

## Seattle Bicycle Advisory Board Meeting Minutes

Date: June 1, 2022  
Time: 6:00 p.m. – 8:00 p.m.  
Location: City Hall Room 370 and Virtual via Microsoft Teams  
SBAB Co-chairs: Patrick Taylor and Sarah Udelhofen  
Recorders: Simon Blenski and Tyler Vasquez, SDOT

### Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
1	Yasir Alfarag	✓	X
2	Kashina Groves	✓	
3	Jose Nino	✓	
4	Andrea Lai, Secretary	✓	
5	Diane Walsh		X
6	Doug Midgen	✓	
7	Andrew Dannenberg	✓	
8	Meredith Hall	✓	
9	Sarah Udelhofen, Co-Chair	✓	
10	Patrick Taylor, Co-Chair	✓	
11	Maimoona Rahim		X
12	Yacoov Tarko, Get Engaged Member	✓	

**Meeting Call to Order:** The meeting was called to order at 6:02 p.m. by SBAB co-chair Patrick Taylor

### Public Comment:

- None

### Presentations:

#### Beacon Hill Bike Route

Presenters: Lisa Harrison and Hallie O'Brien, SDOT

Presentation: See attached

Time: 6:10 p.m.

#### Presentation:

- We are here to brief you on next steps for design and outreach for the Beacon Hill Bike Route.
- The project purpose is to create an all ages and abilities bike route that is flat, direct, and intuitive and fill gaps in the existing network.
- This project was identified during the 2019 BMP Implementation Plan update based on community requests.
- The project is funded by Move Seattle Levy and Transportation Fund, and we have applied for a grant from the Puget Sound Regional Council.
- We are looking at two design options for 15<sup>th</sup> Ave S: 1-way PBL or 2-way PBL.

- We are also starting another phase of outreach with business owners and neighbors and conducting a parking study to see if surrounding streets can absorb the parking loss.
- We are aiming for 30% design by September 2022 with construction starting in Q3 2023.

Discussion:

- Meredith: Could you remind us of where you are at overall with this project. Last time you were here there were looking at different alignments, but it seems like you have selected 15<sup>th</sup> Ave S. Is that correct?
  - Lisa: Yes, that is correct. Before the decision was made on 15<sup>th</sup> Ave S, we just were just looking at lines on a map. We are now starting the design process and hope to be at 30% design by September.
- Meredith: My big concern is that if we eliminate all parking, the PBL will be used as informal loading zones with vehicles blocking the PBL. Can you look at buffer treatments that prevent this from happening?
  - Hallie: We are looking at ways to accommodate load zones and thinking about where garbage carts will go. We are also looking into new buffer treatments other than tough posts. More details will come out when survey is done. When we come back for 30% design in September, we will have more specifics on the buffer treatments
  - Patrick: I hope one of those materials is concrete.
  - Hallie: Yes, it is.
  - Sarah: We want better buffers and elevated lanes with curb versus flex post. I'm also happy you are looking at the garbage truck issue.
- Patrick: In the 2020 budget, CM Mike O'Brien set aside \$10M for South Seattle Bike Routes from the Mercer Megablock sale. Does that funding still exist and does it fully fund the north segment of this project?
  - Hallie: That money still exists and will fund most of this project. We have funds for all of Segment 1.
  - Lisa: Segments 2 and 3 go from S Spokane St to 39<sup>th</sup> Ave S. We currently have funding for the planning phase and are looking for more design and construction funding.
- Kashina: I've heard from some that Segment 2 south of Spokane is equally important to Segment 1 because there are no parallel bike routes through Jefferson Park. Since the street design is similar, I wonder if you could add Segment 2 to the delivery timeline of Segment 1.
  - Hallie: That is something we can consider if funding is available.
- Patrick: What is the timeline on the other segments?
  - Hallie: By the end of the Levy in 2024 and 2025. Funding is still TBD.
- Meredith: Is the 1-way or 2-way PBL design more cost-effective?
  - Hallie: We are currently doing traffic analysis for both options. There are pros and cons for both options. We are also looking at a third option of having the PBLs at street-level, but with a tougher barrier.
  - Lisa: At this phase, we are assessing all the constraints in the right-of-way like trees, drainage, parking, and traffic calming. We are also looking at the intersection of 14<sup>th</sup> Ave S/15<sup>th</sup> Ave S/Golf Dr S to see if the PBL can be part of the solution to make that intersection better.
- Patrick: One last thought about the different project segments. It would be wonderful if the design for Segment 1 could consider Segments 2 and 3 so that there are seamless transitions along the corridor.

