

## Seattle Bicycle Advisory Board Meeting Minutes

### AGENDA:

**Date:** December 2, 2020  
**Time:** 6:00 p.m. – 8:00 p.m.  
**Location:** Virtual via Cisco Webex  
**Co-Chairs:** Patrick Taylor and Sarah Udelhofen  
**Recorder:** Simon Blenski, SDOT SBAB Liaison

### Minutes Distribution List:

See Attachment A

### Members Present:

Members	Present ✓	Absent X
Alexander Lew	✓	
Andrea Lai, Secretary	✓	
Andrew Dannenberg	✓	
Benjamin Estes	✓	
Emily Paine		X
Jose Nino, Get Engaged Member	✓	
Kashina Groves	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair	✓	
Sarah Udelhofen, Co-Chair	✓	
Position 1	Vacant	
Position 11	Vacant	

### Guests:

- Andrew Kidde, Rainier Valley Safe Streets
- Barbara Baquero
- Becky See
- Ben Mitchell
- Bryan Townley, Parametrix
- Clara Cantor, Seattle Neighborhood Greenways
- Cory, Center for Bicycle Repair
- Jakob Ward, Toole Design Group
- Kate Hoerster
- Maimoona Rahim
- Yasir Alfarag

### MEETING CALL TO ORDER

- Co-Chair Patrick Taylor called the meeting to order at 6:02 p.m.

### INTRODUCTIONS

- See above
- Welcome to Maimoona and Yasir, who are recommended for SBAB appointments and

anticipated to be voting members by our January meeting.

#### **PUBLIC COMMENT**

- Ben Mitchell: I live in South Beacon Hill and am interested in planning for the Beacon Hill Bike Route Project. I am concerned about the proposed design for a shared use path in the center median. As someone who uses it every day, I am concerned that mixing people walking, biking, and seniors could create conflicts. Is it possible to move the bike lane to the street? I asked SDOT about this idea and they said that parking is the tradeoff, but they have not done a parking study yet. I am open to all ideas, but I would like SDOT to analyze the parking.
- Kate Hoerster: I live in Mt. Baker and work in Beacon Hill. I am leading a study on Beacon Hill with Barbara Baquero to understand how young people currently perceive and use the Beacon Ave trail. We want to hold the city accountable and make sure all voices are being heard. Our ask is that the City do meaningful community engagement. I am happy to follow up when our study is complete.
- Becky See: I am a former resident of north Seattle and now live in Othello. I am really excited to hear about the Beacon Hill Bike Route project. However, for Segments 2 and 3, I am concerned that there are no on-street improvements for the safety and enjoyment of all users. The median is one of a few green assets in south Seattle and I want to preserve that space for people.
- From 10/17/20 Email: My name is Matthew Saunders and I'm a resident of Rainier Beach, District 2 behind the library. I'm very concerned with the health and safety of our community. I've been living here for two years now, and I'm absolutely ashamed that so many of our roads don't have sidewalks, bike lanes, or are just plain dangerous. No doubt, there have been some improvements with new street lights, extended Neighborhood Greenways, and pedestrian priority intersections. However, these investments are still miniscule compared to other neighborhood investments over the history of Seattle. I can visit Ballard or Fremont, both predominantly wealthy and White, and see repaving projects, crosswalk improvements, and curb ramps being installed. It's strange to watch widening sidewalks in Wallingford when so many streets in South Seattle don't even have a sidewalk to begin with. On the street I am living on, there will be sidewalks incorporated once the RapidRide R Line in 2024. That's still four more years away! Even then, they won't extend to all streets so we will find many streets without sidewalks. What is interesting about this RapidRide project, is that the buses will travel North/South along Rainier Ave S until Henderson Street, then they will travel back-and-forth to the Rainier Beach Link Light Rail Station. This means, Rainier Ave S south of Henderson street will have less bus access, making the community resources, housing, and business on those blocks will have fewer people traveling along those blocks. What Rainier Beach needs is a protected bike lane(PBL) (or multiuse trail!!!!) along Rainier Ave S between Hender Street and connects to the PBL at Seward Park Ave S!!! Why do our community need this? Well, along this stretch of Rainier Ave S we have a public library, grocery store, a variety of small businesses owned by POC, affordable housing, and health clinics. Why is a PBL relevant? First of all, creating access to these resources is important for people to travel safely. Second, Rainier Ave S. is a very dangerous road with 5 lanes for motor vehicle traffic. While I've lived here, small children have been

