way of evaluating safety that will be more proactive instead of reactive, but that does not exist yet, so it is not clear how safety is evaluated now. The criteria SDOT uses for measuring connectivity doesn’t make sense. What is a “key travelshed” and how is the 30% completed baseline determined? From the Central Seattle Greenways: the greenway on Denny connecting to Capitol Hill light rail station was deleted from the 5-year plan. It should be completed. Connectivity priorities should include connections to transit. It is also advisable to consider that routes can be combinations of greenways, protected bike lanes, etc., and not just one type. Most projects scheduled to be done first do make sense.

MO: Is it more important to get more for the dollar (the most miles) or focus on smart investments that achieve connectivity and safety?

A: The latter. Greenways, for example, that just stop without connecting to other facilities, or any guidance for where to go next. We have tried to make connections with SDOT staff, and build relationships, and we want to see more continuity of communication.

MO: Acknowledgement of SDOT's presence at this meeting and overall work, especially without the opportunity for them to respond. Next step is to sit down with SDOT staff. Would like to come back and continue the conversation.

Draft ST3 Plan

Time: 7:30

Presenters: Rebecca Roush, Chris Rule

Purpose: Introduce ST3 package and proposed bike facilities

Sound Transit just opened up a new bike cage on Beacon Hill that can hold 48 bikes. Capitol Hill and University Stations recently opened – currently few bikes parking at Capitol Hill but many at University. University opened with 130 bike parking spaces (a few on loan from the University) – there is robust use of those space and taking bikes on trains. Prior to opening, Sound Transit performed outreach to let people know what types of bikes are and are not allowed on trains, for passenger safety. It is expected that Light Rail cars on the East Link will have increased capacity for bikes. The area around the Capitol Hill station will be re-developed and bike parking will be installed at that time. All future facilities will have a combination of racks, lockers, and cages. Sound Transit will be moving to cages because of more capacity. Currently conducting a feasibility study of on-demand parking using smart card technology (charged by the hour, ~5 cents per hour).

With the completion of ST2, Sound Transit is expecting ridership to double from current day. ST3 includes Ballard and West Seattle in the long range plan, and would complete the spine from Everett to Tacoma, and east. Estimated at over 500,000 riders per day. Timeline is 25 years and extension stations will open up in pairs. System access is included as part of the ST3 plan, which includes investments to accommodate multimodal access. The ST3 package includes a System Access Fund of \$100 million to improve ridership (includes bike and pedestrian access improvements and bike parking).

Center City and Westlake Update

Time: 7:48

Presenters: Sam Woods, Jason Fielcoff

Purpose: Update on recent protected bicycle lane facilities progress

- Westlake Cycle track construction
 - North half now has protected bike lane
 - Currently conducting rider education
 - On schedule for opening in late July
- 9th Ave
 - Denny to Westlake cycle track
 - Separation anticipated, paint and posts
- 2nd Ave upgrades

- Planter boxes and signal upgrades – signals are now more spaced across the lanes
- 2nd Ave safety project – will extend PBL up to Denny – response from community has been positive to neutral – signal analysis has shown will have minor impact to travel time – adding three new signals along the corridor – will replicate left hand turns for cars separated for bike and pedestrian movements

SBAB UPDATES AND NEXT STEPS

- Lara Normand announces she is stepping down – tonight is her last meeting – farewells.
- Merlin's 70th Birthday is today.

MEETING ADJOURNMENT

The meeting was adjourned at 8:05 PM

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle
Andrew Glass-Hastings, Transportation Advisor, 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)
Nicole Freedman, Active Transportation Director, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning Manager, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT
Diane Sugimura, Interim Director, Office of Planning and Development (OPCD)
Allie Gerlach, SDOT Communications
Kathy Nyland, Director, Department of Neighborhoods (DoN)
Christa Dumpys, Karen Ko, Thomas Whittemore, Tim Durkan, Laurie Ames, Yun Pitre,
Kerry Wade, Jenny Frankl, DoN Neighborhood District Coordinators
Meeting Presenters
SBAB Members
Individual Meeting Attendees