

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: October 5, 2016 / 6:00pm- 8:00pm
Co- Chairs: Adam Bartz & Steve Kennedy
Recorder: Claudia Lewis
Location: Seattle Municipal Tower, Room 4050

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aiken, Amanda Barnett, Adam Bartz, Don Brubeck, Casey Gifford, Steve Kennedy, Claudia Lewis, Puja Shaw

Members Absent:

Phyllis Porter, Merlin Rainwater, Terique Scott

Guests:

Alan Moores, Steve Durant, Mike Girton, Marimar White-Espin, Travis, Cathy Tuttle, Paul Wirsing, Antoine McNamara, Robert Letch, Ryan Parker, Tom Fucoloro, Jessica Murphy, Kyle Rowe, Monica DeWald, Andrew Glass-Hastings

Meeting Call to Order:

Adam Bartz called meeting to order at 6:05 pm.

Introductions

Members and guests introduced themselves by name and affiliation or interest.

Public Comment

Travis

- *South end resident, concerned with the S Lander Street Bridge. Bridge is needed. Bikes belong on it.*
- *A block from the SODO light rail station. Design shows bikes on wrong side of road going eastbound with no connection from light rail to bridge.*
- *Someone is going to write about what a segregated bike city Seattle is. South end low income and people of color get the cheap solutions.*

Cathy Tuttle (Seattle Neighborhood Greenways)-

- "Great job" SDOT for doing more work on Bicycle Master Plan implementation plan to develop a connected bike network.
- "Shout out" to City Center Connector. Is heartened about consideration for safety first and complete streets with tracks and bikes. Would like to see that on Westlake and Jackson, too.
- Passed out notes on presentations at Pro Walk Pro Bike and NACTO conferences featuring Seattle Neighborhood Greenways members including Phyllis Porter and Merlin Rainwater from SBAB. Copy attached.

Presentation: Bicycle Master Plan 2017 Implementation Plan Progress Update

Time: 6:09 pm

Presenter: Monica DeWald, SDOT

Purpose: Inform and discuss.

- Discussed Tier 1 projects qualitative review and recommendations process.
- Three SBAB working groups have met and will each submit recommendations for top three to five Tier 1 non-partner projects in each area (north, central, south), with reasons for recommendations, by end of this week.
- SDOT will map these.
- The draft map will show more miles than can be budgeted in the 5 year plan. Some will have to be dropped.
- Asphalt paving projects (AAC) will be in addition to the BMP projects.
- Where can we fill in the gaps? Focus on connectivity.

Q&A and Comments

- Q: Can a map be sent out before November meeting?
 A: Will send by email.
 Q: Will costs be considered? How will that affect choices?
 A: Not at this level. It will affect rate of implementation later.
 Q: Would protected bikes lanes be improved at intersections?
 A: Yes. Design phase will address.
 Q: Is the recent crash report completed and available?
 A: Yes. Will send by email.

Presentation: Center City Connector street car project

Time: 6:17 pm

Presenters: Andrew Glass-Hastings (Transit & Mobility Director)

Purpose: Briefing on Center City Connector Street Car Project

- Introduced the new Transit Division. Seattle is funding \$45M/year of Metro Transit service. Seattle owns the streetcar system and contracts for operation.
- City Center Connector will link South Lake Union to the Jackson/Broadway route.
- Streetcar- 1.2 miles connect streetcar lines- "filling in/building out"
- \$75M Federal Transit Administration grant is part of project funding. Mayor's budget includes \$45M matching funds from parking tax.
- Taking commute riders -> SLU -> First Hill will quadruple ridership from 6,000 to 24,000 boardings per day.
- Project is at 60% design. Have learned from SLU and First Hill projects.
- Safety for bike riders and pedestrians is a top level concern.
- Discussed a bike/street car design review group, to include members from Transit and Bicycle Advisory Boards, Cascade Bicycle Club, Seattle Neighborhood Greenways.
- Seeking on ongoing discussion on improvements.
- Streetcars to run in a dedicated center lane on First Avenue.
- Separation of tracks with bollards where possible and paving difference throughout.
- Connection points north & south at 1st & Stewart and 1st & Jackson will be a safety focus.
- In addition to improving safety for people biking on the new line, the project will return to the existing SLU and First Hill streetcars to make improvements to those as well.

SBAB Comments, Q & A:

- Q: Shouldn't the pedestrian advisory board be included?
- A: Yes.
- Q: How will service on 1st Ave be any faster than the very slow First Hill service? Won't street cars get stuck in traffic?
- A: Working on improving speed and reliability.
- Q: Would it be impossible to ride into the bike lane?

