

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** 09/07/2016 / 6:00 p.m. – 8:00 p.m.  
**Chair:** Adam Bartz  
**Recorder:** Amanda Barnett  
**Location:** Seattle Municipal Tower, Room 3832

### **Minutes Distribution List:**

See Attachment A

### **Members Present:**

Jeff Aken, Amanda Barnett, Adam Bartz, Don Brubeck, Casey Gifford, Steve Kennedy, Riley Kimball, Phyllis Porter, Merlin Rainwater, Puja Shaw

### **Members Absent:**

Claudia Lewis

### **Guests:**

Steve Durrant, Tom Fucoloro, Fred Young, Jessica Kim, Jawara O'Connor, Cathy Tuttle, Ryan Packer, Robert Getch, Ethan Jackson, Benjamin Smith, Chris Luedke, Monica DeWald, Chris Svolopoulos

### **MEETING CALL TO ORDER**

Co-Chair Adam Bartz called the meeting to order at 6:00 pm.

### **INTRODUCTIONS**

Members and guests introduced themselves.

### **PUBLIC COMMENT**

- Cathy Tuttle, Seattle Neighborhood Greenways, requested that SDOT and SBAB look at the bike network to connect urban centers. See SNG map presented last month by Gordon Padelford. A topic for upcoming meeting?
- Chris Luedke, SDOT: Notice of Yesler Way partial closures with bike route detours near Boren due to construction at Yesler Terrace. Will require closures on each side at different times for about a month each. Notices and signs will be in place. Not perfect. Jeff Aken requests signs at 12<sup>th</sup> to advise of alternate route.
- Tom Fucoloro, Seattle Bike Blog: in SBAB retreat or at other time, could SBAB consider opening questions after meeting presentations beyond board members only? Specifically, a spot for media questions.
- Steve Durrant, Alta Planning & Design, invited all to the opening of the Traffic Garden in White Center at Dick Thurnau Park (formerly Lakewood Park), on October 1.

**MEETING MINUTES**

The minutes of the August 2016 meeting were approved.

**PRESENTATIONS****Roosevelt to Downtown High Capacity Transit Study**

*Time:* ~6:20pm

*Presenters:* Ben Smith, SDOT

*Purpose:* Present final concept-level plans to SBAB

- Multi-modal corridor from Northgate to downtown, from 2012 Transit Master Plan, now in the *Move Seattle* bus rapid transit routes and multi-modal corridor.
- By SDOT Project Development Division. Alison Townsend, PM.
- Corridor includes 3<sup>rd</sup> Ave downtown, Stewart, Fairview, Eastlake, Roosevelt and 11<sup>th</sup> NE.
- Two year process. Still accepting comments, to recommend corridor concept by fall.
- How bikes fit in: where facilities are added as part of Roosevelt HCT funding, reasoning for protected facilities vs. sharrows
- Bike routes are mostly on-corridor with the Bus Rapid Transit. Study concluded that best bike routes are on the arterials in this corridor.
- 2-way protected bike lanes (PBL) proposed for Stewart from 3<sup>rd</sup> to Eastlake.
- SLU Streetcar to be relocated out of Fairview/Valley roadway.
- 2-way PBL's on west side of Fairview. Curb lane PBL's each side on Eastlake. 5 or 6 ft wide + 2 ft buffers. 3 traffic lanes. Bus stops out beyond bike lanes like on Dexter Ave N.
- North of University Bridge: mirror the Roosevelt treatment on 11<sup>th</sup> Ave NE. Bus-only lane, 2 general purpose lanes, and PBL. Extend to 75<sup>th</sup>. Transit goes over Banner to 5<sup>th</sup>, but bike PBL's on Roosevelt to Northgate.

**Questions, Answers and Comments:**

**Q:** How frequently will SBAB review this project?

**A:** Project team will return to SBAB when concept level plans are complete (with cross-sections and other finer details) and at milestone stages of design.

**Q:** How will this project address problematic turns for people on bicycles, such as taking a left on Harvard?

**A:** Once design level plans are being drawn up, more care will be given to 'hot spots'. Identified now.

**Q:** 2021 is a long time from now, any quick wins?

**A:** There will be quick wins for some transit, however, if protected bicycle lanes are designed in conjunction with new transit facilities (such as if bicycle lanes are in between the curb and bus lane), the entire design will require completion.

**Comments:**

Presenter mentioned coordination with external partners, such as Vulcan, that may implement bicycle facilities sooner.

