

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: [March 6]/ 6:00 p.m. – 8:00 p.m.

Chairs: Emily Paine

Recorder: [Meredith Hall]

Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present	Absent
Amanda Barnett		
Rich Brown		
Andrew Dannenberg		
Selina Urena		
Charles Hall		
Meredith Hall		
Florence Williams		
Kashina Groves		
Alexander Lew		
Sarah Margeson		
Emily Paine		
Patrick Taylor		

Guests:

[see attached sign-in sheet]

MEETING CALL TO ORDER

Chair [Emily Paine] called the meeting to order at [6:00]

Minute of silence for Vladimir Rylski, cyclist who was killed.

INTRODUCTIONS

PUBLIC COMMENT

- Ryan Packer, The Urbanist
 - Alarmed that implementation of BMP only has 1.4 miles PBL in 2019
- Clara Cantor, Seattle Neighborhood Greenways
 - Reiterated Ryan's comment
 - 1.42 miles pbl
 - .88 miles neighborhood greenways
 - 9.69 carryover from 2018 (not yet built)
 - (Note: these statistics reflect the miles being built in 2019 from the 2017 plan NOT the new projects in the 2019-2024 implementation plan)

MEETING MINUTES

The minutes of the February 2019 meeting were approved.

SBAB UPDATES AND NEXT STEPS

- **Move Seattle Levy Oversight Committee**
 - Feb 20 meeting -
 - addressed to Sam Zimbabwe
 - Will see BMP implementation plan this month
 - Committee registered their disappointment with BMP implementation plan
 - Reinstate board reports at next meeting (SBAB can convey messages)
 - 35th Ave NE bike lane design scope still to be decided upon (this is 1.2 miles).
 - SBAB Board discussed mileage as metric of BMP perhaps not being the best metric - we need to understand the actual projects
- **BMP Implementation Plan Update** - Monica of SDOT
 - Levy oversight committee reported on what was left from previous plan
 - Final plan 2019-2024 submitted prior to next transportation committee meeting (March 19 or April 2)
 - Includes center city
 - Mileage numbers being reported currently are from 2017 plan, 2019-2024 plan may include additional miles
 - Board would like time next meeting to digest the implementation plan - SDOT liaison to send out info to board about plan
 - Discussion to approach council about implementation plan & advocating for preferred projects; will discuss next meeting when plan is revealed.
- **12th Ave S Update** - Christiana, SDOT
 - Between King & Charles: two-way cycle track on east side
 - 30% design by q2 2019
 - Outreach has been done with Little Saigon and other businesses in corridor
 - Broader public outreach has begun, including website
 - Board is concerned about stretch from King to Yesler not being addressed.
 - SDOT explained that North end bike improvements could impact street car improvements
- **Center City Bike Network Update**
 - Status update in April
 - Being sent to council
 - Broken into three phases - big impacts to neighborhood are possible (parking, trolley wires, travel lanes)
 - Noted: bike lane on Pine near Paramont (east) is closed to construction
- **Capitol Hill - Broadway** - Alex, SBAB
 - As Reported in Capitol Hill blog, City Light is proposing to install an e-vehicle charging station that would conflict with any future extension of Broadway bike lane, at Denny and Broadway
 - Any extension to the Broadway bike lane would be tied to a street car extension that is not certain. SBAB did not prioritize this in the BMP review for 2019.
 - City light says the charging station would be moveable in the future. The location is related to a duct in the proposed location.
 - Cascade is planning to write a position letter on this (see discussion at end of meeting)

- Board member may reach out

PRESENTATIONS

Intelligent Transportation Systems

Time: 6:42

Presenters: Mark Bandy, Director of Operations, Seattle Department of Transportation
Dusty Rasmussen, signal operations & design, SDOT

Purpose:

- Discuss traffic signals
- Mercer corridor adaptive signals
- How does our board want to be involved going forward?

- Update on what they've heard about adaptive signals and what they'll do in future
 - Long waits, box blocking,
 - Detection uniformity = buttons not consistent
 - Elderly, disabled need time
 - Signals should lead for peds/bikes
 - Responsiveness of signals (actuated = button)
- BPSA = bike pedestrian safety analysis
- Adaptive signal timing feedback: "vehicles get to go and pedestrians have to wait"
 - SDOT is piloting changes to the ped signals
- Looking at potential use of technology that detects pedestrians "extending clearance time" - start pedestrians and use video to see if someone is crossing slowly to delay green light for cars
 - Technology cost is now coming down
- SDOT is updating an old policy to better reflect urban villages - to provide "recall mode": always recall to a specific setting (sequentially turning signal to walk around the intersection); but buttons will still exist for ADA compliance
- Passive detection for bicycles (NW 58th Greenway) - approaching 8th Ave - allows bikes to cross without using buttons and distinguishes between bikes and cars allowing bikes to be prioritized
- SDOT is forming a multi-modal stakeholder group to weigh in on signaling. It will provide a deeper explanation of signaling and give input on updated policies for city.