- A: Objective is outside lanes for traffic, inside for streetcars, with clear delineation.
- Q: People will still need to make turns at intersections across tracks. How will that be safe?
- A: With tracks in center lane, crossing will be at 90 degrees when making turns.
- Q: Tracks on Jackson are unsafe, with injury crashes for bike riders. Will those be changed?
- A: Tracks will not be relocated in this project.
- Q: Would most of parking on 1st Avenue be removed?
- A: Yes, it will have an impact on parking. 200 parking spaces will be lost.
- Q: What about deliveries for all the businesses? That is more of curb use than parking.
- A: Deliveries must still be accommodated at curb for a vital business district. There are delivery zone cutouts along some of First, which helps.
- Q: What time commitment for safety group?
- A: An initial 2-hour meeting; another after design response; and maybe a third session.
- Q: Please return after next stage of design.
- A: Will do. The city cannot advance the design until after environmental clearance assessment. Seeking FONSI -Finding of No Significant Impact.
- Q: What happens if a lane is closed due to private construction projects?
- A: Temporary measure and detours would vary, with different solutions. Priority is for pedestrian traffic, then bikes, then cars.

Casey Gifford, Claudia Lewis and Puja Shaw volunteered to participate as SBAB representatives for the bike/street car design review group.

Presentation: South Lander Street Bridge Project

Time: 6:47 pm

Presenter: Jessica Murphy, Project Manager, SDOT

Purpose: 30% Design Phase Briefing on South Lander Street Bridge Project.

- Why now?
 - \$45M in federal funding granted from “FASTLANE” program for freight.
 - Also received “Move Seattle” levy funding and commitments from Port and State.
 - Safety and mobility are the objectives. Street traffic is blocked by train traffic for average of 4hrs 50min/day. It is a long-identified need for freight mobility. This intersection is in top ½ of 1% of all at-grade crossing safety risks nation-wide.
 - Estimated cost was \$152 million in 2007. New design is estimated at \$140M, reduced by narrowing bridge to avoid right-of-way acquisition. \$40M remains to be secured.
 - 1 of only 17 in country to get a “fast lane award”
- Lander is primarily a connector from 4th to 1st, with turning movement dominant at those intersections. Turn lanes needed to avoid queues that are too long.
- Looked at the modal plans to prioritize modal use. Lander is not in Bicycle Master Plan. The project used a count of 100 bikes/day from data on two days in study year, and applied the city-wide ridership growth factor of 5% per year for the estimate of bike traffic.
- 90% of pedestrians are going to destinations on north side of street like Seattle School District headquarters, Starbucks HQ, USPS facility and SODO light rail or the busway.
- Data shows lack of ped/bike compliance with signals. Safety issue.
- Final design planned for June 2017, and construction in 2018, subject to funding.

SBAB Comments, Q&A

Q: How will traffic projections affect future relevance and impact of project:

A: We have reached car saturation. Level of Service on streets will still be "D".

- Comment: It is a needed project of statewide importance for freight, but needed for a bike route, too. West Seattle's only route to get to the SODO station and to light rail for next 20 years. Complete streets must include bike facilities, but the new design was narrowed by deleting space for bike traffic. The estimate on growth of bike traffic using city-wide average is not applicable for a whole new facility that creates a new possibility for travel without train delays. The project should at least provide either north side constructed to multi-use trail standards to the busway, or safe crossing to a south side bike lane to busway; and should repave and mark Utah Ave S or Colorado Ave S from S Lander to S Spokane Street.
- Response: In the future, bike routes could be provided by extending the SODO Busway Trail to S Spokane Street.
- Comment: That would be great, but SDOT would need to acquire right-of-way it does not own. Same problem that caused the bridge redesign. Protected bike lanes in the E3 Busway from S Spokane to S Lander would also work.
- Response: The SODO Busway Trail extension is a real project for 2017, in the BMP implementation plan.
- Comment: Bridge cross section/lane barrier desired.
- Response: When asked, the public responded with a 54% preference of a multi-use path
- Comment: Presence of a bridge brings opportunity.
- Q to SBAB: What routes are needed or wanted? Colorado/Utah? Holgate? Spokane/SODO Busway Trail?
- A from SBAB: Most important connecting from bridge to SODO light rail station.
- Q: What will access be like during construction?
- A: Non-motorized use facility will be maintained during throughout construction.
- Q: Pedestrians are not going to walk 1000 feet to get to a bridge. This will be a wall. What can be done for accommodation?
- A: We are looking at re-phasing signal crossings.
- Don presented maps of bike routes using Lander during the meeting.
- Between 3rd Ave and light rail station, that can't be just okay for bikes to ride on the side walk. Sweeping semi-truck turns are a problem. There's also the #50 bus stop at the USPS garage, expressing concern about bikes on the side walk or riding this route.
- Bikes cross and go into traffic lane" Frustration was expressed at current design, not providing a clear an effective alternative for pedestrians and cyclists.
- Comment: \$140 million...this is 9 years of the Bike Master Plan spending, for a few blocks. This needs to be a complete street.
- Comment: The south side needs *some* accommodation.
- Q: The \$40 million shortfall: Where are you looking for these funds?
- A: The Mayor has proposed added funds, and we are hoping other partners will commit more. Port, State, City, Sound Transit.

