

Seattle Bicycle Advisory Board Meeting Minutes

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

Co-Chairs: Casey Gifford and Amanda Barnett

Recorder: Sarah Margeson

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:

See Attachment B

MEETING CALL TO ORDER

Co-Chair Casey called the meeting to order at 6:03pm.

INTRODUCTIONS

PUBLIC COMMENT

Greg Cook, Dept. Neighborhoods

- June 16-July 16 vote online or paper or in person at SPL
- \$3M to spend this year

Robert, Beacon Hill Safe Streets

- Jose Rizal Bridge Event → to discuss intersection safety improvements
- June 23 10am-Noon

Nick, Unaffiliated

- Inaccuracies on Seattle Bike Map → MLK notes bike lane yet one is not there
- Requesting support of SBAB to request SDOT to change bike lane denotation on map

ANNOUNCEMENTS (none)

Executive Transitions

- Puja, Secretary looking for replacement
- Amanda, Co-Chair looking for replacement
- Recommend overlap time frame for 2-3 months for onboarding
- Call for members to push in by July mtg.

6:20 SBAB Discussion/Actions/Reports

SDOT Bridge Safety Meeting Update

- Steve attended mtg. on May 30th; provided updates & copy of handout mtg.
- Focus: Bridge Safety Analysis Study of Feb. 2018 specifically the Ballard Bridge
- Main concerns: lack of railing b/n bike/ped path & traffic; merge point; & on/off ramps on north section
- Challenge: Cost of improvements (\$9M-\$12M for sidewalk alone) with only \$15M of funding for the work
- \$4.6M to bike & ped remaining \$10M to seismic upgrades to bridges
- Discussed next steps → SDOT will look into possible small improvements & additional funding sources to offset costs; they will circle back in December with further updates
- Monica DeWald noted several stakeholders involved due to freight route
- SDOT will publish list of next steps to send to SBAB

Downtown Priorities Subcommittee Update

- Mitch updated from meeting with Cascade & Greenways
- Letter in draft requesting prioritizing connected network without specifics
- Connection points: 2nd to Dearborn & Westlake Cycle Track
- Casey recommended including specific streets with associated funding levels & timeline – possibly noting when they were scheduled to be complete vs. our request – to determine if we are requesting accelerated work → argument being that in lieu of 4th Ave expedite these projects
 - North & East/West connections – 9th & Pike/Pine
 - Include the South but keep it vague – emphasize need for connection point without specific recommendation on route
 - SNG goal for Dec. 2018 -
- Don recommended listing 3 main downtown segments recommended by SN Greenway map
- Concern not to endorse a specific south segment option until studied.

- Serena recommended expediting letter
- Amanda questioned if we should advocate for interim since drift from original requests of permanent infrastructure
- Unanimous vote to approve letter to send to SDOT

New Member Committee Update^[11]_{SEP}

- Update to proposed timeline provided to Serena
- Receive cover letters by July 4th with 2 wks .to review among 5 board members
- Request 2 additional board members to support review of apps & cover letters – Emily volunteered
- Interviews will be late July
- Call for Applications will be released TBD – website will be updated tomorrow
- 6 spots to fill

Rainier Rapid Ride Update^[11]_{SEP}

- Amanda drafted memo
- Unanimous vote to approve & send letter to SDOT

Move Seattle Levy Update

- SBAB shouldn't be tasked with picking which projects to remove, rather SDOT should strategize how to resolve challenges currently faced.
- What are SDOT's strategies to implement the Bicycle Master Plan and programs by 2035?
- Are we on track during the period of this levy to implement a proportional share of the BMP?
- What are SDOT's strategies for coping with recessionary periods in coming years?
- SDOT should request additional funding sources in annual budget cycles and from grants and partnering sources.
- Requested SDOT provide costs of recent projects to inform our recommendations
- If there is, say, a \$32M shortfall over 7 yrs. – could be handled by small adjustments across multiple projects and from added funding. Not a large sum for City capital projects.
- SBAB recommends to fill the gap & generate new solutions to remain on track with BMP
- SBAB next steps to identify priority network given setbacks

MEETING MINUTES

The minutes of the May meeting were approved.

PRESENTATIONS

Presentation Title: Multi-Use Trail Pilot Project

Time: 6:45

Presenters: Todd Burley, Sustainability Advisor, Seattle Parks & Rec

Purpose: to inform

- Seattle Board of Park Commissioners requested additional community outreach
- How to manage use
- Each trail distinct, each managed by multiple jurisdictions which complicates
- Current
 - No speed limit; no motorized vehicles; shared use; limited signs & enforcement from SPD
 - Conflict of use from multiple users & inconsistent regulations
 - Safety, clarity, consistency, & enforcement
 - Ridership up, E-bikes sales up 450% since 2013
- Proposal
 - Burke Gilman, Duwamish, Elliott Bay, Melrose Connector, Mountains to Sound
 - Establish a 15mph speed limit, allow class 1&2 e-bikes & educate via signs
- Parks not responsible for enforcement, SPD is and lacks time so prefer to do an education campaign
- Evaluate via bike counters & radar for speed (noted expense)
- Also looking to do focus groups & surveys on site
- July 12 address Commissioners again for expected vote

Questions, Answers and Comments:

Q: Why are class 3 e-bikes not included?

A: Consistent with state law, which took effect June 7. By the state law, where multiple agencies have jurisdiction for segments of a trail, all have to agree to local amendment to allow class 3 bikes, to be able to enforce any of the jurisdictions' rules. It seemed difficult to get agreement on that at this time.

Q: Can there be soft infrastructure improvements?

A: SDOT does paving related improvements not parks – conversations are occurring

Q: Can Parks put speed feedback monitors on trail to educate users?

