

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: January 7, 2015 / 6:00 p.m. – 8:00 p.m.
Co-Chairs: Jeff Aken and Kristi Rennebohm Franz
Recorder: Riley Kimball
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Jeff Aken, Steve Kennedy, Adam Bartz, Don Brubeck, Merlin Rainwater, Riley Kimball, Leah Curtiss, Ester Sandoval

Members Absent:

Co-chair Kristi Rennebohm Franz, Lara Normand, Clint Loper, Michael Wong

Guests:

Sam Woods, Emily Ehlers, Tom Rasmussen, Tom Fucoloro, Cathy Tuttle, Ellen Butzel, Michael James, Meghan Shepard, Art Brochet, Josh Cohen, Kelli Refer, Gavin Smith, Dina Winkel, Kathy Dunn

MEETING CALL TO ORDER

Co-chair Jeff Aken called the meeting to order at 6:00 p.m.

INTRODUCTIONS

All attendees introduced themselves and shared bike-related New Year Resolutions. Councilman Tom Rasmussen set a goal to go on more biking tours with local organizations as part of an effort to learn about the needs of the community.

PUBLIC COMMENT

- Seattle Neighborhood Greenways put online that instead of “bikes” or “trucks,” we should refer to “people riding bikes” and “people driving trucks.” We should use this language because it’s more clear to non-planners that we’re dealing with the people that are involved in these modes.
- Ellen Butzel submitted a public comment asking for more funding for the West Seattle 5-Way Intersection project based on:
 - equity - W. Seattle is underserved by transportation options.
 - sidewalks - the mayor has budget for sidewalk improvements that could help with the desired pedestrian improvements
 - Complete Streets - this intersection is one of the biggest barriers in the city for peds, bikes, disabled users, and others trying to commute into the Central Business District.

ANNOUNCEMENTS

Merlin Rainwater, SBAB member: After years of submitting requests and complaints, Nordstrom has added bike directions online and bike racks outside the store.

Councilmember Rasmussen: Revenue generation is improving, so increasing funding for bicycles is the councilmember’s goal for the next budget cycle. This is an opportunity to increase funding for transportation all around, including bicycles.

Jeff Aken, SBAB co-chair: Looking forward to working with Councilman Rasmussen's office over the next 6 months. Councilmember Rasmussen commented that they are working on their quarterly implementation plans for March, and they're working to make sure that this timeline is met.

Riley Kimball, SBAB member: After arriving in Seattle by train over the holidays, there was no signage at King Street Station indicating that a Pronto Bike Share station was immediately outside. Biking directions should be added to important transportation hubs.

Councilmember Rasmussen: The Puget Sound Regional Council Transportation Policy Board is working on developing better way finding throughout the region. The goal is a consistent system that identifies options for getting around – whether the starting point is SeaTac or Seattle. This should absolutely include bikes and Pronto, and Councilmember Rasmussen is part of the working group. They tend to focus on transit alone, so they will be sure to consider this issue.

Jeff Aken: The airport has added bike facilities and directions online for how to get to the airport by bike, so it's becoming more prevalent.

PRESENTATIONS

Central Business District Curbspace Study

Time: 6:14

Topic: Project Info for Central Business District Curbspace Study and Modal Hierarchy Frameworks

Presenters: Meghan Shepard and Michael James

Purpose: An overview of two interrelated projects about curbspace utilization: one focusing on a decision-making framework for how to allocate this space and another looking at the current allocation of curbspace in Seattle's Central Business District.

Modal Hierarchy Framework, Michael James

- Looking to develop some policy language for the comprehensive plan and a framework for where to utilize curbspace for different purposes.
- Project goals: develop this policy framework and develop a diagrammatic study for decision-making.
- This will inform the Complete Streets initiative.
- Consultant team examined existing policies to determine current loose policy framework and compared with best practices in Chicago, New York, San Francisco, and Washington, D.C.
- Examined framework with multi-criteria assessments like those used for the transit master plan: environmental, community, mobility, health, and equity
- Developed and tested a framework on a few multimodal corridors - 23rd Ave. They used this to see what the framework would recommend vs. what, for example, the Bike Master Plan prescribes it to be.

Questions, Answers and Comments:

Q: Tell us more about the modal hierarchy that is being developed.

