

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: November 7, 6:00 p.m. – 8:00 p.m.
Chair: Casey Gifford
Recorder: Florence Williams
Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present	Absent
Amanda Barnett		
Rich Brown		
Andrew Dannenberg		
Casey Gifford		
Charles Hall		
Meredith Hall		
Alexander Lew		
Sarah Margeson		
Emily Paine		
Patrick Taylor		
Florence Williams		

Guests:

Frank Camerano (greenways coordinator)
Summer Johnson, SDOT
Claire (?), Greenways
Frank (?) Packer, The Urbanist
Corinn

MEETING CALL TO ORDER

Casey called to order at 6 PM

INTRODUCTIONS

PUBLIC COMMENT 6:10

Frank Camerano (Greenways Coordinator, Seattle Parks)

Interlochen Park, SE Entrance, will be open Nov. 30th, soft opening Dec. 8th at Montlake
Community Center, more info forthcoming

Frank Packer (The Urbanist)

40th Street Bike Lanes on hold, not good news

Claire (Greenways)

Routes in the BMP that are getting repaved anyway, if getting walked back because of parking concerns, we need to be stronger in our implementation of BMP and where we are willing to change

Written comments:

Janet Kimball

Need safe bike lanes to/from all LINK stations (Sodo in particular)

Homelessness management needed in West Seattle bike lanes, critical area for safe cycling

KJ Moon

Repeat of request for 15th ave S to Jose Rizal Bridge

Asking for priority in BMP currently no bike lane northbound, dangerous for cyclists passed by cars

Andrew: Is bike maintenance complaint driven?

Monica Dewald (guest): They have a budget for everything, bike facilities included but because of lack of funding in levy, they always feel behind, so Find-it/Fix-it makes it faster to call in a maintenance issue?

Andrew? Can Find-it-Fix it get sent back to them?

Serena Lehman: yes

Carol Katchadorian (Seattle coalition age friendly task force) Introduced biking for older adults, hopefully connect on some issues

MEETING MINUTES: Amanda requests additional review time

Casey: Will postpone approval until December

ANNOUNCEMENTS

PRESENTATIONS

6:16 SBAB Discussion/Actions/Reports

Move Seattle Oversight Committee

(Presenters: Emily, Patrick)

Emily: Patrick has volunteered to be SBAB liaison to MSOC
(voted, approved)

Went over budget at October meeting, no surprises

Presentation from ITS (Intelligent Transportation System)

Requested because when levy in shortfalls, many on Levy Oversight were talking about moving money from sub-programs to ped/transit programs, some folks on committee feel ITS is ped/bike unfriendly, will skip parts of cycle to allow traffic to clear meeting went long, not lots of opportunity to speak up about this but willing to meet individually with boards, I think we should pursue this

City council and mayor's office meetings

Casey: met with Mike O'Brien, Tim Johnson and ____

Patrick: Councilmember Gonzales

Amanda: Mosqueda got back to us and is not available

Patrick: Sarah and I established relationship, Gonzales would like to be partner as needed. No specific asks.

Casey: Informal meetings, O'Brien wants a connected network and a "spine". Rob Johnson had concerns about mayor's budget and was working on that to advance ped/biking and transit I presume, also supportive of a connected network

With (Ahmed?), also supportive of connections between urban villages and center city and to light rail, seemed to support painting projects, wouldn't commit to a lot

Andrew: It was a get-to-know you kind of meeting. 35th project?

Casey: He thought the city had not done a good job in starting public engagement with projects, came in with assumptions that bike lanes are good and didn't bring the community along and explain this, so the administration wants to do more outreach around values

Amanda: Maybe ongoing lessons learned discussions

Andrew: If you change plans after going forward, does that stop other changes from going forward and encourage pushback?

Casey: Now on paternity leave, met with him while shortly back, going to reconnect with the mayor's office to bring them along in the BMP process so our final recommendation is something they can generally support and doesn't get tossed

Letter of support for Move All Seattle Sustainably

Casey: One item added to agenda, voting on a letter of support for MASS. Did everyone have a chance to review it? Any comments? Suggestions?

Rich: I didn't really see anything for South Seattle on that list, so I don't know if that's something we could look at or think about

Meredith: Rainier/Mt. Baker thing is on there, I guess nothing deep south. There's something about supporting stuff in South Seattle in Pavement to Parks

Casey: I'm not super familiar with Pavement to Parks. We were going to be supportive of the whole letter, but we don't want to call out things outside our purview.