## Transit Lane Policy and Freight Lane Policy

Presenter: Briana Lovell and Radcliff Dacanay, SDOT

Presentation: See attached

Time: 6:40 p.m.

### Briana Presentation:

- I wanted to start with a land acknowledgement. Our work takes place on native land and important to think about that as we do this work.
- The overall goal of this policy is to increase transit performance. If there is time savings, we can consider improvements like increased frequency without needing new resources. Or we are able to direct cost savings to other improvements.
- As we started this work, we got input from the Transportation Equity Workgroup. We heard that they want to improve equity in transportation options and access. They said that improving speed is good, but we need to pair with incentives and education.
- The policy outcomes include clear priorities and standards for transit performance, understanding current needs, standard project evaluation metrics, and consistent implementation.
- The policy framework includes priority and performance standards, project evaluation, systemwide policy application, and ongoing implementation.
- The prioritization metrics will be trips per day and maximum passenger loads, and the performance metrics will be travel time ratio, travel time per mile, and headway consistency.
- Our next steps are to finalize the policy language in June, test the policy this summer with case studies, and then integrate into the Seattle Transportation Plan.

### Radcliff Presentation:

- Freight bottlenecks are increasingly becoming a normal experience in the city.
- This policy aims to build on the Freight Master Plan, which recommended exploring truck only lanes and transit/truck lanes.
- For this policy we are starting with large semi-trucks, specifically Class 7 Trucks which are 26,000 pounds or heavier. We are not considering smaller trucks and delivery vans at this time.
- The policy statement is that dedicated freight only lanes will be considered where they can improve freight mobility and where they can minimize impacts to other modes.
- We are prioritizing them in Manufacturing and Industrial Centers and on major truck routes with 20 buses/hour.
- Potential locations include Westlake Ave, Aurora Ave, 15<sup>th</sup> Ave NW, East Marginal Way S, S Spokane St, and West Marginal Way SW.
- Bikes can currently use bus lanes, but there are concerns about bikes using truck and bus lanes. We are only considering truck and bus lanes where there is a safe comfortable parallel route. A good example of that is Westlake Ave.
- Our next steps are to continue outreach and incorporate feedback, conduct SEPA review, and implement a pilot.

### Discussion:

- Jose: Existing ridership is a priority metric. I'm wondering if that will create a vicious cycle of only investing in the busiest routes since I assume they already see the most investment.
  - Briana: That is a great question. Our approach is to look at the existing transit network and focus on areas that have historically been priorities. We still care about other areas,

and we want them to perform well, and we will still consider opportunities for improvements. We are working to identify additional priority lenses and incorporate other information such as Vision Zero data. Our intent is to re-run analysis as service changes for our own service investment that is more equity driven.

- Jose: Does the transit lane policy inform the other modal networks, or do the other networks inform this policy?
  - Briana: Our work is informed by other modal networks. We understand there might be instances where we can accommodate desired performance, and there are other corridors that we will need to balance needs with other networks.
- Meredith: I encourage to explicitly state the City's equity goals in this policy. You mentioned it at the beginning of your presentation, but it is important to state it over and over again so it becomes integrated.
  - Briana: Thanks for your comment.
- Meredith: I agree that there needs to be a parallel bike route if you are going to implement a freight lane.
- Yasir: The mixed freight and transit lane is new to me. Are there other cities that have tried this design?
  - Radcliff: There are examples in New York, and we have talked with our colleagues there. The mixed lane would only be in certain places, and we will coordinate with other staff at SDOT to ensure the design does not negatively impact other modes.

