

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** April 1, 2015 / 6:00 p.m. – 8:00 p.m.  
**Co-chairs:** Kristi Rennebohm Franz and Jeff Aken  
**Recorder:** Don Brubeck  
**Location:** Seattle City Hall, Boards & Commissions Room L-280

### **Minutes Distribution List:**

See Attachment A

**Members Present:** Jeff Aken, Adam Bartz, Don Brubeck, Leah Curtiss, Steve Kennedy, Clint Loper, Lara Normand, Ester Sandoval, Michael Wong, Riley Kimball, Merlin Rainwater, Kristi Rennebohm Franz

**Members Absent:** none

### **Guests:**

Emily Ehlers, SDOT; Sam Woods, SDOT; Bill LaBorde, SDOT, Kristen Simpson, SDOT; Gordon Padelford, Seattle Neighborhood Greenways; Tom Fucoloro, Seattle Bike Blog; Broch Bender, WSDOT; Fred Young, Alta Planning & Design; Matt Servia, Wallingford/Cascade ALI; Zach Willis, Eastlake/Lake Union Greenways; Robin Ellis, CD Cascade ALI ; Josh Cohen, Crosscut/Next City, Mary Jo Porter, Steven Xu, UW student.

### **MEETING CALL TO ORDER**

Co-chair Kristi Rennebohm Franz called the meeting to order at 6:00 pm.

### **INTRODUCTIONS**

Members and guests introduced themselves.

### **PUBLIC COMMENT**

Gordon Padelford presented a handout regarding the Move Seattle Levy, asking questions such as: How will the levy...

- 1) Keep us on track to build half of the bicycle master plan by 2024?
- 2) Keep us on track to reach Vision Zero by 2030?
- 3) Keep us on track to reach our climate pollution reduction goals?
- 4) Create safe routes to all schools, not simply safe streets immediately adjacent to schools?
- 5) Build a future where everyone has real choices for how to get around?

### **ANNOUNCEMENTS**

- SBAB member Normand reported on the Rainier Valley N-S Greenway route assessment ride Sunday March 29th, 2015 by SBAB members with Rainier Valley Greenways members. Participants are giving input via SDOT online mapping tool and RV Greenways survey tool. Lara offered to create a composite map if participants communicate to her their preferred routes. Merlin noted north end options that are too steep to be practical and group suggestion for trail from N end of 28<sup>th</sup> Ave S into Sam Smith Park.

- SBAB member Loper reported on School Routes Safety Task Force meeting. Intent is safety in and near school zones. Participants include SDOT, Seattle Public Schools, Cascade Bicycle Club, FeetFirst, interested parents, METRO Transit, Seattle Police and SBAB. A comprehensive plan is coming together, with funding fueled by camera fines for speeding in school zones, for improvements in 600 foot radius of schools. Projects get funded to 10 percent design phase. Arterial crossing improvements are emphasized. Also community policing timed with school zone demand. Equity for underserved areas uses free/reduced fee lunch eligibility as measure. School curriculum using 3 week Basics of Bicycling program (and bikes) from Cascade Bicycle Club Education Department is slated to be in 100% of SPS elementary schools in 2016. The whole plan draft will be out in May for comment period. Final plan to be adopted in August or September. Co-chair Rennebohm Franz recommended that promotional material be developed by school children.
- SBAB members Kennedy and Loper reported on the SBAB Ballard Bridge working group. They met with Scott Kubly, SDOT staff, and Hailey Woods. They discussed short- and long-term improvements outlined in the SDOT consultant study and options for re-channelization with one north, one south and one reversible general purpose lane and a bike lane each side within existing bridge curb width. Also discussed were the possibilities for a signal and revised bike/ped crossing at the south end “merge of death”, and shorter-term improvements. SDOT may be planning a design workshop for the bridge in May or June. The group asks SDOT to return after reviewing these ideas. Clint urged review of whole length of bridge and approaches. Rennebohm Franz noted SBAB’s expectation of follow up by SDOT.
- Rennebohm Franz requested SBAB members to review and comment on letter draft regarding the 520 interchange ASAP; and that 12 reserved seats are available to the Gil Penalosa lecture at Seattle Central Library following the May 6<sup>th</sup> SBAB meeting, which will be held early and shortened (from 5pm to 6pm) in order to accommodate attendance at the lecture. The topic of Penalosa’s lecture is “Mobility as a Force for Health, Wealth and Happiness.”

## **PRESENTATIONS**

### **Transportation Levy to Move Seattle**

*Time:* 6:20

*Presenter:* Bill LaBorde, SDOT

*Purpose:* Funding for Seattle’s transportation network, to replace expiring levy.