A: Parks finds that those motivate people to increase speed unless “slow down” added at speed limit; possibly considering pole mounted monitors in partnership with SDOT.

Q: Are their regulations about max width for use?

A: The rule currently states that users must stay on the right half of the trail.

Comment:

- Don endorsed project with concerns on why class 3 not included
- Amanda commended project, acknowledged enforcement challenges to protect vulnerable users

SBAB Recommendations: N/A. SBAB wrote a letter of support for the pilot in May.

Presentation Title: Seattle Levy Prioritization

Time: 7:25

Presenters: Elliot Helbrecht, Levy Oversight Committee & Monica DeWald, Manages BMP, SDOT

Purpose: to inform updates & share themes from modal boards

- Jim Curtain replaced Darby Watson for 3 months
- Themes
 - Boards & SDOT want more time to review & prepare docs
- June continue to receive Qs and share cumulative Qs received from boards; July finalize recommendations to provide to Oversight Committee.
- Next implementation plan would look at year ahead as well as 6 yr. remainder complete with mid-course adjustments
- Provided projects with costs & miles
- Provided a “Draft Option for Discussion” – SDOT proposal, with endorsement requested from SBAB.
- Monica noted challenges with estimating costs at various stages of project development (30/60/90% design)
 - Evaluate arterial crossings, capacity.
 - Capture most of costs by 30% because they evaluate signal capacity – weather need for new boxes, breaking asphalt, and triggers of other work based on individual project
 - 30-100% outreach can incur more funding – example is Westlake facility incurred \$700k to bring in consultant to work with community contentions
 - Bids have been coming in much higher based on downtown construction

Questions, Answers and Comments:

Q: Is there a risk contingency formula included in each project plan?

A: Yes, but our contingency range was too wide so are trying to general at 1%, get to 10% before handing off to capital projects team. Risk assessment more informed by 10% (community, capacity, level of service) produce new cost estimate at 10% hand-off.

Q (follow-up): Is there a design contingency included at each stage of development, to account for unknown issues? Typically as the level of design increases, the design contingency decreases.

A: No.

Q: You mentioned that bids for bike projects in particular are coming in higher. Your projects are unit-price based; does that mean that specific items such as striping are coming in with higher unit prices on bike infrastructure projects than roadway projects?

A: No. I don't have information that says that is the case. I was told that bike infrastructure projects are coming in at higher prices.

Q: Are contractors bidding up because it is a bike project?

A: Bids for bike projects are coming in higher – apparently escalating at a more significant rate than other projects based on a conversation with the Director of CPRS (contracts group).

Q: What is the escalation rate being utilized?

A: We don't know.

Q: The statement of SDOT needing additional \$36M to meet commitment of 50 miles of PBLs & 60 miles of greenways, how did SDOT come up with that figure?

A: We work with some per a mile costs but also add percentages based on location, we use a general average cost estimate. Approximately \$8,000/mile average utilized.

Comment: In SDOT's "Draft Option..." the phrase "within available funding" is a concern. If funding is not adequate, SDOT should secure additional funding.

Q: What does "to plan" in hand out mean, for implementation in last years of Levy? You mean "to budget"? It is misleading.

A: Yes.

Comment:

- Don commented that the building design and construction industry tracks escalation rates quarterly for cities nationally and that civil projects must have similar data. We have requested that SDOT show us their escalation rate assumptions for levy planning and at design stages.
- Cost estimates will help SBAB to evaluate recommendations based on costs
- This information enables to adjust recommendations based on costs, such as SBAB may focus on limited expensive projects to complete basic bike network over mileage
- Monica noted downtown projects are significantly more expensive
- SBAB to work on projects recommended & to evaluate indicators of progress with BMP supplied by SDOT
- SDOT should be tracking all of the Bicycle Master Plan project types and programs and showing progress on the whole BMP, not just the levy projects.
- In early May, SBAB requested data on progress from SDOT

SBAB UPDATES AND NEXT STEPS

- Request progress data on indicators of BMP

MEETING ADJOURNMENT

The meeting was adjourned at 8:03pm

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
 Thomas Whittemore
 Yun Pitre
 Laura Jenkins
Meeting Presenters
SBAB Members
Individual Meeting Attendees

ATTACHMENT B

Attendance Sign-In Sheet

Seattle Bicycle Advisory Board Meeting

Please Print Legibly

Date: 6 June 2018

	Name	Affiliation/ Neighborhood	Email
1	Robert Getch	Beacon Hill Safe Streets	Robert.getch@equi.com
2	Matthew Snyder	Columbia City	
3	Laura Goodfellow	Pike Place	
4	Alex White	Lake City	alex.alan.white88@gmail.com
5	Bob Deroy	Victory Heights	transitready@gmail.com
6	EUGENE WASSERMAN	North Seattle Industrial Assn.	eugene@ecwassociates.com
7	Monica DeWald	SDOT	monica.dewald@seattle.gov
8	Jim Curtin	SDOT	jim.curtin@seattle.gov
9	Jesse Simpson	Capitol Hill Renters Initiative	jsimpson04@gmail.com
10	Andrew Flaved	AA Greenways	ANDREWFLAVED@gmail.com
11	Kraig Cook	DDN	kraig.cook@seattle.gov
12	Bill Nylund	Beacon Hill	mbnylund@yahoo.com
13	Clara Carter	Seattle Neighborhood Greenways	clara@seattlegreenways.org
14	Paul Wirsing	South Seattle, RYG, BHSS	pwirsing@acsh.org
15	Nick van den Heuvel	Rainier	nicholas.vandenheuvel@gmail.com
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