SBAB board member notes great changes. Project should return when the design is further along.

**Q:** Any information on ridership numbers, specifically in Roosevelt after Link LR is in operation?

**A:** There will still be a need for bus routes that serve Eastlake and South Lake Union.

**Comment:** Looking at potential routes that complement existing routes to the U.

**Q:** Related to ridership, how does the SLU streetcar fit in? With BRT, could the streetcar be deleted, as it is so slow, so expensive, and the tracks are so dangerous for people on bikes?

**A:** Street car relocation makes it more reliable by pulling it out of road ROW and into median, and streetcar is a permanent investment compared to buses, and will continue to 1<sup>st</sup> Avenue.

**Q:** It is being moved after just a few years. Is it really permanent? Why is this any different than the bus? What is the streetcar cost per trip compared to bus alternatives?

**Q:** Is this funded through the levy?

**A:** Yes.

Can the presenters return at 30% design to discuss transitions with the bicycle master plan?

**A:** Yes.

**Q:** The devil is in the details, intersections are particularly problematic, reiterating that the project should return once the design phase is under way.

**A:** The project will have geometry, signal phasing, and other details in the future

**Q:** How will this transition to the downtown area work for bikes? Would like to see this in future.

**Comment:** SDOT is still accepting comments. Will recommend corridor concept by fall

### **BMP Implementation Plan/Process Update**

*Time:* 6:44 pm

*Presenters:* Monica DeWald and Chris Svolopoulos, SDOT

*Purpose:* present findings of study that has been long under way

- Strategy for SBAB input on Implementation plan has shifted to geographical sections (3 – north, central, south) for honed knowledge and expedited process.
- SBAB Input is for the qualitative evaluation of the “Tier 1” list of projects that the mandated scoring system generated in a quantitative analysis of all network segments in the BMP network.
- SBAB and SDOT staff do not have the option to revise the quantitative scoring criteria.
- Map (handed out) depicts geographic boundaries, broke SBAB members up into 3 groups, with no more than 6 in each, to participate in two-hour review sessions.
  - N: Casey, Steve, Puja, Riley
  - C: Merlin, Puja, Steve, Casey, Jeff
  - S: Phyllis, Don, Amanda, Jeff, Adam

**Q:** Can we have the list and maps in Bluebeam pdf format to mark up?

**A:** SDOT does not have the ability.

### **Bicycle and Pedestrian Safety Analysis**

*Time:* 6:58 pm

*Presenters:* Monica DeWald and Chris Svolopoulos, SDOT

*Purpose:* Present findings of study

- Where, how, why crashes happen. Vast majority are preventable.
- Looked at crash data for variable that lead to serious and fatal injuries to quantify crash risk. 2007-2014.
- Proactively identified locations to mitigate conditions that are risky for vehicle crashes with severe impact to people on bikes and walking, whether or not there have been crashes recorded.
- Did field visits to check. In many cases, even during short visits, staff witnessed near misses and high ranking locations, validating the predictive analysis.
- Takeways: constant numbers through time, which means rates are going down (because population is growing and percentages riding bikes and walking are up).
- Examples of variables: location i.e. major arterials, type of collision.
- Left hook is #1 crash type.
- 50% of collisions are at controlled intersections. The built environment is designed to route people to controlled intersections, where numbers of collisions are higher but rates and severity are lower than at uncontrolled intersections.
- Identified "Safety Performance Factor" rating for locations. Risk factor. Then identify counter-measures to mitigate.

**Q:** Overtaking collision are not on the list. Why not?

**A:** Side swipe and rear end collisions are most prevalent. Overtaking collisions are much less.

**Comment:** Education is needed to encourage people to ride out away from car doors to avoid dooring, without so much fear of being hit from behind.

**Q:** Where is the data from?

**A:** SPD collision reports, because this was the most complete data (SFD data does not include causes. Hospital data has less information).

**Comment:**

- Multivariate study, created safety performance factor to indicate how roadway design correlates to type of collision.
- Limited by funding, took a lot to build the base, but a larger study may be expected in 3-4 years.

**Q:** How will we incorporate this into the safety criteria for the BMP?

**A:** Need City Council Approval to change BMP. There are prioritized lists of spot improvement projects that have funding and are moving forward. Other projects have the opportunity to incorporate countermeasures. Will change prioritization in the future as SDOT remains actively informed.

