

Seattle Bicycle Advisory Board Meeting Minutes

Date: June 3, 2020
Time: 6:00 p.m. – 8:30 p.m.
Location: Virtual via Microsoft Teams
Co-Chairs: Emily Paine and Patrick Taylor
Recorder: Meredith Hall

Minutes Distribution List:

See Attachment A

Members Present:

	Present ✓	Absent ✗
Pierre Brunelle	✓	
Gunner Colleen, Get Engaged Member	✓	
Andrew Dannenberg	✓	
Benjamin Estes		✗
Kashina Groves	✓	
Meredith Hall	✓	
Connor Inslee		✗
Andrea Lai, Secretary	✓	
Alexander Lew	✓	
Emily Paine, Co-Chair		✗
Patrick Taylor, Co-Chair	✓	
Sarah Udelhofen	✓	

Guests:

[see attached sign-in sheet]

MEETING CALL TO ORDER

Simon Blenski called the meeting to order at 6:00 p.m. (Simon)

INTRODUCTIONS

PUBLIC COMMENT

- Brock Howell, Bicycle Security Advisors – met with SDCI about bike parking. Worthwhile for us to engage with SDCI and City Council to urge for refinement and urge for city goals, especially around cost for housing and transportation for low-income housing. Hope SBAB continues to push.
- Vicky Clarke, Cascade Bicycle Club – introduce self, SNG and Cascade and SBAB have been able to collaborate on issues effectively, let's keep doing that. When boards

change, some institutional knowledge is lost, but new voices join. Let's keep collaborating.

- Jade, college student home for summer – Bike mechanic at VanMoof. We are looking for another bike mechanic, I am the only female-identifying person on a five-person team. Sarah volunteered to connect Jade.

MEETING MINUTES

- Approved at 6:16pm

BOARD BUSINESS

- Patrick made a statement about the current events around the protests and said he hopes our work will help make our city more just and humane in some small way.
- Patrick gave an update on the Levy Oversight Committee: Met last night, update that the city is coming into a budget crunch from the Eyman initiative plus current economic crisis. May and June meetings were discussions on how to prioritize projects to put on hold. Projects under construction are expected to continue. Others may experience delays and stoppages. The funding for the levy is from property taxes, but depends on matches from state and federal funds. Layered with the West Seattle bridge, there is a lot of uncertainty.
- Multi-use trail behavior – Alex Lew: friends have been commenting and I've noticed as well. Happy that many people are out on trails, seeing so much cycling, counters are showing really high numbers. But the trails are more congested than they were before, this is not a problem, amongst all users, we have a confined amount of space. There has been much more aggression by certain cyclists, passing at high speeds of slower inexperienced and family cyclists, spitting, spraying with water bottle. I'm taking more notice of cyclists. Joggers spitting and pushing past, not giving 6' passing room. If trails are becoming more and more crowded and more use for recreational cycling – are they no longer the backbone of AAA facilities. Shame if the trails are no longer being used because of aggressive behavior. Not sure about recommendations. I wanted to get it on the record, and that people who've gotten back into cycling are not feeling comfortable. Have we all seen this? Should we recommend more Stay Healthy Streets? Or have other route recommendations? Fremont Bridge to gasworks are really congested.
 - Sarah agrees – some on Burke and on Westlake trail. Some "share the trail" signs could be useful to remind folks. Not all new users are aware of etiquette, how to behave when told "on the left." Signage could help.
 - Pierre – great idea, I was in Greenlake, around the lake, there are signs close to the trail around lake. Some crowded sections of Burke could be limited in how they are used during certain times (such as only for bikes or only for peds).
 - Meredith – pointed out that a letter could be good for outlining specific places and messages
 - Pierre – remind people that being on a bike path you still need to be aware of surroundings.
 - Patrick pointed out at Vicky Clarke in chat, who wrote: You have the ear of SDOT. Use your position to focus on the big picture that trails are crowded because more people are biking. The solution is not to solely focus on education. It's about highlighting that we need more safe places to bike. not just having people jockey it out for this tiny 0.01% of safe, all ages places

