

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: 05/02/2018/ 6:00 p.m. – 8:00 p.m.

Chair: Casey Gifford

Recorder: Emily Paine

Location: Seattle City Hall, Room 370

Minutes Distribution List:

See Attachment A

Members Present:

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

Guests:

Ryan Packer, Urbanist

Betty Speith-Croel, Co-Chair Move Seattle Oversight Committee

Robert Getch, Beacon Hill Safe Streets

Goran Sparrman, SDOT

Elliot Helmbrecht, SDOT

Darby Watson, SDOT

Laura Goodfellow

Andrew Koved, Queen Anne Greenways

Clara Cantor, Seattle Neighborhood Greenways

Monica Dewald, SDOT

Paul Dieter

Christiana Farrell, SDOT

Jesse Moore, Duwamish Valley Safe Streets (DVSS)

Mafarah Hobson, SDOT

Matthew Snyder

Ahmed Darrat, Mayor's office

MEETING CALL TO ORDER

Co-Chair Casey Gifford called the meeting to order at 6:00

INTRODUCTIONS

PUBLIC COMMENT

Jessie Moore, DVSS

- why is there a black hole of bike infrastructure in an employment center (Duwamish Valley), think about employment density and Puget Sound Regional plans when considering connectivity
- ridership cluster data leaves out manufacturing and industrial sector, DVSS want to reduce SOV share in commuters. Need sidewalks and bike lanes.

Clara Cantor, Chair, Seattle Neighborhood Greenways (SNG)

- Regarding Move Seattle
 - SNG disappointed that SDOT is going with cuts first approach
 - Bridging the Gap was during a recession so couldn't get additional funding, now with booming economy we should be looking at alternative funding sources
 - Hopes City can restructure projects or look at alternative funding rather than cutting essential projects.

Robert Getch, Beacon Hill Safe Streets (BHSS)

- Wilson Ave protected bike lane is in trouble despite already being out to bid. Just a few citizen responses to the construction notice is allowed to derail a 1-1/2 year outreach process.
- BHSS would like the board to draft a letter in support of the project
- also request mention of Swift/Myrtle/Othello bike lanes.

Paul Dieter, E-Bike Parks Department pilot project

- requests inclusion of Class 3 bikes
 - federal restriction of 750w motor addresses concerns that the bikes are more like motorcycles
 - not much difference between class 2 and class 3
 - regulate speed, not potential speed
 - cooperation needed among jurisdictions to make rules per state law.

Matthew Snyder

- With current round of bad news, it's easy to forget about past bad news
- Mercer is still problematic despite supposed improvements, particularly crossing Mercer
- Traffic officer at 9th and mercer does nothing to help.

Vicki from Cascade via email to Amanda

- hosting ride and rally on Bike Everywhere day (5/18) ending at city hall at 8:15
- Womxn Bike month, community organizing and events featuring womxn, check cascade's website for details

PRESENTATIONS

Move Seattle Levy (MSL) Update Part 1

Time: 6:10

Presenters: Goran Sparrman, SDOT Interim Director

Purpose: Talk about Levy to Move Seattle (LMS) Assessment Report

Goran: LMS Presentation Part I

- MSL: not all of the reporting is accurate
- \$930M Levy
- Commitments and funding don't add up.
- 23 subprograms are in good shape
- 8 subprograms are in trouble
 - 5 Subprograms that will go to the Move Seattle Oversight Committee (MSOC) for decisions
 - 3 that modal boards will shape
 - RapidRide (RR)
 - bicycle
 - ped/sidewalks
- there is a cost gap
 - For biking, it's not due to declining revenue, but instead:
 - labor/materials costly
 - costs were underestimated
 - costs vary between projects
- Mayor has directed SDOT to work closely with MSOC and give them a role,
 - also want SBAB to have a role in directing what projects are most important to meet BMP goals and fulfill voter commitments within the constraints of the funds available

Q: (Steve) 23 subprograms are ok, but why are the 3 programs in trouble?

A: Changing assumptions on leverage esp. with regard to RR program. Variability of cost with regards to the Bicycle Master Plan (BMP). \$860k/mile was estimated cost for protected bike lanes. (2nd Ave ended up costing \$12-13M/mile). Increasing unit prices overall due to hot construction market.

Q: (Steve) shouldn't SDOT have known that signalization would be expensive?