**Q:** When will this study become available to the public?

**A:** Once the contract is complete, there will be a public report released. October target.

**Q:** This looks like a good tool for equity in decision making for equity. Projects often go to those who make the most noise. Can this tool be used to influence future neighborhood street fund grants, etc.?

**A:** Yes.

**Q:** Funding from where?

**A:** Through the Levy, but perusing other grants as well.

**Q:** Curious about how this changes prioritization of projects for funding.

**A:** It is cost effective when improving safety

**Q:** Does any of the data elaborate on multiple crossings?

**A:** Yes, crossing frequency can be analyzed

**Q:** Can [the public] advocate for certain areas of study?

**A:** SDOT can take recommendations. Also, partner institutions such as DataKind (Microsoft) and Harbor View that provide financial/other support have stakes in the areas to analyze.

**Q:** What are some takeaways from the study?

**A:** 12<sup>th</sup> and Jefferson, because of signaling, has a long list of counter measures.

**Q:** Is it possible to discern from the data whether concurrent intersections influence each other?

**A:** This can be done on a location by location basis, corridor can be viewed on a larger scale for analysis.

**Q:** Is topography a factor?

**A:** Yes. 50% of serious and fatal injuries to bike riders occur going downhill [v.flat or uphill].

**Q:** Can you elaborate on the safety performance factor?

**A:** The model runs queries for an interwoven multivariate analysis to produce ranking score

**Comment:**

**Q:** Were trolley tracks taken into account?

**A:** No because that data was not available in GIS, but expected to be added in the future.

### **Update on NACTO Conference**

*Time:* ~ 7:35pm

*Presenters:* SBAB Members

*Purpose:* Review SBAB role in conference

- Dates: September 26-29 in Seattle
- Bike Tours on the 27<sup>th</sup> and 28<sup>th</sup>, with SBAB members leading / co-leading
- Walking tour of bicycle infrastructure added
- Looking for volunteers at tables – free registration for 6 hours of volunteering (not including the bike tours)
- Also, West Seattle Summer Parkways is from 7am to 4pm on Sunday, September 25<sup>th</sup>. It includes a Kid Bike Corral, open to volunteers and participants
- Call for hosts of NACTO diner conversations

### **Pronto Proposal**

*Time:* ~ 7:05pm

*Presenters:* Phyllis Porter, Jawara O'Connor

*Purpose:* Open to questions or comments based on last month's proposal

Phyllis briefly reviewed the proposal presented at the August SBAB meeting.

**Q:** What organizations are in support?

**A:** Because it is still in proposal stage, will talk to organizations once approved. Support from SBAB is the first step in gaining traction before presenting to SDOT. Feet First are in support.

SK moved to endorse and recommend that SDOT support. RK seconded. Motion passed, all in favor.

**ANNOUNCEMENTS, SBAB UPDATES AND NEXT STEPS**

- 9/20/16 6-8 pm: SBAB Retreat at SMT 3832. This will be a public meeting. Agenda includes leadership roles and transition, work groups, agendas for future meetings.
- 9/15/16: Westlake Cycletrack opening celebration.
- 9/25/16: West Seattle Summer Parkways: Sunday September 25<sup>th</sup> will include Disaster Relief Trials, Bike Rodeo for kids, Kiddical Mass ride. Participation invited!
- 9/27-28-29 Statewide Bicycle Count: Volunteer counters needed.
- 10/1/16: Traffic Garden opening October 1 at Dick Thurnau Park, White Center.
- Bill LaBorde is substituting as SBAB Liaison due to Nicole Freedman's departure.

**MEETING ADJOURNMENT**

The meeting was adjourned at 7:47pm

**ATTACHMENT A**

**Meeting Minutes Distribution List:**

Edward Murray, Mayor, City of Seattle  
Kiersten Grove, 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)  
Nicole Freedman, Active Transportation Director, SDOT  
Dongho Chang, City Traffic Engineer, SDOT  
Kevin O'Neill, Planning Manager, SDOT  
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT  
Sam Assefa, Director, Office of Planning and Development (OPCD)  
Allie Gerlach, SDOT Communications  
Kathy Nyland, Director, Department of Neighborhoods (DoN)  
Christa Dumpys, Karen Ko, Thomas Whittemore, Tim Durkan, Laurie Ames, Yun Pitre,  
Kerry Wade, Jenny Frankl, DoN Neighborhood District Coordinators  
Meeting Presenters  
SBAB Members  
Individual Meeting Attendees