

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: December 3, 2014/ 6:00 p.m. – 8:00 p.m.

Co-Chairs: Jeff Aken and Kristi Rennebohm Franz

Recorder: Ester Sandoval

Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Adam Bartz, Don Brubeck, Leah Curtiss, Riley Kimball, Steve Kennedy, Clint Loper, Lara Normand, Merlin Rainwater, Kristi Rennebohm Franz, Ester Sandoval, Michael Wong

Members Absent: None

Guests:

Emily Ehlers, Forrest Baum, Josh Cohen, Victoria Kovacs, Max Sevareid, Gordon Padelford, Mike Hendrix, Dayna Loeffler, Brett Wiemann, Heidi Bullinga, Wendy Wheeler, Kyle Rowe, Sam Woods, Andres Salomon, Anthony Auriemma, Jim Curtin, Councilmember Sally Clark

MEETING CALL TO ORDER

Jeff Aken called the meeting to order at 6:03.

INTRODUCTIONS: All attendees introduced themselves

ANNOUNCEMENTS

Jeff congratulated the City of Seattle on their “gold level bike friendly community” award that came out a couple of weeks ago. He acknowledged the work of SBAB member Clint Loper and former SBAB member Jessica Szelag, who put together a letter of support to the city on behalf of the board.

Kristi: Invited the public to see the new facilities at Cascade Bicycle Club’s “Cascade Bicycling Center” at Magnuson Park. It’s a great place for bicycle education among other things. She also acknowledged all the donations (labor, material, design expertise) that went into to this project which speaks highly of all involved who want to make cycling a real feature in our city.

Adam & Leah, SBAB's representatives to the Puget Sound Regional Council Advisory Committee, reported on their first meeting: First, a new model has been developed by transit and county agencies to score pedestrian and bike facilities that connect people to stations. A second model measures "Bike Stress," based on traffic speed, directness of route, etc. The idea is to decrease stress & increase access to facilities. Metrics were not limited to commuter-based data, but anything between home and common destinations. More funding is needed, but there was great information presented.

Kristi: Congratulated SBAB Member Merlin Rainwater who has been nominated for three different Neighborhood Greenways Awards.

Fact Finding Award (evaluation work done for Greenways)

Memorial Walks & Rides

Senior Ladies on Wheels (S.L.O.W.) rides

PUBLIC COMMENT

- Forrest Baum, of University Greenways. Referred to letter regarding Roosevelt corridor. The letter supports the pedestrian crossing and sidewalk improvements, as well as focus on pinch points that force bikes to merge with traffic. The letter urges SDOT to:
 - Consider eliminating a general purpose travel lane for cars;
 - Maintain parking with peak hour restrictions for the business district,
 - Extend the Protected Bike Lane (PBL) portion for the entire length of the corridor to 65th; and
 - Re-design the intersection at 45th and Roosevelt to make it safer for pedestrians and bikes
- Audience member: Thank you for 2nd Avenue protected bike lane upgrade, it's been awesome. Loves using this facility and seeing so many others using it makes her feel a part of the cycling community
- Wendy Wheeler submitted a public comment form asking for "no turn on red arrow" signs to improve safety (ex: 15th Ave at Holman Rd.).

PRESENTATIONS

Rainier Ave. S Safety Corridor Project

Time: 6:06

Topic: Status of Rainier Ave Safety Corridor Project

Presenters: Jim Curtin

Purpose: Recapping presentation to community, gathering, feedback from SBAB (see PowerPoint presentation on website)

This project is a result of area residents being upset about recent crashes.

