



Jessica Szlag, Co-Chair
Clint Loper, Co-Chair
Izzy Sederbaum, Secretary
Dylan Ahearn
Jeff Aken
Jodi Connolly
Alfonso Lopez
Lara Normand
Merlin Rainwater
Kristi Rennebohm Franz
Ester Sandoval
Michael Wong

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: April 2, 2014
Co-Chair: Jessica Szlag
Co-Chair: Clint Loper
Recorder: Jodi Connolly
Location: Seattle City Hall Room L280

Minutes Distribution List:
See Attachment A

Members Present: Lara Normand, Merlin Rainwater, Jeff Aken, Jessica Szlag, Clint Loper, Dylan Ahearn, Kristi Rennebohm Franz, Jodi Connolly

Members Absent: Izzy Sederbaum, Alfonso Lopez, Ester Sandoval, Michael Wong

Guests: Anthony Auriemma (Councilmember Rasmussen's Office), Goran Sparrman (SDOT), Dongho Chang (SDOT), Lyle Bicknell (Seattle DPD), Thomas Goldstein, Dave Rogers, Steve Durrant, Fred Young, Gil Flanagan, Sander Lazar, Tom Fucoloro

MEETING CALL TO ORDER 6:05 pm

PUBLIC COMMENT: none

ANNOUNCEMENTS:

Anthony Auriemma from Councilmember Rasmussen's office - The Seattle Bicycle Master Plan update and resolution is going before transportation committee Tuesday April 8. The committee will consider the resolution and make a final vote. If it passes, it will be sent to full Council for a vote April 14.

PRESENTATIONS

Time: 6:08

Topic: SDOT Director's Introduction

Presenter: Goran Sparrman- Interim Director of SDOT

Purpose: To hear from interim Director Goran Sparrman about his perspective on the bike system as it relates to the transportation system, and Q and A.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534

mile (between the bus and home or bus and work) is very important (and bikes play a major role in that). The BMP and Comprehensive Plan will cement this reality. As the community and travel demand grows, we have to meet the need. Geography limits us – narrow and condensed. Growth needs to happen through alternative modes.

SBAB Member: How involved is the SDOT director with Comprehensive Plan update?

Director Sparrman: - The relationship is critical and needs to be integrated— land use and transportation are important; land use drives the transportation plan. The Director needs to be involved

SBAB Member: There is a challenge with managing multiple projects on the streets tight now (e.g. greenway in Ballard painted and then repaved). How do we bring the different parts of the city together to work together?

Director Sparrman: We need to look at the planning process. Modal plans need to be integrated on both the planning level and corridor level. We have limited Right of Way (ROW). How will we use it to accomplish the most possible? We hope to avoid conflicts in planning. Competition for ROW is big; we will need to continue to balance (e.g. initially wanting to repave 23rd Ave. We have a larger set of issues: freight, bikes, and pedestrian needs. We looked at a comprehensive plan— best to move bikes to parallel facility). Some agree and some disagree, but it reflects the planning that needs to happen. Another example is the Ballard Greenway – more holistic approach to projects within SDOT. There are many minor mistakes that need more attention in future.

SBAB Member: What do you think of mode prioritization?

Director Sparrman: Corridors are multimodal. We need to design solutions for them. Collaboration is important; we need a strategic plan. Regarding modal prioritization? Chicago did this -- transit, pedestrians, bikes... it gets controversial quickly. I don't know; we need the conversation.

SBAB Member: The new BMP is very ambitious. What are key 6 month and one year steps? What are funding levels?

Director Sparrman: There is lots of optimism from mayor's office on down. It will be a true high quality backbone system. We need to demonstrate that it works. The more success, the more support, the more money. Key – a cycle track through city center. An example: 4th Ave is scary. Council supportive (of cycle track) and it is in the pipeline. We need to learn from other places. For example, West Lake Sammamish PKWY had lots of controversy. Now the first part is being used and celebrated. Another example is Portland. The early investments in 1990s to 2000s really improved ridership because system was built out.

SBAB Member: How do you think SBAB can be most effective with the City Council, Mayor's Office, SDOT, and the community?

Director Sparrman: Advocate for the system, make sure we deliver on the job, and keep asking for funding. We need help with multimodal corridors. Represent bikes with win-win in mind.

SBAB Member: Currently Seattle Public Utilities (SPU) is cooperating with SDOT in Combined Sewer Overflow (CSO) basins where Green Stormwater Infrastructure (GSI) is being implemented in the Right of Way (ROW) while also serving to calm traffic. Is this cooperation between SDOT and SPU a potential future model for stretching limited municipal resources?