Meredith: Can you explain how this came to be?

Casey: We are supporting a letter signed by a coalition (list here) this is the group that we have been invited to engage with but we don't move fast enough as a board and this happened between meetings, so the proposal is that we send a letter of support.

Emily: So to answer your question, Rich, , that letter specifically is for budget asks for this year, this list is the bike projects from that letter, which is why Rainier and Delridge are the only S. Seattle

Andy: I'm wondering whether there is less unity with having our own letter. What about adding a sentence saying "these are the projects that we think are really important, but we support all the projects in the last letter"

Amanda: I agree

Meredith: They should maybe explain the period of most constraint and be really clear about terminology

Patrick: (reads from letter) "we support the full range of projects"

Amanda: Let's move that/reiterate that above budget requests

Meredith: are we contradicting ourselves if we choose different projects:

Emily: their letter has already been sent, original intent was specifically 2019 budget, we are working on BMP budget through 2021-2022. I don't think we're taking projects on the 2019 list. Being nitpicky about this project list is unnecessary because the timeliness is already past.

Claire: This was a short-term list

Casey: So explain period of max constraint and reiterate/fix grammar? Any other discussion?

Emily: If you have time or interest, there is a meeting tomorrow

Casey: vote

Amanda moves, Andy seconds, vote passes

Serena Lehman: Claudia stepped down last month, her position is appointed by City Council, we have recommended Sheena Groves, who lives on Beacon Hill, and that has been approved, so she will be joining us next month

Casey: This is my last meeting, so it's unfortunate we didn't have more time to do succession planning. There are a lot of new members but you'll have a lot of support and I'm happy to talk about what that entails if that's interesting to you. It's been a very interesting and beneficial to be able to serve on the board. I recommend looking into stepping up, either now in the future. The board is really what you make of it.

If you want to reach out to Emily or talk to me, I'd be happy to share.

Upcoming Agenda Items

6:35 Transportation Equity Program: Updates and Committee

(presenters: Naomi Doerner, SDOT Anya Pintak,)

Naomi, Equity Coordinator

Anya Pintak, SDOT liaison

Naomi: Forming transportation equity committee

As committee gets underway we want to frame with certain principles, explain why this program exists and why we're branching into committee work, and we'll have a discussion.

(Slideshow here)

Transportation Equity caucus is folks in policy circles & advocacy, racial equity & justice, has been working on fair & just treatment. It is a really comprehensive definition.

Both process & outcomes must be equitable. Transportation equity is an ecosystem: what is the inclusive engagement and decision making, and how does that flow down to acquisition and workforce? Also there's the access piece: physical, financial, linguistic, etc. created so that transit investments are accessible. Prioritize communities with greatest need & greatest opportunities to make strides.

(slide 2) equity problem is a strategy to create transportation options, making those decisions through an equitable framework. Has come from race & social justice initiative at the city. Focus on CoC, low income communities, etc. that will benefit most from investment. Mayor reaffirmed commitment and focused on advancing transportation equity as part of racial equity

CC res 31773, codifies community that we are seeking to work with, folks traditionally left out of decisionmaking but leading with race

Committee to inform program

(slide 3)

Funding from SEA Transportation Benefits District, 2 mill. Cap reserved for low income transit access.

Working with 1 million of funds purchasing/distr Orca cards, enroll people in Orca Lift

(slide 4)

Annya: New to SDOT, 6 months, masters in social work, experience working with nonprofit Within Reach, Global to Local in SeaTac for food access. Been involved with Orca Lift, on operations side of managing contract. Lots of racial equity worked, shifted to government sector

Naomi: Partnership with "Community Connectors", case management at food banks, working with them for transportation options at Orca Lift and providing that resource

ORCA being provided for VA and enrolling people, also working with Seattle housing Authority and doing t mobility fairs, mobility service providers, and bringing information about bikeshare programs Youth ORCA transitioned to ORCA Opportunity, 16,000 students get free transit passes. Also fund 500 middle school students with youth ORCA pass.

(slide 5)

Naomi: We also do a lot of capacity building and strategies around transportation equity and deeper engagement, about what it means to have a fair and just transportation system

Annya: Key principle is inclusive engagement and shared decisionmaking, forming TEC committee.

