

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: July 6, 2016 / 6:00 p.m. – 8:00 p.m.
Chair: Adam Bartz
Recorder: Riley Kimball
Location: Seattle Municipal Tower, Room 4050

Minutes Distribution List:

See Attachment A

Members Present:

Don Brubeck, Steve Kennedy, Amanda Barnett, Puja Shaw, Claudia Lewis, Phyllis Porter, Merlin Rainwater, Jed Bradley, Jeff Aken, Adam Bartz, Riley Kimball,

Members Absent:

Kristi Rennebohm-Franz

Guests:

Casey Gifford, Art Brochet, Steve Durrant, Nancy Helms, Daniel Harris, Daniel Turner, Dan Anderson, Monica Dewald, Caylen Beaty, Luke Peters, Tom Fucoloro, Jill Macik, Mark Mazzola, Gordon Padelford

MEETING CALL TO ORDER

Adam Bartz called the meeting to order at 6:03 PM

INTRODUCTIONS

Included the introductions of new SBAB member Puja Shaw, a civil engineer and resident of Wallingford, and of Casey Gifford, who will be confirmed for SBAB in September and is a Fremont resident and transportation team member at Seattle Children's Hospital

PUBLIC COMMENT

N/A

ANNOUNCEMENTS

N/A

MEETING MINUTES

Minutes of the June 1, 2016 meeting were approved.

PRESENTATIONS

Burke Gilman Trail Missing Link Draft EIS

Time: 6:08

Presenter: Mark Mazzola

Purpose: Update on the route options for completing the Burke Gilman Missing Link, seeking input on what has been developed so far

- Goal is to connect existing segments of the Burke-Gilman trail through Ballard with improved safety and predictability of users.
- There is considerable support for determining a final route to be built for the "missing link" that will complete a decades-long process
- Route option profiles were reviewed.
- From open house feedback, Shilshole Avenue is far and away the most preferred route.
- Safety concerns are predominant among public comments.

Questions, Answers and Comments:

SBAB: Why is parking allocated 22' in the Shilshole South street profile?

MM: We wanted to keep as much of the current road profile as is, with travel lanes and existing sidewalks, so this is an early design.

SBAB: What is the reason for the distinction between sidewalk and the multi-use trail?

MM: This is to keep uses like slow walking, starting and stopping separate on the sidewalk from faster through traffic by bikes and runners.

SBAB: Does the 110' of right of way include railway allocation?

MM: yes

SBAB: What are the freight impacts of the Shilshole routes?

MM: That's mostly during construction, but we won't know until the final design. It may ultimately require consolidating entries for facilities that have several access points

SBAB: What can be implemented to warn bicyclists and vehicles at these access points to mitigate the safety issues? Is there something that can be keep bicyclists and drivers safe?

MM: Those exist, so it would be very property- and route-specific to the access point. It's safe to say we're all very open to that.

SBAB: Sightlines and pavement cues would be the big issue there for safety and to avoid delays.

SBAB: Is the rail right of way owned by the city, and if so, why isn't it being used?

MM: It's privately operated by the railroad company through 2026, and in use as a railroad. We'd consider working with them to consolidate access points to reduce the impact of the rail ROW next to the route.

SBAB: Does the operational impacts slide look at pedestrian and bicyclist travel delay?

MM: We don't give an anticipated time of travel for the alignments, and I don't recall if we give the distance for each one. It's pretty obvious which is the most direct. It's a balance between giving a wide variety of options of route to go down, but directness of route was an important point for considering the routes that we have now. Ultimately when we develop a preferred

alternative, we'll have to take a lot of things into account, including expected use of the trail, which will rely on directness a bit.

SBAB: Do these current options take into account that freight already has to interact with pedestrians and bicyclists on Shilshole Avenue in a totally unregulated fashion?

MM: We do include bicyclists in our travel delay model. In the 2040 model of the scenario, there's already a 30 second delay just from traffic growth in the region. Additional bike riders and pedestrians add roughly 10-12 seconds.