A: Many cities have a strict modal hierarchy - ped first, transit first, bike first. We feel that because of the diversity and geographic restrictions (waterways, a dense business district, great bike and walking ways), that a decision-making framework is a stronger and more useful model for Seattle. With that I'll say that safety is always going to be a top priority, and at no point are we going to jeopardize bicyclists and

pedestrians. The direction we're leaning toward is a decision-making framework and not a strict modal hierarchy.

Q: It would seem that with safety as the priority, it's pretty obvious that bike riders are much more vulnerable than people in busses, trucks, cars, so there's an immediate hierarchy. I don't think it's as obvious for other values like distribution. One plan that would be valuable to look at that's not on the plan is Portland's, which varies according to the part of the city (in a residential zone vs in a business district), and how that changes the priorities and road design.

A: One of the strategies we're considering is looking at the street type. If you're on a neighborhood commercial street type, that's an area where you may or may not value parking over a bike lane more or less. This goes back to the right-of-way improvement manual that we're doing. We would like to use those street classifications to inform this decision-making.

Q: Have you already tested the framework on 23rd?

A: We've tested two out of three so far and the findings are very similar so far. The results correspond so directly to street width and street class that these other factors are not making huge shifts in the decision-making. We're therefore going back to introduce factors that we want to consider earlier in the process, and it's changing the order that we're looking at these items. In Chicago, you start with "Is this an industrial street?" and then make decisions from there. We want to go earlier and see what land use and population the street is there to serve, focusing on the user first before what the Bike or Freight Master Plan says it is.

Q: The current diagram is just a draft, right?

A: Yes, we want to end with a flow chart, but we're early in the process.

Comment: Construction and changes are happening now, as with Holman Rd, Madison Rapid Transit, and 23rd Ave. The construction is happening now, and it's not taking into consideration the pieces that need to be considered.

A: The Complete Streets will allow us to look at these earlier so that we have some direction before spending millions on building something.

Comment: If this approach emphasizes the user, it's difficult to prioritize bike and ped and transit, but those are the things we want to prioritize. We're in a city that's been designed for cars, so we look at a particular district, maybe even an industrial district, but how do we envision how many steel plant workers are going to be arriving by bike? We're projecting into the future based on what we see in the present, when we want to design something that moves us in the direction toward that future.

A: It's even more complicated than that because in Seattle it often happens that Seattle's great bike corridors are also great freight corridors.

A: This will add some transparency to the trade-offs that are made in design - everyone will know the factors that are being taken into consideration, so there will be some predictability to the decisions, since they will come from this decision framework.

Q: If use data isn't coming from road classifications or prior master plans, where is the data coming from?

A: We take inputs from all the modal plans in all the options.

Comment: This chart is written with an assumption in mind about what you are talking about. For example, it says, "Is a parallel route option available"; could that be a parallel route option for car traffic? Or does it automatically mean that cars get the main route option?

A: Every street is going to facilitate vehicle movement and pedestrians. After that, what can you make work? I think that with the legal definition of right of way and use, it's for the movement of vehicles, whether that's cars, freight, bikes, or transit. And we wouldn't build a street without sidewalks.

Comment: It bothers me a little bit that the options are always for the non-car modes of transportation.

A: We've been talking about this a lot. It's not so much a Complete Streets as it is a Complete Corridor.

A: We're approaching completion of updates to the freight, bike, and other plans, and once all those are done we'll have a lot more information that we can utilize here.

Comment: An example of an industrial route with this issue is E Marginal Way South. There's no parallel route option for trucks or for bikes, but there are parallel routes for cars that work, and you can easily see that route having no cars, and there are already no busses. I think you can apply this framework really differently.

A: Restricted use on streets is a tool we have, and we use it for Bus Only lanes and for bike lanes. We'll take it under consideration.

