

Seattle Bicycle Advisory Board Meeting Minutes

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

Chair: Casey Gifford

Recorder: Alex Lew

Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present ✓	Absent ✗
Amanda Barnett	✓	
Rich Brown	✓	
Andrew Dannenberg	✓	
Casey Gifford	✓	
Charles Hall		✗
Meredith Hall	✓	
Claudia Lewis	✓	
Alexander Lew	✓	
Sarah Margeson	✓	
Emily Paine	✓	
Patrick Taylor	✓	
Florence Williams	✓	

Guests:

Jay Herzmark

Matthew Snyder, Columbia City

Monica Dewald, SDOT

Farshid Khorasanian, UW student

Jesse Moore, Duwamish Valley Safe Streets

Alex Rempe, UW student

Jakob Ward, Toole Design Group

Nick van den Heuvel, Ravenna

Paul Wirsing, South Seattle

Caleb Weaver, Uber

Andrew Koved, QA Greenways

Kellen Bowers, UW student

Tyler Kidkiff, UW student

David Geoffrion, West Seattle Bike Connections

MEETING CALL TO ORDER

Co-Chair Casey Gifford called the meeting to order at 6:00pm

INTRODUCTIONS

PUBLIC COMMENT

- **Jesse Moore:** street vacation of ROW being requested by Nissan car dealership, Airport Way S, landscaping, and will take ROW on Airport Way. Project 81: E3 busway is in the works for next year. Pre-planning with the idea to make ROW to make the trail southward, this easement request would be adjacent of where this E3 busway expansion will be. We should think about public benefit.
- **Liam Bradshaw** emailed the following: As we approach the 2019 BMP revisitation, I would like to ask that the board consider including specific language and stricter criteria under which greenways can qualify as bicycle infrastructure. I have personally been the recipient of road-rage and aggression on the 39th ave NE greenway, and almost daily hear about near-misses from co-workers who ride on the 22nd Ave greenway in the central district. Without infrastructure to substantially decrease auto traffic and help bikes cross arterials, our greenways are really nothing more than slightly faster mixed traffic streets where people on bikes are at the mercy of drivers who are often unwilling or too distracted to give sufficient space. I feel specific guidelines to making greenways function as bike infrastructure will also be crucial to mitigate the effects of a political climate where leaders feel increased pressure against building arterial bike lanes, often turning to greenways as an alternative. Specifically, I would ask that new greenways constructed as part of the bike network should include diverters at all arterials and crossing assistance in the form of a bike-activatable RRFB or half-signal. In light of new research suggesting that traffic calming circles endanger cyclists by restricting sight-lines, I would also suggest that language be included to mitigate this risk through restrictions to planting (eg nothing taller than 24”) or removal of traffic circles on greenways,
- **Jay Herzmark:** requests that if we use abbreviations or acronyms to please use full name for people who don't know them.

ANNOUNCEMENTS

- Patrick volunteered to Move Oversight Committee.
- Rich: SPAB: concerns about riding on downtown sidewalks.
 - Mentioned the reasons why biking should be allowed: on sidewalk during public comment.
 - Safety: didn't feel comfortable, no shoulder, or narrow streets
 - Ability: folks can ride fast enough, fear of getting hit by a car, novice riders.
 - Habitual: some people use short cuts because they can't get there.
 - Strategic.
 - What is the law: reasonable speed is required, and using audible signals that should be adhered.
 - Rich was interjected by another person during public comment; talked with him afterwards.
 - Following the meeting with the hopes to continue to conversation, but there wasn't enough time, and left it at that. Follow up email; but haven't had a response.
- Bike share: Alex and Meredith to work on it. Serena: the current status is that they are waiting for the approval of permits, which will then give funding for bike parking implementation.
- City council liaisons: received responses from some of them.

