

Issued 10/29/15 Final

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** October 7, 2015 / 6:00 p.m. – 8:00 p.m.  
**Co-chairs:** Kristi Rennebohm Franz and Jeff Aken  
**Recorder:** Leah Curtiss  
**Location:** Seattle Municipal Tower (SMT) Room 1756

### Minutes Distribution List:

See Attachment A

### Members Present:

Jeff Aken, Jed Bradley, Don Brubeck, Leah Curtiss, Phyllis Porter, Merlin Rainwater, Kristi Rennebohm-Franz

### Members Absent:

Adam Bartz, Steve Kennedy, Riley Kimball, Lara Normand, Michael Wong

### Guests:

Rachel Baer (SDOT), Monica Dewald (SDOT), Steve Durant (Alta Planning + Design), Nicole Freedman (SDOT), Jeff Linn (Commute Seattle and Pedestrian Advisory Board), Ian Macek (SDOT), Sydney Miller-McGraw (Bike Works), Chris Svolopoulos (SDOT), Ann Sutphin (SDOT), Jessica Szelag (Commute Seattle), Marilyn Yim (SDOT)

### MEETING CALL TO ORDER

Chair Kristi Rennebohm-Franz called the meeting to order at 6:00 pm.

### INTRODUCTIONS

All attendees introduced themselves.

Kristi Rennebohm-Franz welcomed Jed Bradley to the Board, as the new *Get Engaged* member, and Sydney Miller-McGraw, participating as an ex-officio youth representative.

### MOMENT OF SILENCE

All present observed a moment of silence in honor of the victims, families, loved ones, fire department, police, SDOT and medical teams involved in the crash of the *Ride the Ducks* tour vehicle and the North Seattle College charter bus on the Aurora Bridge. We also honored the memory of Max Snyder, founder of Team World Bicycle Relief, killed in Tanzania.

### PUBLIC COMMENT

*Time:* 6:05 pm

No public comments.

**ANNOUNCEMENTS**

*Time:* 6:06 pm

- **Move Seattle Levy Campaign:** Nicole Freedman advised the SBAB that City staff and board members are not permitted to use city resources or campaign on city time to advocate for or against a ballot issue as a board, or using their position as board members. Campaigning on personal time and as individuals, not identifying as board members, is permitted. Answering factual questions neutrally is permitted.
- **SBAB letters:** Kristi Rennebohm-Franz thanked SBAB members for quick review of **SR 520** advisory letter and follow-up letter addressing councilmember amendments. Letters sent. Letters were also sent regarding **SW Admiral Way and Rainier Avenue S** Safety Projects. A letter supporting Seattle Neighborhood Greenways recommendations for the **Cascade-Uptown Neighborhood** planning is close to final. KR-F thanked Riley Kimball for letter writing and encouraged others to write letters for fresh perspectives. Letters are posted to SBAB website after sending.
- **Center City Bike Network:** Steve Kennedy and Kristi Rennebohm-Franz attended a center city sounding board meeting regarding route options for protected bike lanes on Fourth or Fifth Avenue or some on each, and for Seventh, Eighth or Ninth Avenue. SDOT is looking at three N-S routes due to topography.
- **Center City Bike Network:** Jessica Szlag announced that a group of stakeholders from the center city sounding board will travel to Vancouver, BC to meet counterparts and evaluate Vancouver's protected bike lane network. Vancouver has added 100,000 jobs downtown while reducing car traffic. Group includes Scott Kubly and Kevin Desmond from Metro. Room for a few more. Funded by Green Lanes Project grant from People for Bikes, and administered by Commute Seattle. Seattle successfully applied to be a Green Lane city in that program, along with Atlanta, Denver, Pittsburgh. Will look at values, struggles, effect on retail business, etc. Contact Jessica Szlag at Commute Seattle.
- **Pedestrian Advisory Board:** KR-F requested an SBAB member to volunteer to be a liaison, and a volunteer for Transit Board when it is established.
- **Comp Plan Update, Traffic Level of Service evaluations:** At last meeting SBAB requested a workshop from Bill La Borde (SDOT). No response to date.
- **Parking Day, September 18:** Merlin Rainwater reported great events. Highlights: Seattle Neighborhood Greenways contest for parking day project designs related to traffic improvements: 4 winners, including Shirley Savel, who designed and installed a protected bike lane on Rainier Ave S for over ½ mile, transforming the street.
- **Summer Parkways** September 12 Central Area and September 19, Ballard: Nicole Freedman reported. Central District event was not well-attended. Advice received from advocates regarding lack of traffic control and community participation. Modified outreach. Ballard successful, 1000+ lots of families and kids, road closure worked well after five minutes. Looking at ways to improve next year: dealing with road closure; better traffic control plan. Considering options for:
  - Same or different locations?