- Patrick asked Alex to write a letter
- Alex - Propose a design solution at the various congested places.
- Patrick – need for biking increased right now
- Stay Healthy Streets: Andy – thank the Mayor and SDOT with the 20 miles of Stay Healthy streets. We are delighted to see this leadership and them being made permanent. That said, we need more. As people are hesitant to use transit, traffic will be up and the demand for biking is up. We need to make people feel safe . I’ve written a letter, we support SNG recommendations of 130 miles. Patrick sent around draft. We need a sentence saying “current trails are getting crowded.” We need a vote to get it on the record sooner than later. Should we send it to Seattle times? Community sourced by SNG.
 - Meredith – concern from public about these streets – which if we point out how they are flexible and easy to change could help people understand their potential.
 - Patrick pointed out Brock Howell comment in chat, who wrote: Need to ask for converting parking lane (both the parking area and the no parking area) along Alki Ave to be either an extended sidewalk or a two-way bike way. There are too many people driving to the park/beach and it's become too crowded. People walking/biking need more space, and there needs to be fewer people there.
 - Motion to write letter approved. Andy will write letter.
- Gunnar comment: Circle back to protests and recognize that black lives matter and that we need to recognize that we do not have a black member. If our neighbors don't feel safe in the streets because of the police, then that is a bicycle issue.

PRESENTATIONS

Bike Parking and Land Use Code Changes

Time: 6:35 p.m.

Presenters: Noah An, Office of CM Dan Strauss

Discussion:

- Patrick – we want to encourage affordable housing, but at same time working people use bikes. Lower income workers use bikes at higher rates than the middle income workers.
- Dan Strauss – same sentiments that Noah and I have been discussing. In particular a senior housing project was saying seniors use bike less often, but I provided counter argument
- Noah – straight forward changes, but would eliminate minimum requirements for income restricted housing (less than 60% median income), and for congregate housing for seniors and disability. We want to hear from you all. We raised concerns to SDCl.
- Meredith – I work on these projects. Developers should get deviations if their population really will not use bike rooms,
- Noah – yes, we need to support all ages and abilities facilities. Developers expressing concerns about costs
- Sarah – wholeheartedly agree. Bikes are so important to transportation. Terrified to leave bike on street. For someone who relies on bike and they're required to leave it on the street, it's a high likelihood it will be stolen.
- Dan – these buildings will outlast how we get around our city. How we get around

- Brock – councilmember allowed me to talk. Lowest quartile bike more than any other income. Critical that we have bike parking for them. No bike parking would be a bad precedent, against policy documents. Some ways to make it more affordable: make it exempt from Floor Area Ratio. Performance standards around bike parking. Current proposal is an unacceptable way. We need to build in ways to make sure it's right-sized for low-income housing or authorize FAR exception. Hesitant to be making big policy changes in a clean up bill. Thank you for SBAB giving us time to talk about this.
- Noah – thank you Brock
- Patrick – I work in architecture in housing projects. When we were discussing this, we were thinking there should be zero exception for short-term parking. In Kirkland, you'd have to do 1:1 car parking, so Seattle is already going quite the distance in getting rid of car parking ratio, this is a fraction of what the car parking would require. Part of it is the blanket exemption. Maybe they should apply for the exemption depending on the case location.
- Noah – those are good ideas. We've already had with housing development consortium, floated a few of the ideas to get reactions to ideas. We have a lot of time to address both concerns, a lot of middle ground.
- Dan – message I shared with SDCI and housing consortium is a similar message that you shared with me. I'll see where that message lands. I'm hesitant to sharing exacts before negotiations. Good to know my thoughts are in line with yours.

Route 44 Transit Plus

Time: 7:08 p.m.