Committee members will be affiliated with communities in 31773, targeting representation from marginalized communities. Key goal of 1 year comm will be recommendations for SDOT. Opportunity for members to bring up what transportation equity looks like for them. Releasing application for organizations to apply, King County wide. Working with a facilitator/consultant, who has experience in working with equity committee boards, will develop curriculum for committee because many members have not been on committees before and should learn about SDOT's work

We also want to learn from community members

(slide 6-7, -discussion, next steps)

Naomi: We've developed a lot of the materials, we are just waiting on the mayor's approval, we anticipate knowing Nov-Dec \, launching outreach at Rainier beach, anticipating committee to convene in Feb/March so there's enough time for recruitment and the application period. Engagement and that committee work will continue through Dec, we will be finalizing recommendations for TEX end of 2019

(slide 8)

How can this support and enhance the work that you all do already? Helpful recommendations to consider?

Amanda: We don't have too much time, but on the tails of Orca Lift, original permits for original bikeshares had an equity component but we haven't heard about it for a while, we would like to see how a lot of the bikeshare companies have held to those plans and have they done work to have those communities have better access to bikes, especially youth

Meredith: Can you make sure we get the transportation?

Naomi: Yes

Charles: How does light rail fit in with affordable housing? A lot of affordable housing doesn't seem to fit with Orca Lift or bikeshare, I don't know if this will be addressed by TEC

Annya: I see that as a big part of what we are thinking about in terms of affordability, and to your point, SDOT is just one transport entity, we need to bring in Sound Transit and King County Metro as

well as part of our curriculum, so I think that's a great point.

Annya: Very quickly, modal boards may want to participate in the curriculum and share what the roles and planning processes are, does SBAB want to be involved?

Amanda: Yes, a lot of us prioritize equity. A lot of our focus is on South Seattle for that reason

Casey: I think it would be interesting for the board to hear from the committee on how we can approach equity. The BMP has a lot in it besides equity, but I have read for low income CoC, access to a bike is a bigger barrier, and IDK if there might be ideas on enhancing those aspects of biking and not just infrastructure.

Meredith: ORCA program focusing on homeless population?

Naomi: Community Connectors say food bank accessors are housing & food insecure, not exact correlaries but if not homeless, potentially housing insecure and low income. ORCA lift is 200% of federal poverty level guidelines. Not a specific homeless approach, but through food banks we've been able to reach folks with a number of insecurities.

Annya: Access and outreach team has done a lot of outreach with homeless pop to enroll them in ORCA Lift. There's even more barriers we've learned, 1.50 is still too much for many and there's more work to be done there.

Meredith: For us and biking, access to a bike is often really empowering, interested to see what the committee develops around those issues.

Casey: Thank you for coming.

SDOT 7:00 BMP Implementation Plan (All)

Casey: Thank you for bearing with us on the process, it's often hard for new members. Let's talk about our priorities for projects, bumpers around those projects, and then projects themselves.

Meredith: As a new member it was hard to explain what we're doing. Where is the master plan after this meeting, if there's another levy, what's the process? If more money becomes available, how do we add/priorities projects? (Including in SODO, where there are no projects but sorely needed)

Serena: When BMP adopted, said we would develop implementation plan and update it annually, never updated 2018-2022 plan due to Move Seattle assessment. MSA acknowledged that bike projects are going over budget and we are limited in what we can build for the remainder of the levy. This year our BMP approach is as a blueprint and map for what we can deliver in remaining levy funds. If new funds become available, we'll bump projects from our waitlist. In 6 years, levy ends and will reevaluate. Bike planning won't end but that is the end of our cycle. Per BMP, SBAB is major stakeholder. While we have public comment, we look to you as our primary stakeholders.

Meredith: Will there still be yearly updates?

Serena: If we have to change a project, we may come back. We will definitely be doing updates.

Meredith: lookign at SODO and the holes and lack of info, we should be looking at ways to get things done.

Serena: Jesse Moore, Seattle N. Greenways have provided a lot outside of our funds, and to priorities city bike network. Things do change based on how the committee is pushing and pulling.

Casey: SDOT plans 3 years in advance, would you not plan assuming another levy? You essentially wouldn't have projects being built

Serena: We have nominal funds in case we have another levy.