Bill LaBorde noted in presenting:

- The levy is a key piece, but not the majority of the funding for Move Seattle.
- Existing Bridging the Gap levy is on track to meet commitments for projects, programs.

- Scott Kubly says the transportation plans and land use plan match will not occur for ~ 20 years, until after Sound Transit 3 (and maybe 4) are implemented, but Move Seattle will go far in making progress for alignment.
- Bridge improvements have no other bondable revenue source other than this levy.
- Bicycle Master Plan emphasizes the “city wide network”, the “wider lines on the map”, over the neighborhood, local connector network.
- SDOT hopes to leverage their funding with federal grant and Sound Transit funding.
- “Safe City”: we eliminate serious and fatal crashes
- “Affordable City”: the arterial repaving emphasizes arterials with transit, and those projects can also benefit bike and freight transportation, e.g. Roosevelt NE protected bike lanes.
- “Connected City”: Multimodal corridors include projects like 23<sup>rd</sup> Ave with expanded bus service and bike lanes, parallel greenways or protected bike lanes.
- “Vibrant City”: Includes freight mobility improvement like S Lander St overpass.
- “Innovative City”: We understand and plan for the changes of tomorrow, while delivering great service today

#### Questions, Answers and Comments:

- Q: How do you (SDOT) get input on where things like crosswalks and transit should change?  
A: Emily Ehlers, the SDOT liaison, invited comments to go to her.
- Q: Car driver behavior enforcement is needed. How is that addressed?  
A: For Safety Corridor projects, SDOT budget is paying for increased SPD patrols for limited times.
- Q: Can we have a return visit from SPD?  
A: Co-chairs will work with SDOT liaison to the SBAB to invite SPD to an upcoming SBAB meeting.
- Q: For Lander St overpass, does the \$44M budgeted in the levy for Freight include the whole cost of the overpass and the other freight/delivery projects?  
A: No. \$150M cost estimated for overpass, with \$100M requested from the state. The levy does not include full cost of East Marginal Way S, and proposed Heavy Haul Corridor.
- Q: Does any levy funding go to “Bertha” (SR99 Viaduct Tunnel Replacement)?  
A: No. Not to that or Seawall or Seattle Waterfront Project.
- Q: Does levy proposal include the Fauntleroy Boulevard Project?  
A: No, not at this time. That could change. Interest has been expressed.
- Q: The infographic says 50% of BMP citywide network will be completed by the levy funding. This is misunderstood as meaning 50% of whole BMP throughout the city. Will SDOT please change this to the percentage of whole BMP network, instead of using a technical term of art? Most people do not understand the nuances.  
A: We will look at how this is described.

Q: What percentage of overall \$900M levy funding is planned to go to bicycle facilities, across all categories? What percentage for pedestrian facilities? Can we see the math to be able to know how much progress in 9 years this will represent for the \$450M BMP implementation estimate?

A: No. The Mayor and Director Kubly do not want to talk about percentages for different modes. They are trying get away from pitting modes against one another. Bridging the Gap was planned to include 18 percent for bicycle + pedestrian facilities.

Q: How far in term of projects will the levy go in implementing the Bicycle Master Plan for the whole network, not just "citywide" projects?

A: Approximately 86 miles of greenways, 87 miles of protected bike lands and 22 miles of striped bike lanes. This amounts to 52% of the citywide network and 42% of the entire 473-mile network.

Q: How are the 19 Catalyst projects addressed? What is their timeline?

A: The Northgate bike/pedestrian bridge is included, along with the Burke-Gilman Trail Missing Link.

Q: What is the approval process before the vote?

A: Public input period now. Then Mayor revises and sends to Council. Council has two months to review and revise before a vote this fall.

**SBAB Recommendations:** Actions: SBAB will form a working group; send a letter of recommendations and comments to Bill LaBorde.

### **2<sup>nd</sup> Ave Protected Bike Lane Evaluation**

*Time:* 6:55

*Presenter:* Sandra "Sam" Woods, SDOT

*Purpose:* Review of improvements made since opening in September 2014. Receive SBAB input.

Success of this project is a high priority and is critical to the success of the downtown network. SDOT sees this as an ongoing, collaborative learning process, taking place since the facility opened 7 months ago.

SDOT has monitored use and evaluated feedback from users. Revisions made include:

- Changing signals and signs to help motorists understand the left turn restrictions.
- Improvements to lanes, signal timing and way-finding for cyclists at north end.
- Improving sightlines at driveways by removing adjacent parking.
- Improving safety at valet parking areas with signage and marked crosswalks.
- Improving safety at Benaroya garage with signage and protected left turn signal at 2<sup>nd</sup> & Union.
- Installed removable delineator posts to help semi trucks use SAM loading dock.
- Markings at floating parking lane, to help motorists understand use

Coming next:

- Pending funding, signals will be relocated over traffic lanes, similar to those at James St.

**Comments** (Round robin comments and questions from all Board members):

- We observe many illegal left turns by motor vehicle drivers. (reported by several members) ;
- Many close encounters reported by people on bikes with illegally turning drivers. Too dangerous;
- Use bold, illuminated signage for no turn signs;
- At southend, street car tracks make left turn difficult;
- The pavement joint seam in the path seems dangerous going southbound;
- Northbound direction is great because bike riders can see approaching vehicles and speed is lower, giving chance to stop in time before illegal left turn by vehicles;
- Bike lane seems too narrow for faster downhill riding southbound with no room to pass. Consider moving southbound lane to west side of street or to another street;
- Cabs, Uber and Lyft drivers tend to drift into bike lane looking for passengers – need education;
- The PBL on Yesler from 2<sup>nd</sup> to Occidental is confusing and less than useful for through bike traffic coming or going east of 2<sup>nd</sup> and west of Occidental. Yesler is low traffic. Not hard to ride in westbound center lane for normal left at Occidental. Delete PBL this block;
- PBL on Yesler is nice for going 2<sup>nd</sup> to Occidental;. Don't delete PBL this block.
- Not comfortable riding downtown. 2<sup>nd</sup> Ave is good, but don't feel safe getting to or from it;
- Safety at Benaroya depends on the presence of people there directing traffic;
- Turn east onto Pike puts bike riders in no-win situation (general purpose or bus lanes);
- Put signal arrows centered over the lanes;
- There will always be drivers new to downtown, so education will not be as effective as necessary. More reliance on engineering design is required when the design is unfamiliar to most;
- North end from Pike Place to 2<sup>nd</sup> is confusing for any new riders and does not work; and
- Speed enforcement and campaign to yield at turns is needed.

#### Questions and Answers:

Q: What is the collision and compliance date by intersection? Different where arrows are above lane instead of on left side?

A: We don't have the data yet but it is coming. Study to date shows 85% compliance by vehicle drivers and 92% compliance by bike riders, with very high northbound bike rider compliance.

Q: Will SDOT conduct intercept surveys?

A: Yes.

Q: When extended north, what will happen with new "parklet"? [no answer]

Q: Are there before/after counts? Is there data on rider diversion from other streets?

A: Yes. Charts shown. Northbound bikes on 2<sup>nd</sup> are now equal to total bike traffic before the PBL. Southbound bike traffic is now 3 times the pre-PBL bike traffic. Pre-PBL counts are for traffic in the bike lane, in the general purpose lanes, and on sidewalk. Post PBL counts are for within PBL only, not including bikes in general purpose traffic lanes, and there is bike traffic in those lanes and on sidewalks, too. Therefore the increase in use is greater than 4 times.

**SBAB Action:** Establish working group for more input to SDOT. If interested email either co-chair.

### **Seattle Bicycle Master Plan Implementation Plan Update**

*Time:* 7:30

*Presenter:* Kristen Simpson, Project Development Division Acting Director, SDOT

*Purpose:* Review SDOT's first implementation plan update to be sent to SBAB and City Council, per requirements of the resolution adopting the BMP.

This is an update of the October 2014 Implementation plan and, as such, makes relatively minor changes to that plan. Changes include adding several new projects, an updated funding table, and more readable maps.

See Appendix 6 for the new and modified projects.

When fully funded and combined with existing facilities, the projects and programs identified in this implementation plan will result in approximately one-third of the protected bicycle lanes and one-quarter of the neighborhood greenways in the plan being complete, and will make significant progress towards implementing other aspects of the BMP.

Funding table does not include the proposed Move Seattle levy funds.

Project Prioritization: Developed using the criteria and methodology described in the BMP. Lists will evolve based upon changing conditions or funding opportunities.

Project and program delivery and public engagement:

- Greenway process using two public outreach meetings, then design and construction, has become efficient and a model for other types of projects.
- Some projects are more complex, requiring more work with stakeholders.
- SDOT is monitoring and making rapid adjustments to projects such as 2<sup>nd</sup> Ave protected bike lane.

Funding Assumptions:

Projection for 2015 is based on adopted budget. Funding beyond is uncertain, depending upon outcome of transportation levy vote and leveraging opportunities with other projects. way-finding

Staffing: a bicycle coordinator position (Action 7.2.1). SDOT is addressing this by hiring Nicole Freedman to lead the Active Transportation Program.

