

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: November 4, 2015 / 6:04 p.m. – 8:00 p.m.
Chair: Kristi Rennebohm Franz
Recorder: Riley Kimball
Location: Seattle City Hall, Room L280

Minutes Distribution List:

See Attachment A

Members Present:

Don Brubeck, Merlin Rainwater, Steve Kennedy, Kristi Rennebohm Franz, Michael Wong, Jeff Aken, Jed Bradley, Riley Kimball, Adam Bartz

Members Absent:

Leah Curtiss, Lara Normand, Phyllis Porter

Guests:

Mike Schwindeller (Seattle Parks and Recreation), Bob Edmiston (Seattle Board of Parks Commissioners), Nicole Freedman (SDOT), Kristen Simpson (SDOT), Lydia Fulton (citizen), Amanda Barnett (citizen)

MEETING CALL TO ORDER

Chair Kristi Rennebohm Franz called the meeting to order at 6:04 pm

INTRODUCTIONS

All attendees introduced themselves.

PUBLIC COMMENT

Time: 6:08 pm

No public comments.

ANNOUNCEMENTS

Time: 6:08 pm

- Jeff Aken: NACTO has announced revisions of their guidelines, and their next conference will be in Seattle, September 26-29, 2016. Additionally, the University of Washington will hold a bike theft symposium on December 1st. Jeff will distribute materials in advance of the symposium.
- Kristi Rennebohm Franz: Kristi, Merlin, Don, Adam, and Steve were at the Comprehensive Plan review meeting with SDOT's other modal boards. A key issue was the approach to determining Level of Service (LOS) for transportation analysis. The City is considering a new, more innovative multi-modal approach that focuses on moving people, and not just moving cars/vehicles. Comments are due on November 20th. Steve,

Adam, and Don will draft a letter this week with SBAB's comments.

- Steve Kennedy: SDOT, with the assistance of the Sounding Board advisory group (Steve and Kristi are part of the group) has evaluated various configurations for protected bike lanes (PBLs) on 4th and 5th avenue (or a combination of the two), and will next look at options for PBLs on 7th, 8th, and 9th Avenues. SDOT plans to roll out "the most promising options" for the City Center network to the public in January 2016, with an Open House in late January. After public and other input, including SBAB, SDOT will finalize their proposals for a City Center bike network of PBLs. SDOT will be invited to present a summary of the evaluation results to date and potentially draft recommendations at the January 2016 SBAB meeting.
- Adam Bartz: Adam applauded the mayor and SDOT for the ambitious *Move Seattle* plan and the successful passage of the *Move Seattle* levy. He will draft a letter of appreciation on behalf of SBAB to those who helped to pass the measure.
- Merlin Rainwater: A city cost analysis employee informed Merlin that the city has electric and non-motorized bikes in the "motor" pool available for city staff to use.
- SBAB sent an advisory letter on the proposed SDOT Director's Rule 10-2015 Pedestrian Mobility in and around Work Zones for construction zone safety. Brian Deplace will be invited to be on the SBAB meeting agenda to discuss construction site rules for bicycle safety. In addition, SBAB can give advisory input to a draft SDOT Director's Rule for Bicycle Mobility for safety in construction zones in January.

PRESENTATIONS

City Parks Greenway Initiative

Time: 6:20

Presenters: Mike Schwindeller, Seattle Parks and Recreation (SPR)

Purpose: Explain SPR's Greenway project plan and partnership initiative; solicit input on capital projects and activation programs and recommendations of potential partner organizations.

The City Parks Greenway Initiative is a program to develop partnership between SPR and SDOT, focusing on enhancing links between greenways and parks. SPR has Parks Levy funding for Capital Improvement Projects (\$200,000) and activation and events (\$118,000) that begins in January 2016. In order to expand what SPR can accomplish, they are looking to partner with additional organizations to supplement their project funding.