Director Sparrman: There is a precedent and there is a challenge. It is best to coordinate up front. Limited resources and limited funding is difficult. We need resources such that there can be more flexibility. There are legal structures around how monies are used for stormwater. Can't do any use outside their scope. We should strive for it but at times it is very difficult.

Time: 6:45

Topic: Traffic Engineer response to questions from SBAB

Presenters: Dongho Chang, Chief Traffic Engineer, SDOT

Purpose: review SDOT's management of bikes during construction, and relationships with contractors and other agencies.

Introductory statements:

- Burke Gilman Trail (BGT) (an example project) will have summer detour starting April 23rd. Seattle City Light will install underground conduit which will shut down the corridor. The detour for BGT impacts will take bikes to 40th St. SDOT designed a two way bike facility with 2 foot buffer. Uses an all way stop, a signalized intersection with all way walk and ROW to make detour. Changes will stay after BGT opens again.
- When we have long term projects, we look at how we can do as much as possible to benefit the whole community.
- 65th Cycle track to Magnusson: this was a result of leveraged work with SPU as they did their project. Partnerships and leveraged resources.
- Link Light Rail – this was at such a scale that it was hard to coordinate. Lesson learned about opening Broadway cycle track early.
- The Traffic control during construction – Manual redone in 2012. We look at each project very closely.
- Mercer- reconfiguring entire roadway. We need to make sure there is pedestrian and bike facility first. And that it fits within the schedule of the project.

SBAB Member: what about big interagency complex projects?

Dongho Chang: Capital projects has reviewed plans – hopefully these issues are in mind. Queen Anne is great for pedestrians but not for bikes. We can't isolate people-- most vulnerable have to be context sensitive and place signage. Inspectors will be out right away when they get feedback.

Comment from Goran Sparrman: There is a tremendous amount of construction coordination with these bigger projects. “Access Seattle” coordinates projects ahead of time. It is a multi-year effort. It allows response to heavy construction coming up. It includes dedicated instructors looking from different perspectives and it is up to the SDOT Director to make sure it takes place.

SBAB Member: Are inspectors trained well, is the manual really in use?

Dongho Change: Yes with Access Seattle - and enforcement.

SBAB Member: Are there ways for spot treatments to happen quickly when something comes up? Conflict points happen and ridership goes down. What other tools do you have beyond enforcement and contractor relationships?

Dongho Change: Usage of ROW costs a contractor. The longer it is closed, the more it costs. They have a responsibility to the public as well.

SBAB Member: We need more creative solutions, channels to be heard.

SBAB Member: Can't we be creative to invite more bike/pedestrian traffic through the area during construction? Make bike/pedestrian corridors and block vehicle traffic?

Dongho Change: Good point. On Broadway we should have had better access to/on 12th Ave during construction/detouring.

SBAB Member: What about when public agencies are doing projects in the city (WSDOT, POS, etc)? Are they held to same standards and expectation to be done in a timely manner?

Dongho Change: Yes. WSDOT (Dongho worked for them previously per disclosure) is a great partner that does excellent work and works hard to coordinate with SDOT on projects in the city.

SBAB Member: Re: closing sidewalks – does the manual look at volume of use for setting standards?

Dongho Change: Not get closed is 1st request – then an acceptable path separated from vehicle traffic (2nd). If a big building is being built, then a longer period of time is allowed for closure – until scaffolding is on top (then sidewalk can open below).

SBAB Member: What is perception of how well NACTO is known?

Dongho Change: It was adopted by city and state. Lots has already been used. We are utilizing the best facility. Examples are Broadway and Dexter.

SBAB Member: There are lots of conversations about management of bikes through construction – what about us being involved in Access Seattle?

Dongho Change: We can bring this back in a few months.

Time: 7:10

Topic: SDOT bike related budget overview 2014

Presenters: Kristen Simpson

Purpose: Review SDOT budget as it relates to bikes

- This is a high level overview, there will be more info when 3-5 yr plan comes up after BMP rollout.
- City's budget process is an annual process where the Mayor proposes and Council approves.
- SDOT budget has two main components: O&M and Capital Improvement Program (CIP) (includes BMP)
- CIP funding in 2014 is \$70.5M
- BTG - \$365 M property tax levy – 2015 is last year of 9 yr levy
- BMP implementation funding is separate in CIP. This year it's \$6.5 M (increased up from 4M)
- Other CIP projects that implement the BMP have other funding sources.