(uest) 5 year plan look at every year especially every 2 years. Everyone involved in reset: you need to do 6 year plan based on what's left in your funding. If projects change or don't get built, partner funding becomes available, things may change, but we'll continue looking for grants and working with communities. Challenge at SODO, "drifting line" connection to Georgetown, at least get a connection in implementation plan. Work with several advisory groups to fold those in.

Serena: Very limited funds remaining, so less and less flexibility. Every year less to play with.

Meredith: How explicitly is BMP a project of Move Seattle?

Serena: 60% of funds from Move Seattle, smaller buckets from grants like WS Convention Center deal (30% of funds).

Serena: Jesse flagged information about connections we could do as development happens.

BMP is our roadmap/master plan, implementation is what we are planning on building in the next 5 years. Put achievable lines, because we want to implement these projects.

Casey: What's passed is going to be a list of projects that fit the budget remaining in the levy, incl. Some waitlisted items or there's additional budget.

Meredith: But then other things don't disappear from the map, and opps may arise.

Casey. Any more comments?

Casey: Those of us who have been here longer have had some unfair assumptions about priorities. We have for the last while, we have been very focused on building a spine, so that's the drumbeat we've been marching to

Amanda: The idea is the core network and that spine is based off urban villages

Casey: combo map of SBAB/Cascade priorities

Amanda: it's easier to build out from a spine, and there's several parts that are missing. We've tried to focus as much as possible on filling those gaps in. We may pass on projects because we want to focus mostly on the spine because of budgetary constriction. Last year the north group said to put all their miles toward south and central, to understand the city more holistically.

Patrick: I was just gonna say, directive was just to say whether it was a good project. Wasn't given a budget or sense of limitation. I support goal of the spine, but it wasn't framed that way.

Casey: that's a perpetual struggle. This year, we do not have to recommend the project that SDOT brought us as Tier 1. We can pick any projects in the BMP. If we want to look at this map or concept and say, "all of Rainier", we can

Andrew: I think of a spine as having its own first/last mile problem. That said, how do cyclists actually bike in the city? Isn't the spine a longer distance than most people's 1-2 or 3-4 mile trips? I don't know if the spine is best for the key 3-4 mile trips

Amanda; The idea is the spine is the most bang for your buck, so these are core areas and these designated routes are understood to be major bike arterials.

Casey: personally, I think a lot of local trips can happen on res streets, but to get one urban village to another, you may need a more protected routes. There are funds from Safe Routes to Schools and other groups.

Amanda: A big one is Rainier Avenue, SDOT did a safety analysis and there are parts where they wouldn't put a bike lane in. We want a bike facility on the whole of Rainier, and is good way to get from Rainier Valley to Central Seattle, but it's tough because it is important to many users. However Tier 1 projects are evaluated, it may not take into account what we as bike advocates think are important.

Casey: it will be easier for the mayor to get behind projects when there's clear demand and safety/mobility need.

Serena: 5 factors are safety, equity, connectivity, livability, I forget the last one.

Casey: Are we on board with the spine?

Meredith: Do we have to agree on a spine?

Casey: It's important to keep in mind, think for yourself about your priorities. There are a lot of projects that would be valuable but not *as* valuable.

Meredith: Rainier Valley is a great dream, but we have a mayor in bed with industrial interests and this may blow our shot.

Patrick: It seems like the most valuable projects will be politically contentious.

Casey: We can take two different paths. We can go through the project list, or look at a blank map, or a map with the planned facilities, and just say "I want all of Rainier", "I want all of Beacon", etc.

Rich: I think the spine is important, but the connecting of the villages, getting those dots connected is creating a connection that makes a sort of spine.

Emily: I don't think we're saying a single spine, but just build more cross-city routes, more like a subway map. When you look at North Seattle you see a bunch of viable routes, but in the South there are critical gaps.

Rich: I just think having these connected dots would be the spine.

Serena: We don't have enough money to complete the whole spine, so say your priorities for that spine.

Serena: We're looking at how to talk to communities, which changes our timeline a little.

(Monica) We do need one sooner rather than later. Finalized plan mid-February, submitted 30 days in advance.

Corinne: Impose safety in traffic fee to companies that use bike couriers?

Casey: We can follow up.

Amanda: How much time might we have?

Monica: We need them by Friday?

Casey: What are priority corridors in South Seattle? Suggest routes or go by these projects?

Amanda: Let us know if there's a path/corridor you're really passionate about.