struck by cars and community members have been killed along this stretch of Rainier Ave S while biking and crossing the street! PBLs and multiuse trails increase safety for people driving, biking, and walking, so basically, everyone! Third, businesses are more frequently visited if bike lanes are placed in front of their business! Additionally, a PBL here will safely connect people from Rainier Beach Link Light Rail to Renton, which is a heavily travelled corridor by bus and rideshare. More people will also travel along this road by bike because it will be a safer option to connect to the Lake Washington Loop. With hundreds of new residents moving into the neighborhood with affordable housing being built along this stretch near the Safeway, we will need additional, safe, healthy options for residents to travel around the community. I want to ensure that the community is informed of a planned PBL in their neighborhood. POC are often excluded from planning, design, and implementation processes in community investments. It will be critical to reach out to local organizations and residents to ensure that their needs are met for this project. I hope you recommend this stretch of road for a plan to study, just as Martin Luther King Jr Way was planned to be studied, was passed by the City Council, and now the community planning process is under way with a lot of enthusiasm coming from the community! Please bring this study to your next Advisory Board Meeting and continue making this a recommended road to be studied until it actually is! This PBL or multiuse trail along this stretch of Rainier Ave S will have a multitude of benefits! It includes, better business for local small businesses. Safer travel for everyone along one of the most deadly streets in the city. Healthy and green investments in a community struggling with pollution and divestments from community health programs. It will connect Link Light Rail to Renton and the Lake Washington Loop by bike! I will also end with a small anecdote as to why this will be immediately used. Each school year, Cascade Bicycle Club hosts a cycling club at the Rainier Beach High School. We encourage students to join and learn to ride bikes with Cascade staff and volunteers. However, recruitment is very difficult when students hear about people dying while riding bikes just down the street from their school. It will make it a lot easier and safer to get new riders if we have a real investment in safe, healthy, green infrastructure in their community! Please make a recommendation for this stretch of Rainier Ave S to be studied. Thanks everyone! -Matthew

- From 12/1/20 Email: I have other responsibilities at the time of this meeting, so would like to submit my public comment in written form. The Beacon Ave Median offers the opportunity for a lovely leisure path. There are so very few places where multi-generational families like mine and so many more on Beacon Hill can go for a relaxed stroll to enjoy fresh air and each other. We went for a walk with my aunt and uncle this weekend. My aunt, normally a kind, flexible person, complained at length about her recent walk on the Burke Gilman trail and how unpleasant it was due to the narrowness and popularity of the trail for people trying to make strava records. On Beacon we have a chance to make a better design. There is plenty of space in the ROW for protected bike lanes for my children to race each other and argue and in the median for our neighbors with walkers and stroller to move at a more leisurely pace. Storing used cars in the public ROW is not the best use of this shared space. Safe mobility and building community are. To make my point explicitly: there is no reason to privilege storing

private property on public land over the actual legal reason for having streets. Build both a world class strolling path AND in street protected bike lanes for all ages and abilities. Firmly, Margaret McCauley

## PRESENTATIONS

### Seattle Neighborhood Greenways Priorities

Presenters: Clara Cantor, Seattle Neighborhood Greenways (SNG)

Presentation: n/a

Time: 6:28pm

Clara:

