

Seattle Bicycle Advisory Board Meeting Minutes

AGENDA:

Date: July 8, 2021
Time: 6:00 p.m. – 8:00 p.m.
Location: Virtual via Cisco Webex
Co-chairs: Patrick Taylor and Sarah Udelhofen
Recorder: Tyler Vasquez, SDOT

Minutes Distribution List:

See Attachment A

Bicycle Advisory Board Members Present:

Members	Present	Absent
Alexander Lew	✓	X
Andrea Lai, Secretary	✓	
Andrew Dannenberg	✓	
Benjamin Estes		X
Emily Paine		X
Jose Nino, Get Engaged Member	✓	
Kashina Groves		X
Maimoona Rahim	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair	✓	
Sarah Udelhofen, Co-Chair	✓	
Yasir Alfarag	✓	

City Staff:

- Christine Alar, SDOT
- Jonathan Lewis, SDOT
- Lizzie Moll, SDOT
- Monica Dewald, SDOT
- Simon Blenski, SDOT
- Tyler Vasquez, Recorder, SDOT

Members of the Public:

Bryan Townley,
Clara Cantor, Seattle Neighborhood Greenways
Matthew Crane, King County Metro
Paul Wirsing
Ryan Packer
Vicky Clarke, Cascade Bicycle Club

Meeting Call to Order: The meeting was called to order at 6:03 p.m. by co-chair Sarah Udelhofen.

Public Comment:

Vicky Clarke, Policy Director, Cascade Bicycle Club: Regarding the Modal Integration Plan, it is hard to have a strong perspective without seeing a map of the critical bike segments. It will shape how bicycle infrastructure is built in the city. From Cascade's perspective, it is important that a draft map is shared with SBAB, Cascade, and bicycle advocates because we have a large amount of on the ground knowledge. Keep this in mind while listening to the Modal Integration Plan presentation.

Presentations:

Critical Bike Segments

Presenters: Jonathan Lewis and Lizzie Moll, SDOT

Presentation: See attached

Time: 6:10 pm

Discussion and Q&A:

- Meredith Hall: Can you share the constraints maps on the screen? It would be helpful to have that on the screen for the discussion.
- Sarah Udelhofen: The white paper is a long document. Is there any particular section of the document that is of particular interest to SBAB?
 - Lizzie Moll: I would focus on the last 7 to 8 pages of the report. The Curb-to-Curb Constraints map in Appendix D. It's broken up between Central/North and South. All of the streets that are using Streets Illustrated Design Standards. There is also Curb-to-Property line constraints. This looks at where there is not enough room to build out sidewalks. The next maps are the overlays of all of the BMP, Transit Master Plan, and Freight Master Plan networks. Blue is bike, red is freight, and orange is transit. Candy cane effect where they all overlap together. The pedestrian investment network is the last map.
- MH: I work as a landscape architect and the City is requesting an additional setback for a project along Eastlake because of the Streets Illustrated requirements. However, I don't see Eastlake on the constraints map. Is there a reason for that?
 - Jonathan Lewis: I can't speak specifically about that situation. I did want to clarify that for locations where we made or plan to make a large capital investment, we did not revisit the decision. For example, we did not revisit Eastlake and Rainier because of capital project decisions and process.
- Andy Dannenberg: What do you mean by curb-to-curb constraints?
 - JL: They are locations where we cannot repurpose space from a parking or general-purpose lane. Sometimes there is not existing parking or the street is really busy, so there is not an opportunity to take away a turning lane. The more important part of this effort is to try to get a sense of the scale of the constraints across the city, rather than detail the specific constraints.

