

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: January 3, 2018 6:00 p.m. – 8:00 p.m.

Co-Chairs: Amanda Barnett and Casey Gifford

Recorder: Steve Kennedy

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 Packer (The Urbanist); Walter Margeson III; Cooper Berrysmith, Johairah Bongato (MTP/Cascade); Sarah Udelhofen; Paul Wirsig (Rainier Valley Greenways); Charles Johnson; Kelsey Mesher (Cascade); Chris Saleebn (ALTA); Diann Shope; Andrew Koved; Ian Macek (SDOT); Tom Fucoloro (Seattle Bike Blog)

MEETING CALL TO ORDER

Co-Chair Amanda Barnett called the meeting to order at 6:01PM.

INTRODUCTIONS

All present introduced themselves.

PUBLIC COMMENT

Ryan Packer: He has concerns about using bike racks as anti-homeless structures, as has occurred on Western Ave.

Rich Brown (on behalf of Jesse Moore): Wanted to know how the BMP will address a gap in the plan on East Marginal Way south of Diagonal

Kelsey Mesher (Cascade): There will be an event related to the Burke-Gilman Trail on January 17. Details forthcoming.

MEETING MINUTES

The minutes of the December 6, 2017 meeting were approved.

PRESENTATIONS

Presentation Title: Swift/Myrtle/Othello Min Mobility Study

Time: 6:09

Presenters: Johairah Bongato and Cooper Berrysmith, Major Taylor Project

Purpose: Present results of their study

- The Major Taylor Project strives to get kids involved in cycling and empower them to change their lives in a positive way
- The goals of their study were to identify safety concerns for pedestrians and cyclists along the Swift/Myrtle/Othello corridor, provide feedback for the improvement of streetscape of conditions, and determine areas to target for future improvements.
- Currently, there are unsafe conditions from Geogetown to the Othello Station. These include: need for road repairs (potholes, curbs smashed by large trucks); poor visibility for pedestrians and cyclists; unsafe speeds by vehicles; inadequate infrastructure for peds and cyclists
- The specific unsafe or problematic conditions include: right turn hazard onto Swift from Albro; poor visibility at Swift and Graham; S. Myrtle St.: flooded areas after rain; brush on sidewalks and roadway; inadequate bike and ped infrastructure in many sections.
- Recommended improvements include (general for all sections): regularly remove/clean brush on sidewalks, roadway; repave, patch road and fill potholes
- Section 1---Swift Ave. S between S. Albro Place and S. Willow St.: add poles/bollards to create protected bike lane; potential addition and reconfiguration of lanes and roadway;
- Section 2 (S. Myrtle St. Between S. Willow St. And Holly Park Dr. S) and Section 3 (S. Othello St. Between Holly Park Dr. S. and Martin Luther King Jr. Way S.): recommended general and specific improvements similar to those for Section 1
- Those taking the survey and riding the route generally felt unsafe

Questions, Answers and Comments:

Q: Who took your survey?

A: About 25 kids from Cleveland and Rainier Beach H.S. rode the route and took the survey.

Q: Can the roadway be widened to create more space in certain sections?

A: Very difficult to widen roadway since WSDOT owns ROW in some key areas that could benefit from widening.

SBAB Recommendations: Support recommended improvements to increase safety and improve conditions identified in this study along the route.

SBAB Discussion /Actions/Reports

SDOT Trails Report: SBAB has not received yet. Serena will provide to the Board when it is available.

SBAB Retreat: Will be held from 6:30 to 8PM on January 17 in Pioneer Square area. Retreat will be open to the public.

2018 On-Boarding: Board members who have not taken this training should sign up. This is training for those serving on all City of Seattle Board and Commissions and covers a variety of things including ethics, Open Meeting Act requirements, etc.

Rainier Rapid Ride and Roosevelt Rapid Ride: will do next month (February). There will be a ride along the route for Del Ridge Rapid Ride on January 17.