- Longer (30 mile) ride?
- Activities: how much of draw is activity v closed road

SBAB comments:

- Needs to be homegrown as opposed to imposed from outside.
  - Neighborhoods that had developed a successful Summer Streets like West Seattle on Alki, miss what they lost in this change.
  - Involve the community.
- **Mayor's Budget** has been issued. Jeff Aken may lead a review. SBAB will request an update and discussion of priorities at Board meeting like last year, for SBAB input to Council.
  - **Bicycle Master Plan Progress Update:** Next month, from Kristen Simpson, SDOT.
  - **Speed Limits:** KR-F noted SBAB has called for lowering speed limits as part of Vision Zero. and suggests SBAB letter specific to that effect.
  - **New King County Metro buses** for increased Seattle service: Merlin Rainwater objects to promo photos of buses without bike racks, and has written Metro. Asks others to consider.
  - **Construction Project Street Use:** KR-F and JA have met with Sellen Construction execs regarding best practices, and are in communication with Brian Deplasse, SDOT.

## PRESENTATIONS

### Seattle Downtown Bike Parking Survey/Employer Bike Commute Programs

*Time:* 6:30 pm

*Presenters:* Jessica Szelag & Jeff Linn, Commute Seattle, Ann Sutphin, SDOT

*Purpose:* Inform SBAB of Seattle Commute Trip Reduction (CTR) Program goals; progress since 2007; and current program activities.

The CTR Program is critical to shift growth in commute demand from single-occupancy-vehicle to transit, walk, bike rideshare, and other modes, to allow mobility as the city population grows. The Commute Trip Reduction (CTR) Program is mandated by the state for employers with over 100 employees commuting at peak hour. These employers are required to provide commute trip reduction benefits and incentives. Seattle's CTR program provides assistance to the employers and property managers to help them meet their goals. SDOT partners with Commute Seattle to provide programs. Most of Commute Seattle's effort has been in downtown. The CTR program is city-wide and Commute Seattle has begun provide some program assistance city-wide.

#### CTR program highlights:

- It serves primarily center city but also other large employers city-wide.
- Delivering commute trip reduction via transit, bike programs, van and carpooling. Data and performance driven.

- Commute surveys by employers are required every two years. Great metric for tracking commute patterns.
- Downtown single-occupant vehicle (SOV) commute rate is only 20%. Transit is dominant. Bike, walk and telecommute are fastest growing. Other areas have much higher SOV use, like S/SW Seattle at 63%.
- Set 4 year program goals for network by 2017. Looking at achievable SOV goals; varies for eight different geographic areas.
- Increased focus on lowering driving rate by increasing bike commuting. Working closely with property managers, developing relationships.
- Annual event awards include CTR “Champions” which rates employer programs,
- 1<sup>st</sup> employer bike summit led by Regence, this year. Co-sponsored w Cascade Bicycle Club, SDOT, Metro and Commute Seattle. The June event attracted a large, diverse group of employers and property managers. Matt Griffin from Pine Street Group delivered keynote. Point: Get and retain tenants in competitive markets by providing bike parking. Demand exists from tenants’ employees. Regence is committed to repeating the summit next year.
- Consultations and training provided to employers and property managers(Commute Seattle)
- Reward/incentive promotions include *Bikes and Bagels*, *Light Up Your Ride*, *Ride in the Rain*, May Bike Month, and Commute contests.
- Targeted commuter education. Series of 12 bicycle commute workshops last year
- Wonderful bike and walking maps and bike guides to employers
- Partnered with UW to provide trip planning assistance
- Public bike racks installed outside CTR sites
- There are approximately 250 CTR employers with 140,000 employees; this is out of total city employment of close to 600,000.