Curbspace Study, Meghan Shephard

- Examining current use of curbspace in Seattle's Central Business District (extending from Denny Way in the north to the International District in the south. We're doing this now because the competition for that space is intense and rising all the time with the different modes and users we're talking about.
- We're planning to use more of it for protected bike lanes, and we're looking into creating new transit-only lanes.
- The fastest growing mode right now is trucks - as we drive less, we have more goods delivered, and we have to have somewhere to unload those trucks. We have car share, parklets, and food trucks.
- Project goal: examine existing use to have a framework for making decisions around the allocation of curbspace as it becomes an increasingly valuable resource.
- We currently have over 280 policies that determine how we use curbspace downtown, and not one of them talks about people delivering goods, bicycles in the curb lane, or food trucks or parklets. They say that generally in commercial areas, our primary concern is transit, then loading and unloading, and finally short-term parking.
- These existing uses aren't very clear (is it transit use? Is it transit stopover?), and we're building this new framework to help guide us.
- What we find in the CBD is a jumping off point - we'll take this to many other parts of the city, like South Lake Union, which also has high demand on its curbspace.
- Four deliverables:
 1. analysis of existing conditions
 2. recommendations for what our curbspace policy should be for inclusion in the Comprehensive Plan (not to be highly prescriptive but rather a dynamic framework, adjusting need according to things like downtown vs. Belltown, north-south corridors vs. east-west passages). Much of this will integrate with Michael's work and end up in the Right of Way Street Use Manual
 3. CBD decision-making framework
 4. What will curbspace use need to be in 2020, 2025, according to what we know now about what the future will demand?
- Current state:
 - 1/3 used for short term parking (including Car2Go car share vehicles).
 - 25% for travel lanes
 - -24% for no standing: cross walks and curb ramps, bike share stations, parklets, driveways, fire hydrants
 - -9% for loading and unloading
 - -6.5% for bus travel and layovers
 - -2.8% variable use throughout day

- -only 2% for bike lanes (although facilities like 2nd Ave. don't use curbspace for the PBL)
- This creates a baseline so that as years go by, we can analyze how we've changed. It's about mobility, access, and maintenance.
- Consultants performed intercept studies to see who is using those spaces and what will they do if they lose them. We're also doing an online survey to understand how you're getting around downtown and how you're using the curb.
- Timeline: early February for policy recommendations, March for study delivery

Q: How does this tie in to the City Center study Stuart Goldsmith and his team are doing for the bike network downtown?

A: We're working with them so that we have an understanding of future conditions, this project and many others. Let's talk a look at hypothetical scenarios - can we have as many loading and unloading zones, or will we need to reallocate that for transit? If so, should we change commercial delivery times to certain windows? We can't know for sure what these future scenarios will be, but we're planning for the future a bit by making some assumptions around growth of the city and then seeing what we're left with. Maybe it's land use code that will need to change - I don't know what we're going to find out, but these are the questions we're asking.

Comment: how about we restrict what cars can drive in a day to reduce congestion? These are possibilities.

A: It's outside the scope of what we're working on. I work on parking all day long, and I see the value of parking on some streets and loading, and they're very different things. From stakeholder interviews, we expected tension between wanting bike and transit use and businesses wanting parking. What we heard, though, is that people want to be able to get their car out.

Comment: I work at the bottom of the hill downtown, and we have to drive to job sites all over the region. A trip from Western and Columbia to the freeway is usually half of our trip to Redmond or elsewhere in the middle of the day. So it's also about doing business.

A: Absolutely, it's tied into our economic vitality.

Comment: It's like brushing your teeth. Once you start getting used to it, you don't think about it. We want to be the best at biking, but other parts of the city are all for cars. It's this constant battle, and maybe we need to think outside the box.

Comment: What about these construction companies, with people who all drive in from Carnation. How about we offer them parking outside and then their companies offer them a bus to the site?

A: There's another group at SDOT that is actively working on that.

Q: How does this plug into the Right of Way Manual?

A: The Manual will come up with street types downtown, and then we'll use that as a starting point for designing curbspace use. Currently those types are downtown, downtown residential, transit corridor, and curbsless/community street, and we'd use that to determine where buffering is important, where community activation is important, to develop that topology.

Q: So this is higher level, developing topology? It wouldn't be prescriptive with specific recommendations?

A: The Right of Way Manual will be high level in identifying street types, and we primarily want to use that to understand the differences between two streets so we can better understand how to design for each. Currently we do every load zone on a case by case basis, and we need to step back to that and develop some tools and ideas so that when they're planning new multimodal corridors, there will be easy identifiers for how to use the curbspace.

SBAB Recommendations:

SBAB requests updated drafts of the decision-making frameworks as they near finalization.

2015 SDOT Paving Projects

Time: 6:56

Topic: Status of Upcoming Paving Projects

Presenters: Art Brochet

Purpose: Discussing how projects are selected from the backlog, what funding has looked like historically and will be going forward and how planning is dealing with that, what's coming up this year and next, and down the line what SDOT would like to do.