Presentation Title: North Downtown Mobility Plan

Time: 6:45

Presenters: Ian Macek, SDOT

Purpose: discuss planning process, meetings, and schedule for Mobility Plan

- Goals of the mobility plan: support access to and mobility through North Downtown (Uptown, Belltown, and South Lake Union); identify and prioritize transportation improvements for all modes
- 23% growth in jobs and 60% growth in households by 2035; Arena will be renovated
- A separate EIS will be done for the Arena renovation; mitigation for project impacts will result from the EIS
- Separate from the EIS, there will be a \$40 million fund for transportation improvements over 20 years
- Guiding principles: increase safety; improve connectivity; protect the public realm
- SDOT did a community workshop in October 2017
- Mobility needs and what SDOT heard in 2017 workshop: enhance east-west connections; better signal coordination; improve/develop protected bike connections (W. Mercer Pl., Roy St., 5th Ave/Broad, Dexter North to Downtown); provide transit pass with event ticket; improve pedestrian options; less SOV trips; bicycling wayfinding through Seattle Center; Thomas St.-Green Streets
- Schedule: Draft Prioritized Project List (February/March 2018); Final Mobility Action Plan (July/August 2018)
- SDOT would like input from SBAB on projects list

Question, Answers, and Comments:

Q: Can the \$40 million be used for prioritized list of projects?

A: Yes. The \$40 million is separate from funds to be used for EIS Arena renovation mitigation.

Q: Can connections from Belltown to South Lake Union be improved?

A: Yes. Project list could include this.

Q: What is considered "greenspace"?

A: improvements such as stormwater facilities/rain gardens.

Q: Has SDOT considered a new protected bike route on 5th Avenue under the monorail?

A: This could be included in the prioritized list of projects.

Comment: A protected bike route along 5th Avenue under the monorail has been considered by SDOT in the past. It is a heavily used bike route and a PBL on 5th could be part of a reconfiguration of 5th Avenue to include not only a PBL but enhanced public/park space by utilizing the current curbside parking and travel lane on the west side, leaving two travel lanes to the east of the monorail columns.

Q: How is SDOT taking into account the uncertainty of where light rail stations will be for ST3?

A: SDOT is and will be coordinating with Sound Transit on station locations. Some are set and some are not.

Presentation Title: Level of Stress Analysis

Time: 7:15PM

Presenters: Chris Svolopoulos, SDOT

Purpose: discuss level of stress analysis being undertaken by SDOT

- Councilman Mike O'Brien asked for this stress analysis
- Currently the analysis is in the early stages (proof of concept phase)
- Doing macro analysis of all streets in City (high, medium, and low stress)
- Taking rider profiles into account (confident, casual, all ages and abilities)
- Will look at roadway design, geographic features and usage.

Questions, Answers and Comments:

Q: What has been done in other cities?

A: SDOT did a document review of what other approaches cities have taken and found that they were too simplistic considering our available data, so we are taking a more data-driven approach.

Q: Could level of stress be used as one of the BMP criteria for rating projects in a future BMP?

A: Yes. This could be a new additional metric used in the BMP and/or to inform spot and safety improvements.

Q: Will someone be able to go on-line and get information on level of stress for a specific route?

A: Maybe but to be determined.

Q: Will level of stress be used to modify the Seattle Bike Map or Google maps? How does the BPSA inform the LOS analysis?

A: Our approach is that street level stress is mostly a product of physical and design influences and that 'safety', which is an abstract, is not taken into account.

Comment: Could add wayfinding to maps such as "expert" or "beginner" route

Q: Will SDOT take public survey into account for the stress analysis?

A: Not currently

Q: How will the results on level of stress be used? Will connectivity and livability be taken into account along with level of stress?

A: SDOT is open to this. No set plan yet for how they will use level of stress. This is not a safety analysis.

Q: How does this tie in with level of safety analysis?

A: SDOT doesn't have a safety analysis. They stay away from this.

SBAB Recommendations and Next Steps:

SDOT will provide SBAB will something to review, probably next month. This will provide an update to tonight's initial, overview presentation.

MEETING ADJOURNMENT

The meeting was adjourned at 7:30PM.

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