

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: November 1, 2017/ 6:00 p.m. – 8:00 p.m.
Co-Chairs: Amanda Barnette and Casey Gifford
Recorder: Mitch Brown
Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

	Present ✓	Absent ✗
Amanda Barnett	✓	
Adam Bartz	✓	
Mitch Brown	✓	
Donald Brubeck	✓	
Casey Gifford	✓	
Steve Kennedy	✓	
Claudia Lewis	✓	
Alexander Lew	✓	
Sarah Margeson	✓	
Emily Paine	✓	
Puja Shaw	✓	

Guests:

Sign-in sheet unavailable.

MEETING CALL TO ORDER

Co-Chair Amanda Barnett called the meeting to order at 6:01pm

INTRODUCTIONS

Serena Lehman is announced as new SDOT/SBAB Liaison.

PUBLIC COMMENT

Brock Howell: Working on a project: Bicycle Security Advisors to decrease bike theft. Part of that is parking code. Looking for support of bike theft plan funding. Council Member Mike O'Brien is sponsoring green sheet. Council Member Lisa Herbold didn't get it in budget. Looking to include in 2018 plan.

Liam Bradshaw

35th Ave NE repaving project: Late in stage to bring this up to be honest, SDOT is at 90% design stage. South of NE 56th Street calls for minor on street separation, meaning climbing lane, less than 3% grade, makes it very difficult to keep pace with traffic. Would like to see guidelines for what grade calls for climbing lanes in the future. Currently only 9 houses on 15 block stretch don't have off street parking options. Buffered bike lanes on the street would add to connectivity in the street at this stretch, possible alternatives, 27th Ave NE would mitigate issues, trade off of greenways for bike lanes. Personal question of why 25th ave NE wasn't put

on bike lane, would provide nice piece of bike infrastructure in NE Seattle. Further comments on attached report.

Beacon Hill safe streets person in green jacket

Swift/Myrtle/Othello Paving Project in South Seattle: Put back in intersections and protected safe bike lanes. Hope to bring stakeholders back to table to further discuss. Many previously felt blindsided by design actions. Encourage more public meetings. Off the grid memos caused confusion on project. Voiced support to keep South Park to Georgetown Trail as well

Kelsey Mesher, Cascade Bicycle Club

Swift/ Myrtle/ Othello Paving Project: Will it provide protected bike lanes?
Georgetown to South Park Trail, Seattle Neighborhood Greenways community engagement steward from grassroots level, would like to see letter in support of this trail from SBAB.
Cascade Bicycle Club is planning 2018 priorities, looking for Bike Board members to provide guidance and input. If interested in participating reach out to Kelsey Mesher.

ANNOUNCEMENTS

We circulated a letter to endorse draft revisions to the Land Use Code that affect bicycle parking in new buildings:

“The Seattle Bicycle Advisory Board would like to comment on the draft revisions to the Land Use Code bicycle parking requirements.

“We support the proposed revisions. We also support the additional revisions proposed by Cascade Bicycle Club, Seattle Neighborhood Greenways and Bicycle Security Advisors in the comment letter they submitted to you on October 5, 2017.

As stewards of Seattle’s Bicycle Master Plan we see the importance of adequate, secure bike parking to increasing the rate of bike use for transportation. Updating the land use code for bike parking will make it possible for developers and building owners to meet parking needs in an economical and fair manner for all. “

Motion to support letter by Casey, seconded by Amanda
All in favor, no votes opposed

MEETING MINUTES

The minutes of the October 4th meeting were not received in time for approval at this meeting.

SBAB Discussion

Swift/Myrtle/Othello Paving Project Update:

Successful meeting with SDOT about bike lanes, thank you Darby and Monica for help on this, and project team to coordinate and step back to see implications of Swift Myrtle Othello in the Bicycle Master Plan.

Monica: They weren't able to solve intersections to keep completely protected, new plan brings buffers but does not solve intersections, big win but not whole way,

Amanda: Pretty good working relationship to work on future of project.