- Street maintenance crew is tasked with stewardship of the streets. They refer projects to Capital Projects and Roadway Structures by defining what the needs are and coming up with the funding. CPRC designs and implements construction of the facilities. This doesn't include potholing or resurfacing which we do with SDOT crews; CPRS handles construction and design work that is contracted out.
- Project selection comes from degradation rates and maintenance costs, as well as traffic volumes of all modes. Grants and other leveraging opportunities like project grouping and utility upgrades help with funding. Also consider citizen complaints and equity and geographic balance.
- Ben Hanson is the expert that juggles these different considerations and prioritization.
- Principally for arterial routes, no work on residential roads.
- Current street conditions:
 - good: 22.6%
 - satisfactory: 23.9%
 - fair: 17.8%
 - poor: 15.3%
 - very poor: 10.2%
 - failed: 10.2%
- Most streets are not satisfactory, and failed streets have become a greater share of the road infrastructure. Arterial Average Pavement Condition Index (PCI) is down to 63.8 in 2013 from 68.8 in 2010.
- Much of the funding comes from Bridging the Gap and some federal and state grants. Move Seattle is the most likely future source, and this is the initiative that would replace Bridging the Gap for transportation for Seattle. That package hasn't been finalized, but its allocation for paving will determine a lot of our projects.
- In 2015 Renton Ave SE Phase 1 from Holden to 51st Ave. SE will widen the bike lanes to 6' lanes on either side.
- On Roosevelt Ave from Fuhrman up to NE 65th will be repaved, with a PBL installed along the full length of it per SBAB's recommendation from 12/3/14. This will be controversial in some areas.
- 23rd Ave will be repaved and a parallel corridor will be converted into a greenway.
- Future plans are going to depend on funding, and it's almost impossible to make a plan. There are some surfaces that are eligible for repaving for a window, but if funding isn't allocated in that time, it has to be allowed to deteriorate until it's fully resurfaced.
- Alaskan Way Viaduct, Elliott Bay Streetcar and the Seawall will all create lots of new paving challenges.

Questions, Answers and Comments:

Q: How does this backlog and condition compare with other cities?

A: Spokane, Bellevue, and the general consensus seems to be that Seattle's roads are in bad shape.

A (Rasmussen): I believe that the Puget Sound Council of Governments has done a comprehensive survey of the condition of the streets, and he's right, we don't rank too well.

Q: Is repaving on these stretches always curb to curb, so including curbspace and parking or bike space, or is it just for the road driving surface?

A: It's curb to curb, so everything, except where there is no curb. In those cases, repaving extends a few inches past the edge of the designated driving surface. Also, anytime a surface is repaved, the new ADA compliance must be met at all intersections. This frequently means putting in curb ramps where they previously weren't or even ripping out a curb ramp installed a few years prior that is no longer compliant. Because this draws from the same fund for maintaining the pavement integrity, it makes paving projects more expensive and is an additional factor to consider.

Comment: For those of us who are getting older, those ped safety improvements are much appreciated.

Q: I've seen some curb ramps that extend into the street, like in Pioneer Square. What can you tell us about those?

A: Usually those are temporary solutions, but in the case of Pioneer Square, the existing elevations of the street and the sidewalk are just such that there's no way of providing a compliant transition across the intersection. In this case, it's a stopgap measure until we can deal with both the street and the curbspace itself in a cohesive fashion. It has drainage impacts, too.

Q: We heard a presentation about the Roosevelt project. None of these for 2015 have been designed, right?

A: These are beginning design. The Renton Ave phase 2 is a 2016 project, for example. We'd like to get some of those designed this year so that we have something ready in case we get some money.

Q: We as a board likely do not have time to hear about each project, but maybe we can come up with lists of items from your lists that we would like to put some priority on and hear about.

A: I suggest you focus on the 2016 list, and outside of the paving program itself, I suggest taking a look at other projects that may be of interest.

Q: I could see all this getting turned on its head once there's a new right of way program or new Complete Streets initiative and Vision Zero. That could upend all of these projects. What are your comments on that?

A: We're a machine, so we design to the current ADA standards and the current Right of Way Manual. If those standards change, we pivot and design to them. It poses challenges to the designers, but the paving projects themselves will happen.

SBAB Recommendations:

Board to examine upcoming projects to develop focus and priorities.

