



Jessica Szelag, 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:** March 5, 2014 6-8 pm  
**Co-Chair:** Jessica Szelag  
**Co-Chair:** Clint Loper (absent)  
**Recorder:** Merlin Rainwater  
**Location:** Seattle City Hall Room L280

### Minutes Distribution List:

See Attachment A

**Members Present:** Jessica Szelag, Kristi Rennebohm-Franz, Jodi Connolly, Merlin Rainwater, Jeff Aken, Michael Wong, Lara Normand, Ester Sandoval, Izzy Sederbaum, Emily Ehlers (SDOT Liason)

**Members Absent:** Clint Loper, Alfonso Lopez

**Guests:** Sam Woods (SDOT), Steve Kennedy (Sound Transit), Sander Lazar, Tom Fucoloro, Brice Nichols (PSRC), Art Brochet (SDOT)

### MEETING CALL TO ORDER 6:05 pm

All present were invited to introduce themselves.

### PUBLIC COMMENT

No public comments were offered.

### ANNOUNCEMENTS:

None.

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- City Council  
Resolution 25534



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### PRESENTATIONS

Time: 6:07 pm

#### **Topic: Draft Bicycle Master Plan Update**

Presenter: Kevin O'Neill, SDOT, Project Manager for BMP Update

Purpose: Update on status of BMP since last report in December 2013

A briefing on the Draft Bicycle Master Plan was presented to the City Council Transportation Committee on 12/10/2013, followed by a public hearing on 12/11/2013. In late December an appeal was filed to the SEPA (State Environmental Process Act) asking for a Determination of Non-Significance. Council adoption on the BMP could not take place until SEPA was cleared. The appeal was dismissed on 2/14/2014. City Council is now clear to resume deliberation.

The Seattle Planning Commission has sent a letter City Council recommending adoption; the Commission included some comments and has asked SDOT to respond.

SDOT has briefed City Council staff, including central staff and Transportation Committee Chair Tom Rasmussen's new staffer, Anthony Auriemma. A draft resolution adopting the BMP is working its way through Council staff and the City Attorney's office. City Council continues to get letters from the public regarding specific issues in the Plan.

SDOT staff has a list of recommended minor technical changes identified by SDOT staff and Planning Commission; Kevin will clear with Council that these changes can be made.

Kevin will meet with Rasmussen next week. Rasmussen wants remarks to be included in the adoption resolution, which will go to the Transportation Committee on April 8; then to the full council.

#### Discussion:

- **SBAB Member:** What's the quickest turnaround for the full Council?
  - A: As early as the following Monday after the Transportation Committee adoption.
- **SBAB Member:** What can be included in the Resolution other than adoption of the BMP?
  - A: Council can put in anything they want to emphasize. For

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example, Rasmussen wants to call out aspects of the Plan that have been major public concerns, for example a requirement of a 3-5 year implementation plan; a statement that the BMP identifies a project development process which SDOT will follow as it implements elements of the plan. The main action will be the statement, “This resolution implements the BMP...”

- **SBAB Member:** Will the delay in adoption impact the schedule for implementation?
  - A: Not this year, but it will have an impact as plans are made for 2015 and beyond.
- **SBAB Member:** Does Council want to make any changes to the BMP?
  - A: no, but they could change anything if they wanted to.

Action/Recommendations: SBAB would like the adoption resolution to include a statement that SBAB is the oversight body responsible for stewardship of the BMP.

SBAB also requests that references to “cycle tracks” be amended to read “protected bike lane.”

Time: 6:20 pm

**Topic: SDOT Traffic Management Budget Update**

Presenters: Sam Woods, SDOT

Purpose: Review Budget for Bicycle Projects

Staff notified the board she is unprepared to present Traffic Management's budget, and asked what the board would like to see with respect to the budget breakdown and presentation.

**SBAB Member:** We would like a detailed budget and implementation plan to fulfill our role as stewards of the Bicycle Master Plan. A budget connects to a work plan that will help determine progress towards meeting the goals of the plan.

Recommendation: SBAB recommends presenters notify the board prior to meetings if they are unable to present to best utilize time. SBAB also requests the department to prepare and present the 2014 Traffic Management budget for bike master plan implementation, bike spot improvements, and other items related to complete streets and bike improvements. SBAB would like to know the department's work plan for 2014 for bike related projects in Traffic Management, Capitol Projects, and Bridging the Gap. Lastly, the board would

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like to see the first draft of the 3-5 year list of prioritized projects as determined by the BMP Update.