- Patrick and Sarah have a scheduled meeting with M. Lorena Gonzalez.
- We are in touch with Ahmed, transportation policy advisor for the mayor.
 - We need to talk about the BMP Implementation. Are these viable that they can approve?
- When talking about budget: keep high level. We don't have specific asks since we have yet to dig deep in the city budget.
- Andrew: do we need to educate them?
 - Casey: we should start with who we are/purpose, etc
- Primary points when talking to council members:
 - Emily: High level what are the priorities for bikes at this moment. The main thing is to prioritize projects: safety, connectivity, equity. SDOT is using these metrics when the analysis to get us to the project lists. Those are the ones that we feel are the most important.
- Upcoming BMP Implementation:
 - Maps: reached out to SNG and Cascade about priorities, which can help when prioritizing projects.
- Neighborhood street fund: launching in October 22; community members submit neighborhood improvement projects. Community votes on these. Neighborhoods can rank their projects.
- Claudia has decided to step down from SBAB. This was Claudia's last meeting. Claudia had some parting words for the rest of the board: Speak up if you don't agree or don't understand. Don't feel shy. Remember that you are representing people who you love.
- Regional trails summit is scheduled for October 18 at Mercer Island Community Center
- Transportation roundtable, facility with Katie Wilson (Transit Riders Union): get together community stakeholders in bike/ped/transit to push for a change in the perceived direction that the executive is going. We need a volunteer to participate in this.

MEETING MINUTES 6:08pm

The minutes of the September 2018 meeting were approved.

PRESENTATIONS

Discussion with Uber, SDOT Curb Space Management and SPD

Time: 6:35pm

Presenters: Captain Eric Sano (SPD Traffic), Jim Curtin (SDOT), Caleb Weaver (Uber), Allison Schwartz (SDOT)

Introduction (Sarah):

- We have heard from cyclists concerned about sharing the road with ride share companies, of particular concern are safe loading zones and awareness of sharing the road with cyclists.
- We as a board would like to understand what training is provided to ride share drivers regarding sharing the road, what are the regulations regarding load zones, and how are they enforced, and how can we all work together to improve safety for all road users?

Panelist introductions:

Eric Sano (SPD):

- Original bicycle officer.

- Jan 11: viaduct closer. How do we respond quickly to clear things quickly?

Jim Curtin (SDOT):

- Vision Zero
- Everything safety, failure to yield, impaired driving.
- We've seen photos of blocking lanes.

Allison Schwartz (SDOT):

- SDOT Communications. High level education campaigns to in-person outreach.

Caleb Weaver (Uber):

- Public affairs for Uber / US West.
- Hopes its not the only time that we meet with him.
- Anxiously waiting for a permit to operate bike share (JUMP). Future of the company: multi-modal to make it easy to choose a better mode of transportation.
- It's an issue especially if someone on a JUMP bike gets hit by an Uber driver.
- Conversations; haven't done a campaign in Seattle. Produced PSA type of announcements and shared with drivers. This year: shorter message to remind drivers that bikes have the ROW; pick-ups and drop-offs in places where it was legal to do so.
- Uber can't formally train their drivers as they are "independent contractors". They have to run this fine line without doing the training. Direct instruction can be done by third parties to encourage a more robust / frequent reminders.
- Curb space management.

Allison Schwartz: SDOT first kicked off partnerships with Lyft and Uber in providing safe ride homes (impaired). However, now the issue of road safety now expand beyond impairment. Pivot towards the scope to include some driver's education; safe driver recognition. NYC: resources that Seattle can turn to.

Discussion (Q and As)

Sarah: Since Uber noted they can't formally train drivers due to contractor status? Is there a way Uber can incentivize training?

Caleb Weaver: Regulatory requirements: city and county approved training (King County, FAS). Probably nothing extensive on the bike side. Driver podcast; there are channels.

Claudia: what are records; expectations? What are the repercussions? How often are they getting cited?

Caleb Weaver (Uber): drivers are expected to follow the law, but if they have 3 driving citations over the last couple of years, they are no longer eligible. It is tracked.

The rating system is far from perfect. It is designed to provide those incentives.

Patrick: rating system is flawed; what happens if the drop off zone is a block away, and its raining? Do you give a bad rating? More risk dropping off safely.

Caleb Weaver (Uber): if you give less than 5 stars, you give a reason.

Patrick: if you take a picture; can you send it; report it?

Caleb: Yes on our website you can report it.

Sarah: Do you know where on the website to report? I have looked extensively and not found it, if it is there it is very buried.

Rich: all you need is license plate?

Claudia: are there repercussions?.