- Project goals: Reduce Speed, provide new and enhanced crossings, maintain efficient transit service, improve intersection safety and reduce injuries
- Strategies: Data driven education, enforcement and engineering efforts
- No solutions yet, but anticipate both long- and short-term solutions, depending on public input
- Project Extents: Rainier Ave from Seward Park Ave S. to Letitia Ave S. (links to existing projects at either end)
- Unique conditions: long corridor, lots of curves and skewed intersections
- More than 70,000 residents along corridor and growing, a large number of single family lots right on Rainier
- Many pedestrian destinations along Rainier: schools, day care centers, parks, senior centers, churches, libraries and community centers along the corridor
- 19,700 vehicles use roadway everyday and 26,000 use section between S. Alaska and S. Genesee, 11,000 daily transit riders
- High pedestrian activity throughout - Ex: Rainier and Henderson intersection – over 100 pedestrian crossings per day
- More freight traffic than on MLK – possibly shifted from when light rail was installed
- Collisions incomparable to any other corridor in city. Avg of 1 crash per day on Rainier; in last 3 years over 1200 collisions; includes 630 injuries and 2 fatalities; 46 ped/vehicle and 10 bike/vehicle crashes
- Posted speed limit is 30 mph: 2,000 vehicles per day are going 40 mph through Hillman City
- Collisions here mostly due to distraction, impairment and speeding (similar to other parts of city).
- Will work with SPD to bring a higher level of enforcement; but would rather change the nature of the roadway in order to change behavior

Note: no facilities shown in BMP on Rainier. Bike community came out in force to public meetings and stated that they wanted a protected bike lane along Rainier due to easy grades and directness of route. Right now there is no funding for such facilities but this is a great opportunity for you to tell us what you'd like to see so that it can be considered.

Timeline: Currently in outreach phase. Next February will provide initial design. Later in spring will begin to implement changes.

Questions, Answers and Comments:

Q: Is there any data on how full the vehicles are?

A: We have no data, but we could come up with a good estimate.

Q: Are there any other factors that you can't compare Rainier to similar roads or are you just talking collision data.

A: It's really hard to compare it to other city roads. Maybe Aurora is next closest when speaking of collision concerns.

Q: Were these collisions the ones that were reported only?

A: These are police reported collisions, so that's a really good point.

Q: Are these only vehicle-to-vehicle collisions or do these include pedestrian & cycle collisions?

A: These are all collisions.

Q: Where does the study of re-timing pedestrian lights stand? That study was done by UW students as a task of Neighborhood Greenways over a year ago? We were promised something would happen quickly, but I don't think it's happened yet.

A: We are almost there, last time I checked in they thought it would be ready by Thanksgiving, but that hasn't happened yet. Definitely by 2014.

Comment: Wanted to respond to the note that "BMP has no facility recommendations for Rainier" by saying that today we have a very committed & involved board that wants equity for the south end & other underserved areas. SBAB produced a letter following the presentation by Rainier Valley Greenways at the November meeting, stating what measures SBAB would like to see take place to improve safety and equity in the Rainier Valley. Also, some of us were at the Vigil Walk and Solutions Meeting for Zeytuna Edo. There was a big turnout of neighbors who are pleading for more enforcement, because they don't feel safe and are unable to walk to their destinations. This shows how the BMP is about more than bicycles – it is also about making places safe. We (SBAB) are behind these communities until these changes take place.

Q/Comment: As a resident of the community and an attendee at the public meeting she appreciates SDOT's understanding that changes made to Rainier may impact MLK – there needs to be a balance between the two and attention to safety on both.

If there are no funds for a PBL, what about a pilot project for a segment? Maybe there are ways to connect with the new N-S Greenway being planned where it crosses Rainier. A PBL is a safety measure – data show that there are fewer pedestrians injured when one is in place. A pilot project reinforces the need for and benefits of a PBL. It would also be highly visible and attractive for new riders connecting from the south end of the corridor, since the Greenway is less direct and has a lot of topographical challenges.

A: We have talked about it, all I can assure you that we will look into it. I can't promise anything.

Comment: Appreciate that things are starting to move for Rainier corridor. How are we going to complete this project, if it's stated that it will get addressed using "low cost big impact measures"? No funding yet?

A: There is not funding for a PBL, but we do have funding for re-channelizing the roadway with paint striping. Data shows that a number of the intersections are quite ill. There are things that can be corrected within the budget (i.e. improved turning movements and crossings).

Comment: Rainier and MLK really should be looked at as one corridor. Even though the protected bike lane is shown on MLK in the BMP – it is just a line on the map that can be changed. There is also a little segment that connects these two arterials to downtown, which underscores a really crucial location for a PBL

A: We will be looking the two roads as intertwined, making sure whatever proposing for Rainier doesn't impact MLK, and what can be done with MLK. We can do a lot of small things, again at a low cost. That's a good point.

