

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: December 7, 2016 / 6:00 p.m. – 8:00 p.m.

Chair: Adam Bartz

Recorder: Don Brubeck

Location: Seattle Municipal Tower, Room 4050

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Amanda Barnett, Adam Bartz, Don Brubeck, Casey Gifford, Riley Kimball, Steve Kennedy, Merlin Rainwater, Terique Scott, Puja Shaw

Members Absent:

Phyllis Porter

Guests:

Kyle Rowe (SDOT Liaison), Mike Hendrix, Tom Fucoloro, Christina Yantsides, Jenny Frankl, Dave Sutton, Jonathan Dong, Nico Martinucci

MEETING CALL TO ORDER

Co-Chair Adam Bartz called the meeting to order at 6:00 pm.

INTRODUCTIONS

All present introduced themselves.

PUBLIC COMMENT

- Merlin Rainwater noted construction project work in right of way on Madison between 23rd & 24th disrupting sidewalk and street access for pedestrians with inadequate detours and safety provisions. Enforcement requests unheeded. Widespread problem. Steve Kennedy noted that as good topic to include with SDOT presentation on Traffic Control Manual update in February.

ANNOUNCEMENTS

None.

MEETING MINUTES

The minutes of the November 2, 2016 meeting were approved as submitted.

PRESENTATIONS

Fremont Avenue North Bus Stop Expansion at N 34th Street

Time: 6:06 pm

Presenters: Domenico Martinucci and Jonathan Dong, SDOT

Purpose: Briefing and request for input to coordinate bus and bike routes.

Project goal is to increase available waiting and walking area on west side sidewalk north of N 34th St, where buses stop with 4 minute headway.

- MT#40 will become a RapidRide route. 4 routes stop here. 1,000 boardings/weekday, 600 alighting.
- Busy bike commute route, in Bicycle Master Plan for protected bike lanes, but not yet in the 5-year implementation work plan. [>3,000 bike trips/weekday over Fremont Bridge]
- Proposed solution: Extend west sidewalk 6 feet. Reduce southbound curb lane from 18 to 11 feet wide. No bike lanes either direction for this block.

SBAB Comments:

- SDOT's proposal would reduce safety and increase danger for people on bikes. The present 18 foot southbound lane allows confident bike riders to pass stopped buses in the lane. Reducing the lane to 11 feet requires merging over to the inside travel lane. It does not do anything to accommodate all ages and abilities.
- Alternate routes for bikes suggested by SDOT are not practical due to grade and distance. They would not be used. People will still travel by bike on Fremont, so Fremont is where safety should be the focus.
- Green paint at sidewalk level does not create a bike lane in this situation. Pedestrians would ignore it and take over the space. Bike riders would need to either walk their bike on the green painted sidewalk, or ride in the travel lanes. Bike lane should be at roadway level.
- A bike lane behind an island as on Dexter would be good if it fit.
 - DM response: Can't fit. And wheelchair ramps from buses will interfere.
- A ramp up for pedestrian crossing of bike lane, as on 2nd Ave at hotels, might work, but bus headway is too frequent.
- The trees on south side create sightline problems for bike riders to see pedestrians.
- Add tree grates to the tree pits to add standing and walking space.
- Northbound safety on bikes is just as important as southbound. More of an issue at this location due to uphill grade, the side-slope of curb lane, and merging traffic at intersection. Look at reducing the number of NB travel lanes.
- Look at putting One Bus Away readerboard inside Starbucks to get more waiting to happen there. Look at more shelter at the building wall.
- If Seattle is serious about prioritizing transportation by transit, bikes and walking, we have to do something different with cars.
- Thank you for the multi-modal collaboration.

SBAB Recommendations:

1. SBAB North working group study further and make recommendation.
2. SDOT project team return after planned design charrette, before end of design phase.

2018 Paving Projects

Time: 6:50 pm

Presenters: Luke Peters, SDOT

Purpose: Briefing

Luke Peters reviewed SDOT AAC paving projects for 2018 that coincide with Bicycle Master Plan mapped routes. Has had open houses in NE and SE; door-to-door contacts with businesses and door hangers on residences along routes. Sharing public information and public feedback.

Handout: map of AAC paving plan; information sheets on 5 projects.

SBAB questions and comments were focused on three projects:

University Way NE from NE 50th to NE Ravenna Blvd:

- Businesses do not want to give up any parking. Existing angled car parking one side is not desirable for safety on bikes, and a bike lane close to angle car parking is even less safe.
- SBAB members note the many destinations on the Ave that people bike to, and the up-zoning and growth in progress with a light rail station coming. Not an area for prioritizing car traffic and on-street car parking.
- SBAB recommends the cross-section option with parallel car parking and protected bike lanes. Alternatively, a street design with enough traffic calming features to slow traffic to ~10mph so that bike and motor vehicle traffic are at same speed and mixed in lanes.

Wilson Ave S from S Dawson to Seward Park Ave S:

- Proposed cross-section is changing to curbside bike lane buffered by parking lane on the west side; two 10' general purpose travel lanes, and 5' curbside bike lane with no parking on the east side.

Swift Ave S, S Myrtle St, S Myrtle Pl, S Othello St:

- Protected bike lanes proposed for full length.

S Columbian Way, S Alaska St:

- SBAB recommends option with protected bike lanes on the most western block of Columbian Way, same as for the rest of the route. SDOT paving project staff agree. May be able to extend PBL's east to Martin Luther King Jr Way S and west to 15th S.
- Luke notes that budget does not include curbs or drainage improvements.
- SBAB members note problems with water, erosion, gravel, undefined travel edges on Alaska at Alaska Pl and at Mountain View Drive. Short sections of curb planned.