MM: People anecdotally say that if you don't build it along Shilshole, they'll ride along Shilshole anyway. It's difficult to take into account in our modeling, but it isn't lost on us that people want to take the most direct route.

MM: We're in the public comment period, so next steps are to collect public feedback and review that to develop a preferred alternative. The final EIS will be done next year and will then be submitted to the city. If you have comments, please email or send them in or provide them to a court reporter at the public hearings. Comments due August 1.

SBAB Recommendation: August 1 is too soon for SBAB to draft written comments that must be approved at August 3 meeting prior to submittal, so our recommendation is from this meeting: SBAB supports the Shilshole route as the best option.

BMP Implementation Plan/Process Update

Time: 6:45

Presenters: Monica Dewald

Purpose: Create a new process for integrating SBAB input to the implementation plan updates, in order to increase transparency of the process; to address the "disappearance" of the City Center Bike Network and some other projects from the implementation plan; and to address the high priority goals of Safety, Connectivity and Equity.

1. SDOT proposes to invite in 2-3 SBAB members to join these teams so that they don't get lost. Then the whole team presents when the implementation plan is back in front of SBAB. This would include monthly meetings to make sure everyone's on the same page. Budget analysis will be included in the process.
2. Qualitative contribution will be SBAB's primary input, and it will be supplemental to the quantitative analysis
3. Project confirmation, internal documentation, and final presentation to city council

Assumptions: the 2017 work plan is set, and the analysis framework for the projects will have to match the BMP quantitative analysis metrics set in 2014. These can be revised if needed in the 2018 update. Annual updates are for a rolling 3 to 5 years ahead.

Questions, Answers and Comments:

SBAB: Along with this, is it possible to build a view of complete connections, not just series of projects?

MD: Everyone wants to see connectivity, so that will be an important hard question. We can get great connectivity, but then it might come at the cost of equity, or other trade-offs. So that's why we have this process, so we can all agree on what deserves to be on that list.

MD: We would like 2 to 3 SBAB members to volunteer sometime in the next month to participate.

SBAB: Is the idea that we would still have monthly project updates, but then we'd also participate in this outside of monthly meetings?

MD: Yes, the idea is that we are here every month to discuss it, but we will also have a couple SBAB members in on the discussions on the inside to understand the decisions we're making. We may not be able to review projects in the depth a lot of people want every month, so this would help get more bike board input in to the project process.

SBAB: Do you see the same people being on these teams through February as the next update comes up?

MD: No, this will mostly be for developing the process and understanding what's going into the process so that SBAB can see the nitty-gritty stuff that goes into the project prioritization and maybe tweak things if there are any issues.

SBAB: Volunteers to participate? Claudia, Steve, and Amanda expressed interest. Will revisit at August meeting.

SDOT 2017-2018 Paving Project Update

Time: 7:02

Presenters: Caylen Beaty, Luke Peters

Purpose: Update on and solicitation of input for 2017 and 2018 Arterial, Asphalt, and Concrete (AAC) project schedule

- Partially an introductory meeting, Caylen and Luke are new to the SDOT team and want to acquaint themselves with SBAB and learn priorities
- They aim to turn the AAC project schedule into a project development process for partnering with SBAB and expanding the multimodal components of the paving projects.
- 2017 projects are already underway in design, so with the accelerated timeline, they brought the different AAC projects that are not on the BMP or do not include re-channelization, seeking any input on positive changes to the projects.
- For 2018 planned projects, all include bicycle components.
 - Soliciting partial-stage design input on 2017 projects
 - Looking for ideas and feedback on the 2018 plan and any ways to incorporate bike facilities or fulfill the BMP
- SBAB has no immediate action to take, but is invited to submit any comments they have.

Questions, Answers and Comments:

SBAB: Could all of these projects increase in scope comparable to how Roosevelt became a much bigger project with a new street profile?

CB: Yes, with the caveat that they could always be limited by the budget.

SBAB: Are these affected by the project prioritization framework discussed by Monica?