Meredith: Rode around South Park/Georgetown. Airport Way super important, any route connecting SODO Trail to Georgetown. Also, route 414 on Spokane. Could be made comfortable with good signage. Seemed like that helps connect two spines.

Andy: I agree

Meredith: Not north of Spokane, but south.

Serena: Yes this was the top ranked project coming out of the south.

Casey: I have heard a lot of requests for a longer corridor on Beacon Ave

Patrick: Ideally a safe connection from the ID all the way through Beacon.

Emily: So 372, would extending it to the Chief Sealth Trail work?

Patrick? That'd make it more useful

Charles: We just ranked these in isolation,

Casey: do we want to talk Rainier?

Amanda

Serena: Rainier RR would be combo of on/off road facilities, so it would be a mix of facilities because there is that ongoing project.

Emily: Is that because the PBL switches to MLK

Serena: No, because of accessible Mt Baker as came out in the levy. Through Vision Zero, they presented at SBAB that they had opted not to put a protected bike lane on Rainier.

Amanda: I want to put most of my eggs in that basket.

Casey: What extent of that route?

Amanda: Rainier RR seem pretty set and have a continuous bike facility but some is off Rainier. Mt Baker-Orcas is a big question mark.

Summer: Connection on Alaska, 259-279 combo is what the greenway planning process is the future dream of getting around challenging topography of Columbia City.

Casey: Do we want to vote?

Amanda: Maybe if we have til Friday, we could have a phone conference.

Casey: Would people rather stay later tonight, or get some of us on a phone call? It's not unprecedented for this to go late.

Patrick: This can go late.

Amanda; I think it's an important corridor, so it'd be a super-duper ask, not feasible in the current eyes of SDOT.

Patrick: I think we need Rainier or MLK. Either is an equally insane ask.

Serena: Columbia City ones would not be cheap because of transit wires.

Meredith: So extend dotted lines?

Patrick: I just think there needs to be a safe route.

Amanda: I I prioritize Rainier over MLK because there are projects on the north and south part and it'd be great to fill the middle in.

Rich: I'd say Rainier, with all the work doing done it may have the best chance.

Monica: Just to circle back, if it were my approach, i'd want to give city council something to sink their teeth in. Maybe provide recs with what you think is really importnat, but with an alternative.

Patrick: i feel great about saying Rainier.

Andy: I vote Rainier and NOT MLK becaus eof the concentration of businesses.

Amanda; I think priority is filling in between Columbia City and Mt. Baker Station

Casey: What else in the south? Also: West Seattle?\

Meredith: Connect South park and White Center. 505 doesn't make sense.

Rich. On 505 there is a path, but nobody drives up it.

Casey: So am I hearing 759 & 717? We don't have a lot of money.

Meredith: i'm wondering if creating this corridor will help us connect to the existing greenway to the south. We want more alternatives to Fautleroy, but it seemed like an issue of practicality.

Patrick: Seemed like an importantr oute but we were open to lots of options.

Casey: i'd like to wrap up the south, I'm not tracking the recommendation.

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Amanda; 759-717 is only wat from Duwanish Valley to White Center\Emily: Are there issues with the grade across there as well (compared to Highland Park Way)

Monica: HPW has been an issue for years, if made into a multi-use path could be doable but drainage may be a dealbreaker. Wouldn't change lae or signals and would be a win from outreach. M

Serena: Myers Way would be a major capital project. Get coordination from WashDot.

Monica: Hyland park doe shelp connect you to Duwamish.

Amanda: So we're going to stick with Cloverdale?

Monica: What if knowing there's not a lot of funding, you ask them to look at 2 priorities and see which is most feasible?

Meredith: it would be great to see Cloverdale in a planning study.

Monica: But we're limited in fiunding and plannign includes outreach and planning costs.

Amanda: So let's do the Either/Or.

Amanda: Only we didn't talk about Top of list is similar to what we're putting forward, but adding Rainier. Anything below it, we're not going to suggest. Anything else that anybody thinks is really important int he South?

Casey: it seems like a logical little connection from Admiral Way to proposed blue line parallel California Ave.

Andy: Isn't it steep?

Monica: No, but there's a concrete bridge and a community would have to remove their planted median island.

Casey: So not a major priority?

Monica: Not the most amazing, but not a lot of crashes.