Comment: Having been at Memorial Vigil Walk, speed was the biggest thing, and that people don't have enough time to cross the street even though there are safety islands. More needs to happen to that roadway to slow people down which becomes more challenging now because you're talking about wider lanes so you can go faster. Would like to see more photo enforcement cameras (outside the school zones), and no turn on red.

A: Unfortunately photo enforcement is limited to: school zones, construction, railroad crossing & red light cameras

Comment: The Greenways are great & they should be done. This is one angular arterial that was here before Seattle was here. Because of the topography, it is where the trails were, settlers used it, followed by bikes, then it got taken over by cars. We need them back, this is where people want to go, need to go, can go physically. It should be a higher priority than the easy streets. So wherever is angled it needs priority.

A: You bring a great point, especially regarding skewed intersections. Large curb radii allow for cars to turn fast, creating hazardous conditions and less time to cross. SDOT would like to get creative for some of these intersections, again with low cost measure will definitely look at that too.

Comment: It's a little frustrating to hear & see the word "low cost" used so often in reference to Rainier Ave when it's been highlighted as a peerless arterial with thousands of crashes a year. It's not congruent with what's happening.

A: We hear you and we are definitely working on it, by lobbying and looking for more funds and grants. What I want out of this, that we can make some significant changes to Rainier now but have a long-term plan for what we ultimately want to see out of Rainier then go after that.

Comment: It's important on this initial route of design to include an assumption

of a bike lane, and that this bike facility will be there imminently -- not just as a long-term vision. Making biking an assumption rather than an adjustment will go a long way to making it accessible to all.

A: During public meetings was surprised at all of the support for big changes happening on Rainier that would include a bike facility as well. It was refreshing.

Comment: I would like us to strongly support the point made about this corridor -- which has no peer in this city – not getting a cheap re-do. SDOT has a credibility problem here because of a previous Safety Project on Rainier. Your website still says that it was successful. It should be really embarrassing, because it only reduced accidents by 1%.

A: That was the first time we ever did a Safety Project in the City of Seattle. It was a partnership with WSDOT, Traffic Safety Commission, State Patrol & we had even less money than for this project. It took place at the same time as the Light Rail was under construction, so volumes increased immensely. Did we get the results we wanted? No.

Q: But you'll do better this time?

Q/Comment: As a suggestion - what if we use the sidewalks? First they need to get fixed or widened, but at certain segments there's enough room for bikes & pedestrians. Maybe there is a facility that is one way going north and the other going south.

A: For a while businesses have been telling us that the sidewalks are in bad condition. You brought a good point, we are aware of the sidewalk conditions.

Comment: Given that the sidewalks get a lot of use according there might be some money there

Councilmember Sally Clark comment: Need to have something done immediately on Rainier. She has already started to hear pushback from people who don't want changes on Rainier, and it will be important to hear support from SBAB and others regarding this effort.

SBAB Recommendations:

Low-cost, short-term solutions:

- Lower speed limit, immediately to 20 mph on non-arterials, 25 mph on arterials
- No turns against the red light

High-cost, longer term: Given the huge equity issues for South Seattle, how can we get more funds for the South end? There are huge investments being poured into development and generating infrastructure revenue in the city – those funds need to be more equitably distributed. Would also like to underscore that the voice that we heard from the community (and the data doesn't reflect this) is that

there is a real lack of and/or delay in response to calls for emergency assistance.

Comment: The reality is that things haven't gotten addressed in the South end due to a flaw in the formula that SDOT goes by. The people involved in the surveys live mainly in the north end and they are the ones who attend the meetings. Equity as a measure scores lower in the formula because it wasn't really an issue for this group of people. It doesn't really reflect the reality.

Center City Protected Bike Lane Network

Time: 6:52 pm

Topic: Project Area & Consultant Scope

Presenters: Stuart Goldsmith, SDOT

Purpose: Describe Technical Project Area, Initial Timeline and Consultant Scope

Stuart: Project is just getting started, and consultant selected. Process of analyzing alternatives for downtown city network will last between 12-14 months.

Project Purpose:

To evaluate BMP recommendations for protected bike lanes in core downtown area, and look at how to make the lines on map a reality.