LP: AAC projects are prioritized by the condition of the road before anything else, so that's going to be the primary factor. Other factors can play in as the goals of the project increase, but the first concern is maintenance.

SBAB: Seattle has had a Complete Streets policy since 2007, so why aren't these included as the baseline?

LP: Our jobs are to focus on that and start making sure that there are more opportunities to have the multimodal facilities available wherever possible.

CB: Part of the goal is to be more transparent and understand what everyone wants so that if a Complete Street isn't built because of a budget shortfall, we can see that and can come back to it down the line.

SBAB: We're very happy to see this approach. Does the Roxbury project cut off at White Center, or is there an end to it for another reason?

CB: These are many years out, so it can certainly change. For now, this just represents where the road needs to be repaved, not necessarily what the BMP says. So we'll work to make sure that we do everything we can to include those facilities.

Summer Streets Program Update

Time: 7:18

Presenters: Nicole Freedman, Phyllis Porter

Purpose: Describe 2016 Seattle Summer Parkways plans, recruit SBAB members to lead groups to the rides

- As compared with last year, 2016 has better marketing, is ahead of schedule in approvals and permitting, and will have better activities during each event.
 - Rainier Valley- August 13
 - Ballard- August 27
 - West Seattle- September 25
- Phyllis is seeking SBAB members to lead group rides to the main routes and appear behind the mayor in support of the program.
 - All SBAB members who were available and in town during an event volunteered for at least one Seattle Summer Parkways event

ADVISORY AND SUPPORT LETTER VOTES

- Freight Master Plan** advisory letter: Don explained that the FMP pushes for road safety for all users on streets with lots of truck traffic. It includes design guidelines specific to bike/truck interactions that could be added to the Right of Way Improvement Manual update. It supports the urban network of freight beyond just interstate routes. The letter requests full consideration of Complete Streets; sideguards on the city truck fleet; and added emphasis on equity to address racial and socioeconomic disparities.

- o Letter is approved with edits by Jed
- **SR-520** advisory letter: The letter emphasizes further need for connectivity, safety, and trail amenities. It requests wayfinding signage and extending nearby greenways for connections with the bridge.
 - o Letter is approved with edits by Jeff, who suggested tweaks adding further connections and the incorporation of NACTO standards to improve bike/ped experience.

SBAB UPDATES AND NEXT STEPS

- **Move Seattle Oversight Committee** update: Phyllis attended the first meeting, which was mostly introductory. Comments were made at the meeting encouraging a focus on equity.
- **2nd Avenue Safety Implementation in Construction Areas** update: Steve Kennedy and Jeff Aken of SBAB attended this on-site meeting with Dongho Chang and Ken Ewalt of SDOT, and representatives of Sellen to discuss the issues posed by construction on 2nd Avenue and how to remedy the situation. The main challenge is that in the current construction phase, a large pumper truck frequently must come and go, so they cannot erect a bike tunnel in the right of way they are allotted. However, in three months, this phase will be complete and the tunnel will be a viable option once more.
 - o Taking an additional lane of traffic was considered by dismissed because it would disrupt transit operations; instead, a queue jump is being considered for bicyclists.
 - o Protected bike lanes are planned for 2nd Avenue from Pike to Denny, with construction expected to start in Fall of this year (2016). This will provide a long-term safety improvement for bike riders and pedestrians.
 - o Puja and Riley volunteered for a construction areas working group.
- **Leadership of SBAB:** With SBAB Chair Kristi Rennebohm-Franz leaving the Board as of September, Adam Bartz and Steve Kennedy have volunteered to act as Co-Chairs for a leadership transition team. A SBAB retreat is planned for September to discuss goals and plans for the coming year, working groups, and to fully flesh out the leadership roles going forward.

MEETING ADJOURNMENT

The meeting was adjourned at 7:57 PM

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 Whitemore, Tim Durkan, Laurie Ames, Yun Pitre,
Kerry Wade, Jenny Frankl, DoN Neighborhood District Coordinators
Meeting Presenters
SBAB Members
Individual Meeting Attendees