#### Downtown Bike Parking Survey:

In 2010, SDOT conducted a baseline survey, funded by an American Recovery & Reinvestment Act (ARRA) grant. Purpose was to see if there was sufficient accommodation for bike commuter parking at destinations to support increasing ridership. This year, youth interns visited 1,600 and surveyed 1,200 non-residential buildings downtown, using the same format as 2010. Quantified changes in bike parking availability, lockers and showers, and rated parking security, rack type and quality, and installation and protection from weather was documented. Arrived at an overall A, B or C score for each building. Report due out soon.

- There was a disconnect in 2010 between property owner/manager perception of bike parking needs v tenant desires. This has changed. Tenants are demanding secure bike parking, and many property managers are responding. Increase is driven now more by employee demand and employers wanting to attract employees than by code or transportation management plans.
- Tracking since 2010 in bar graph form rather than pie chart, to better show absolute numbers and changes in numbers by mode without it looking like a fixed “pie”.
- Downtown street capacity is ~70,000 cars on the road. Huge increase in employment requires growth to be accommodated by other modes. No room for more cars at peak hours.

- 22.6% buildings had bike parking in 2010.
- Overall capacity increased from up 5,872 to 8,723 bike parking spaces. 49% increase from 2010 to 2015.
  - 210% increases in “A” category with high quality parking, lockers, showers.
  - 10% increase in “B” middle category.
  - 134% increase in “C” lowest quality category.
- Percentage of buildings with any bike parking racks increased from 22% to 29%.
- Some bike parking surveyed in 2010 had been removed. Much more added, especially South Lake Union.
- Land Use Code requires some bike parking for most uses. Most, but not all, new buildings comply. [Table D [23.54.015](#)]
- Successful bike parking led to more bike parking at a property.
- UW Evans School students noted the desire for design guidelines for property owners and managers in their 2015 Capstone project for Commute Seattle.

Other Commute Seattle news:

- Open house October 15, 4:30 to 6 pm
- Event “Light Up Your Ride”, October 29, 4-6 pm, McGraw Square, with fashion show at 5:15 pm for riding in dark and rainy weather.

**Questions, Answers and Comments:**

**Q:** Could you add CTR targets on map for specific large employers, as well as large geographic areas?

**A:** Will look at that.

**Q:** Could you reframe the program by changing the name from “*Commuter Trip Reduction*” to “*Healthy Trip Promotion*”, to speak more to benefits and be less negative? The city is not really trying to reduce trips. The goal is to shift trips from SOV to healthier options, and to improve mobility.

**A:** Have been using language from the state’s requirements. Great suggestion for change in messaging.

**Q:** The CTR program encourages active transportation but infrastructure is lacking. Do our agencies, Mayor and City Council connect this program to infrastructure improvement?

**A:** Yes, and we can encourage this.

**Comment:** For bike parking design guidelines: Design team should claim bike parking space early in conceptual design, at the same time as car parking space. Bike parking is more space efficient than car parking, but not easy to add after the site and building design is set.

**Response:** Yes. Some, like Amazon, design facilities at conception. It takes Project Managers two to three years to make bike parking and amenity improvements to existing buildings.

**Q:** Which buildings had good programs?

**A:** Several factors. Property managers are key. Commute Seattle is developing relationships.

**Q:** For utilization how do people know about spaces?

**A:** From employers, building management.

**Q:** How can we help more?

**A:** Ask the city to develop design guidelines for developers on how to install bicycle parking

**SBAB Recommendations:**

- Rename the CTR program.
- Add CTR targets on map for specific large employers.
- Recognize the youth interns for bike parking survey. SBAB letter.