Questions, Answers and Comments:

Q: Are there metrics for wait times for pedestrians? What are your thoughts about guidelines for acceptable wait times?

A: SDOT has general parameters (120, 140 sec for cycle lengths) depending on geometry of intersection. Last year the MLK corridor was adjusted because it was unacceptably long for ped (prioritized trains). Above 90 seconds of wait time, people make riskier decisions. Keeping it under 60 seconds is ideal.

Q: In key transit corridors, sections of cycle get skipped entirely. How does that interact with my understanding of the “dead red law” - if you’re skipped in the cycle you’re legally allowed to proceed if it’s safe?

A: The signal should provide positive indications that you’ve been detected at these types of intersections.

Q: Adaptive signaling at Mercer - why not roll it back until it’s fixed if it’s not working for bikes/peds?

A: There were challenges with initial implementation - we could “turn it off” - but there are challenges in that (for transit), Mercer is the toughest corridor. We’ve kept transit priority - street car, rapid bus. Biggest change was for pedestrian experience. Working to bring cycle lengths back down, bring walk up to same time as green time.

SDOT was directed by council to install adaptive signals. We have learned a lot. Within this year it will be a better experience with the adaptive signals. We are better able to reduce cycle lengths and allow for quicker pedestrian crossing than without it.

Budget proviso ties dollars to updated signal infrastructure - proviso says cannot add more traffic signals to adaptive system until modal plans are met.

Q: Is Seattle a leader in this adaptive signaling?

A: I don’t see it as a goal to be a leader. I do see that serving all modes is a goal and that adaptive signaling serves a role in that.

Q: If the goal is move more pedestrians faster, then we aren’t different in other cities. What’s the evidence-based solution? If there is something that works, you should tell us what that is.

A: We are a city that wants to prioritize people over anything. This system allows us to detects people and collect information. Improve data-driven decisions. Stakeholder group will allow us to find more insight.

SBAB Recommendations:

From SBAB perspective - do we want to have people represented on the board? We will circulate and get back to you.

N 40th St Project

Time: 7:23

Presenters: Chris Svolopoulos, Seattle Department of Transportation

Purpose: improvement updates

- Improvements on N 40th Ave, from Stone Way to Wallingford
 - While there was potential for PBLs but there was pushback from outreach, so they were eliminated from the plan. SDOT is doing spot improvements instead.
- \$70k is available for outreach, design, and construction spot improvements in 2019
- Prioritizing 40th to 7th (??)
- Collisions data only showed incidents at 40th & Wallingford
 - Rebuilding curb ramps
- 40th and Latona (connections to Burke-Gilman Trail)

- Signage and markings, flashing beacon
- Pacific & Latona
 - Better connections to Burke-Gilman Trail
 - Flashing beacons
- 40th & 7th
 - Burke-Gilman Trail & Cheshiahud Trail
 - Only stop controlled
- Reaching out to public for any ped and bike improvements in area
- Arterial asphalt and concrete outreach in April

Questions, Answers and Comments:

Q: 7th & 40th really needs small improvements, very messy

A: for \$70k we can only do so much. Heavily driven during PM peak.

Q: Was the cost of the PBL \$70k because it was part of a paving project? And now it's been disconnected and only pays for small spot improvements?

A: Yes was in conjunction with \$1 mill asphalt work. \$70k would have paid for quarter mile of paint and post.

Public Comment (7:35):

- Car charging outlets on Broadway - Paul
 - Thinking of the street as very vibrant
 - Would like parking spot at Harvard and pine or Roy and Mercer - Off of Broadway because you want people to keep moving along
- Clara Cantor, Seattle Neighborhood Greenways
 - Tonight we heard of two projects around city that were in BMP and now going forward without bike lane component. When you are reaching out about implementation plan, it's a high level point to be pushing. We can't just be disappearing bike plans because it's hard. That might be a big reason we're only getting 1.2 miles this year, because these key projects just keep disappearing from the plan.

Board discussion of electric charging on Broadway:

- Cascade will have letter saying that parking spot will be barrier to implementing BMP bike lane:
 - Should be in parking garage
 - If current location is advanced, the cost of moving shouldn't be included in the future bike lane budget.
 - Central Greenways has engaged with SCL about alternate locations and SCL has said they're not feasible
 - **Motion passed to endorse Cascade letter: unanimously passed.**

Discussion of recruitment

- Sarah, Alex, Rich, Emily are up for second terms. Board will draft a letter to mayor to determine whether recruitment is appropriate, ask for advance warnings if members are not going reappointed.

Upcoming Events Announcements

- Electric assist bikes
 - “Emerging mobility” focus group for modal boards - March 26 (Tuesday at 6-7:30), Joel Miller of SDOT
- Sound Transit non-motorized planning workshop

Upcoming Agenda items

- E-mobility
- South Park - Georgetown Trail project presentation
- Family Biking
- Bike Master Plan

MEETING ADJOURNMENT

The meeting was adjourned at [8:00]

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)
Griffen Schwiesow, 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