

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: December 4, 2015/ 6:00 p.m. – 8:00 p.m.
Chair: Kristi Rennebohm Franz
Recorder: Phyllis Porter
Location: Seattle City Hall, Room L280

Minutes Distribution List:

See Attachment A

Members Present:

Don Brubeck, Merlin Rainwater, Steve Kennedy, Kristi Rennebohm Franz, Michael Wong, Jeff Aken, Jed Bradley, Adam Bartz, Lara Normand, Leah Curtiss, Phyllis Porter

Members Absent:

Riley Klmball

Guests:

Scott Redmond (Sellen Construction), Tim McKey (Sellen Construction), Liz Sheldon (SDOT), Dongho Change (SDOT), Elliott Bronstein (Seattle Office of Civil Rights and Office of Labor Standards), Susan McLaughlin (SDOT), Nicole Freedman (SDOT), Sydney Miller-McGraw (Bike Works), Tom Fucoloro (Seattle Bike Blog), Shirley Savel (Rainier Valley Greenways). Bill LaBorde (SDOT), Bob Edmiston (Seattle Neighborhood Greenways)

MEETING CALL TO ORDER

Chair Kristi Rennebohm Franz called the meeting to order at 6:07pm

INTRODUCTIONS

All attendees introduced themselves

PUBLIC COMMENT

Shirley Savel (Family Bike)

- Performed audit of Rainier Valley North South Greenways 11/27/15
- 3 hours to complete route- difficult route for new beginner rider.
- Could not get across proposed greenways. There are 7, 8, 12% grades that are not normal on a greenway. Dissatisfied. Need a route to get to Rainier Valley.
- Submitting tonight a proposal for a route using flat part of greenway to protected bike lane on Rainier Ave S, same as demonstration project on Sept 13 Parking Day.
- Proposed PBL does not interfere with Columbia City parking. There is a feasible route to get back on greenway.
- Give us a PBL.

SBAB response: KRF will distribute proposal. PP and MR will follow up.

ANNOUNCEMENTS

Leah Curtiss is stepping down from SBAB due to moving to Tacoma. Kristi Rennebohm Franz offered the Board's thanks to Leah for valued service, and best wishes.

PRESENTATIONS

Construction Site Safety for People Riding Bicycles

Time: 6:12pm

Presenters: Scott Redmond, President, Tim McKey, Senior Vice President/ Director of Field Services, Sellen Construction Company. Liz Sheldon and Dongho Chang, SDOT, participated in Q&A.

Purpose: To find out what is working and what is not working.

Explain what we are doing to be helpful, better sense of what we can do for access into job sites and share candid feedback of issues as things are being built.

Construction Site Safety for People Riding Bicycles is to assist in making construction zones safer for people riding bicycles.

Construction companies secure Street Use permits for their projects' use of public right-of-way. They submit plans, have conversation, make amendments and improvements, have engagement with stakeholders and SDOT approve plans.

Street use at construction projects has to balance safety and convenience. Delivery ingress and egress at edges of project street frontage are the most dangerous points. Most safe for pedestrians and bike riders would be to close the whole block frontage and detour to another block, but that would be least convenient. Street use plans involve arriving at acceptable level of safety risk and convenience.

Feedback from all of their project superintendents is that excessive speed by cyclists in construction zones is their biggest safety concern. Cops, flaggers and delivery drivers around site-can't react in time when bike riders are going fast.

Questions, Answers and Comments:

Q: What guidance do you get from SDOT?

A: SDOT is working on evolving a Best Practices for access around job sites make contributions. We work collaboratively with SDOT. Staff is learning and looks at what is being proposed. It is a "game of inches" to work things out in a crowded right of way. Making sure bike riders are safe. We would like to get community comments back, including tonight from SBAB.

Q: Kudos for 2nd & Pike bike tunnel, and Sellen flaggers really paying attention. How did you get to this position of always trying to do the right thing?

A: Responsibility to represent our business and reputation in the community, and to help commuter cyclists get to their jobs. A genuine desire to do the right thing, to be thoughtful and engaging.

Q: Is SDOT hiring more inspectors? How should we report things to them? Who do we report to?

A: Liz Shelton will give phone and email contact info to KRF to distribute. LS recommends direct contact to inspection over Find-It-Fix-It for urgent safety concerns.

Q: How can we address bicycle behavior that needs to be transformed?

A: Education on need to go slow and be seen.

Q: [from Sellen]: What do you see as dangers in construction zones:

A: [from SBAB]:

- Articulated dump trucks making turns.
- Lack of bike rider awareness of truck driver blind spots and turning movements.
- Lack of attention by some police traffic control officers and flaggers.
- Lack of any safety provisions at all at many small projects or for short term loading.
- Lack of signs in advance of detours or interruption of bike lanes.

Q: How does intersection control work?

A: Flaggers hired by the construction company work in between intersections, and get extensive training. Intersections can only be controlled by police, by state law. SDOT is working to change the WAC to allow trained flaggers to control intersections.

Q: Where do we go from here in communication and safety?

A: Getting plans approved in advance for bikers around construction, and notice of when and how long is a simple thing that can be shared with others.

Q: Can advance notice of development projects affecting street use be given?

A: SDOT wants to make it easier for public to see what is coming up, get info in advance. Working on public online version of internal map of permitted and active construction projects. Also, SDOT is becoming involved with temporary street use review earlier in the land use and building permit process, instead of waiting until building permits are issued.

Comments:

Feedback on what is working from SDOT

- Seattle Children's Hospital Extension of the Burke-Gilman Trail
- University of WA Montlake Triangle Project
- Second Avenue Bike Tunnel- First project with bike only tunnel past project site,
- SDOT and commuters on elements on tunnel of things that work.
- Create pathways around site with intent to have a chance to meet and chat on things that work and does not work,
- Training of flaggers and police officer, if involves intersection it is police role. Flaggers are vigilant and have ability to switch them out. Worker safety, public safety ad trained flaggers at proper intersections
- If bikers are not paying attention a continuation of a bike lane, can be dangerous, if not clear, explicit.

Comments from Liz Shelton:

- New SDOT Director's Rule for bicycle safety in construction zones will be developed in 2016 to update the Traffic Control Manual. Input from SBAB requested. Will be on January agenda. KRF: Invites SBAB to have subcommittee.
- SDOT is working on a public version of their online map of active and permitted construction sites, and is getting Involved earlier in building permit review.

SBAB Recommendations:

- SDOT should be explicit in the New SDOT Director's Rules for bicycle safety in construction zones that some type of specific mitigation would be required by the construction firms/contractors if they disrupt or use an existing bike lane, protected or otherwise, during construction. The rules would spell this out. Mitigation could be contractor provision of replacement bike lanes, or something else to ensure continued and safe access by bikes.
- Provide bike lane detours out of general purpose traffic lanes as first choice, especially on major bike routes like 2nd Avenue and Dexter Ave N. Requiring bikes to merge with vehicles (even with the "cars yield to bikes" language) can destroy the "all ages and abilities" character of an entire route, not just the segment directly impacted by construction.
- Require sign placement well in advance of a blocked lane, not in the bike lane, and visible to people driving as well as people biking
- Signs need to give clear guidance that drivers need to pay attention and yield to bikes with clarity that bike riders may use full lane. Change "Bikes Merge with Traffic" signage to "Drivers Yield to Bikes".
- Pay attention to the effect of grades on bike rider ability to merge into traffic lanes.
- Give public notice of coming changes using email alerts, press releases, Seattle Bike Blog, online mapping.
- Enforce the Traffic Control Manual provisions for bicycle safety.
- Work for consistent approach by SDOT and all companies.

City of Seattle Race and Social Justice Initiative

- *Time:* 7:04 pm
- *Presenter:* Elliot Bronstein, Seattle Office of Civil Rights and Office of Labor Standards

Purpose: The Race and Social Justice Initiative is a City of Seattle initiative. Mission: end institutional racism in city government and promote inclusion and full participation of all residents. Also partner with the community and other groups to achieve racial equity.

Started 11-12 years ago with Mayor Nickels. Yet important to remember that this work started many years ago by community City's track record on racial equity historically was not good, working and representing communities in color. We are no different from any other city in the U.S. – data shows that Seattle has the same racialized outcomes as anywhere else in the U.S. Seattle was the first city to commit to ending institutional racism.

- Racial Equity versus Equality
- Why approach equity through the lens of race? Because it is a fundamental factor that determines outcomes for communities. Also affects other "isms" like income, gender etc.
- Within City government, RSJI works to impact areas where we have more control, like zoning and infrastructure that create economic development.
- RSJI also seeks to partner with other institutions on important areas such as criminal justice and transportation, where the city has some authority but not complete institutional control.

- Partnership as much as possible.
- Departments within city are responsible for their own work.
- Incorporate racial equity into our own programs, services, policies, etc.
- Departments:
 - Create an annual RSJI work plan
 - Maintain an RSJI Change Team
 - Tools, e.g. the Racial Equity Toolkit
- Interdepartmental teams work together on key equity issues, e.g. criminal justice, education and equitable development
- Toolkit – requires work teams to ask questions such as:
 - Who have we brought from the community of color to talk to community
 - What are the mitigating strategies to lessen the harm of the community
- Departments required to use Racial Equity Toolkit 4 times a year.

Questions, Answers and Comments from the Chair and members who live in SE Seattle:

Q: How can we as an Advisory Board, move this up to be a more articulated vehicle of race and social justice?

A: One person leads a committee managing toolkit.

You can push in ways that sometimes others can't. More impact if you can find allies in other boards. After sharing commitment you can become a powerful group.

A: Lara Normand, Southeast Seattle SBAB member, commented on the importance of not just having community meetings with SDOT presentations and discussion as is usually done. There is a need for opportunities for talking, listening to the voices of residents in communities of Southeast Seattle. A few open house meetings isn't going to make the change. There need to be many opportunities to talk.

Q: The initiative is conceptually great, but inequity is in lots of little projects. How do we [SBAB] have influence?

A: You are uniquely positioned to push for equity. Be thorns in the side.

Q: Elliot suggested we ask how relevant are the bicycle projects to people of color?

SBAB Chair Kristi Rennebohm suggested SBAB consider having our monthly meetings in community locations rather than always in the Center City location of City Hall as opportunity for community participation in bicycle advisories.

SBAB Comments:

Southeast Seattle Board Member Phyllis Porter emphasized the importance of leadership coming from people of color to bring communities of color into bicycling. She discussed how bicycling is not priority for people of color and that for Southeast Seattle residents, when bicycle projects are proposed, they want to know "who asked for this in my neighborhood?" She discussed her work through Rainier Valley Neighborhood Greenways, Rainier Riders, and Black Girls Do Bikes, to educate residents about how bicycling is important for health. Bicycling for health is what is important to bringing people of color into bicycling. And there need to be many opportunities for talking with people, over and over. As example, she described how she has spent many, many hours talking to people - residents, business owners, women - explaining what Neighborhood Greenways are and how bicycling can be good for health. She emphasized that we need more education for communities about the benefits of greenways and how

bicycling improves health and that the projects and outreach should come from someone who is of color. Trust is an issue excepting someone that does not live or work in community and someone who cannot relate. Community often feels that a decision is going to be made whether they participate or not an most often does not participate because of lack of trust and feeling like SE Seattle gets minimum to nothing from city government or always considered last. Community wants to feel like part of the process. We need to find a way to reach each community/culture, and neighborhood that represents this area of people. Start by getting someone to represent the community, one that they trust, relate to and communicate with consistently as a liaison between community and local government. If we continue to talk about bikes as a mode of transportation to people of color, we will continue in not reaching a large population. Before we can implement transportation as a way of getting people of color on bikes, we first have to know what they need and find out how it will benefit them. Do they all need/want bicycles? No, not for the benefit as a mode of transportation. Do people of color need bicycles? Yes, for health reasons and a way of socializing. Let's work on getting people of color on bikes for their reasons and not for those of the privileged.

Public comments:

Shirley Savel, Rainier Valley Greenways leader, spoke also on the importance of leadership by people of color within communities of color. She leads rides to introduce bicycling to people in her Southeast Seattle community. She stated that the greatest changes in bicycling in Southeast Seattle will come with leadership by people of color within communities.

SBAB Chair asked Leah Curtiss to make closing comments on Race and Social Justice with this being her last meeting before moving to Tacoma. Leah discussed her experiences as a woman bicycling in Seattle and her hopes for what Seattle could be doing as a city to make bicycling much better. She spoke to how much more needs to be done to make bicycling safe in Seattle for all people. She emphasized how very important it is for Seattle to look at and follow the examples of what other cities are doing as leading cities for bicycling with her concerns being that Seattle is falling behind other cities. She appreciated being on the bicycle board and thanked everyone for welcoming her on the board and listening to all her comments.

Rights of Way (ROW) Manual Update

- *Time: 7:43 pm*
- *Presenter: Susan McLaughlin, SDOT,*

Purpose: Update manual to Inform how to design, build and manage right-of-ways.

The ROW Manual is a Director's Rule, equal to Land Use Code amendments.

Project Objective: 10 year update to reflect

- Modal plan design guidance for freight, transit, pedestrian and bike
- Right of way allocation and priorities
- Activate and adapt public space
- Influence private development outcomes with definitive street improvements
- 11 new street types, ability to toggle on bike facilities
- Setting minimal and desirable Standards.

SBAB Dec 4, 2015 meeting minutes (final)

The use of the manual links standard plans, access design and other considerations
Manual can be improved with visual graphics, illustrations and interaction.

Adoption planned for end of first quarter 2016, but may go longer. Will include end-user testing of the website.

Lara Normand is SBAB representative on advisory committee.

Questions, Answers and Comments:

Q: How will new 2016 Storm Water Code affect this?

A: Will need to amend the green stormwater section consistent with 2016 code. Will have early adoption of a portion of ROW Manual for green stormwater and low impact development (for stormwater).

Q: What source of info are you using?

A: For bikes, the 2014 Bicycle Master Plan Update and the current NACTO Bikeway Design Guide.

SBAB UPDATES

- *Time:* 8:04 pm
- *Presenter:* Nicole Freedman

In response to SBAB request at last meeting, Nicole Freedman provided a quick rundown of project status.

This is a partial list

- Roosevelt Way- complete early 2016
- RP- paint is complete
- Rainier Valley Greenways- completer early 2016/ SRTS- goals met 12 school and 14 educators
- Broadway and PBL extend Denny to Roy \$14 million
- Dearborn, finalized, implement tracks next year

MEETING ADJOURNMENT

The meeting was adjourned at 8:11pm

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, Transportation Committee Chair
Scott Kubly, Director, Seattle Department of Transportation (SDOT)
Nicole Freedman, Active Transportation Director, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning and Urban Design Manager, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT
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