West Seattle Five-Way Intersection Study

Time: 7:20

Topic: Review of West Seattle Five-Way Intersection Study findings and concepts

Presenters: Emily Ehlers

Purpose: Review several options for improving the West Seattle Five-Way Intersection Study and solicit SBAB's opinion of the best option for safety and predictability at the intersection.

Intersection of W Marginal Way, SW Spokane St, Del Ridge, Chelan, and access to Port of Seattle Terminal 5. The large intersection is designed to accommodate freight traffic making any possible turn, which creates long delays for ped and bikes. The signal capacity is maxed out, so it would require a new conduit and signal. There is limited way-finding for all users, too, for drivers, peds, and bikers.

- Bike movements are unpredictable to drivers: some go with vehicle turn arrow from Delridge Ave SW, some jump curbs and cross Chelan by riding in a bus only lane, and the legal pedestrian route (which bikes often use) takes 4 crossings of non-consecutive signal phases which takes 183 seconds at peak times.
- February bike tour and charrette with board member Don Brubeck, Councilman Rasmussen, Seattle Fire Department, Terminal 5, King County Metro, former bike board members, representatives from the Port of Seattle and from the pedestrian advisory board. This group came up with 6 concepts, which consultants analyzed for feasibility and refined to 3.

Goals of the charette:

- improve safety for all roadway users.
- increase the compliance and predictability of bikes and peds through the intersection
- enhance convenience comfort and intuitiveness of the bike and ped trail
- maintain efficient freight, rail, auto, and emergency response travel through intersection
- support Port of Seattle operations.

Concept 1: Short term

Painted bike lanes and median improvements

- 2 painted bike lanes where most bikes currently travel to increase the visibility and predictability of those movements.
- Pavement markings, median improvements between Spokane and Delridge, crossing improvements to Spokane St right-turn lane and W Seattle 5 Way
- Bike boxes put bikes in front of the traffic and bikes then follow the vehicle signals
- Bike lanes are swapped (north on left, south on right)
- New bike ramps and crossing beacon across Spokane St. slip lane
- Longer term on this is pull back ivy from Delridge east wall and install a retaining wall for improved visibility
- Accompanying median improvements would help separate bikes and allow additional pedestrian queue space.

This concept is relatively inexpensive and intuitive but may cause short delays while vehicles wait for bicyclists to clear the bike boxes and it may not be comfortable for people of all ages and abilities.

Timeline: implementation in 2015

Mid and Longterm might happen in 2 years, might happen in 20 (funds aren't allocated)

Questions, Answers and Comments:

Q: Would this include upgrades to the pedestrian ramps?

A: No, there is not funding at this time, although the need is there.

Q: Does this improve the wait time for traveling through the intersection? How do we address that?

A: Unfortunately, the short-term concept only makes low cost improvements to safety and predictability. Given additional funding, we could make pedestrian accessibility improvements and upgrade the existing signal. Given the geometry of the intersection and heavy vehicle turning movements, we considered a separate bike-only signal phase to allow bicyclists to clear the intersection. However, the existing signal capacity is maxed out, and an additional phase would likely increase delay at the intersection.

Q: Do you have an order of magnitude guess on the cost of doing the signal?

A: No, we're currently refining the cost estimates. Comment: It would just be great to have it not cycle through twice before getting across.

Concept 2: Mid term

Connecting Alki Trail and Duwamish Trail with a trail loop

- Crosses the West Seattle five-way intersection at the Port of Seattle access road, where there's the least vehicle traffic
- Introduces a loop away from the intersection where bicyclists cross the W Marginal Way at W Marginal Pl. This concept paves the unimproved right of way between the railroad tracks and road.
- It connects to Duwamish Trail and West Seattle Trail, but it requires crossing an intersection.

This concept is an all ages- and all abilities-friendly improvement that reduces conflicts, but it's counterintuitive and circuitous. There are also free parking removed under the T5 flyover and three driveway conflicts.

Comment: The confusion is compounded by people coming from the east who already have to wind through a circuitous path to cross the West Seattle Bridge.

Q: How much more expensive is Concept 2 than Concept 1?

A: It's still under study.

Concept 3: Long term

Elevated crossing utilizing the Terminal 5 flyover to avoid the West Seattle five-way intersection entirely. Builds a cantilevered trail over the south side of the overpass, avoiding the intersection completely, maintaining the grade and connecting to the West Duwamish Trail. A landing would bring peds and bikes down on to the Alki Trail behind the Chelan Cafe

This is direct and intuitive, but it is very expensive. This will require further study to better assess the feasibility and impacts of building the cantilevered structure.