2014 deliverables:

- 4 miles of Neighborhood Greenways (NGW)
- Inspect 40 miles of trail,
- Restripe 60 miles of bike lane lines
- Improve 10 trail locations
- Add 6 new miles on street bike lanes sharrows
- Add 500 new bike parking spaces.
- 25 miles of new signed bike routes

2014 planning and design:

- Neighborhood greenways
- West Seattle 5-way intersection
- Center City bike network
- Trail planning
- Other projects

SBAB Member: what is the deliverable of a 3-5 year plan?

Kristen Simpson: to be able to say which projects are in planning, which are in design, which are in construction.

SBAB Member: What is the status of the City Center cycle track?

Kristen Simpson: RFQ for design team to work on it – when the design team is chosen, we could schedule a presentation. Emily will send the RFQ to SBAB to familiarize.

SBAB Member: How do you plan to wrap in the budget when 3-5 year plan comes out?

Kristen Simpson: Do enough work to know what the scope of the work is and get to where we can submit grant applications (example this is how the Thomas St overpass was done). Using this with Northgate work with Sound Transit. Use local funds first to position ourselves for grants in the future the better.

SBAB Member: \$6M that we spend for bikes – how does that compare to other modes? Recommend a geographic area to analyze different costs for different modes.

Kristen Simpson: This is tough because the \$6M is just the CIP piece, other projects also fund bike benefits/facilities. 2-3% of SDOT budget goes to bikes.

SBAB Member: it is good to know these numbers for knowing how we are investing in different mode shares. 3-5 year-- we want to see the projects and know how catalyst projects are being funded.

SBAB Member: Dollars spent compared to number of people served.

Kristen Simpson: An example – BMP money also serves pedestrians.

SBAB Member: Prioritizing modes equals prioritizing budgets and projects. SDOT will plan to present again in Spring/Summer 2014 with – 3-5 year implementation plan with project list.

Time: 7:30

Topic: 520 Corridor update

Presenters: Lyle Bicknell, City of Seattle DPD – Principal urban designer

Purpose: Overview of Bike and Pedestrian connections and key elements of East-West connections.

- There is limited across the ship canal (north – south). Looking at enhancing connections to BGT, light rail, future replacement of Portage Bay Bridge.
- Phase 1: not a huge impact on Seattle, connecting 520 bridge to land. Removing “ramps to nowhere,” and changing exiting vehicles to old Museum of History and Industry (MOHAI). Impacts to bike riding will be closing the 24th Ave bridge in early winter.
- Detour is on North Street (East North Street). Remove vegetation, widen sidewalk, use eastern sidewalk on Montlake Blvd both directions. WSDOT trying to minimize time that 24th Ave is closed.

SBAB Member: will 24th Ave continue to be the exit from the freeway?

Lyle Bicknell: A generous bike facility will remain. Eventually the area will be lidded if the money is obtained. A secondary bike/pedestrian path would be in that plan.

SBAB Member: is there a way to incentivize WSDOT to have closure be during winter in order to minimize bike impacts?

Lyle Bicknell: We will certainly have the conversation. Winter closure is good for pedestrians as well.

SBAB Member: When it reopens – is it possible to have repaving on the neighborhood streets? Shelby and Hamlin are brick and bumpy.

Lyle Bicknell: The Neighborhood Greenways are on the map. Prioritization will occur when the BMP is adopted, but if they become greenways, they can't remain as they are. The west side of Montlake also needs to be considered, Bill Gossen trail. (City council underscored the importance of undercrossings being safe comfortable, pleasurable. Right now they are not ideal. Need to be well lit, not promote inappropriate use)

SBAB Member: During the detour – is there any possibility to make enhancements to the West side of Montlake – to improve Capital Hill?

Lyle Bicknell: Yes –will widen sidewalks

SBAB Member: What about Northbound on the east side Montlake? There are concerns about bus stop conflict.

Lyle Bicknell: The bus stop will be moved a full block farther north to decrease conflict

SBAB UPDATES AND NEXT STEPS

- Silly Hilly – Central Seattle Neighborhood Greenways Saturday April 26. Contact Merlin if interested.
- Rainier Valley popup greenway 11-3:00 Sunday, April 6th
- ROW manual – contact Jeff if interested. Susan Costa is organizing Googlegroup
- Protected intersections (Fred) – will broadcast out.

MEETING ADJOURNMENT: 7:55

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle

Andrew Glass Hastings, Transportation Advisor, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Goran Sparrman, Interim Director, Seattle Department of Transportation (SDOT)

Dongho Chang, City Traffic Engineer, SDOT

Emily Ehlers, SBAB Liaison, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT

Sara Zora, Transportation Analyst

Diane Sugimura, Director, Department of Planning and Development (DPD) Bernie Agor

Matsuno, Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees