

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: February 3, 2016 / 6:00 p.m. – 8:00 p.m.
Chair: Kristi Rennebohm Franz
Recorder: Adam Bartz
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Adam Bartz, Jed Bradley, Don Brubeck, Steve Kennedy, Riley Kimball, Lara Normand, Merlin Rainwater, Kristi Rennebohm Franz, Michael Wong

Members Absent:

Phyllis Porter

Guests:

John Arnesen, SDOT
Andy Baker, Ballard Resident
Art Brochet, Seattle Department of Transportation (SDOT)
Tom Fucoloro, Seattle Bike Blog
Casey Gifford, Fremont Resident
Bill LaBorde, SDOT
Sidney Miller, Bikeworks
Gordon Padelford, Seattle Neighborhood Greenways, Seattle Pedestrian Advisory Board
Kyle Rowe, SDOT
Shirley Savel, Familybike, Rainier Valley Greenways
Darby Watson, SDOT
David Winiecki, Beacon Hill Resident
Sam Woods, SDOT
Sara Zora, SDOT

MEETING CALL TO ORDER

Chair Rennebohm Franz called the meeting to order at 6:00 pm.

WELCOME/INTRODUCTIONS

Darby Watson returned to SDOT as Director of Project Development for Move Seattle projects. Watson formerly managed SDOT's complete streets program for SDOT.

SBAB MEMBERS REPORTS/LIAISON UPDATES

Art Brochet, SDOT Project Communications Lead, shared that there will be a public announcement the week of February 8 concerning the application process for the Neighborhood Street Fund. The Neighborhood Street Fund is a large grant program established by Bridging the Gap that was renewed and nearly doubled under Move Seattle. The program operates on three-year cycles, and the application process for this cycle will run from February 15 through March 2016.

Chair Rennebohm Franz met with Councilmember Mike O'Brien and his staff to discuss Seattle Bicycle Advisory Board (SBAB) position openings and the appointment process. In addition to the current openings, Chair Rennebohm Franz's final term expires on August 31. Councilmember O'Brien was interested in streamlining the process so all open positions can be filled at the same time. Current members should inform the Chair in the near future whether they

want to remain on the Board. The City will announce SBAB openings and invite applications. There will be an interview process with SDOT, Councilmembers, the Mayor, and SBAB. The Council and Mayor can make recommendations, and the Mayor can also directly appoint Board Members.

The Mayor's office has developed trainings for oncoming Board Members for the various City boards and commissions. The 2.5 hour onboarding trainings will cover the Race and Social Justice Initiative, ethics and whistleblower protections, managing public records, and the Open Public Meetings Act and the Washington State Public Records Act. There are four scheduled trainings on 2/9, 2/25, 3/8, and 3/24. Board Members are encouraged to attend. RSVP to KRF.

Brian DePlace and Liz Sheldon are SDOT's leads on the Director's Rule on Bicycle Safety in Construction Zones and the Traffic Control Manual. Sheldon and DePlace will notify SBAB when input is needed.

SDOT recently hosted a Waterfront Bike and Pedestrian Safety walkthrough with Sean Cryan, Melody Berry, and Ken Ewalt seeking recommendations for bike and pedestrian improvements along the waterfront.

Board Member Lara Normand has been working with SDOT on the Right of Way Improvements Manual (ROWIM) update. SBAB subcommittee will meet on 2/9 to review. Comments and questions should be sent to Board Member Normand.

Chair Rennebohm Franz attended this week's City Council Transportation and Sustainability Committee meeting to reference SBAB's 2015 letter in support of Pronto. Most public comments were supportive of Pronto. Vice Chair Rainwater also attended, and Board Member Porter presented her proposal of locating a Pronto station at a South Seattle High School. The next committee meeting to discuss Pronto is currently scheduled for February 19th, but could be rescheduled.

The 2016 Pro Walk Pro Bike conference will take place in Vancouver BC this September. Vice Chair Rainwater submitted an application for SBAB to present a panel discussion on building effective bicycle advisory boards. Chair Rennebohm Franz and Vice Chair Bartz are tentatively scheduled to attend. All other Board Members are invited and encouraged to participate if SBAB is selected to present.

Possible City purchase and operation of Pronto bike share system was on the Council's Sustainability & Transportation Committee agenda yesterday. Chair Rennebohm Franz testified, reiterating past SBAB comments and letter. SBAB member Phyllis Porter presented as an individual a proposal for Pronto expansion to SE Seattle including schools.

The Emerald City Bike Ride on April 3 is a partnership with WSDOT, SDOT and Cascade Bicycle Club. The urban ride based in Seattle is taking place on the opening weekend of the new floating section of 520. Participants will ride on the new 520 bridge and on the I-5 Express Lanes. The route continues throughout the City and 6,000 to 7,000 riders are expected. Several Board Members have registered and all are encouraged to attend. Scholarships are available.

The new City of Seattle Transit Advisory Board selected their leadership at their recent board retreat. Chair Rennebohm Franz presented at the retreat on behalf of SBAB and gave suggestions on how to be an effective advisory board. Transit Board Member Zach Shaner will be the liaison to SBAB.

The new First Hill Streetcar opened last month, and Chair Rennebohm Franz said it was easy to bring a bike on board the new streetcar. She suggested that SBAB write a thank you letter to Ethan Malone at SDOT and to Sound Transit for successful completion of the First Hill Streetcar.

Sound Transit's Link Light Rail expands to Capitol Hill and the University of Washington on March

19th. There will be a large public celebration on the opening day. Sound Transit and SDOT will study bicycle parking at the new stations after operations begin.

Chair Rennebohm Franz and Board Member Kennedy have been working with SDOT on the Center City Bike Network Draft Plan. On January 29th there was working group meeting with SDOT and SBAB on the plan. The Draft Plan will be released after the Mobility Plan is completed.

Information on the Ballard Bridge was included in packets distributed to Board Members. Board Member Kennedy noted that the list of improvements for the bridge and approaching routes came from a design charrette he attended. It is not apparent if anything has been done regarding the bridge since July 2015. Board Member Kennedy suggested the City stage improvements. An inside railing to prevent cyclists and pedestrians from falling into the roadway should be prioritized. SBAB requested a meeting with SDOT for an update on the Ballard Bridge.

SBAB members agreed to draft a letter to the Sound Transit Board in support of a new bike, pedestrian and transit bridge as part of the Ballard to Downtown light rail project included in Sound Transit 3 (ST3). The City Council and Mayor sent a letter to the Sound Transit Board with a recommended alignment but did not specify whether the connection would be by a tunnel or new bridge. The Sound Transit Board will likely finalize the project list for ST3 in June 2016.

SBAB leadership team met recently and prepared a draft advisory letter and process so the Board can efficiently prepare and send advisory letters. SBAB members requested to send comments.

PUBLIC COMMENT

Shirley Savel said she uses 2nd avenue protected bike lane (PBL) several times a week. Left turns on the red arrow continue to be a problem, even with the new light placement. Ms. Savel requested additional enforcement along the 2nd Ave PBL.

SBAB will prepare a letter to the Seattle Police Department (SPD) and SDOT expressing continued concerns on left turns on 2nd Ave and a request for additional enforcement. Steve Kennedy will draft a letter.

Andy Baker expressed disappointment that SDOT is designing the Center City Network using subpar standards.

Gordon Padelford announced that Seattle Neighborhood Greenways is working with other community organizations to reduce speed limits on non-arterial streets to 20 mph and eventually arterials to 25 mph. He asked all to invite support from neighborhood and other community associations for this Vision Zero initiative.

PRESENTATIONS

SDOT Bike Parking

Time: 6:37

Presenters: Kyle Rowe, SDOT

Purpose: Provide an update on the bike parking program.

SDOT is working with the Department of Planning and Development (DPD) on updating the Land Use Code's bike parking requirements for new development. Proposed revisions should be submitted to the City Council in June. Standards for various types of development from other cities such as New York, San Francisco, and Portland are being studied to determine what will work in Seattle.

The SDOT on-street bike parking program is mostly request-based. Requests are not limited to property or business owners. The request-based approach to the program leaves gaps around

the City. There is an effort to expand the program to get more racks across the City. SDOT is working with the Department of Neighborhoods (DON) to identifying areas of the City where few requests are received. SDOT often looks for new bike parking opportunities with bike safety projects. SDOT is also working with other agencies like Sound Transit, Metro, and Seattle Parks Department on bike parking projects.

SDOT has partnered with neighborhood associations on bike parking. Pioneer Square Neighborhood Association is currently seeking feedback on proposed bike racks with an online survey.

Under the Move Seattle levy, SDOT is committed to providing 1,500 new bike parking spots citywide.

A new SDOT Client Assistance Memo (CAM) is being prepared to give guidance for privately funded custom or commercial bike racks located in the right-of-way.

Questions, Answers and Comments:

Q: Is there an application or handout to request a bike rack?

A: Requests can be made by sending an email to walkandbike@seattle.gov

Q: How does SDOT handle requests?

A: Requests are handled first come, first serve. Parking requests in historic districts, parks, or in street take longer to process and complete. Simpler requests happen fairly quickly after an assessment. Installing bike parking is good wet weather work for SDOT to complete during the winter months.

Comment: SDOT should prepare a PDF of a request handout so applications could be printed and distributed.

Q: Can you submit a request for parking at multiple sites? For example, along the Rainier Valley Greenway.

A: Yes. It is often better because it is a more complete community wide approach to parking installation. Ballard recently underwent a neighborhood-wide parking installation project. Bike corrals were installed in street in locations where vehicles were illegally parking.

Q: How do you enforce parking requirements in new commercial buildings?

A: That is enforced by a DPD site inspector, not SDOT. Can ask DPD about enforcement and send response to SBAB.

Comment: Impression from working for private developer is that if you meet long term parking requirement inside the building, outside public parking is not required. Perhaps outside parking should be a requirement. Long term vs. short term parking also needs to be defined.

Comment: The Commute Seattle survey noted that bicycle parking in office buildings are demand driven beyond what the code requires. City code should allow parking conversion below minimum car parking requirements if bike parking demand exceeds supply.

SBAB UPDATES AND NEXT STEPS

SBAB will follow up with SDOT on parking requirements in land use code and neighborhood wide parking suggestions.

SDOT BMP 5 Year Implementation Update

Time: 6:49 pm

Presenters: Sara Zora and Kyle Rowe, SDOT

Purpose: Provide an update on the Bicycle Master Plan 2016-2020 Implementation Plan

Overview of the presentation:

- Deadlines and Deliverables
- 2016-2020 Bicycle Master Plan (BMP) Implementation Plan
- Feedback
- Next Steps

Deadlines and Deliverables:

- Feb 3
 - Draft project list
 - Draft project maps
 - Draft strategies and program
- Feb 11
 - SBAB Meeting with SDOT for in depth discussion on 5 Year Implementation Plan
- Feb 24
 - SDOT will email 5 Year Implementation Plan Draft to SBAB for review
- March 2
 - SBAB meeting – discuss comments and questions on the 5 Year Implementation Plan Draft
- March 9
 - Final SBAB comments on 5 Year Implementation Plan Draft due
- March 16
 - SBAB endorsement of 5 Year Implementation Plan and 2015 Annual Progress Report
- March 31
 - Submit Final 2016-2020 BMP implementation Plan and Final 2015 Annual Progress Report to City Council

2016-2020 BMP Implementation Plan:

- Move Seattle deliverables over 9 years:
 - \$65 million on bicycle projects
 - 50 miles of PBLs
 - 60 miles of neighborhood greenways
- Purpose
 - Serve as an accountability and predictability tool and to guide future budget requests.
- Project delivery, program delivery and public engagement
- Performance measures
- Two new items that were not included in previous 2015-2019 Implementation Plan:
 - Design initiatives
 - Protected intersections, safe routes to school spurs off of greenways, greenway gateways, etc.
 - Major projects updates
- Majority of the information in the plan is in the appendix:
 - Costs and funding
 - Projects and programs
 - Implementation maps
 - Project lists
 - Strategies and programs
 - Project changes
- Project List process:
 1. Account for built projects

2. Re-run prioritization framework
 3. Review other work plans to identify leveraging opportunities
 4. Review 2015-2019 project status
 5. Qualitative evaluation criteria
 6. Update project list
- Transit team is undertaking a process to identify which projects can leverage other funds.
 - Implementation Plan includes projects that are not funded by the City, including 520 and the Arboretum.
 - Qualitative evaluation criteria to sure that prioritizing projects is taken into account.
 - Updated project list:
 1. PBLs
 2. Neighborhood greenways
 3. Trails
 4. In street, minor separation.
 - Strategies and Programs
 - Carried over activities are items in white on spreadsheet
 - New activities are items in yellow on spreadsheet that will begin in 2016
 - Although the City had not yet undertaken Vision Zero when the BMP was adopted, it is included in the 5 Year Implementation Plan.
 - In 2016, Vision Zero work includes reducing speed limits on 10 corridors, downtown to 25 mph, all non-arterial residential streets to 20 mph, and default arterial speeds will be reduced to 30 mph.
 - Status updates are in the 2015 annual progress report
 - Performance measures
 - Targets and trends established in 2014 BMP were not included in 2015-2019 implementation plan. They are introduced in the 2016-2020 implementation plan and will be tracked in the annual progress reports. The targets and trends were established in the BMP and will not be changed.
 - SDOT is seeking input on the following from SBAB:
 - What major projects require updates?
 - What are the highest priority strategies and actions?
 - Are there strategies and actions that SBAB could champion?
 - What are the top BMP priorities or design initiatives?
 - Is there additional qualitative criteria to consider?
 - Connectivity is included, but could it be further highlighted?

Questions, Answers and Comments:

Comment: There should be a differentiation in the list between buffered bike lanes and traditional bike lanes.

Q: Are the project types listed realistic or hopeful?

A: The projects in the list are high ranking projects that fit well into providing an equitable 5-year plan that connect with other projects. The later projects have not yet entered design, so the type of bicycle facility may change during design process.

Q: Can the map display existing infrastructure with the new projects to illustrate connectivity?

A: Yes, it will. The reason existing infrastructure was not included because it is an early draft.

Q: Can you add City Council districts to the list?

A: The map illustrates the Council districts, but they can also be added to the project list.

Q: Is there an indicator for equity?

A: Equity is included in the initial scoring criteria evaluation.

Q: Why don't projects have a minimum length? Several projects listed are significantly shorter than a mile.

A: Many projects only require a short distance to create connections. For example, this year the south end of the 2nd Ave PBL will be completed and is only .14 miles.

Q: Why do the 2016 projects not connect or feed into each other?

A: The projects are selected due to a ranking process. Often these projects don't immediately connect with other bicycle infrastructure because it is a part of another project, such as a repaving project, so they may not connect perfectly with an existing project.

Comment: Connectivity, Equity, and Safety are recurring priorities for SBAB.

Q: SDOT has access to significantly more funds from Move Seattle, why does this project list seem no more ambitious than we saw under Bridging the Gap?

A: Move Seattle funds \$65 million over 9 years for bicycle related projects. In order to complete many of these projects the City will need to leverage additional funding. Move Seattle dedicated \$65 million for bicycle projects and committed to 50 miles of PBLs and 60 miles of neighborhood greenways over 9 years. The targets are to complete 5.6 miles of PBLs and 6.7 miles of greenways per year. Financial analysts are still tracking and developing the cost and funding allocations for Move Seattle. Those allocations will be included in the draft implementation plan.

Q: If the levy didn't pass, what amount of funding would have been available?

A: Almost none. Nearly the entire bike program is funded through the levy.

Comment: The \$65M in bike projects compose ~7% of levy total in Move Seattle, up from ~4.5% from Bridging the Gap.

Q: Is there some way we can have consistency or predictability with staff leads on projects?

A: SDOT needs to hire more staff to handle the work load of Move Seattle, so there will continue to be shifts in staffing on projects. The Capital Projects Dashboard will list Project Managers. Every project that goes to public outreach has a website that lists the Project Manager and/or Outreach Liaison for the project.

Comment: Neighborhood greenways should not include segments with unreasonable grades. There should be a clear direction on what it means to have a connected, useable, and comfortable all ages and abilities network. It may mean moving greenways to arterials with PBLs to maintain usability, connectivity, and comfort.

Comment: The Portland bicycle facilities user map provides very clear color coding on where there are missing links and dangerous connections.

Q: Why doesn't the City spend more money sooner on bicycle infrastructure to build connectivity and increase mode share quicker?

A: The SDOT budget isn't as flexible as it appears due to large projects, particularly the Seawall.

Comment: It would be good to have more sooner, but a value in a slower pace on these projects is to learn from our mistakes and perfect these projects. Additionally, there are a limited number of contractors that can complete quality bicycle projects. Advancing too many projects would risk the ability to secure quality contractors.

Comment: When SDOT met with Vancouver, BC City Transportation Officials, they were told that with Vancouver's more progressive tax policies, they do not face funding constraints with delivering bicycle projects. Vancouver's constraints were a limit on how much work can be completed in a year.

SBAB UPDATES AND NEXT STEPS

SBAB Members should alert Chair Rennebohm Franz of their availability for February 11th meeting.

SR520 Update

Time: 7:48 pm

Presenters: John Arnesen, SDOT

Purpose: Provide an update on the status of construction and detours related to the 520 bridge

Chair Rennebohm Franz and Board Member Aken recently met with Eric O'Brien of SDOT and other staff from the 520 project to discuss the 520 projects and the connectivity and safety impacts.

The bridge to the old MOHAI site has been closed. In the original plan, there was supposed to be a continuation of the bicycle connection after that bridge was opened. It was later determined there was not sufficient room for construction access, vehicles, and a pedestrian and bicycle connection.

A map was provided that illustrates the initial detour route and signage. The detour will be in place until summer 2017. SDOT would like input on detour signage. The two options for signage are orange detour signs or the green Lake Washington Loop directional signs.

At the intersection of Montlake Boulevard and Lake Washington Boulevard, there is limited space for bicycles and pedestrians while maintaining ADA access due to the structure. Posts will be installed to direct people to the ADA ramp and prevent them from turning east where there is no longer a sidewalk.

Questions, Answers and Comments:

Comment: I ride through this area during my daily commute. There is a need for more signage. The detours at UW for the Burke Gilman Trail were enhanced with roadway paint. That would be very helpful.

Q: Are the white posts on the sidewalk flexible?

A: Yes, they will bend at the base if a bicycle hits them.

Comments: There should be paint directing people away from the posts.

Q: Can you extend the yellow grip pad and ADA ramp to extend what is currently a tight turn?

A: No, the entire ramp would need to be rebuilt, and it is on a structure, so too costly.

Comment: With light rail opening in a month, and the significant increase in bicycle and pedestrian traffic during the summer, there will not be sufficient space on the sidewalk to handle the increased traffic. There should be additional lighting along the route and poor drainage and sidewalk conditions should be repaired.

Q: When will the route re-open?

A: The city doesn't want to keep it closed. It should reopen when this stage of the project is finished. WSDOT will be building a lid over 520 and should be able to keep a bicycle route through the area.

Comment: Any sidewalk closure should be signed well in advance.

Comment: Both Detour and Lake Washington Loop Signs should be installed along the detour route.

SDOT will install both Lake Washington Loop and Detour signs along the detour route. SDOT will install more standard detour signs than Lake Washington Loop signs.

SDOT will ask WSDOT to look at the off-ramp traffic volumes to see if two auto lanes are actually needed.

MEETING ADJOURNMENT

The meeting was adjourned at 8:12 pm.

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle
Andrew Glass-Hastings, Transportation Advisor, Office of the Mayor
Mike O'Brien, Chair, City Council Sustainability & Transportation Committee
Rob Johnson, Vice-Chair, City Council Sustainability & Transportation Committee
Kshama Sawant, Member, City Council Sustainability & Transportation Committee
Lisa Herbold, Alternate, City Council Sustainability & Transportation Committee
Scott Kubly, Director, Seattle Department of Transportation (SDOT)
Nicole Freedman, Active Transportation Director, SDOT
Kristen Simpson, Acting Director, Project Development, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning Manager, Policy and Planning, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT
Jim Curtin, Strategic Advisor, Vision Zero, SDOT
Dawn Schellenberg, Strategic Advisory, Communications, SDOT
Allie Gerlach, Webmaster, SDOT
Diane Sugimura, Interim Director, Office of Planning and Community Development (OPCD)
Kathy Nyland, Director, Department of Neighborhoods (DoN)
City of Seattle Neighborhood District Coordinators
Meeting Presenters
SBAB Members
Individual Meeting Attendees