

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: March 7, 2018/ 6:00 p.m. – 8:00 p.m.

Co-Chairs: Casey Gifford and Amanda Barnett

Recorder: Rich Brown

Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present ✓	Absent ✗
Amanda Barnett	✓	
Adam Bartz	✓	
Mitch Brown	✓	
Rich Brown	✓	
Donald Brubeck		✗
Casey Gifford	✓	
Steve Kennedy	✓	
Claudia Lewis	✓	
Alexander Lew	✓	
Sarah Margeson	✓	
Emily Paine	✓	
Puja Shaw	✓	

Guests:

Laura Goodfellow	Belltown	legoodfellow@gmail.com
Ambgino Giusti	U-District	ambroginogiusti@gmail.com
Alex Kiheri	K.C. Metro	Alex.kiheri@kingcounty.gov
Bry Osmonson	Wedgwood	bosmonson@gmail.com

MEETING CALL TO ORDER

Co-Chair Casey Gifford called the meeting to order at 6:00pm

INTRODUCTIONS

PUBLIC COMMENT

- Rainier Ave S – concerns that Rainier is the only flat way to travel through the area by bicycle: strong opinions about why bicycle infrastructure is needed here.
- Kelsey Mesher, Cascade Bicycle Club 35th Ave – discussed incredible organizing of the community to keep the project alive.

- Rainier Ave S: There is a need to broaden the conversation and consider other metrics which can affect the way we live such as the high level of freight transportation in S. Seattle and the health disparities that result.
- Robert: Dittos first comment as far as Rainier Ave S being the only flat route for cyclists. Suggested Beacon Ave as another alternative route for vehicular traffic.
- Matt Syder: Echoed comments about Rainier Ave S. Uses detour rather than Rainier. SDOT say they would not add more improvement before Accessible Mount Baker happens.
- Advocacy for the bike lane on 35th; would do more biking if not for safety concerns on 35th NE
- Concerns regarding 35th – SDOT sent out an inexperienced outreach team. This created hostility between opposing neighborhood groups.
- Robert E: disagrees with how greenways are used as a compromise to installing bike infrastructure on arterials.
- Gordon – advocates for a facility on Rainier Ave S that will be attractive for folks to feel comfortable. We have a choice and we can think about the factors that effect this project as it moves forward
- Option for bike lane on Rainier Ave S adding bike lanes can slow vehicle speeds which would make cycling safer and encourage people to use light rail and transit, which are more economical and environmentally friendly than driving. This would decrease the inequities of transportation and discourage new commuters from driving.
- Andrew (Seward Park) – another supporter of adding bike lanes on Rainier Ave S.

MEETING MINUTES

Co-Chair Cassie Gifford moved approval of the February 2018 SBAB meeting minutes. Vice Chair Bartz seconded approval. The minutes of the February 2018 SBAB meeting were unanimously approved.

PRESENTATIONS

Rainier Ave South

Time: 6:45

Presenters: SDOT and Dawn Shellenberg, King County Metro

Purpose: The Future of Rainier Ave S

- Roles:
 - Alex G, implementation program manager;
 - Allison, conceptual manager;
 - James Le, Jenna Franklin: community outreach.
- Metro RapidRide Brand:
 - 10-15% faster than non RapidRide routes
 - How does this effect Rainier Ave S?
 - More frequent service, more comfortable experience, enhanced safety.
 - Zero vision relies on these implementations. 60% of residents are people of color, higher transit use, lower car ownership.

- Outreach happened last year along with neighborhood briefings with the different ethnic and social economic groups. General consensus was that Route 7 is a community asset.
- On street parking is a huge concern in the community. Modal plans include bus lanes bike lanes and major truck routes

Allison discussed the options.

- All left turns restricted in both directions;
- Bus lane and bike lane option

Four options have been proposed. Option 4 seemed to be the most appealing from the group

Questions, Answers and Comments:

Q: When is freight traveling and can that be adjusted?

A: Freight travels at all hours and with more demands on UPS, FedEx, etc. freight will be operating more rather than less.

Q: Alex L: Transit vs bikes... how can we come up with solutions that work for both rather than pitting them against each other?

SBAB Recommendations:

Working group for Rainier Ave S: Rich B & Adam

Vision Zero Lower Speed Limits Phase 2

Time: 7:25

Presenters: James Le, SDOT

Purpose: Better understand how SDOT is approaching reducing speeds beyond residential streets and center city arterial streets (phase 1).

Speed is the critical factor in the frequency and severity of crashes

- Work is being prioritized to the areas with the highest crash locations
- Evaluation: focused on urban villages because this is where 80% of pedestrian crashes occur
- Evaluating corridors that have been redesigned
- Limited budget
- Looking into setting speeds based on 85th percentile to 50th percentile (this is being discussed at the national level by the National Committee on Uniform Traffic Control Devices (NCUTCD))

Greenwood/Phinney – first urban village to have 25 mph speed limit signed.

Rainier Ave S Phase 1 (Alaska to Kenny) – first corridor to pilot speed limit based on 50th percentile.

Questions, Answers and Comments:

Q: Where did the outreach occur?

A: Mainly throughout Vision Zero projects

Q: Why is 30 mile an hour okay speed on bike routes with shared lanes?

A: That is something we can try to change in the next Bike Master Plan

Q: How can there be more enforcement for speed?

A: There will be another evaluation

Comment:

James- Rainier has highest run off the road crashes in the Seattle. Aurora has the second highest run off the road crashes – approximately half the run off the road crash frequency of Rainier, despite carrying twice the number of vehicles.

SBAB UPDATES AND NEXT STEPS

- Emily- Move Seattle-
 - Annual achievement happened in the Q4. Office is restructuring the way the levee process is happening. Budgetary restraints are not as reliable as they were in the past. At the February Move Seattle meeting they spent quite a bit of time on the SDOT's indefinite postponement of the Fauntleroy paving project. Members of the Move Seattle Oversight Committee were distressed to learn that such a critical shovel ready project was being cancelled because of potential conflicts in 10 years. Members were also concerned that SDOT made the decision without any committee input, which sparked discussion on the role of the committee. They covered the projects completed in the 4th quarter of 2017. We spent some time on the restructuring that the levy is undergoing within SDOT, including establishing the office of Move Seattle and responding to a report from the outside auditors that SDOT hired in 2018. They ran out of time before 2018 work plan could be covered, but I was encouraged to see the PBLs (with regular bike lanes at intersections) added to the Swift/Myrtle/Othello project. They were not in the draft work plan that we looked at in January.

Q: Steve: Can SBAB receive the Move Seattle materials so they we can bring questions to the committee?

A: Emily will try to get us materials if possible

- Alex-Bus stops and protective bike lanes on 65th between 12th and Ravenna
 - Reduction of sidewalk space
 - Design has been changed, late in the design phase
 - Proposal is to have a passing lane around busses
 - Dexter style no passing lane or ????
 - SBAB will set up a meeting w SBAB(North group) Puja, Mitch, Claudia
- Dawn- Fauntleroy project has been excluded from the levee. SDOT has abandoned the project and is asking Sound Transit to fund cost for this project.
- Serena -35th ave NE — design has gone to bid, construction will begin in early April. Moving forward as planned;

MEETING ADJOURNMENT

The meeting was adjourned at 8:01pm

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)
Karen Westing, 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