Appendices include updated cost estimates, delivery schedule, maps, project lists, strategies and programs. Appendix 6 includes a comparison of changes made to the project lists and maps, relative to the October 2014 Implementation Plan.

**Questions, Answers and Comments** (Note: SBAB members did submit questions in advance, and are invited to email more):

- Q: Will SDOT make public any analysis of what the update would look like if the levy passes?
- A: Information about how the levy would support BMP implementation is included in levy materials.

Q: Catalyst projects like Ballard Bridge are not addressed. Can they be included? Are they being pushed off beyond five years?

A: The implementation plan addresses three of the catalyst projects and we will include a status report on the other catalyst projects in the next update.

Comment: Uncomfortable with random opportunities being added to implementation plan.

Response: Only opportunities for projects that are already included in the Bicycle Master Plan, but not otherwise in the 5 year timeline, have been added to the implementation plan. Not revising the BMP project list.

Other comments:

- Weighting criteria used does seem to reflect a change to BMP. The qualitative criteria needs discussion and input.
- Safety is still the top criteria.
- Please include more information on funding, with clear graphic charts, to show progress v. overall BMP implementation.
- Next year after first full year, consider a public comment period in the update review.
- For qualitative evaluation of projects, increase priority for locations of serious injuries and fatalities; lowering speed limits to 20/25; and for vulnerable users young and old.
- Good to see link to Race and Social Justice Toolkit. [p.8] Can we have access to that?
- In addition to outreach, we want to encourage “inreach” from community.
- During Greenway design, SBAB requests review at 30, 60 and 90 percent design completion. Have been receiving. This is a reminder. [p.8, paragraph 5]
- Would like to see coordination with Climate Action Plan.
- Are we succeeding in developing real connectivity? Too many dead ends and gaps.
- Good neighborhood projects that don’t necessarily connect to citywide network are not in plan. Areas that have a lot get more, areas that have less get less if connectivity is dominant criteria. Balance needed, and most of all, funding is needed.

**SBAB Action:**

Target is to send update to Council on 4/14. SBAB members are to email comments to SBAB co-chairs 4/8. Co-chairs to draft letter and send to SBAB for review by 4/12. SBAB members invited to attend Council Transportation Committee meeting when update is on agenda.

**2014 Seattle Bicycle Master Plan Accomplishments**

*Time:* 7:44 pm

*Presenter:* Kristen Simpson, Project Development Division Acting Director, SDOT

*Purpose:* Review the projects and programmatic work undertaken in 2014, as part of SDOT’s first annual progress report to be sent to SBAB and City Council, per requirements of the BMP enabling legislation. Companion to implementation plan update.

- 2014 BTG deliverables – all targets were met
- Active Transportation Coordinator hired.
- Bilingual (Spanish) help for Dawn Schellenberg for outreach has been hired.

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- Rainier Valley outreach to Somali and Filipino communities with translation in 9 languages for Greenway material.
- Spot counts and Fremont counter all show upward trend in bicycle ridership throughout the city; will have year-over-year data for other permanent count sites for future updates.

**Comments:**

- We appreciate the transparency and the progress!
- New developments seem to be missing bike parking. Enforcement of land use code requirements for privately provided bike parking is needed.
- More bike parking is needed citywide by SDOT.
- Consider including notes on projects that have had schedule slips.
- It does look like we are achieving significant progress, with current momentum building now.

**ANNOUNCEMENTS – UPCOMING MEETINGS:**

- Note to all: 5 pm start time for May 6<sup>th</sup> meeting. Agenda to include (possibly) Michael James on Accessible Mount Baker design
- Nicole Freedman, Active Transportation Director, tentatively scheduled for the June meeting
- Deb Salls and youth from BikeWorks to give report on National Youth Bike Summit at June meeting

**MEETING ADJOURNMENT**

The meeting was adjourned at 7:55 pm.

**LINKS**

Seattle Race and Social Justice Toolkit:

[http://www.seattle.gov/Documents/Departments/RSJI/RacialEquityToolkit\\_FINAL\\_August2012.pdf](http://www.seattle.gov/Documents/Departments/RSJI/RacialEquityToolkit_FINAL_August2012.pdf)

This month's presentation materials can be found here:

<http://www.seattle.gov/seattle-bicycle-advisory-board/meetings/meeting-presentations>

The Update on the BMP Imp Plan can be found here:

<http://www.seattle.gov/transportation/bikemaster.htm>

**ATTACHMENTS**

Attachment A: Meeting Minutes Distribution List



**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  
Scott Kubly, 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, 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