Don: Great to have community input, important for West Seattle connections too. It seems like

there are more opportunities to have protected bike lanes, with transition to pathway at freeway ramp intersection with separate bike/ped signal phases to make people on bikes visible to people driving.

Monica: Got to get in what you can, spot improvement, better than losing entire right of way, in future can evaluate importance of this facility

35th Ave NE Paving project

- Emily went to meeting.
- Crowd not in support of bike improvements due to concerns about traffic flow and parking.
- Community who came to meeting was not in support of project.
- Liam: cars moved to east side of street from parking but those businesses generally have off-site parking whereas businesses on west side do not.
- Brock: suggests SBAB's letter supports BMP at a minimum.
- SBAB discussion: proposed improvements don't meet BMP but do provide improvements for people on bikes. Casey proposed a letter from SBAB in general support of proposed improvements, noting that they are less than what the BMP lays out. Don moved to support Casey's motion. Amanda seconded. **All in favor.**

Fautleroy Way SW Boulevard Project

Don: After about 10 years the project has reached 100% milestone. It includes new sidewalks, protected bike lanes, and eliminates free right turns. This is gateway corridor from West Seattle Bridge to Alaskan Way junction. It changes a highway to an urban street. One change from 90% design adds left turn pocket at 37th Ave SW. It adds a point of conflict but seems like reasonable compromise for overall pedestrian/ bike improvements and business interests. This project leads into Avalon Way, which is crucial piece of major bike route. We will need to pay attention Avalon Way project as well. Local merchants are upset about parking, loss of center turn lane. Hoping that project comes to board next month?

East Marginal Way S Multimodal Corridor Project

Don: This is a catalyst project to West Seattle, to Georgetown into Sodo, Essentially freight mobility project. This includes a bus stop nominated as worst in nation. Corridor is vital to port. It is on BMP citywide network. SDOT team and Dave Roberts design engineer, met again with modal boards and Port. Concepts in development. Aiming for 30% design in December. Planning for south segment to multi-use path separated from street. Crux of south segment being 2 blocks south of S Spokane Street. For north segment, it's a multi-use path on west side from S Spokane, then a diagonal crossing to two-way protected bike lanes with rigid barrier to S Atlantic St at Coast Guard terminal and Portside Trail. Team is doing signal studies for traffic if they add phases for diagonal crossing, S Hanford, S Horton and Terminal 25 north entry drive are for options for bike crossing. Port of Seattle representatives prefer South Horton instead of S Hanford, bike folks prefer staying with Hanford, but Horton could work too. SBAB should look at options, looking for crossing at a natural desire line, with visibility so that truck drivers can see bikers. This route is the reason Don got involved in bike advocacy originally.

Amanda: Merlin worked on project as well, SDOT. Dave Rogers will reach out in future to gather feedback.

Move Seattle Oversight Committee

Emily: Budgeting now for 2018, For Lander Street overpass bridge, the Move Seattle Levy

Oversight Committee was concerned about lane being only on one side of street. KIROS interview over Move Seattle levy spending led to question over funds that have not been spent in years past, feeling that they aren't seeing results from levy. Lots still in design. Confusion over what will carryover. November meeting will have more budget details.

Merlin: Previously they were using projections that since nobody rides now, they don't expect riders in future thus will not make bike investments, they do not have projected use estimates, seems like major flaw in review.

Ryan: Vehicle traffic volumes are down, too

Steve: Last oversight meeting, bike project report at last meeting,

Emily: No, they didn't at this meeting.

Steve: That is area where we can have some input.

Monica: Not regular reports from Darby.

Steve: We can still have input and our voice is important, thank you for going.

Amanda: If there is point you want to present, let board know.

GENERAL ANNOUNCEMENTS

SBAB Retreat

- Pushed back to January
- Casey to re-send doodle poll

Georgetown Mobility Study

Alex: Georgetown mobility study completed final report, focuses on large projects, Georgetown Southpark connection is in report, tons of projects as wish lists. The report should be posted online, Ian Macek was on project.