#### Traffic Camera Enforcement Pilot

Presenter: Christine Alar, SDOT

Presentation: See attached

Time: 7:20 p.m.

#### Presentation:

- We have had automated enforcement in school zones, certain arterials, and railroads crossings since 2007.
- Legislation passed in 2020 to use automated enforcement cameras to detect bus lane and blocking the bike box violations in specific areas of the city.
- 50% of citation revenue goes back to the State to implement safety improvements and 50% to be used SDOT to update pedestrian signals.
- Pilot includes 8 locations in and around downtown.
- Cameras were turned on in March 2022 and the pilot will run through June 2025.
- We have a contract with Verra Mobility to own, operate, and maintain cameras.
- Enforcement is managed by SPD since uniformed police officers need to view camera footage to write a citation and violations go through municipal court.
- SDOT identified locations in late 2019 and early 2020 data using in-person observations of violations throughout downtown. We also met with King County Metro to see where bus drivers have delays and violation. Then SDOT prioritized areas that had existing infrastructure to install the cameras.
- Cameras only capture the back of vehicle and only record the license plate. If any faces are captured, they are automatically blurred out.

#### Discussion:

- Meredith: I frequently see drivers using Bell St as a through route. Would the legislation allow enforcement of drivers on Bell St?
  - Christine: I'm not sure. Our priority is on transit lanes and blocking the box. It also depends on the camera angle.
- Sarah: What data will you be evaluating during the pilot.
  - Christine: Slide 9 references the data that will be used. We will also review the revenue that is collected.
- Sarah: If the pilot is not successful, are you considering alternative projects or enforcement?
  - Christine: There would really need to be a negative impact of this project for it to be unsuccessful.
- Patrick: The bus lane on Rainier Ave S is frequently used as a passing lane and is a busy transit corridor. Why was it excluded from the pilot?
  - Christine: Rainier Ave S was not included in the original legislation so we could not include in the pilot.

**Public Comments:**

- None

**Board Business:**

- Approval of April meeting minutes:
  - Sarah: Move to approve
  - Jose: Second
  - All: Approve
- Approval of April and May meeting minutes:
  - Meredith: Move to approve
  - Second: Andrea
  - All: Approve
- LOC Update:
  - Patrick: Diane is attending now, but she is not here tonight so we don't have an update.
- Alaskan Way PBL letter:
  - Sarah: Motion to approve
  - Patrick: Second
  - All: Approve
- New Car Assessment Program letter:
  - Sarah: I have a time-sensitive letter to approve tonight. The National Highway and Transportation Safety Administration is updating the guidelines for their New Car Assessment Program and public comments are due by June 9. I used a template from NACTO and included a part about SBAB. Incorporated also a few edits from folks.
    - Andy: Motion
    - Patrick: Second
    - All: Approve
- Seattle Transportation Plan Joint Workshop
  - Simon: The first STP workshop will be held virtually on June 14, and you need to RSVP by June 3. I just sent out a reminder but let me know if you have any questions.
- Recruitment Update
  - Simon: Applications for 6 new seats are being accepted through June 26 for terms starting this September. A lot of great members will be leaving at the end of August, so it is important that we get good candidates to fill the seats. SDOT is pushing out the

announcement and I also encourage all of you to share with your own networks or encourage people you know to you apply. We are always looking for representatives from Council District 5. We are also losing two good representatives from Council District 2, so they will be a focus area this cycle.

Sarah: SDOT is holding an open house on June 13 from 12-1pm and 5-6pm for candidates to drop in and ask questions.

- Future agenda items:
  - None
- Announcements:
  - None

### **Meeting Adjournment**

The meeting was adjourned at 8:04 by SBAB Co-chair Patrick Taylor