- Current project details
 - Bike connections are based on the Bicycle Master Plan and the Neighborhood Greenways implementation plan.
 - Project priorities are ranked by health and safety concerns.
 - Partially because funding is leveraged with Safe Routes to Schools funding.
 - More heavily weighted toward south end, which has a greater number of unsafe facilities and also addresses equity imbalance.
- Projects:
 - **Interlaken Park**
 - Improve stairway. Possible peripheral bike routing on 24th

- **Jefferson Park**
 - Connect Beacon Hill neighborhood greenway with S Dakota St.
 - Partnering with the principal of Mercer Middle School to improve drainage on the sidewalk and increase safety
 - Proposed connection on Spokane St. could also eventually link up
 - Formalizes parking (currently gravel strip)
- **Rainier Beach Playfield**
 - Dunlap Elementary School and Rainier Beach Community Center area
 - Upgrading pavement conditions to facilitate Rainier Valley neighborhood greenway through the playfield
- Feedback desired from SBAB
 - Responses to the project list
 - Suggest additional low cost elements to make parks better for bikes and peds
 - Identify additional key stakeholders for collaboration
 - Recommend activation and programming to prioritize
- Activation
 - Program Coordinator for Greenways activation will be hired in 2016 to:
 - grow partnerships and sponsorships
 - ensure equity
 - expand Bicycle Sundays and Seattle Summer Parkways
- Next step: public meeting in January

SBAB Questions and Comments:

Q: Is \$200,000 all of the available funds? Is the *Move Seattle* levy a potential finance source?

A: Yes, the levy frees up some additional funding for Safe Routes to School and other ideas

Comment: We can help with wayfinding and bike rack location

A: SDOT will include wayfinding throughout some parks.

Q: What would it take to get Pronto stations at parks?

A: Initiative 42 has impacted Pronto stations in parks. It outlines how parks are not intended for transportation use. If there is no other option in the right of way, Parks will consider it.

Comment: 2-3 years ago, SBAB reached out to SPR to see what SBAB could do to advise the Cheasty Trail project, advise on bicycles in all city parks, and help advise updating the Parks Bicycle Policy. The Cheasty project will serve as a pilot of adjusting the policy. SBAB would like to begin with clarifying the current policy more finely and advise on adjusting it.

Jeff, Adam, Merlin, and Kristi will work with Neighborhood Greenways and Parks (Mike Schwindeller and David Graves) to start this discussion.

Comment: Emphasize connections to community centers in parks – they all have little projects that would aid accessibility by bike, all throughout the day. Alki CC, for example, has both a vehicle parking and a bike parking access issue, and little changes would go a long way. Hiawatha, Delridge, and South Park CC's all have similar issues.

A: Parks have been doing this, actually. They recently installed bike racks at Green Lake Community Center and are working to gather funds for more.

Comment: Ridge Route greenway will enter Volunteer Park at Prospect and 15th, and they need curb cuts and bike racks.

Comment: Emphasize connections with the schools. There might not be a lot of funds (although some could come from school fundraisers). The ownership, input and participation of schools in building connections to parks, will help them include parks in the education of students.

- Also, these connections are a great place to learn to ride bikes. Cascade Bicycle Club is expanding its bicycle riding safety program in Seattle schools.
- In Washington D.C. public schools, they include bike lessons.
- This is included with Safe Routes to School
- With connections from schools to parks, every park has an opportunity to be an educational space, especially for environmental education.

Q: Are all greenbelts under the jurisdiction of parks? If so, could greenbelts be used to expand these connections between greenways and parks? People use existing informal paths for connections off of greenbelts in West Seattle now.

A: The majority of greenbelts are under parks jurisdiction. We have not yet looked at including this type of connection. This type of connection is beyond the capacity of the Greenways Initiative. Cheasty is a pilot project. Clarification of Initiative 42 would be required before exploring this further.

Q: You said existing funds were approved with more coming?

A: Safe Routes to School has pledged funds, too, with Mercer Middle School and other schools near the greenway improvements. The numbers in this report are only what Parks is contributing.

Q: Do we have an inventory of bike parking in the city park system? Seeing a critical mass of bike parking tells people that this is a bike destination, and it brings more people in by bikes.

A: I think this is a great idea. Much needs to be done but that's a great starting point.

