

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: September 4, 2019 / 6:00 p.m. – 8:00 p.m.

Chairs: Emily Paine, Patrick Taylor

Recorder: Kashina Groves

Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present ✓	Absent ✗
Amanda Barnett		✗
Rich Brown		✗
Andrew Dannenberg		✗
Selina Urena	✓	
Charles Hall		✗
Meredith Hall	✓	
Florence Williams		✗
Kashina Groves	✓	
Alexander Lew		✗
Sarah Margeson		✗
Emily Paine	✓	
Patrick Taylor		✗

Guests:

[see attached sign-in sheet]

MEETING CALL TO ORDER

Chair [Emily Paine] called the meeting to order at [6:08]

INTRODUCTIONS

PUBLIC COMMENT

None

ANNOUNCEMENTS

None

MEETING MINUTES

The minutes of the 2 previous meetings were not approved because there is not a quorum of members.

SBAB UPDATES AND NEXT STEPS

- Membership: Caylin from the Mayor's office confirmed that new members are on-track to be confirmed, hopefully by the October meeting.

- Kashina is organizing buddies for new board members. They will each be available to 1 new board member to answer questions about SBAB service, policies/procedures, etc.
- Retreat? Social gathering for old and new members? We will have a social gathering for current and new members once the new members join and a retreat 2-3 months later.

PRESENTATIONS

Note: Due to low meeting attendance, questions and comments were accepted from all attendees during the presentations. Questions and comments are paraphrased and names have not been included.

Streetcar Spot Enhancements

Time: 6:20

Presenters: Daniel Osterhage, SDOT

Purpose: To discuss streetcar spot improvements relevant to bicyclists.

- Bicycle tires can get stuck in the grooves of streetcar tracks and lead to crash.
- When tracks are in R lane this disrupts bicyclist's typical activity.
- Crashes involving streetcar tracks are underreported.
- International best practices: build separate bicycle facilities. Streetcar tracks in center or left side of the road. Wayfinding for intersections.
- 3 enhancement areas: SLU, Broadway and Denny, 14th and Yesler.
- SLU: bicycle and pedestrian interactions with tracks.
 - Solutions: tactile treatment, advance advance warning signs, pavement markings indicating safest path for cyclists, detectable warning strip.
- Broadway and Denny: Bicyclists miss the entrance to the PBL.
 - Solution: Add left turn pocket.
- E Yesler Way and 14th Ave S: Need for maximum separation. Lots of turns here.
 - Solutions: Multiple. Parking protected bike lanes on Yesler and 14th
- Timeline: Fall 2019- Spring 2020.
- Note: City may be looking into 1st and Jackson as another intersection where there are streetcar track v cyclist conflict.

Questions, Answers and Comments:

Q: What about 4th and Jackson? There are buses, streetcar, and it is a bike route.

A: This is a busy, challenging intersection. We welcome ideas about safety there.

Comment: I wish there were a way to collect data on non-serious injuries that don't result in police reports or hospitalization. These small crashes are a warning of major crashes to come - we've had one death and a few very serious injuries probably caused by the streetcar.

Q: Where is the budget for spot improvements?

A: Move Seattle Levy

Q: How do you reach apartment tenants who aren't property owners?

A: Mailers.

SBAB Recommendations:

- Want to know updates of whether spot improvements are reducing crashes.

Vision Zero Update

Time: 6:50

Presenters: Bradley Topol, Interim Vision Zero Coordinator

Purpose: To update SBAB on Vision Zero plan

- Goal: Reduce traffic fatalities and serious injuries to zero. Started in Sweden in 1997.
- Engineering, enforcement, education, evaluation.
- Seattle is progressive in transportation, so it's up to us to showcase what is possible. That said, we still have crashes.
- Rate of serious injuries and fatalities has decreased over the past 15 years (however absolute numbers remain approximately flat over this period).
- 2019 to date: An increase over 2018 for serious injuries and fatalities.
- Bicycle and Pedestrian Safety Analysis (BPSA): Seattle document that analyzed 7 years of crash data. Second round due out this year.
- Focusing on equity: Areas that have low investment historically. Rainier Avenue is an example of this. Working with police department using Racial and Equity Toolkit. Enforcement looks different in these communities.
- Engineering solutions: Safety corridors- this is where most of the money is spent. Example is NE 65th St. May include PBL, road rechannelization. Other tools include spot improvements (bump outs, paint and post, curb ramps).
- Speed limit program: Reduced all non-arterial streets to 20mph. Reduced speed limits on 200 miles of roads in last 2 years. Reduced arterials to 25 unless otherwise posted.
- Leading Pedestrian Intervals! Federal data shows this reduces crashes 40-60%. 120 intersections planned by end of 2019.
- New initiatives: BPSA version 2, Seattle's Safest Driver contest.