**SBAB Member:** requests that SDOT include the total overall cost of project(s), along with a breakdown of cost per mile/distance of project and number of residents who will benefit (expected calculation of number of riders who will benefit/use). Keeping this data front and center helps provide a reference point for the economic efficiency of bicycle facilities positive impact on ridership within the total amount spent in the multimodal transportation system of pedestrians, bicycles, cars, transit and freight facilities/infrastructure.

Time: 6:30 pm

**Topic: Complete Streets**

Presenters: Susan McLaughlin, SDOT

Purpose: Clarify how the Complete Streets Policy is implemented on a project basis

The presentation slides began with a review of SDOT mission and values. SDOT's first priority is safety.

The Complete Streets Policy was adopted by ordinance 122386 in 2007. It promotes a multimodal transportation system accommodating bicycles, pedestrians, freight, transit and persons of all abilities. The ordinance specifies that SDOT will implement Complete Streets on projects we design and build; no other department is required to follow. A checklist assessment is used in implementing the policy. Elements include street and sidewalk lighting, access improvements for freight, transit, Intelligent Design elements, natural drainage, ADA requirements, and impact on climate change (The complete checklist can be found here: [Complete Streets Checklist](#)). This is by design an unfunded mandate, with no dedicated funding.

The Ordinance references the various modal plans (Pedestrian, bicycle, transit, freight) for design details.

Exceptions to Complete Streets are allowed for routine maintenance or for roadway repair and restoration due to private developments. Exceptions are also allowed if Complete Streets are found to be not needed, or contrary to public safety; Susan is not aware of any instances where these exceptions were invoked.

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Funding comes from local levies - Bridging the Gap played a huge role in launching Complete Streets. Funding also comes from coordinating among programs, leveraging capital investments and grants.

The Complete Streets process involves an assessment using the Checklist at several points during project development - initially at 0-30% design

Examples from 2011 to 2013 include Dexter bus islands and green stormwater features; the Linden Ave. Cycle Track with public art; ongoing Complete Streets projects include the 23rd Avenue Multi-Modal Corridor; Holman Road; Madison Bus Rapid Transit (BRT); Broadway Streetcar Extension; 3rd Avenue Transit Corridor Design. If all modes can't be accommodated on an arterial, parallel routes will be considered as in the 23rd Ave corridor.

Discussion:

- **SBAB Member:** Concern that precedent of 23rd Ave. will be used to justify omitting bike facilities on other arterials.
  - A: On 23rd, priority was given to transit and pedestrians in narrow right-of-way. Concern acknowledged.
- **SBAB Member:** No projects were mentioned in South Seattle.
  - A: There have been several south end projects, including Columbian Way rechannelization; planned rechannelization of Myrtle, sidewalks and plantings on Orcas. We can give a full list.
- **SBAB Member:** How can we avoid having projects that don't connect with anything? Can SDOT at least make clear its intentions to fill gaps? Out of context, a 2-block cycle track seems pointless.
  - A: SDOT is moving towards proactively evaluating corridors, starting concept designs 2 years in advance in order to bring projects together more effectively.
- **SBAB Member:** How can coordination with other agencies be improved?
  - A: hopeful that next generation Complete Streets will include mandate for other agencies.
- **SBAB Member:** We'd like to see language related to Green Stormwater Infrastructure (GSI).
  - A: The Complete Streets ordinance is not specific, referring to standards such as ADA requirements and modal plans. The Right of Way Improvement Manual is being updated with the goal of creating a visual guideline for complete streets.
- **SBAB:** Please provide materials in advance. We would be better able to

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advise and ask informed questions if we had time to review before meetings.

- o A: Noted.

**Actions and Recommendations:** Individual members who would like to be involved in Right of Way Improvement Manual update can contact Susan.McLaughlin@seattle.gov

Time: 7:03

**Topic: Westlake Cycle Track**

Presenters: Art Brochet, SDOT Communications Lead

Purpose: Update on project including communications plan; opportunity to review presentation that will be offered to the public.

The presentation began with an overview of SDOT mission and values; this will be part of all SDOT presentations following new mandate for consistent message and “branding.”

This project extends from the Ship Canal Trail to Lake Union Park. It will include a bicycle facility physically separated from traffic and also separated in some way from pedestrians. It will continue to be referred to as the “Westlake Cycle Track.”

The Westlake right-of-way is 150 feet wide encompassing 4 traffic lanes, a sidewalk on the west, a large parking lot with 1300 parking spaces east of the roadway and a sidewalk on the east. There are many businesses along the water.