Comment: Bike parking needs to be in a high visibility park area to increase safety and security. Sound Transit did a similar inventory by sending employees on tours of the city. Youths could be hired to do the bike parking inventory in parks to increase both their stake in the city and to build ridership.

SBAB Recommendations:

- Connect with Cascade, Outdoors for All, Veterans' Affairs for partnership funding
- Revisit Initiative 42. Kristi, Jeff and Merlin will follow up.
- Expand partnership with Neighborhood Greenways, SBAB, and Parks

Bicycle Master Plan Progress Report

Time: 7:00

Presenter: Kristen Simpson, SDOT

Purpose: Inform SBAB of the progress that has been made on the 2015 project list under the BMP and solicit input for the presentation to City Council.

The Five Year Implementation Plan includes a project priority list that parses the BMP's 20 year plan into a short term, executable plan. It includes projects, strategies, and actions that will be pursued in the next 5 years, as well as significant Catalyst projects.

Catalyst projects are chokepoints in the network that are challenging and expensive to address but are transformative for network connectivity. Most would be a partnership project in some way (with WSDOT for SR520, with Sound Transit in other cases).

6 Month Progress Report as of 10/30:

- Work completed or on track by end of year for all Bridging the Gap deliverables.
- Will reach 12 miles in greenways (short of 12.6 because some were shorter after completing the design process)
- In 2015 for Bridging the Gap data reporting, there was a transition to specifically count protected bike lanes (as opposed to just all bike lanes). The data mix from counting these in two different statistics will cease after this report.
- Main SE projects have been S Myrtle St and Rainier Ave S.
- Roosevelt Way NE and Westlake project completion dates slipped to 2016.

SBAB Questions and Comments:

Q: I recall the Council being a driving force in maintaining an implementation plan. Has there been any check in with City Council about the progress?

A: Yes, every 6 months. We did an annual report in April to the Council, and SBAB endorsed that report. This progress report will also go to them, after incorporating SBAB feedback.

Q: Some projects are shown complete but still seem to have a lot of construction on them, for example, from Mercer to Denny on Dexter. How are we gauging when projects are complete, when construction makes them not usable?

A: Nicole: Within Mercer, you have mixed zones, so some of these routes still have private construction on them.

Q: I guess the issue is that some of these don't have physical separation. What does the full build out look like?

Comment: Between Mercer and Denny on Dexter, cars shouldn't be allowed to cross Dexter where they only have stop signs because they have to go too fast and they endanger people driving cars, riding bikes, and on foot. It's such a wide street that to cross it, cars have to gun it, when they could just go down to a crossing that has a light.

Q: Progress reports should be combined with construction reports so that we can see what is implemented vs. the travel that is enabled and safety that is gained. City Council would certainly like to see this information. How can we show this in the progress report? Where are you saying that progress has been made on the BMP but with an asterisk that says it's still not safe.

Comment: Maybe if we did it long term this would work, but if we start showing construction that's there right now on the map, it may be gone in a week and won't be useful. It could be too much information. We'd want to focus on major projects like Sound Transit construction and large buildings.

A: I wouldn't want to capture that data just twice a year, since it's more of a need that people have for planning their trips. There are living websites that have this info, but they aren't as helpful as they could be. SDOT's Street Use division has a project to improve the information and its user friendliness. Having a few examples of projects that are impacted by construction could help illustrate challenges.

Q: Could we add flags on maps of schools in the progress report so that Safe Routes to School gets higher visibility?

A: Absolutely.

Q: When is the 21st Ave. SW/Highland Park Greenway forecast for completion? How about Admiral Way?

A: 21st at the end of this year, and Admiral Way will be done next year at the start of paint striping season.

Comment: The Central Greenway has an important piece that isn't done, even though it's marked as complete. 23rd and Columbia crossing isn't complete, and we should be prepared to comment accurately on how close to done it is.

Comment: Same with Holgate Bridge to SODO. Is there anything being done to move those steps?

A: SPU's moving the water main now. That has to be done before the stairs can be moved.

Q: In the interest of transparency and equity, can we get info about investment level by Council district?

A: Yes, reporting on that will start next year.