- Patrick Taylor: On p. 37 of the white paper it says that bike facilities have the most tradeoffs. Is there a difference in taking away a travel lane to add a bike lane versus a bus lane or freight lane?
 - JL: A new two-way bikeway requires a minimum of 16 ft, while an existing 11 ft general purpose lane can be repurposed as an 11 ft bus lane or freight lane.
- MH: There is not redesign of Rainier Ave, so I do not understand why this was removed from this analysis?
 - JL: What section are you interested in?
 - MH: We want you to look at the whole thing.
- MH: I'm a bit troubled to see that industrial centers prioritize movement of goods over people. SODO's land use is not set up for individuals to live, but individuals are constantly moving through the area. It seems that needs to be tweaked. Cyclists are running into challenges because all arterials in industrial centers are prioritized for freight.
- Andrea Lai: I agree, it is important to recognize that moving goods are not the only activities in the SODO and Duwamish Valley.
- PT: I think we all really want to see the Critical Bike Segments map. It seems that the base assumption of the Modal Integration Plan is that all roads are car roads. It's clear that cars are given priority on most streets. Is there a modal plan or document within SDOT that outlines that priority for cars?
 - JL: There is not official maps for vehicle priority network although we typically use Level of Service to measure the impact of changes to vehicle traffic. This analysis was done at a high level and assumed that there is one general purpose lane per direction of travel. We did look at repurposing general purpose lanes, but did not look at removing all general-purpose lanes on a street.

Bus Lane Policy

Presenters: Christine Alar, SDOT

Presentation: See attached

Time: 6:54 p.m.

Public Comment:

- SU: What is the policy around allowing bikes to ride in transit lanes?
 - Christine Alar: Bikes are able to use transit lanes. Transit lanes are typically the closest lane to the curb which is the safest place to ride.
 - SU: A lot of people are not clear that bicycles are allowed in the transit lanes, so I recommend that this effort do some outreach around that.
- SU: I hear from a lot of people through my work at Commute Seattle that driver in transit lanes is such a big problem. Is there any effort to address that?
 - CA: I am the also the SDOT lead on automotive enforcement. We got a 3-year pilot program through Olympia and are evaluating sites where cameras can be installed. Still primarily dependent on SPD to do intermittent enforcement.
- SU: Will the policy include anything around the maintenance of transit lanes?

- CA: That's a good point around long-term maintenance. It's not clear if it will be specifically included in this policy. New transit lanes are included as an SDOT asset and go through the maintenance process.
- Jose Nino: There is a large amount of north-south transit lanes in the city. Are there any plans to have more going east-west?
 - CA: East-west routes are a big problem. A lot of times we cannot implement bus lanes easily because the roads are narrow.
 - JN: I ask because I usually take the bus on north-south trips and take bikes for east-west trips.

Public Comment:

Clara Cantor, Seattle Neighborhood Greenways: I want to express gratitude with the Board's push back on the multi Modal Integration Plan, especially in SODO. We do not have a lot of streets without general purpose traffic. There needs to be a process where SDOT can evaluate an option without general purpose traffic. Looking forward to seeing the critical bike segments map and encourage the board to keep on pushing back.

Board Business:

- Approval of June meeting minutes
 - Patrick: Motion to approve
 - Second: All
- LOC update:
- PT: The LOC takes off in July, so updates this month.
- Appointments and Reappointments:
 - Simon: I received confirmation that Andrea and Yasir are on track to be reappointed for a second term. For the other three seats opening at the end of August, we are hoping to try out on an online application and gain some efficiencies with the process.
 - PT: I wanted to mention again that there is no reason why the co-chairs need to review applications and help with interviews. We want to include everyone who is interested.
- Co-Chair Opportunity:
 - Sarah: A reminder that Patrick is looking to step back from his role as co-chair and we are looking for someone who is interested in that role.
- Announcements:
 - Maimoona Rahim: Is there any update on when we might start in-person meetings again?
 - Simon Blenski: As a City employee, we are starting to get some information about a return to office pilot this fall and a new long-term approach in place by 2022. I imagine we'll start to get related information about public meetings and will keep the Board updated.
 - Sarah Udelhofen: On that note, please free to use Google Group to notify everyone if you are doing a ride to want to meet up.

Meeting Adjournment

The meeting was adjourned at 7:31 p.m. by Sarah Udelhofen SBAB Co-Chair.

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