A: yes, estimates were too low. Nearly half of cost of 2nd went to signal changes, which was important for safety.

Q: (Don) focus should be on how the city meets its obligations under the Comprehensive Plan, Climate Action Plan, and BMP. Cutting back on projects won't get to the targets. We are already running behind. The goal should be to find more funds. Peer cities are spending more per capita on bicycle infrastructure.

A: That's an important question that SDOT needs to come back to, it's not about scaling back, about how to use the resources we have to meet our ultimate strategic goals.

Q: (Amanda) This is the time to be bold, especially with new leadership. NYC is an example of cheap, impactful projects. It's SDOT's responsibility to come up with these ideas, not SBAB's.

A: SDOT needs to be more transparent, make sure the public understands the tradeoffs SDOT is working with

Q: (Claudia) we are invited to provide feedback but usually within business hours, requests SDOT be more inclusive in planning meetings.

A: Good question, we want the board involved, we want to get materials out earlier.

Comment: (Casey) we sent Goran a letter, the response was that we will get more data to make

decisions. Without that data we can't give the requested feedback. Tonight's meeting will be super high level because we are not working with data.

Move Seattle Levy (MSL) Update Part II

Presenters: Elliot Helmbrecht, Office of Move Seattle

Purpose: Talk about Levy to Move Seattle (LMS) Assessment Report

Elliot: LMS Presentation Part II

- Background
 - 2015 Levy
 - levy funding: \$930M
 - local funding: \$285M
 - leverage: \$564M

- Process assessment
 - delayed project delivery, uncertainty at the federal level, changes at the local executive level prompted assessment
 - 3rd party consultant reviewed program management
- Key findings
 - reasons for further review
 - rising construction cost
 - insufficient cost estimates
 - federal funding (leverage) uncertainty
 - additional citywide transportation priorities
 - program management structure
 - 8/31 subprograms need review
 - In presentation Slide 7, a green checkmark means SDOT is confident they can deliver in these areas
 - SDOT will be looking at the other 5 problem areas with MSOC
 - sidewalk safety
 - arterial major maintenance – 65 spots per year.
 - arterial asphalt and concrete – the major paving projects. Listed in the Levy. List may change, but can do the number of miles.
 - bridge replacement (planning & design)
 - Q: (Casey)** we want to be involved on this because there is \$10M for bike & ped improvements that is proposed to be reduced to \$5M
 - A: (Elliot)** this was highly leveraged and the lack of anticipated leverage funds and the commitments to plan 10 bridges mean SDOT won't spend as much here. Option was to spend **up to \$10M**.
 - curb ramps
 - curb ramp cost is going up

Q: (Steve) did the levy have just have commitments, or money allocated to those commitments?

A: both

Q: (Casey) One concern is that if SDOT doesn't meet commitments why would voters approve another levy.

A: (Elliott) we share these concerns, wanted to bring the information about the shortfalls to the public to look for solutions.

Comment: (Don) Happy to see that streamlining bid for contracts is in the plan. Seattle requirements for contracting are onerous and the contract award process takes so long it puts work into the wet season; this needs help, to reduce costs.

Move Seattle Levy (MSL) Update Part III

Presenters: Darby Watson, SDOT

Purpose: Talk about Levy to Move Seattle (LMS) Assessment Report

- good news: soft opening of 7th avenue
- BMP sub-program
 - challenge is in cost assumptions
 - \$860k is low for protected bike lanes: actual costs \$1-2M
 - greenways: \$600k-1.1M
 - variability is challenging
 - with what we have now we won't be able finish
 - Darby is sorry that she didn't bring up the trouble earlier and is very committed to completing the network
 - won't compromise on safety
 - have hired a consultant to look at 2nd Ave, but 2nd was a critical project and the nature of the project meant high costs
- Levy deliverables not aligned with BMP
 - only PBLs and Greenways in Levy, but BMP allows for some lower levels of infrastructure (minor separation, etc)
 - next three years are committed
 - looking at 2021 through the end of the levy

(Darby asks for everyone on the board to comment)

Comment: (Amanda) asks for an expansion on the difference between BMP and Levy

- It looks like funding is being slashed for people who walk, bike and use transit
- brought up that we are volunteers to indicate that transparency is necessary to get us on board

Comment: (Don) Looked at BMP, looks like we are 10-12% short which seems like it could be overcome, BMP levy and budgets are not that far off. Concerned about peer city PSRP spending per capita. Value engineering brings small marginal savings. Focus should be on more funds.