The goal is to provide a low-stress facility accommodating a wide range of cyclists, and to reduce conflicts and improve safety for all users.

The project has been planned since 2007. Total estimated cost is \$3.6 million with \$1.7 million provided from Puget Sound Regional Council (PSRC). Phase 1, involving initial design review, public outreach and data analysis, continues through 3rd quarter 2014; Phase 2, Environmental review and final design, extends through 3rd quarter of 2015; Construction to begin in late 2015.

Mayor Murray is appointing a Design Advisory Committee (DAC), which will have 13 members. It will meet frequently during the planning phase and episodically thereafter. SDOT is to “consider DAC input when making design

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decisions.”

Current conditions: lots of bikes, most ride in parking area, some use narrow multi-use path, a few ride in traffic lanes; 14 driveways and street ends, many turning movements, concern about unpredictable behavior, visibility, speeding, needs of retail clients.

On 3/6/2014 a postcard will be sent to all businesses and residents in the project corridor to invite them to complete a survey regarding parking and loading zone needs.

An initial open house was held October 28, 2013; a second open house will be held in May and a final open house to present final design will occur in summer 2014.

A two-way track design, minimum 10 feet wide, is most likely. Various alignments of the cycle track will be considered; the final alignment will most likely vary due to constraints of the right of way including a pedestrian overpass and a section of old track. Some parking will be eliminated.

Discussion:

- **SBAB Member:** What is the process for setting up the DAC? Should there be an SBAB representative? If not, is there a mechanism for SBAB input?
  - A: Several SBAB member names were submitted; final selection will be made soon by the Mayor. Members will include people who bike, as well as people who live and work in Westlake. The DAC meetings won't be open to the public, but they won't be exactly secret either. A facilitator and the SDOT design team will participate in order to ensure democratic process.
- **SBAB Member:** Will there be pedestrian improvements?
  - A: yes, also changes to the 14 driveways.
- **SBAB Member:** How does possible light rail on Westlake affect this?
  - A: Westlake is a potential high-capacity transit corridor, but this project won't wait for that decision, primarily because funding is in hand and grant requires that construction start by the end of 2015.
- **SBAB Member:** emphasize the value of tourist and recreational connections for Westlake businesses.
- **SBAB Member:** Will survey go to cyclists riding through Westlake?
  - A: No. SBAB is interested in coming up with an intercept survey.
- **SBAB Member:** Important to emphasize that SDOT's job is to serve the

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entire public, not just private businesses; use language from BMP goals of equity, safety, connectivity etc. at every opportunity. Make it clear that “cycle track” is designed to reduce speed and serve all ages and abilities; not a “race track.”

- **SBAB Member:** How does messaging re: community access to parks, recreation, tourism resonate with Westlake people?
  - A: depends on the business, younger owners more likely to recognize the value of bikes, slow-moving traffic.

**SBAB Member:** Report of respectful correspondence with a Westlake business owner who remains undecided but thoughtful.

Actions: Strongly encourage SBAB members to attend open houses and engage with this process.

Time: 7:50

### **Topic: Update on Greenway Plans**

Presenters: Emily Ehlers, SDOT

Purpose: Convey recent changes in proposed Greenway development schedule

Just today, received approval to study several additional Greenways:

- A north-south route parallel to Rainier Avenue; there’s been no outreach or data collection yet; this was added to the work plan for 2014
- Ballard 17th Ave NW, outreach planned March 25
- Central Ridge Route
- An east-west connection in Central Seattle, probably on Columbia
- An east-west connection through Chinatown International District, probably on King
- 21st Ave in Delridge

Myrtle in south end was already on the work plan; SBAB Member will organize a bikeability ride.

The segment of the Lake Washington Loop next to the Arboretum is no longer in the plan for 2014. The north segment of the 23rd Ave. parallel greenway has not been decided so this seemed premature.

### **SBAB UPDATES AND NEXT STEPS**

SBAB requests that materials be sent out in advance of meetings if at all possible. SBAB members will review materials that are sent out to presenters, and will edit if needed.

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SBAB members who would like to be involved in the update of the Right of Way Improvement Manual can contact Susan McLaughlin at [Susan.McLaughlin@seattle.gov](mailto:Susan.McLaughlin@seattle.gov)

SBAB requests that the resolution adopting the Bike Master Plan specify that SBAB is the oversight body for the BMP. SBAB requests that references to “cycle tracks” in the BMP be changed to “protected bike lane.”

### **MEETING ADJOURNMENT**

Meeting adjourned at 8:00 pm

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**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, (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

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