**Pedestrian Master Plan Intro/Update**

*Time:* ~7:00 pm

*Presenters:* Ian Macek, SDOT

*Purpose:* Status update to SBAB.

The City is updating the Pedestrian Master Plan. The plan now includes “new tools in the toolbox”, like neighborhood greenways. Three building blocks: vibrancy, or demand, equity, and corridor function (a proxy for safety) Addressing desire for connectivity.

- Emphasis on Safety goal is intensified. Using new data for safety analysis including collisions involving pedestrians; roadway widths; signalized crossings; and vehicle traffic speed.
- Measurements are changing for Equity from car ownership and age to include income levels and communities of color. Car ownership is no longer a good indicator of wealth.
- Vibrancy/Demand goal has more emphasis on urban villages and centers, neighborhood commercial zones, and 10-minute walk distance to transit, park entries (not just park boundaries), and schools.
- Toolkit incorporated into survey for later release
- Updating priority areas. Old data was 2003 census. Have new statistics.
- Looking at alternatives like low-cost sidewalks,
- Including speed limit reductions.
- Underscores role of greenways in PMP.
- Entering the public outreach phase. Two open houses are scheduled. Online survey.
- “Ask “to SBAB: Share the survey link to groups we are part of, when it goes live.

**Questions, Answers and Comments:**

**Q:** Can questions be phrased in such a way that mobility-impaired can reply? Not just “walking” or “pedestrians”. People using walkers, wheelchairs, etc.

**A:** Trying, but survey writers have to balance the need for language to be inclusive with the need for language to be plain English, commonly understood and translatable into many languages.

**Q:** Are construction street use impacts considered?

**A:** No.

**Q:** Are “catalyst projects” included, as in Bicycle Master Plan?

**A:** Not yet. In process.

**Q:** How are street/sidewalk grades (slopes) and ramps accounted for?

**A:** Mapping tools are using actual grades.

#### **SBAB Recommendations:**

- Please do not hesitate at any point to solicit SBAB help.

#### **Seattle Trails Upgrade Plan**

*Time:* 7:25 pm

*Presenters:* Monica Dewald (SDOT) and Steve Durant (Alta Planning & Design)

*Purpose:* Inform SBAB of status, and seek input.

The planning project was incorporated into the Bicycle Master Plan Update for Seattle’s urban trails and bikeways. There are 13 trails totaling 40 miles across the city, managed and maintained variously by SDOT, Parks, and Port of Seattle. This project’s mission is to look at maintenance needs, safety (especially at intersections), capacity improvement (where there may be too many people on trail for its character); and connectivity gaps.

- Conditions analysis is wrapping up. It included two interns using a custom ‘datacycle’, replete with GPS sensors, video and camera, computer interface. A spotter and an operator rode all 40 miles of trails four times to gather data.
- Receiving public input via online survey, trailside tabling, event tabling, wikiMap tool use. Lots of feedback.
- Two open houses are coming up in conjunction with Pedestrian Master Plan.
  - Oct 19 at 6 pm Northgate Library
  - Oct 21 at 6 pm Hillman City Collaboratory
- 8 categories for planning: amenities, crossings, infrastructure, connectivity, way-finding, security, maintenance, and project prioritization.
- Similar to BMP – growing use of similar info – SBAB may be of assistance with a workshop to help prioritize improvement projects.
- 5 categories of quantitative info: safety, connectivity, equity, ridership, livability
- 3 priorities: maintenance upgrades, trail improvements, connectivity projects

- 3-5 concept projects will be included for near-term implementation.
- Looking at how to leverage other projects to improve trails.

**Questions, Answers and Comments:**

**Q:** SDOT would like to learn from SBAB what improvements you like to see on the trail system?

**A:** from SBAB

- Consistency of assignment of right-of-way where trails cross roadways.
- Way-finding to and from trails
- Way-finding when on trails: street signs for street crossings.