Presenters: Elisabeth Wooton & Caylen Beaty, SDOT

- Overview
 - 15th rec has been approved by complete streets modal plan
 - Move Seattle funding
 - Focuses on spot improvements to get onto bus
 - Nearing end of 30% planning. Construction mid 2022, complete mid 2023
 - 11 miles – east west through Ballard, Fremont, U-District
 - 2nd highest ridership for non-rapid
 - Trolley wires
 - 15th recently repaved but no bike lanes installed, so recommending combined bus-bike lane
 - When we realized we wouldn't reconstruct street, we realized it'd be difficult to meet all recommendations
 - 50' width with some exceptions
 - Internal workshop to talk about potential design options and modal priorities – looked at off/on street tracks not compatible, PBLs not compatible (add bus delays), minor separation bike lanes (not BMP protection, and would mean preventing left turns), preferred option: bus lanes in both directions.
- 15th Ave NE rec
 - Install BAT lanes in both directions – no civil works in project, install signage for BAT lanes use by cyclists
 - Consider supporting future bike infrastructure opportunities.

Discussion:

- Alex – I think my main comment is that there is a fair number of good options already in this area, so I'm not devastated that there's no bike lane on 15th, given the fact that in other neighborhoods there are no options at all. That being said, I'm curious what the things you're looking at for parallel options.
- Elisabeth – we would be making recommendations to look into getting the gaps completed
- Alex – where would funding come from?
- Caylen (SDOT) – don't represent bike group within SDOT – folks are touching on the budget limitations. Primary focus is on the transit speeds. "Not part of the scope or budget to build out a parallel," Whoever works on the other projects would present to this committee.
- Andrea – elevate comment from Brock Howell: "The BMP also called for a "catalyst project" of a bike/ped bridge across I-5 at NE 47th Street. This is not going to happen. The 45th Street bridge is a viable alternative.

Pike + Pine Renaissance

Time: 7:27 p.m.

Presenters: Therese Casper (Office of Waterfront) and Kenneth Loen (Toole Design)

- Office of Waterfront, SDOT, and Downtown Association collaboration, out of Office of Waterfront Program – connect waterfront to surrounding neighborhoods, plus Downtown Association, plus Center City bike network
- Pike/pine are gaps to be filled in
- Protected bike lanes within \$39mill project (WSSC public benefits and Waterfront LID funds)
- Funding is geographic – as we move forward, we will look closely at fund sources – very specific restrictions on the pots of money.
- Need to align design with funding available
- PBL on left side of one-way, bus transit on right side
- Veg planter strip separating bike from traffic. Embedded planter strip – higher quality. Other areas can't do embedded, some will be raised planter (permanent)
- Unique blocks (100 of Pike and Pine) – curbless shared streets
 - Widened sidewalk, street narrowed
- 300 Pine block – temporary plaza looking to make more permanent, add planter buffer, raised bike way
- Pike street bridge – proposed widen sidewalk, incorporate PBL
- Pine street – similar wide sidewalks, PBL, planted buffer
- Boren – enhanced sidewalk
- Creates continuous PBS on Pike and Pine (one each) until they connect to existing 2-way facilities at top of hill. (Minor/Bellevue on Pike to pike PBL; Melrose on Pine to bike lanes)

Discussion:

- Patrick – wondering if 100 block is like Bell Street

- Kenneth – very low traffic volumes already, will go down with street cars, particularly on Pike; if you’re a cyclist you’re not forced to go contra-flow. Wider sidewalks will also be available to cyclists. Both one-way streets
 - Steve Pierce: those are single-lane streets.
 - Andrea – signal timing, contra-flow is hard.
 - Kenneth – project goal to make one-way all the way to the east – works better for transit and for bikes, also more space for sidewalk widening
- Meredith – At grade bike planter ambiguous for peds
 - Kenneth – the bike lane will be depressed from sidewalk and the planter will have small curb to prevent pedal strike. This should help with pedestrians wandering into bike lanes
 - Bike lanes about 5-7’ wide, look at 30% plans sometimes wider
- Meredith – explain connections to 7th and 8th
 - Kenneth – west on Pine, you’ll pull into the two-stage turn in SW corner 7th and
- Patrick – can 2-stage turns be replaced with diagonal bike signal?
 - Kenneth – we’ve talked about with SDOT. Still open for discussion.
- Patrick – on 8th Ave bike lane – when it gets two-stage turns, people get creative to avoid them. Any way to make smoother would be great.
- Alex – my morning commutes down Pine, I’m trying to envision how to use turn box, could a diagonal turn box flush out that queue better?
 - Kenneth – will look at how the 2-stage will affect. Something about sizing correct to use them...
- Alex – large curb extensions between 4th and 5th on pine?
 - Kenneth – trimming them back and replacing special pavers.
- Patrick – how certain about funding?
 - Therese – took out timeline – in design through 2021, construction June 2022 – 12 month construction timeline. Convention center (WSCC) has already given public benefit money to the city. They are not asking for it back (high level meetings). \$80 mill to city. \$20 mill to this project. We are moving forward with LID; that funding is not in hand. It’s for the whole program.
- Kashina – if WSCC is stalled, will that impact this?
 - Therese – we timed our project so that it’d be done after their project. So if theirs is delayed, then there may be construction staging issue we’d have to look at. We have other parts of the corridor that we could stage to avoid the convention center. We need to understand more of their plan.
- Sarah – will Pine east of Melrose get updates? Painting faded
 - Christiana – not as part of this project, but as part of maintenance, we are making a list of all outstanding needs, but I don’t have a timeline for that.
- Alex – should we push against 2-stage crossing? It is a lot of time
- Kashina – if you’re using standard PBL, won’t it just be one place, at Melrose?
 - Kenneth only at Bellevue – guidance area so it will be clear – it’s a problem from one way to two-way street
 - Kashina – I think a lot of people won’t do that
- Alex – super excited about PBLs on these corridors, we have some ideas about ways to minimal delay given that a 2-stage

Board approved a comment letter; Kashina will write.

PUBLIC COMMENT

- Vicky Clarke – multi-use trails thing: Cascade has done a lot of attempts at education and encouraging people who are experienced and comfortable to not be on trails. There are severe limitations with education & assuming people will follow the rules.
- Vicky Clarke – 15th Ave NE – conflict with modal plans equals no bike lanes. One cause is the different modal plans don't deal with this issue. I know that SDOT was working on a plan to integrate the modal plans. I don't know if that group has come to talk to SBAB about the integration planning. It's incredibly important at getting at this issue.
 - Alex – you bring up a good point, something that has been an issue in the bike master plan. They all put "Rainier" as the primary route without realizing they're all using the one street on all the plans.
 - Kashina: Policy Operation Advisory Group is looking for another SBAB representative. Different modal groups coming together to come up with policies. Last Thursday of every month next six months.
 - Pierre confirmed he will take Kashina's place on POAG.
- Brock Howell: You are advisors, defenders of City's bike policies. The BMP is the cornerstone, the Move Seattle Levy is another cornerstone, plus last fall's legislation. These set up the framework for bike board. SBAB has a role to play to uphold the city's policies.
- Chris Scolopous – 45th street bridge. Plan and design and implement bike infrastructure to 45th. Met with District 4 and advocates. Using funds for that line item \$50k to move forward with developing concept design, evaluating impacts, traffic modeling and data package for CM Peterson to present to WSDOT. Funding is not enough to outreach, modeling, design, and implement, so we are leaning on CM Peterson to go to council for more funding. Concept approved by WSDOT, integrating with transit facilities.

MEETING ADJOURNMENT

The meeting was adjourned at 8:23 p.m.

ATTACHMENT A

Meeting Minutes Distribution List:

- Jenny Durkan, Mayor, City of Seattle
- Brian Hawksford, Office of the Mayor
- Edie Gilliss, Office of the Mayor
- Transportation and Utilities Members
 - City Councilmember Alex Pedersen, Chair
 - City Councilmember Dan Strauss, Vice-Chair
 - City Councilmember Lorena Gonzalez
 - City Councilmember Lisa Herbold
 - City Councilmember Tammy Morales
 - City Councilmember Debra Jaurez
- Sam Zimbabwe, Director, SDOT
- Dongho Chang, City Traffic Engineer, SDOT
- Monica DeWald, Bike Master Plan and Neighborhood Street Fund Manager, SDOT
- Serena Lehman, Senior Transportation Planner, SDOT
- Simon Blenski, SBAB Liaison, SDOT
- Sam Assefa, Director, Office of Planning and Development (OPCD)
- Kathy Nyland, Director, Department of Neighborhoods (DoN)
- Meeting Presenters
- SBAB Members
- Individual Meeting Attendees