Patrick: 733 should be a priority, it goes by a lot of schools.

Monica: Also lookign at greenways, you get more bang for your buck becaus you can get more miles. We get a lot of great responses from people who can take their children places who aren't avid cyclists and we can get more miles with them.

Andy: It's hard in the south because it's so topographically constrained that often there's no option but to use thoroughfare. Which make sit hard for greenways.

Monica: Urban villages will hit arterial streets, but some people just want to get to the grocery stores with their cargo bikes. A lot of people like the idea of biking but don't want to go far.

(Smaantha?) 39th Ave S, there's a safe route to schools. In terms of building out spine, that's a missing piece through there/ Between 34th Rainier Greenway) in Accessibe Mt Baker, dotted line, that's a placeholder for plans for Accessible Mt. Baker, to allocate some funds in Accessible Mt. Baker.

Monica: Maybe there's some way to say, if we can't get the PBL on Cloverdale, we still want to see a greenway connection in West Seattle. We don't want 35th ave NE go down and then we do nothing. If one of these aren't built we want them to look in the south end.

(Summer?) otted lines, routes aren't set, and they're subject to funding priorities.

Amanda: Maybe the ones we talked about we'll put at the top, and we'll use our ranking to get the other ones on there.

Casey: Move on to central?

Serena: passes out map

Casey: Can we start off with non-blues. Jackson regularly comesup.

Serena: Jackson between 5th and 12th will be physically impossible.

Amanda: I'm ok with the king street already in the plan.

Monica: This doesn't really appeal

Casey: Can we talk about Montlake?

Monica: We wouldn't invest in that one.

Casey: So ok, we cna take that off.

Amanda: So should we put Eastlake on our list?

Monica; We're not putting funding towards it, but allegedly funded through rapid transit

Serena: it's in the implementation plan.

Casey: What projects are not blue do we want?

Patrick: Do we need any in Cap Hill?

Andy: There's a lot of good residential streets

Meredith: i think there's a lot of value in connecting and having a greenway would help people navigate greenway 480.

Casey: Isn't that 4 million dollars?

Summer: In our implementation plan last year, hired a consultant to do a high level cost estimate, and it came in high because of the pavement conditions.

Andy: Personally i would be in favor of not putting it in our implementation.

Casey: Any projects in Central Seattle to prioritize?

Amanda: Jackson on the CD side

Serena: We decided to look at Yesler vs Jackson through to Cap Hill to see which was more feasible

Casey: Do we agree these are all second tier?

Amanda: Yes, these don't feel as importnat

Casey: Let's move on to north.

Monica: to recap very quickly we wanted to focus more on the south end. North 130th would require removing all parking. Other projects would add lots of all ages/abilities miles, like the missing link and greenway connector.

Casey: so 583, 161 and 324 are greenway priorities and LINK connectors. I don't know if any would get

built or funded by station access.

Serena. The northern tail is not getting funded.

Ca: Iseys 324 North 100th?

Serena: Yes

Claire: the greenways priority is already funded

Meredith: Would that be an easy thing to add to the map then?

Serena: It would be uncontroversial to add to the map.

Casey: I think 703, 701 and 116 would be quite useful. It would connect to the link. I don't feel like there's going to be a big safety issue and unfortunately I think that's the criterion.

Patrick: The 130th is a great connector to the interburan and the light rail

Summer: i would say the greenway there is the connection between the high school and northgate elementary, one of our highest priority schools for equity. That corner is something we look at in our safe routes to schools equity plan. There's an alternative route and that's one of the highest equity scoring routes in North Seattle.

Meredith: So 161 would get you up from the light rail station?

Summer: yes

Casey: Are there any Tier 1 priotieis?

Emily: i don't really think so

Meredith: But didn't Summer say this one accessed a lot of low income housing?

Amanda: it sounds like if

Summer; other high equity are is Cedar Park area, with crossing improvements on lake City.

Monica: Lake City is a no-go.

Casey: i'm not hearing tier ones. Tier Twos on here. Serena, do you have everything you need?

Serena: I have what I need. This gives City Council something to sink their teeth into, in Monical's words.

Casey: i apologize that I was unclear on this.

Serena: I will send this out tomorrow so we can clarify errors.

MEETING ADJOURNMENT

The meeting was adjourned at 8:55pm.

ATTACHMENT A

Meeting Minutes Distribution List:

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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
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