Neighborhood Park and Street Fund 2017

Time: 7:15 pm

Presenter: Jenny Frankl, Department of Neighborhoods

Purpose: Briefing

- Jenny Frankl reviewed the history of the Park and Street Fund, for citizen-initiated capital projects on park property or SDOT right-of-way with budgets of up to \$90,000.
- Selection process is changing to participatory budgeting. Community decides.
 - Idea collection using a variety of venues and methods.
 - Proposal development.
 - All who live or work in Seattle can vote.
 - Winning projects are funded, planned and constructed in the next year.
- Geographically based, moving from District Councils to the seven City Council Districts.
- SBAB can be involved in idea collection and in proposal development.
- Outcomes desired: Increased and more equitable civic engagement. New leaders and active citizens. Stronger relationships and trust between government, organizations, and residents.

- “Youth Voice – Youth Choice” program with high school students in S & SW Seattle tested the process in 2016.

SBAB Comments:

- Kudos for broadening outreach and involvement of youth and groups who are not typically involved in the neighborhood associations and district councils.

SBAB Recommendations:

- SBAB will welcome the opportunities to be involved.

Utilizing GIS and Community Engagement to Promote Bicycle Safety

Time: 7:31 pm

Presenter: Christina Yantsides, MPH, Public Health Seattle & King County

Purpose: Briefing

Christina Yantsides is a research assistant for Public Health Seattle and King County (PHSKC) within their Violence and Injury Prevention Unit. She reviewed her study of serious injuries and deaths of people riding bikes on roadways nationally and in Seattle. This study is a continuation of a capstone project at UW School of Public Health.

- QGIS was used to help identify clusters of bicycle accidents in Seattle and gain a better understanding of the causal factors. Goal is to reduce serious injuries and deaths, with equity.
- Nationally, people use bikes for 1% of trips but fatality rate is 2x that. Risk of serious injury or death may be outweighed by benefits to health, economy, ...
- Quantitative analysis:
 - Jan 2010 – Dec 2014 GIS data for all SPD reports of motor vehicle/bicycle collisions.
 - Deeper review of KC Medical examiner reports and collision investigation and autopsy reports.
 - Field observation of conditions at selected sites of fatalities.
- Qualitative analysis:
 - Interviews and meetings with experts including traffic police and medical personnel, local media and bike advocates.
- Observations:
 - 2,007 collisions in the five years studied. Numbers rose over the years, but number of fatalities stayed at one or two per year. Number of bike trips also rose, but trips and mileage are not accurately counted.
 - Most collisions were in summer months in clear or partly cloudy weather. 74% in daylight, 18% at night. Correlates to time that more people are riding.
 - Serious injuries do not all occur at “hot spots” known to be dangerous.
 - The least safe streets may have fewer than expected injuries because so few are brave enough to ride on them.
 - Some neighborhoods, notably Rainier Valley in Seattle, feel left out of safety improvements the city has been making.
- Study limitations:
 - Not all collisions are reported. A large number are not reported.
 - “Near misses” are not reported.

- Injuries are mis-categorized frequently in the reports. Extent may be unknown.
- No bike data equivalent to “vehicle miles traveled” data.
- Field observations do not see all risk factors, and conditions may be different at time of observation, especially if years later.
- Recommendations:
 - Improve tracking and surveillance.
 - Increase community collaboration and information sharing.
 - Continue fostering community education, awareness, engagement.
 - Promote education and policy legislative initiatives to improve bicycle safety.

Comment:

- Kyle Rowe noted that SDOT has data from bridge counters and quarterly counts that can assist analysis. The bridge counters and weather data can be used to adjust the quarterly counts at other locations for variation based on weather on days of counts. As stated on page 21 of the 2015 BMP Annual Progress Report, the baseline measure for collision rate (counted when the 2014 BMP was passed) is 0.823 collisions per 10,000 bicyclists counted. SDOT will be comparing to that number annually to see if progress is being made. For 2015, the rate was measured as 0.793 collisions per 10,000 bicyclists counted, which is about a 4% reduction in collisions.

SBAB UPDATES/ ACTIONS/ REPORTS

NE 65th Street: Casey Gifford presented a draft letter of support for the Fix65th group’s effort to fund safety improvements on NE 65th Street. Board members noted that NE 65th is an important route for people on bikes, especially west of 20th Ave NE, and is in the Bicycle Master Plan as a city-wide protected bike lane route, but is has not yet scored high enough to be in the 5-year implementation plan. SBAB agreed that the North working group should review priorities for the current draft implementation plan, and come back to the board with a recommendation for revising north sector priorities, or not.

Sounding Board for City Center Network is re-starting. Two meetings in next two months. Merlin Rainwater and Steve Kennedy will plan to attend for SBAB.

Sixth Avenue Bike Lane: Many conflicts reported with Amazon private transportation buses parking into the bike lane. 7 foot wide load zone and parking cutouts are not wide enough. Kyle Rowe suggests Dongho Chang contact to look at it. Notes Seventh Avenue bike lanes coming.

Future Agenda Items

- SBAB Review of Traffic Control Manual: Coming soon. Enforcement needed of rules we have.
- BMP Update, semi-annual report per ordinance. SK and AB to review with Monica DeWald.

MEETING ADJOURNMENT

The meeting was adjourned at 8:12 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