Comment: (Puja) Skeptical hearing SDOT repeatedly saying at today's meeting that they want SBAB's involvement. Experience shows that SDOT chooses to present at times when they consider it either too early or too late to incorporate our comments. Would like to know how SDOT will change that.

Comment: (Mitch) doesn't seem like anything is changing.

Comment: (Claudia) this feels like a placating meeting, and that there is no change.

Comment: (Sarah) process is not inclusive.

Comment: (Adam) fears that changes will impact south Seattle projects will be first on the chopping block.

Comment: (Alex) projects that are on the chopping block are the projects to benefit transit, bikes, and peds. Projects that are motor vehicle centric are moving forward

Comment: (Steve) more transparency is good. We should know that the costs of projects like 2nd Avenue PBL. The board should not be getting this information from the Seattle Times.

Q: (Steve) Commitments are for mileage, not funding. So how much opportunity is there to shift funding.

A: Goran can shift under 10% of funds between three buckets over the life of the levy. Council can approved cost transfers greater than 10%.

- Can't cut out signalization.

Q: (Casey) Heard that projects like 2nd are being funded by the BMP section but credit is being taken by ITS.

A: (Darby) Doesn't think that is happening but will verify.

Comment: (Casey) we feel worn down and being asked to contribute when we're getting bad news

Q: (Emily) frustrated that bike/ped/transit projects are on the chopping block, thinks SDOT should consider moving funding around, 10% will go a long way for bike/ped projects. We didn't vote for SOV "congestion relief", it was for transportation options. SDOT should push those commitments instead of just trying to make streets easy to drive on.

Comment: Mafarah, SDOT

- moved here and was surprised that bike infrastructure is still controversial
 - this is a first step to open and transparent conversations

Back to presentation for a minute:

- Outreach and next steps
 - Move towards making choices (ideally by the late June MSOC meeting)
 - next three years 2018-20 are set. Will do planned projects.
 - review last years of implementation plan 2021-25.
 - make plan for the rest of the levy
- Office of Move Seattle created within the last year.

Comment: (Amanda) let us know when outreach is happening, communications around updates to the levy

Comment: (Darby) in the 4 months that 2nd Ave extension is open collisions of all types are down 50%

Comment: (Betty Spieth-Croll) MSOC echoes SBAB's frustration, SBAB's work matters to MSOC and the work the MSOC does matters

Comment: (Don) we have some political power. City employees/elected officials don't want to make unpopular decisions, and therefore want us to be involved. So don't give up.

ANNOUNCEMENTS

- Three working groups we need to create
 - Levy
 - Basic Bike Network
 - New Members
- Leadership transition
 - New SBAB Secretary is needed, starting at July 2018 meeting.
- Email updates, new email
 - bikeboard@seattle.gov
 - better ways to keep SBAB involved in updates
 - subscribing SBAB google group to SDOT project updates as an experiment
- Multimodal meetings
 - Casey met with modal board reps, looking at quarterly multimodal meetings
- Rainier Ave S
 - had conversations, need to follow up re: levy changes
 - want to continue to work with project teams
 - if parallel routes are necessary, they must be top tier
 - Adam: don't offer SDOT any easy way out in these conversations
- NE 65th St
 - Want to make sure that there is a follow up to the pilot process.
 - Asked for a buffer between the curb and the bike lane, they said they'd get back to us.
 - Serena asked to be cc'd on communications with SDOT for accountability
- Bridge Safety Analysis
 - meeting coming up
- Seattle Parks Pilot Project for E-bikes on trails
 - study for project starts May 10
 - motion to approve Don's letter
 - Sarah dissents, doesn't think the parks have the ability to educate sufficiently, would like to see lower wattage akin to EU
 - Motion approved
- Future topics: Roosevelt RR, Bikeshare Report, SPD Enforcement

MEETING MINUTES

The minutes of the March 2018 meeting were approved with Don abstaining.

The minutes of the April 2018 meeting were approved.

SBAB UPDATES AND NEXT STEPS

Reminder from Casey: think about how we're representing ourselves as SBAB members when we act independently.

MEETING ADJOURNMENT

The meeting was adjourned at 8:00

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)
Karen Westing, 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