Comment: Let's do Concept 3. That will put Seattle at the top of bike cities, and if we have to wait a year or two, so what? It covers all the targets, it connects Alki, and everyone will want to use it.

A: At the charette this was the clear favorite.

Comment: With cost it's going to be out there; is there a way to skirt all intersections like the Green River Trail does from Tukwila to Auburn? D.C. has a bridge that allows all freight traffic to go through, and that was amazing.

Comment: Within West Seattle that trail link is a really key link. You can currently get between them, and the road could use improvement, but it works. Not having to gain elevation to get over the intersection means that people would really use it. That's the problem with the intermediate scheme: it would be used by people who are not used to the area if the signage is really good and they're comfortable with the route, but commuters are not going to use it. It won't satisfy freight interests, they'll think that bikers don't use the facilities built for them and lobby for decreasing funding. The short term solution can be done right away with paint and some ramping, and it would address drivers being unaware of the proper, legal route for bikes through the intersection. The bike box would also make the flow of bikers and the queuing work better, too.

Q: This is designated as a Catalyst project on the Bicycle Master Plan, and I think it should be treated as such. It's a critical connection for lots of people. We need to do the quick thing as soon as we can, and then we need to do the right thing.

A: Do you have a recommendation?

Comment: Skip the midterm, go for Concept 3.

Comment: A study from New Zealand found that small, marginal improvements can increase ridership, and slightly more substantial (but incomplete) investments can actually decrease ridership because of the perceived lack of safety and compliance that comes from it being incomplete. In this study, substantial, sweeping solutions saw a return on investment of \$26 on each \$1 spent in terms of improving public health and traffic safety. Because it will create confusion and not be used by all cyclists, the middle of the road solution could be a step backwards.

Q (Rasmussen): To clarify, will the short term option not include any improvements to the curb ramps?

A: At this time given funding constraints, we will not be upgrading the pedestrian curb ramps. We'll add a bike curb ramp to get bikes to and through the median.

Q (Rasmussen): I see peds using that crossing very frequently, including some with disabilities. If there's an opportunity to improve ped safety at the same time, I wouldn't want that to fall off the schedule. If there's a significant cost increase associated with the ped safety piece, please let me know so that we can discuss that with the Council.

Q: Is redirecting the trail completely out of the question so that it stays on one side of the road without having them cross the whole intersection?

A: We looked at a mid-block crossing of Delridge Ave SW further west of the intersection, but it didn't seem to provide additional safety benefits, especially given the limited sight lines at this location. . It also still includes several crossings to complete.

Q: All-way crossing for bikes is incompatible because of signal capacity?

A: We could install another signal and conduit, but it would be costly. An all-way walk, too, would have to be much longer because of the long walking distance.

Comment (Sam Woods): the positive thing about the structure, the 3rd option, is that the Port was involved with the charrette, and they viewed that as a really good improvement. I don't know the status of redevelopment of the port and improving access, but if there was a champion to look at that concurrently with the city, that would help a lot.

(Rasmussen): The timeline on those upgrades to Terminal 5 is pretty long, but I do like the idea of working with the Port. We want them and the movement of freight to benefit (or at least not do harm) from this. We have a lot of things we're going to be working on with the port around freight mobility in this area and in the SODO area, so that's a great suggestion to see how we could work with them and see what's possible.

Comment: The port at the airport has been working with Cascade Bike Club to improve bike facilities there, so I would think it's possible.

A: The Port has been wonderful to work with. The thing we should note is that this intersection currently isn't working for anyone.

Q: If we're to go with the short term, will it slow down progress toward the long term?

A: No, the short term improvement is funded and does not preclude pursuing the mid- or long-term concepts.

A: (Sam Woods): I know that some of these ramps aren't ADA compliant, so as soon as we touch them, we're going to have to make some improvements. If anyone has feedback on what priority some ramps should have, we'd appreciate it.

SBAB UPDATES AND NEXT STEPS

- Letter to the mayor and city council about the Auckland study
- SBAB retreat end of January
- Working on February's Agenda

MEETING ADJOURNMENT

The meeting was adjourned at 8:00 pm.

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, Acting Director, Seattle Department of Transportation (SDOT)
Goran Sparrman, Deputy 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