Questions, Answers and Comments:

Q: Is enforcement being emphasized in Rainier Valley?

A: No, we do enforcement events all over, most concentrated in downtown.

Q: How do we decide how much investment each Safety Corridor gets. Example: North Beacon got very little investment.

A: We follow the data. Some areas only have crashes at certain intersections so that's where we focus the improvements.

Q: There are intersections that feel unsafe where I witness many near-misses. I think experienced cyclists change their behavior or avoid these intersections so this wouldn't be identified in VZ.

A: Yes, if there are not crashes it won't be picked up by VZ.

Comment: We have some high crash intersections that we know about that are being ignored. Example- 5th and Denny.

Q: Background- Is the bulk of the investment in “Safety Corridors” and if so, how were these identified?

A: Yes, these are the corridors

Q: There is a street 31st Ave near Leschi Elementary, where there are new 30mph signs. Did the city raise the speed limit there?

A: I don’t know. I can look into it.

Q: What about industrial areas? E Marginal Way, Airport way, etc.

A: Yes, planned to decrease. People tend to drive slower when signed speed decreases even if the road feels the same.

Comment: This is “data driven,” but what if data isn’t the best indicator of safety? What about qualitative and narrative information? There are barriers to reporting crashes in some communities.

A: Our goal is to reduce serious and fatal injuries, and these are not usually under-reported. We want to make sure we’re allocating resources appropriately.

Q: Can bikes use the leading pedestrian intervention?

A: I believe it is technically no, however in NY they changed the code so that bicycles can use the ped signal.

Scooter Share Pilot Update and Feedback

Time: 7:40

Presenters: Belen Herrera, Kelly Rula, SDOT

Purpose: Discuss scooter share pilot.

- Currently starting outreach and engagement. This will go through Q1/2 2020.
- Plan is to launch next spring.
- Used bike share permit goals and amended them, this is all up for public comment.
- Where should it run? (whole city, partial, near transit, etc.) How many will be allowed?
- What criteria should permit elements be based on? Availability? Usage? How to define success?
- Currently only allowed in streets, not sidewalks, bike lanes, or multi-use trails. Should this change?
- What should we do about enforcement if they aren’t allowed in some places?
- Parking! Even more challenging than bike share. Lock to? Hub based? Geo-fencing?
 - Impact to peds and people with disabilities.
 - Incentives/penalties for parking behavior.
- Safety: Very new devices, not well studied. Helmet? Age restriction? Speed limits? Driver license?
- How do we deliver on equity goals.
- Feedback: scootershare@seattle.gov.

Concern: Scooter share parking competing with bike parking. Scooters go fast. Bikes start slower and people naturally go slower on the sidewalk.

SBAB Recommendations: We should have a subcommittee to continue communicating with SDOT on this issue.

MEETING ADJOURNMENT

The meeting was adjourned at 8:05

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 Abel Pacheco, Sustainability & Transportation Committee Vice-Chair
City Councilmember Kshama Sawant, Sustainability & Transportation Committee Member
City Councilmember Lisa Herbold, Sustainability & Transportation Committee Alternate
Sam Zimbabwe, Director, Seattle Department of Transportation (SDOT)
Serena Lehman, SBAB Liaison, SDOT
Dongho Chang, City Traffic Engineer, SDOT
Kevin O'Neill, Planning Manager, SDOT
Monica DeWald, Strategic Advisor Bicycle Program, SDOT
Sam Assefa, Director, Office of Planning and Development (OPCD)
Griffen Schwiesow, 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