SPD has to see have to see the violation occur in order to ticket.

Claudia and Alex expressed concerns about giving a bad rating: you don't want to cost someone a job.

Caleb Weaver (Uber): it doesn't benefit anyone to have unsafe drivers. There is a mechanism.

About how the ratings work: 500 last trips are taken into an account, if they drop below a 4,

they get a warning. Meredith: People don't pay attention to community guidelines on rating. If

Uber is not communicating in the ratings, then SDOT needs to be telling how to affect change.

This is a ped / bike / transit / other drivers. Regulatory measures to incentivize behavior?

Sarah: What are the regulations regarding loading/unloading?

Eric Sano (SPD): Can't block traffic. Problem is that so many locations that people use these ride shares, they can't be everywhere. Traffic section is to respond to 911 calls to crashes. Work with Jim, Look at the high collision corridors: why are these high collision? 3-E model; engineering, education, enforcement. They don't want to just hammer with tickets. Instead SPD wants to educate before they do so.

Red light cameras: issued to vehicle not the driver. However, we have to wait for additional legislation from Olympia: cameras for blocking box and bus lanes. Long and involved. Push back.

These are things that we want to do. You don't want to pull over on Mercer and block more traffic! People start obeying the red lights and speed zones with cameras.

Claudia: point of max constraint?

Eric Sano (SPD): If we are not going to do tickets; 30 motorcycles that are designated just for downtown. Look at the high risk collision intersections and do enforcement.

Claudia: Mercer / urgency. Shouldn't have to be waving to cars.

Jim Curtin (SDOT): increase enforcement in CBD. SDOT has funds that are separate from the levy dedicated for education and enforcement activities. Healthy amount of cash to supplement what is already done in downtown with SPD.

Huge campaign on 30 to 25 mph: warning tickets. Always try to do an education and stopping people. Point is to change behavior.

Claudia: we should be making it so that when someone is driving, they should be thinking, why didn't I ride my bike?

Eric Sano (SPD): in the mean time, we have a lot more people who are commuting, living in the city. We are starting to restrict some lanes for bike, bus. They try to post officers at intersections; but it doesn't work well as cameras. Metro Transit: can sometimes of biggest offender.

Jim Curtin (SDOT): there are tools if things happen frequently. First Ave; SB onto the viaduct. Signalizing the turns. People make bad choices when they get impatient about waiting at a signal.

Meredith: what is the best way to report?

Eric Sano (SPD):

- CSR: citizen response.
- Walk + Bike on seattle.gov, can send photos.
- Citizen Traffic Complaint: traffic supervisor assigned to look at intersection; if there problems, then they go out.

Sarah: What are the mechanism to capture that data especially from the various platforms? Reporting tools? It seems SPD uses CSR, SDOT which do you all use? Do either of your agencies use the WSP Collision report data that is provided on the SPD site to report after a collision?

Jim Curtin (SDOT): we work off of data from SPD and SFD. Not near misses, but actual impacts. 13,000 crashes a year in Seattle. Value of the potential for additional issues. NYC: did wiki map. What they are working on: automated capturing of near misses. Cameras throughout the city to detect near misses. Would also give 365 traffic counts.

Eric Sano (SPD): he has face-to-face relationships with SDOT. No longer silos like before. He'll respond to emails.

Amanda: curious to know what SPD process is for when a collision happens; what are the steps?

Eric Sano (SPD): what you do at the scene is what you get. Supposed to cite at fault driver or bike or ped; if they can't determine it then they don't cite it. They don't send it to traffic follow-up due to serious injuries + hit and runs. Unless they witness it, and they just account of driver + bicyclists. Look to see any traffic cameras. Issue a case number for a reference. If there is an issuing of citation: the driver can still contest, mitigation hearing, or pay the violation. Once it gets resolved, it's entered as a moving infraction (civil penalty / fine). Reckless + DUI: technically a crime. Olympia maintains these records, but SPD is not involved. It's so easy to embellish or fudge stories; so it's pretty difficult to determine fault; in many cases, it's up to insurance companies.

Claudia: what about cell phones?

Eric Sano: they love writing cell phone tickets. It's a very easy ticket to write.