Q: What consideration do you take for big transit projects? When the station opens up near Ravenna, there's going to be a lot more traffic on there. A lot of folks commute east-west on 65th, and it's important to realize that a lot of people use that road instead of Ravenna.

A: We try to time projects so that they're complete in time for stations opening, so that will come up closer to project completion. We build out the immediate area and connections to it.

Q: Can we adjust these maps to accommodate people with color vision deficiency? Reds and greens are tough to differentiate for some people. Greyscales shades may be better.

Comment: This input is important for making map use inclusive of all users.

Q: Is "in street minor separation" just painted bike lanes?

A: Yes. It is any kind of separate bike lane without physical separations like bollards or curbs.

Comment: We should publicize projects more when they're complete to help with getting higher use faster. Some fanfare would be good for biking's visibility and increasing ridership.

Comment: Especially with Council districts, since each Councilmember will likely want to highlight the projects in their region that have been implemented.

Q: I'm curious about a number of other projects that looks like they're being designed but we don't know where they are in the design process.

A: We'll build out a consistent framework for when we bring projects to each of the boards so that we can get feedback at a time in the project at a time when we can implement suggestions.

Q: I feel like this project design progress framework overlooks the actual BMP goals, like connectivity, safety, and equity. How can we show meeting those goals instead of just projects?

A: For the implementation plan in the coming year, we'll want to develop a way to measure to those goals. Then we can show the progress on those major goals annually, with the six month update being used to show the nuts and bolts.

Comment: Seeing a year over year change in maps makes the progress visible, but it also has the problem that emphasizing connectivity shows that certain gaps in the city aren't addressed because they don't connect to anything.

Q: Kristen: What is most useful to you as a board to know at the midyear report? We want to provide you with info that helps most so that we can make any necessary course corrections while updating you.

SBAB: Funding. What was allocated this year, what have we spent so far.

SBAB: And was anything under budget?

SBAB: And show any projects that have schedule slips.

Comment: We should highlight when SBAB has met with a project group. This shows advisory collaboration that advances the BMP as much as anything, and that way we show them the work that's going into it.

Comment: Is the project list reprocessed for priority every progress update?

A: No, but we do examine that every year.

Q: Can we include info about how long a project has been on the docket without being implemented? This would help examine priorities to make sure they're actually set up to execute all projects, not just constant high-priority projects.

Comment: Yes, for example California Ave SW, which connects three urban villages but will never have enough priority to get implemented because it doesn't connect to the external network and does not score high for equity. It would be great for internal neighborhood connectivity.

Comment: Things come up as priority now because we're looking at all ages and all abilities, and this change is visible in certain big projects like the Burke-Gilman. It's important to see all of these projects.

Q: Can we audit wayfinding signs that no longer make sense with changes to the network and the projects that are built? Same goes for the printed map – it doesn't help visitors.

Comment: In Vancouver they have bike symbols on crossing signs to indicate that it's a bicycle-safe street and also to inform cars that bikes will be there.

Q: How are we getting status on the catalyst projects?

A: That info will be part of the annual update to the Council in the spring, but this is just for your familiarity now.

Comment, Kristen: This update will be adjusted to begin with discussion of the five goals and some of the strategies and programs that are being used.

Q: What about including a few pictures of projects instead of just spreadsheets?

Q: And add collaboration with SBAB on projects like Accessible Mt. Baker, Center City, Ballard Bridge, and now a working group with Parks and Recreation and SDOT and one on the Comp Plan?

SBAB Recommendations:

- Kristen will consolidate her notes to revise the progress report and send to SBAB.
- Include the full set of Catalyst projects, even if they're outside the scope of 5 year implementation.
- Update maps to accommodate people with color vision deficiency.

SBAB UPDATES AND NEXT STEPS

- Riley will begin preliminary project calendar ("grid")
- Work on the 5-year Implementation Plan update will start early next year (in advance of the March deadline) and Kristen and her staff will work with the Board to build on last year's successful collaboration.

MEETING ADJOURNMENT

The meeting was adjourned at 7:59.

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)
Nicole Freedman, Active Transportation Director, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning and Urban Design Manager, SDOT
Sam Woods, Manager, Bicycle and Pedestrian Programs, 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