Ballard Bridge

Steve: Ballard Bridge statement of legislative intent

Casey: Will forward statement, regarding safety analysis with deadline and where they would like to spend \$10M in Move Seattle Levy.

Steve: Ideally will get improvements on Ballard Bridge. Study is done on 10 bridges, but statement says study will be done by EOY. Problem is how much can be done is in question, moving forward will see what results will be, it has been frustrating to not see any improvements for the Ballard Bridge.

Upcoming Agenda Items

- Avalon Way SW
- East Marginal Way S
- Ballard Bridge – Casey to forward email. Concilmember O'Brien's office is giving deadline for completing analysis of where SDOT wants to spend \$10M granted in levy for city bridges.

PRESENTATIONS

Transit+Bike: How to Improve Combo

Time: 6:47pm

Presenters: Malva Slachowitz, King County Metro and Rebecca Roush, Sound Transit

Purpose:

- Metro has had bus bike racks on the entire fleet since 1994 (initially 2-position, then 3-position since 2007-09), leased bike lockers since mid-90s, on demand bike lockers since 2013.
- In the past Metro has added bike services in a piecemeal, opportunistic way. Now taking a more holistic look through long-range plan Metro Connects, which allocates about as much money to bike-ped facilities as car parking through 2040. The plan takes into account all ways people get to transit.
- Metro and ST are exploring technology to add bike counters to bus bike racks to collect data on use of the racks. Minneapolis has been running a test of counters that works with their existing data systems. They use a different system, but their test will still be instructive for our agencies.
- Metro will be establishing baseline bike parking standards. The amount and type of parking will depend on the facility. More on-demand lockers are planned rather than leased lockers. The on-demand electronic type allow more turnover so they take less space to serve the same number of uses over time. They also collect data about use. Metro and ST are aiming for regional compatibility in bike parking systems.
- Both agencies get requests for bike parking near King Street Station for users that want to leave bike overnight as “last mile” part of trip to work after arriving by transit. Funding is available, but this area is governed by landmark districts that need to approve bike parking so siting details still need to be worked out.
- Both ST and KCM are trying to manage demand for bikes onboard. Some riders don’t need the bike at the other end of the trip or the return trip but they bring it on-board due to lack of secure bike parking. Link and Sounder are getting crowded with bikes during peak hours, KCM and ST would like to explore other alternatives, such as provide better parking
- There is increasing recognition around country that bikes and transit go together

Q: What are Metro Connect hubs?

A: They are places with higher boardings, urban villages, high frequency service, high employment centers, transfer centers, all RapidRide stations would fall in this category

Comment: Would we (Metro) put lockers at RapidRide stations? Not necessarily lockers, but we hope some kind of bike parking. The type of parking and amount, plus other amenities like lighting may depend on who owns property. If the station is in the public right of way, we need to work with the city.

Q: What is policy on loading bike share on buses?

A: Bikes are allowed if they properly fit in the rack with the hook over the front wheel. Currently only one company’s bike fits properly. Bike share needs to be kept in mind for transit facilities. Do we designate places for bike share on transit sites or nearby?

Comment: Alex - With bike share can't underestimate how bike share will be used to and from transit.

Q: Has any surveying been done on how many times bike riders are passed due to full buses?

A: Metro has done periodic observation studies previously. Recently did one at Montlake to get baseline before 520 is opened to better measure changes after. Also, Metro has some data recorded by bus drivers when a bike can’t get on due to a full rack. This is only partial data.

Comment: Emily (Metro operator) - Guesses that operators don't properly use passby metrics for bikes, use it for wheelchairs passengers, use it for passing up passengers, doesn't think drivers use it every time either, not perfect data but does reflect trends.