**Q:** SDOT would like to hear SBAB ideas for top priority connectivity projects?

**A:** from SBAB

- SODO Busway Trail connections to bike network, both ends.
- Burke-Gilman Trail Ballard Missing Link completion.
- Burke-Gilman Trail UW central campus section: pedestrian/bike crossing conflicts and capacity.
- Duwamish Trail missing link from West Seattle Bridge Trail to Duwamish Trail, and lack of sidewalk or trail from Duwamish Trail to Duwamish Longhouse.
- Duwamish Trail at south end of South Park – changes so it will not be “the Scary Trail”.
- Mountain to Sound Trail completion from Beacon Hill to the sound via a pedestrian/bike bridge over the Amtrak rail yard at Holgate.

**Fairview Ave N Bridge Project Update**

*Time:* 7:50 pm

*Presenters:* Marilyn Yim and Rachel Baer , SDOT

*Purpose:* Briefing on Project Status. Seeking SBAB input on design and construction impacts. Have also been to Pedestrian and Freight Advisory Boards.

The two existing bridges, side by side, at SE end of Lake Union, are beyond their useful life. One is a timber trestle and one is concrete. While safe for travel, they do not meet current seismic or other structural standards and show deterioration.

- The project will widen and modify the bridges to Complete Street standards.
- Bus Rapid Transit or Streetcar planned for future.
- Viewing platform has to go but will be functionality integrated at 3 points (at bridge piers) more than 3x replacing viewing platform – “belvederes”
- Originally a staged-construction plan, 24 month approach, shifting construction from one side of bridge to the other. Value engineering study showed that closing and rebuilding both bridges at once would save 9 months and significant cost-savings. Able to claim efficiency in design of bridge structure.
- Looking at detour routes. Traffic analysis underway, including bus and bike; draft should be done by end of month. Will quantify the impact.



- Relies on Move Seattle levy funding for completion. \$24 million needed from levy. Total project cost is \$42M. Other funding from Bridging the Gap levy and Bridge Replacement Advisory Committee (BRAC) grant.
- 30 and 60% design reviews have been completed. 90% design in Spring/Summer 2016
- Construction is scheduled to begin Spring 2017.
- Summer 2016 pre-construction: high voltage power lines parallel to bridge do not meet OSHA requirements for clearance so will be temporarily shifted west.
- Project Open House will be in early November.
- Width of two-way protected bike lanes: Changed from 11 to 12 feet, per previous recommendation from SBAB. Location on west side.
- Way-finding to include signage for connections to downtown and UW campus.

**Questions, Answers and Comments:**

**Q: from SDOT:** What kind of wayfinding destinations would SBAB like to see?  
Recommendations for detour routes?

**A: from SBAB (time was cut short):** Consider grades and safety when selecting detour routes.

**MEETING ADJOURNMENT**

The meeting was adjourned at 8:00 pm

Next Meeting: Wednesday, November 4, 2015, 6:00 pm - 8:00 pm, Seattle City Hall, Room L280

**ATTACHMENT A**

**Meeting Minutes Distribution List:**

Edward Murray, Mayor, City of Seattle  
Andrew Glass-Hastings, Transportation Advisor, Office of the Mayor  
City Councilmember Tom Rasmussen, Transportation Committee Chair  
Scott Kubly, Director, Seattle Department of Transportation (SDOT)  
Nicole Freedman, Active Transportation Director, SDOT  
Dongho Chang, City Traffic Engineer, SDOT  
Emily Ehlers, SBAB Liaison, SDOT  
Kevin O'Neill, Planning and Urban Design Manager, SDOT  
Sam Woods, Manager, Bicycle and Pedestrian Programs, SDOT  
Sara Zora, Transportation Analyst, SDOT  
Diane Sugimura, Director, Department of Planning and Development (DPD)  
Bernie Agor Matsuno, Director, Department of Neighborhoods (DoN)  
Allie Gerlach, SDOT Communications  
Meeting Presenters  
City of Seattle Council Transportation Committee Members  
City of Seattle Neighborhood District Coordinators  
SBAB Members  
Individual Meeting Attendees