Casey: optimism in autonomous vehicles. Step towards that geo-fencing for pick-up/drop-offs? It seems like an obvious, that you shouldn't be allowed to do a pick up. Pilot project in SLU.

Caleb Weaver (Uber): expansion of pick-up and drop-offs to ease that experience. Westlake, Pioneer Sq, SLU. What Uber has committed: restricting where can people can do requests. Uber's mapping tools don't allow for a whole street or block by block basis. In the next couple months, they may be able to do so.

Alex: is there a way to have Uber's routing algorithm avoid neighborhood greenways or shared streets that have high levels of bike traffic?

Caleb Weaver (Uber): not sure; but would be cool.

Back to restrictions or training: basically the regulation set a floor on citations for drivers.

Caleb Weaver (Uber): There are states that don't have many regulations on drivers. There are places like Seattle; so they require a higher standard. Amanda: confused on requirements due to regulatory vs standards when hiring.

Andrew : so one approach, then would get the city to push for more regulation on training.

Caleb Weaver (Uber): we need to update the training course that KC does. The City and County: third party administers a training

Eric Sano (SPD): we have to look at policy changes; what are the effects?

Allison Schwartz (SDOT): Google "How to become a TNC driver?" Might give some insights on what King County training is required.

Patrick: What are the opportunities for rebuttal of bad ratings? Roughly how many are getting violations while they are working vs non-working?

Caleb Weaver (Uber): Is not aware of the numbers. The number of violations are small, but if you are personally driving bad, then they don't want them. Claims that most drivers: 10-15 hours a week of driving.

Amanda: is Uber-Bike coming back?

Caleb Weaver (Uber): Single digits numbers. Uber bike racks: people are not willing to wait. Uber and Lyft though are transition to becoming bike share providers.

Sarah: Caleb you mentioned a curb space management pilot in SLU, What are other priorities with curb space management?

Jim Curtin (SDOT): they do have a group that works with rideshare companies. There is a curb space allocation tool. Lots of different functionality because there are so many different needs.

Caleb Weaver (Uber): they have made proposals to create loading zones on every block. Surveys with drivers where you find the most pain zones? 30 locations between Belltown + Pioneer Sq. They are ready. New Mobility Playbook talks this as a goal. How to do pricing? There's a lot of conversations that still need to have.

Emily: Are the lack of load zones the problem? Incentives to not to do so. On Dexter Ave there are zones for pick-up and drop-off, yet drivers will frequently still block the bike lane in order because the customer demanded it.

Load zones: technological fixes with pick-up zones. Behavior: it's not part how they think. The potential for changing on both sides.

Allison Schwartz (SDOT): companies are working with TNC directly. Facebook for example is working with that for drop-off/pick-ups.

Amanda: What is the breakup of the riders? What about mobility issues if they can't walk 1-2 blocks down?

Caleb Weaver (Uber): Internally: how do we solve this? Could they designate a physical disability that changes the opp to get point-to-point trip. They still need to solve this.

New Pool: blocked off curbs that people should not walk to due to danger. When you tell someone to walk somewhere, there is a different obligation. Cities are not set up. On street parking? People are using the roads in different ways.

Claudia: Is the city communicating to other drivers? Education programs?

Jim Curtin (SDOT): It's the state. SDOT makes recs, but technically the state to advocate for stronger education. SDOT has done so in schools. SDOT wants to expand on the program to reach middle schoolers. How to reach out, especially older drivers?

Eric Sano (SPD): you have to show the person clearly should not be driving for many factors? Have to stay clear of age discrimination. Can't impound the vehicle to avoid economic impact.

Casey: Reduce penalty by taking a class?

Jim Curtin (SDOT): Portland has it. Want to create diversion programs.

Sarah: Thank you all for taking the time to talk with us, we hope we can continue to collaborate on how to improve safety for cyclists sharing the road with growing ride share use.

MEETING ADJOURNMENT

The meeting was adjourned at 8:00pm.

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)
Karen Westing, SDOT Communications
Kathy Nyland, Director, Department of Neighborhoods (DoN)
DoN Neighborhood District Coordinators:
 Karen Ko
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 Yun Pitre
 Laura Jenkins
Meeting Presenters
SBAB Members
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