

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: October 1, 2014 / 6:00 p.m. – 8:00 p.m.

Chair: Kristi Rennebohm Franz

Co-chair: Clint Loper

Recorder: Michael Wong

Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

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

Members Absent:

Leah Curtiss, Jeff Aken

Guests:

SDOT: Emily Ehlers, Sarah Zora, Kristen Simpson, Barbara Gray, Brian de Place, James Kelly, Melody Berry; Public: Andy Baker, Auden Taylor, Sean Cryan, Cathy Tuttle, Darren Dencklau

MEETING CALL TO ORDER

Kristi Rennebohm Franz called the meeting to order at 6:02

INTRODUCTIONS

PUBLIC COMMENT

- Sean Cryan had two recommendations for SDOT
 - Street Design Manual (2012) Section VII and adherence to standards outlined therein; specifically, signage at University Station, Burke Gilman Trail and Downtown Waterfront projects, and Emerson Street information re: closures and detours
 - Re: Ballard Bridge and Seismic Retrofit Project Phase II, SDOT should make upgrades to this facility a priority, review plans with SBAB as part of the BMP implementation, and present results in a public forum
- Auden Taylor of Bicycle Paper requested that SDOT consider the installation of a bike lane or shoulder as part of its Emerson bypass plans.
- Andy Baker provided written comments, noting that:
 - Signage for alternate routes should be posted at a sufficient distance and time ahead of construction detours so that riders are not stranded at closed bike lanes
 - Equal geographic distribution should not trump equitable provision of bicycle facilities to historically underserved areas
 - Context of existing facilities: prioritization matrix needs to be re-run to make sure future project extents include links to nearest point of connection in use

ANNOUNCEMENTS

- Budget discussion meetings with Councilmembers are in the process of being set up.
- SBAB member Lara Normand was recently in Minneapolis, Minnesota for Rail~Volution – She rode their Bike-Share Bikes and noted they had pedal-generated lights!
- At the Transportation Committee meeting, attended by SBAB appointees, Councilmember Jean Godden brought up issues of safety with skateboards and wanted to know whether or not SBAB has discussed their use. (It was noted at the Rail-Volution Conference, Lara Normand learned about skateboard riders as a significant percentage of the commuting public in cities like LA – and the need to consider them in transportation planning. SBAB will look into that policy example.)
- SBAB Member Merlin Rainwater and Cathy Tuttle attended the Pro Bike/Pro Walk Conference in Pittsburgh representing the Seattle Neighborhood Greenways group. They presented on the organization of memorial rides to honor those killed in our streets, humanize transportation safety needs, and be mobilizing catalysts for change.
 - SBAB Member Riley Kimball attended the talk by Gil Penalosa, a former city planner in Bogotá, Colombia, speaking on making transportation improvements with little budget; focusing on tri-modal cities; and seeing development in 2-year instead of 5- and 10-year increments.
 - Upcoming Westlake cycle track open house 10/22.

PRESENTATIONS

1) Access Seattle Initiative & Construction Hub Coordination Program

Time: 6:20PM

Topic: Access Seattle Initiative & Construction Hub Coordination Program

Presenters: Brian de Place and Barbara Gray SDOT Access Seattle program, James Kelly, OED Business Liaison

Purpose: Overview and Next Steps

Presentation:

Recent new growth and construction (approx. 100 projects currently happening with 116 in process) -- and existing policies around construction coordination -- are insufficient for current conditions. How can SDOT better coordinate construction and all activity that impacts right of way mobility? SDOT lesson learned: one size does not fit all, so standards must be applied in common sense ways to different projects.

The ideas behind the program:

- 1) Get a handle on schedules and coordinating constructions (private and public) to improve mobility;
- 2) Effectively engage the public so they know best route to take on a given day (actionable information); and
- 3) Getting the right communications in place so that businesses can continue operating.

SBAB Questions, Answers and Comments:

- Comment: What doesn't work during construction is when signs that say "bike lane closed," or "bikes merge with traffic." Confident cyclists might be OK in these situations, but many others may not be. Instead of bikes being forced to merge with traffic, signs should indicate that drivers must yield to bicycles; signage should be placed in sight-lines of cars and should direct people driving cars to yield and merge with bicyclists, not bicyclists merge with cars, which is very difficult to do.
 - SDOT Response: HUB inspectors are in charge of this, but SDOT only currently has two on staff specifically for this purpose.
- Comment: Need more funding for many more supervisors to be on construction sites so that construction site workers follow safety regulations, signs and policies.
- Comment: it would be helpful if phone numbers to call for problems encountered were prominently displayed at specific job sites to aid in reporting.
- Comment: Need to increase dispersal, broadcast updates and notifications via neighborhood blogs, etc.
- Comment: In order for bicyclists to better plan routes through construction areas maps need to have a finer level of detail than those currently released to the public.
- Comment: Traffic-calming measures in construction zones are needed, to slow down cars in those situations where they merge with bikes, and to help to reduce speeds through detours.
- Question: Ombudsmen are one of SDOT's potential strategies – what would they do? Response: the goal is to have a single point of contact. James Kelly currently fills the role as the liaison for businesses and construction inspectors fill that role for the city. SDOT is asking for additional business liaisons for Center City projects. Ombudsmen develop messaging and communication plans.