SBAB Action:

Co-Chair Steve Kennedy suggested a letter proposing SBAB's two issues with the project (connectivity and the one-sided solution). Jeff Aken, Adam Bartz, Don Brubeck will draft a letter for SBAB approval.

Presentation: Seattle Bike Share Program

Time: 7:28 pm

Presenter: Kyle Rowe, SDOT

Purpose: Briefing on Bike Share Procurement & Expansion Status of Bike Share Project

- In contract negotiation with selected vendor, Bewegen, from RFP process. Planning with this vendor to introduce expansion and new technology. To go to Council for approval in December or January.
- Goal is a 2017 summer launch. If not summer 2017, they will wait for spring 2018.
- Tech introductions: electric pedal assist. Kyle hopes to have a sample bike in a couple of weeks.
- Looking to double size of system, new areas and improving the current system.
- Looking to unlocking bikes with cell phones
- Virtual stations: ability to allow users to park outside of stations, but within a given area, when stations are full, for example the stadiums during games.
- Equity; waiting for a report to help with equitable access.
- Survey strategy and integrate transportation as an option.

Q&A

- Q: Until the change of vendors, will Pronto keep operating?
- A: Yes. We are looking at the transition. The least amount of downtime possible. We are working with everyone in a fair and equitable manner.
- Objective is 2017. Summer at roughly 1000 bikes depending on the contract.
- Q: Looking at first and last mile connections, will it be integrated into Orca cards?
- A: Yes, that is a goal. The goal is that you can use the ORCA card. You will not be able to use e-purse or be able to transfer from bus/rail in this generation of cards, but more seamless in next generation.
- Comment from Kyle Rowe: We don't have the equipment yet. The city is bringing forward the investment. We are buying it, but vendor will buy 25% as well.
- Q: How is equity being addressed?
- A Race and Social Justice Initiative equity report from SDOT should be expected the 1st week of November. The plan is to focus on "best practices. Looking at discount membership, hiring practices, health impacts, local public reactions and input. Will continue to develop beyond Council's proviso deadline in November. Takes more time for full community engagement.
- Q: Will equity considerations drive the service areas?
- A: Not necessarily. There will be tensions on that. Cannot have a disjointed or too big a system. Have to focus on a core area and grow naturally. Need successful launch.
- Q: Will you return to SBAB in December or January?
- A: Yes, can do.
- Q: Will "virtual stations" be just for big events, or can they be free-floating like Portland?
- A: With electric bikes that require power for charging, they cannot be free-floating.

Board Reports*Time: 7:55 pm*

SBAB Retreat: Brief summary of topics addressed including SBAB regional work groups, leadership positions, discussion of future meeting agendas.

Pro Walk Pro Bike Conference and NACTO Conference: See attachment. SBAB members Steve Kennedy, Jeff Aken, Phyllis Porter, Merlin Rainwater and Don Brubeck participated in panels or tours at NACTO conference in Seattle.

Adjourned at 8:00 pm

ATTACHMENT A

Meeting Minutes Distribution List:

Edward Murray, Mayor, City of Seattle
Kiersten Grove, 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)
Kyle Rowe, SBAB Liaison, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning Manager, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT
Sam Assefa, Director, Office of Planning and Development (OPCD)
Allie Gerlach, SDOT Communications
Kathy Nyland, Director, Department of Neighborhoods (DoN)
Christa Dumpys, Karen Ko, Thomas Whittemore, Tim Durkan, Laurie Ames, Yun Pitre,
Kerry Wade, Jenny Frankl, DoN Neighborhood District Coordinators
Meeting Presenters
SBAB Members
Individual Meeting Attendees