Project Elements:

- A technical feasibility study of proposed corridors: what will work & what won't.
- 10% Bike Facility Network Layout
- 30% Engineering & design (2 miles)

Project Area:

- Between Denny Way at north end to Royal Brougham to south and;
- Broadway forms the eastern boundary and the waterfront forms the west edge

Consultant Scope includes:

- Public engagement & outreach: community meetings and public open houses
- Forming a Steering Committee (with SBAB representation expected)
- Forming Technical Committees: both internal & external, engaging different agencies such as WSDOT, King County, Metro, etc.)
- Review existing and future projects planned for downtown area
- Data driven analysis: Developing evaluation criteria for selected routes throughout design (physical properties, demand analysis)
- Possibility of using STRAVA software to collect as much data as possible on traffic patterns.

Steps:

- Analysis and development of protected bike lane network plan with prioritization and phasing included
- Gather public comment after developing an implementation plan
- Move onto 10% design
- More public comment
- Move to 30% design
- Public comment – expected to be very political due to location - and need to find funding in order to move to 100% design

Questions, Answers and Comments:

Q: Does the 2 miles include what is already exists on second?

A: No, it's an addition. Part of the evaluation includes pros and cons of an extension of 2nd Ave PBL

Q: What is the distance between Denny and Royal Brougham?

A: It's about 2 miles

Comments: Appreciate Stuart being there at the beginning of the project, because SBAB wants to participate by being stewards of the BMP. Would like to let all present know that SBAB is a very diverse group with diverse experiences, all ages & abilities, geographically well represented. We are all riders that use the downtown area.

Q/Comment: Could you talk a little more about a couple of things: Will this network connect not only within downtown but also to the rest of the city? Can you talk about how this connectivity will be considered?

A: Yes, that's going to be one of the major considerations. It's got to connect easily to the primary routes to downtown. The harder part is actually once you get downtown where do you go

Comment: I guess with just 2 miles of connectivity and 30% design it sounds pretty limited

A: This reflects what we can currently afford to plan and build in the near future.

Q: Could you talk more about monitoring 2nd avenue: what's working & what isn't?

A: We don't really have enough information yet – I can't speak to that

Comment: Recommend that you talk to people and gather user information. Let's hear it from people how it's working for them: benefits, residual risks that are still out there even after the redesign.

A: That's a good idea.

A (Sam Woods): We aren't waiting for the consultant to get on board to do

evaluation. We have been evaluating. There's a permanent counter, evaluating how it shifts traffic volumes from other streets. Officers are starting to use electronic ticketing so now there's data to share. SDOT is staying in touch and working with the stakeholders of 2nd avenue. Making small changes, adding signage as a result. On Union a double protective lane was added as well as bike signals. We are doing continuous improvements, acknowledging that more permanent solutions are needed long term. Continuous education is critical, if everybody obeyed the law, it should feel like a great facility.

Comment: Since we are learning a lot we could incorporate this knowledge to the design.

Comment: On 2nd Avenue, red light camera would help on the no turn on left since that has been my biggest issue. Back to Center City, I'd (Adam) be interested in the Steering Committee from the SBAB sitting on that. Another thing if they are using STRAVA to collect data, I think we should as SBAB members use an app that tracks your miles for your routes.

Comment: Isn't it a racing app?

A: Yes, but I use it to track my miles.

(Many conversations going on at same time about STRAVA app)

Comment: if you look at the STRAVA users, they aren't concerned about equity, so it's a different type of data. Not sure if this would be of any help. It's not a documentation tool.

Comment: Bringing the conversation back to Center City -- we can talk about STRAVA use during our January retreat and about the kind of information it is providing the city. It's one thing for public outreach but it's another when you engage with people. We need to organize our input as a board to this project.

Comment: Appreciates Sam's presence. We do look forward to being part of the Steering Committee. People do turn left against the red arrows and I've had it happen 3 times in the last 3 weeks and I've almost been hit.

Before critiquing I want to thank you for putting it in. But what has happened in the last 3 weeks has been jarring to me, and I've had more close calls now than before the lane was in. I think a lot has to do with driver confusion about the signaling and signage. There's a time factor and a learning curve for people and it will get better hopefully, but I worry that somebody is going to get seriously hurt or killed before driver behavior changes. I think it's something the city really needs to look at (how the left turns work) because that's how Sher Kung was killed. It is a project that we can learn a lot from & SBAB has a lot of to offer on this safety quest.