Q: Officially Metro is not able to carry Spin and Limebike due to baskets, not always followed

A: This is known, asked companies to put messaging communicating this in app, still understand that it will happen, but perhaps less when there are more bikes.

Comment: Decent number of hills, makes sense to put bike share bike on a bus, would be nice to have racks that were able to handle all bikes.

Comment: Regarding Link lightrail, getting 2 or 3 car train data at platforms (and in transit apps) out would be helpful for knowing if bikes can fit as easily in upcoming car. As a parent, getting on train with son, was worried about child, challenge of getting bikes off, can create tough situation for bikes, started to avoid using light rail and bikes due to inconvenience.

Q: Will luggage and bikes area be any different in cars currently under production?

A: New ST2 cars will have 2 bike hooks, no current plans to change luggage/bikes storage.

Subcommittee

Alex, Claudia, Emily interested in helping with King Street Station bike storage and being involved in the overall discussion regarding bike + transit integration.

Judkins Park Station Access

Time: 7:20pm

Presenters: Ian Macek, SDOT

Purpose: Overview of Judkins Park Station bike facilities

Judkins Park Station opening in 2023

- When discussing improvements, it's important to talk about area upzone in context of station.
- Should trail have differentiation between pedestrian and bicycle lanes?
- Coordinating Rainier RapidRide with pedestrian facilities.
- Bicycle study says needs further study and to be further integrated with RapidRide.
- Rainier Avenue S underpass activation was commonly asked for. How can that be changed with this project?

Q: Actual construction plans are flexible. Want to see a more interconnected system.

A: Other plans (at various levels of design) include Dearborn connection, providing better lighting on trails, protected bike lanes on MLK, east-west connections, working with RapidRide for signalization, reconfiguring 23rd intersection to separate uses.

Comments: Suggested water, wayfinding, rest areas. Getting off at train can be disorienting, need to have more street signs from trains and from off-street bike paths.

Comment: 15th Ave S Beacon Hill Greenway: Would love to see enhanced with project. Also, connections to Mountain-to-Sound Trail.

Board Discussion: BMP Implementation

Time: 7:38pm

Presenter: Monica DeWald

Purpose: Plan upcoming BMP review meetings

- Overview of how BMP selection process.
- Center City bike miles cannot be part of this process, but will come out of total mileage.
- Going to have two meetings instead of the three last year. Will have one meeting about center city north and one meeting about center city south. Both will look at the central sector.
- Less mileage this year due to only one year to add to the plan, so it should not take as long to select. It should be quicker process this year.
- 11 miles of planned greenway and protected bike lane projects can be added.
- Will first walk through tier 1 projects with information known about project. Each sector group should take note of what is preferred, then look at mileage of what projects are wanted most and what is lower priority.
- Whole of SBAB can vote on “shopping cart” items.
- December meeting will walk through overlap projects. Should be organized by then.

Q: Could there be flexibility about taking ideas back and talking with community? We may want more time to understand issues, to understand projects.

A: We can add more time into process, more time added is possible if that is important. Claudia suggested adding second meeting after first if needed.

Q: When we sit down to look at the BMP implementation plan, are we reviewing plans for every year?

A: Projects that are already in design or construction, or are being funded in partnership with other projects or agencies, will go ahead with no further review for inclusion. Those that have not started design, and are not using partnership funding, are open for review. Which exact year a project will be implemented is set by higher SDOT authority, worked out with other projects. SDOT tries to do things in batches for economy, and need to work with contractors on groups of projects.

Q: Are all miles equal? It seems like they are not, for cost.

A: The costs do vary widely, but it is not possible to do accurate estimates of cost for projects that are just at concept stage. There is some flexibility. For this selection process, we have to assume the costs are not going to be a determining factor.

MEETING ADJOURNMENT

The meeting was adjourned at 8:03pm.

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 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
Monica DeWald, Strategic Advisor Bicycle Program, SDOT
Sam Assefa, Director, Office of Planning and Development (OPCD)
Allie Gerlach, 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