SBAB Recommendations:

- SBAB will draft statement of input to the Access Team

2) SDOT Bicycle Master Plan Implementation Plan

Time: 6:53PM

Topic: SDOT Bicycle Master Plan Implementation Plan

Presenters: Kristen Simpson, SDOT

Purpose: Update and engage SBAB on SDOT's progress toward the creation of a Bicycle Master Plan Implementation Plan

Presentation covered four items concerning the Implementation Plan:

- 1) Review draft table of contents
- 2) Summary of BMP prioritization methodology
 - a. 3 step process
 - i. Two project categories: Citywide Network and Local Connectors
 - ii. Quantitative evaluation based on the five prioritization goals outlined in the BMP
 1. 100 point scale
 2. Scoring weighted toward Safety and Connectivity, as per previous community input
 - iii. Qualitative Evaluation
 1. Potential to leverage funding through other projects

2. Policy directives
 3. Community interest
 4. Geographic balance
- 3) Draft project list questions and comments
 - 4) Draft strategies and actions questions and comments

Questions, Answers and Comments:

- Background: SBAB has provided several letters to SDOT regarding an Implementation Plan and staffing (Active Streets Coordinator) to support it.
- Question: can SDOT provide prioritization scores for each of the projects in the plan?
 - Answer: Yes – those would have to come from the GIS data and would require a separate meeting with Chad Lynch, who can give an in-depth explanation of the prioritization scoring.
- Comment: To review based on the BMP goal of equity, it would be helpful for SDOT to present implementation projects on a map, separated by council district, showing geographic distribution of projects and funding investments.
- Comment: SDOT’s qualitative analysis needs to be more transparent.
- Question: What is included in areas/projects slated for study? Does that include the general surrounding areas for connectivity?
 - Answer: Yes, SDOT studies alternatives.
- Question: For City Center in the design phase, how is design brought to implementation?
 - Answer: SDOT brings them to 10% design, at which point they are reassessed
- Comment: For the missing link between MLK/Rainier, the route should go from I-90 to McClellan St.
- Question: If the proposed bike lane on 35th SW (West Seattle) was not recommended by the community, why is it included in the Implementation Plan project list?
 - Answer: Just because it is included in the list does not mean it will be built on that street. Preferred alternatives will be considered.
- Question: What should we report to greenway groups in our communities where no projects are set to be implemented through this 3- to 5-year plan? What do we tell people currently living far from bike facilities where nothing is planned to come in next five years?
 - Answer: This is a 20 year plan, constrained by available funding
- Comment: Downtown projects must be connected to the south end of Seattle. Specifically, there needs to be something beyond Dearborn St. Connections need to be made in *every* direction.
- Comment: if the Ballard Bridge did not score as a high priority because of a low score for connectivity (i.e. does not have a direct connection to a bike facility), then SDOT is not properly capturing/quantifying connectivity.
- Comment: include qualitative reasoning in notes for those specific projects that need to be included in the implementation plan, but which would not have been included based on the quantitative score alone.
- Question: Are transit centers considered part of connectivity?
 - Answer: Yes.
- Comment: Include cost estimates for projects
- Comment: There is a need to make the Bicycle Master Plan implementation move forward faster; SDOT needs to communicate that current funding levels are not

adequate. For example, SDOT could present different Implementation Plans using \$6m, \$12m and \$20m as baseline funding-level projections. Why the downward trend from 2015 to 2019 in subsequent years for study, design, and implementation? It looks like miles to be built declines significantly after 2015. The BMP is a bold plan and requires a bold level of funding.

- Comment: clarify the investment differences between Downtown and neighborhood infrastructure projects.
- Comment: include with the Implementation Plan a narrative introduction sharing the vision.

SBAB Recommendations:

- Follow-up with Chad Lynch regarding specific details on GIS data and prioritization scores.

SBAB UPDATES AND NEXT STEPS

- SBAB will follow up on construction access issues
- SBAB will write to City Council and SDOT Director Scott Kubly, in support of funding levels that reflect robust and bold BMP implementation.

MEETING ADJOURNMENT

The meeting was adjourned at 8:01

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