Comment: I like the thought of getting together around 2nd Avenue to re-assess the project. It might be a good idea to have monitoring results shared via a presentation at our January meeting. Another question is, could 2nd Ave be

better? I encourage the Center City team to think big. Maybe 2nd Avenue should be one-way, or two-way with a wider lane. If it means getting the lights in the right place, let's do that. Second Ave. was a demo project, and it made sense the way it was done. But if we are going to do a whole network, let's re-imagine the center city streets and really do it right.

Comment: Regarding the 2 miles that's going to be designed, let's focus on more than 2nd Avenue as a north-south route and look at all the possibilities. Suggests using the area under the monorail for bikes, for example.

Q: Who is going to be on the Steering Committee?

A: One of first tasks for consultant when they start work is to define that.

Q: What is the timeline for public engagement?

A: Consultant starts beginning of January – first thing is putting together a schedule for public engagement.

Comment: Appreciates SDOT engagement with SPD. We heard from people in Rainier Valley that it is an important aspect of feeling safe. It seems we need to involve SPD more on 2nd Avenue too, and let them know we need more of their visible presence there.

A: First, can we push back our presentation on 2nd Ave to February in order to gather more data? SPD is writing a lot of citations on Rainier – are you asking for more?

Comment: More physical SPD presence and enforcement in both areas.

SBAB Next Steps and Recommendations:

Organize a small group to consolidate our input on 2nd Avenue
Recommend more police presence along 2nd.

Roosevelt Avenue Protected Bicycle Lane Project

Time: 7:40 pm

Topic: Roosevelt Ave. NE Repaving Project and associated Protected Bike Lane

Presenters: Kyle Rowe, Traffic Management, SDOT

Purpose: Update on Roosevelt Ave NE project – gathering feedback on bike elements

Presentation:

- Corridor identified in BMP as part of Citywide Network. Nearby Greenway on 12th Ave NE from NE Campus Pkwy to NE Ravenna Blvd was constructed in 2014.
- NE Ravenna Blvd also on work plan to construct in 2015, which connects

- to this project, as well as the existing connection along NE 40th (Btwn Brooklyn and 15th and Burke Gilman)
- Project is on Roosevelt from 47th to bascule portion of University Bridge (connection to Greenway from 47th)
 - Focusing on this portion of corridor based on data that show majority of bicycle-related collisions happening south of 45th, as well as higher bike volumes and steep grade issues.
 - Various pinch points along this corridor that also need to be addressed – forcing bikes into shared use facilities (examples are southbound merge point onto U-Bridge, northbound crossing of off-ramp for Campus Pkwy).

Timeline

- November—Outreach to adjacent properties, stakeholders and open houses
- December -- more stakeholder meetings coming up
- 2015 -- the Roosevelt to Downtown High Capacity Transit Study will be starting outreach.
- 2015 -- Construction of temporary protected bike lane
- Summer 2015—Paving project starts; installation of permanent protected bike lane and other safety improvements (project will go into 2016)

Questions, Answers and Comments:

Q: Will merge from bridge onto Campus Parkway be addressed?

A: It's a tough situation, we are exploring options.

Comments: The merge going south onto University Bridge is of concern – people speed up when they see a gap in traffic as they get on the bridge right where bikes are crossing. You need some signalization there – it's a game of chicken.

Comment: And they are staring to the left, they aren't looking for cyclists.

Comment: This is a good example of “bike stress”. Mentions how Washington DC has built bridges only for pedestrians & cyclists, thus avoiding situations like above mentioned.

Comment: I'm not going to use this merge on 40th, it's highly congested.

Comment: The only reason there aren't more collisions there is because it gets congested at peak traffic hours.

Comment: This area is heavily multi-modal. If we can find funds for pedestrians & cyclists to bypass that, it would be more accommodating for people of all ages, and more equitable.

A: I'm hearing that you want more improvements on the 40th/Campus Parkway merge areas. Let's talk about the northbound route.

Comment: This is another area of concern.

A: We are tightening things up here. But we are not able to reconstruct the bridge or its onramps. We are making improvements that we can afford now.

Comment It's more a driver education issue than design here, seems it's similar to 2nd Ave.

Comment: And there's nothing here to slow cars down before they make that turn.

Comment: We need some mechanism that makes motorists aware that they've entered a zone that they need to slow down. Like a speed limit of 15 at intersections.

Comment: I don't think signage works, especially when you have a population of drivers that changes yearly (students). Will there be bike lane barriers?

A: On the bridge there will be a protected bike lane. The designers are looking at it but currently there is no protected bike lane planned north of here – still a lot more details to figure out.

Comment: This is the dangerous spot – coming from a protected area on the bridge into a non-protected route – it's terrifying. It's the crossing of 2 off-ramps that is the problem.

Q: What do you mean when you say you're tightening this area?

A: We might be able to make it more of a right turn – but there are trolley wire poles we have to deal with that make it challenging. Similar with Rainier and the I-90 ramps or Dearborn onramp to I-5. Do you make the bikes veer off and cross perpendicular, or do you make the cars take a sharp right turn?

Q: Would you signalize too? Signalizing a right-turn only might not make sense.

Comment: This is one of the most heavily used bike lanes in the city

Comment: I've been biking for over 20 years this corridor & I'll take Parkway so I don't have to deal with this ramp.

Q: Is a shared ramp a possibility?

Comment: Not everyone wants to have to detour east in order to go north.

Comment: I have to ask why we can't have a PBL all the way to 65th? There are also crashes on northern two-thirds of corridor, so why don't we just bite the bullet & do the whole corridor?

A: We looked at the data where most collisions occur, and as you get progressively south there are hot spots for collisions plus higher bike volumes and higher speeds due to steep grade. Also, the design removes parking off of street. Further north the area is composed of single-family homes and small businesses with driveway cuts and less parking options available. South of 45th

the corridor is more multi-family and office buildings with parking structures, which provide additional parking options.

Comment: I get that this area should be prioritized, but why not make the connections to our network if you're already planning a PBL?

A: We are looking at ways to connect to the north-south Greenway being built, as well as the other BMP projects in the 5-year work plan. And there will still be a bike lane going north on Roosevelt – it just won't be a PBL at this time.

Comment: Collisions between 45th & Roosevelt have been more dire, since there are so many different angled intersections and merge points. Personally, I'd rather there be fewer, better adjustments made than spreading out the facilities over the whole route.

Comment: If we are going to implement the Bike Master Plan we are going to have to figure out the hard stuff like parking and driveways at some point.

Comment: I'm sure you've gotten the letter from University Greenways about this project. Their recommendation is that a full-time travel lane get taken out rather than parking to provide some additional traffic calming – and to have parking off-peak. Is that something you are considering?

A: Leaving parking would be a conflict for transit since the doors open on the right side. Then the one lane would be shared between transit & general purpose. It's a multi-modal corridor where we need to accommodate all. There are many designs to make traveling between transit & cycles safe and that's we are trying to design.

Q: Is there any consideration for ending the one-way couplet?

A: No

Q/Comment: My concern is that there is so much construction in the city where we are trying to make bike connections. It's almost like two universes.

We have a Growth Management Act that says there needs to be facility concurrency. Is there any dollar amount that developers are required to contribute to the impact that they are going to have on these facilities?

What can we, as board members bring that to the table?

Anthony Auriemma (CM Tom Rasmussen's office): I can answer that. The Growth Management Act authorizes cities to impose impact fees. There are 4 different things that impact fees can be used for: Transportation, Schools, Fire Facilities and Parks. Eighty cities in WA State make use of this act, but the City of Seattle does not. Council is starting to look at this option. SBAB can provide feedback when this issue is raised, and can go to Olympia to help lobby.

Comment: Thank you. There is some confusion regarding the GMA concurrency rules and we see it as a way to get support for the facilities that we need.

Comment: City of Issaquah just had a study session yesterday on mitigation fees in their downtown area.

SBAB UPDATES AND NEXT STEPS

Working on January's Agenda
SBAB will be having a retreat

MEETING ADJOURNMENT

The meeting was adjourned at 8 pm

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, Acting Director, Seattle Department of Transportation (SDOT)

Goran Sparrman, Deputy Director, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Emily Ehlers, SBAB Liaison, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT

Sara Zora, Transportation Analyst, 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