- I'm here to introduce myself and SNG's work and talk about some of our current priorities.
- We are a local grassroots advocacy group. Our name originates from our earliest advocacy work around neighborhood greenways. We have broadened to advocate for other transportation improvements, safe routes to school, and some work with parks.
- Our organization is structured around neighborhood groups. Each neighborhood group has a representative that reports to a monthly coalition meeting. We have a team of four staff that support the coalition and coordinate priorities.
- The neighborhood groups can be a great resource for SBAB if you are ever unfamiliar with areas or want to coordinate.
- SNG is equity focused, and our priorities focus on equity and work that benefits BIPOC communities.
- Here are some of our current priority campaigns:
  - *Whose Streets, Our Streets*: A campaign to get armed officers out of traffic enforcement.
  - *Beacon Hill Bike Route*: I know this is a focus of the board and will be discussed later in the meeting.
  - *Ballard Interbay Regional Transportation Study*: I know the board has been briefed on this study.
  - New light rail station access: Planning is mostly wrapped up, but there are some opportunities for improvements at the following stations: NE 45<sup>th</sup> St, Northgate, NE 130<sup>th</sup> St, and NE 145<sup>th</sup> St.
  - *Ungap the Map*: Seattle has great bike infrastructure, but there are still a lot of gaps in the network. This is a longer-term campaign to connect routes with new facilities and wayfinding. The goal is that you won't need insider knowledge to get around the city. This was the initial idea behind the basic bike network in downtown. We proposed connecting lines and now ridership has skyrocketed in downtown.

Discussion and Q&A:

- Andy: Can you talk about Stay Health Streets? There are currently about 20 miles and SNG has call for over 100 miles.
  - Clara: In early 2020, we asked people what they needed during this pandemic and they said they wanted places to move. SDOT launched Stay Health Streets along existing neighborhood greenways. They have provided space for people to

move and brought greater awareness of the existing neighborhood greenway network. There are also Keep Moving Streets in parks and Stay Healthy Blocks, which are more community driven. The Mayor announced 25 miles would be made permanent, but the messaging was a little confusing. Now SDOT and DON are doing outreach to determine which streets will be permanent. 1<sup>st</sup> Ave NW and Alki have been really popular, but there is no official announcement yet. We have really been pushing SDOT do more outreach to make sure they are rolled out successfully.

- Clara: Thanks for your time and please contact me if you have any other questions: Clara@SeattleGreenways.org.

#### South End Project Priorities

Presenters: Andrew Kidde, Rainier Valley Greenways

Presentation: n/a

Time: 6:47 pm

Andrew:

- I'm with Rainier Valley Greenways, one of the SNG neighborhood groups that Clara mentioned. I wanted to talk about two big priorities:
- Priority 1: Rainier Ave S
  - In response to serious safety issues, Rainier Valley Greenways advocated for the early road diet and got SDOT to implement Phase 1 and 2, which redesigned the street to 3-lanes.
  - However, a pedestrian was hit on the north end of Phase 1 at S Alaska St. This shows you cannot stop at S Alaska St and need to keep redesigning the street to the north.
  - Rapid Ride R Line improvements should help. Accessible Mt. Baker could also make the station area more walkable, especially as more apartments are being built in the area.
  - Bike lanes should also be a part of the redesign. Rainier Ave is a great bike route because it is flat, direct, and connects to many businesses.
  - Even with Phase 1 and 2, the lanes are wide in some places. We could add bike lanes to narrow the lanes and slow down traffic.
  - Our priority is to make all of Rainier Ave S safe and make it a showcase for a green street with transit and bike service.
- Priority 2: Lake Washington Blvd
  - We advocated to close Lake Washington Blvd early on in the pandemic and the City implemented this in August.
  - The closure was very popular. The City did a survey and found that the results were very positive. SNG also ran a petition to keep it open on weekends and got over 1,000 responses. The City is sitting on a lot of information that shows the closure was popular and that people want Lake Washington Blvd to be different.
  - One idea is to turn the segment between the Mt. Baker swimming area (south of parking lot) to the boat house into a park. It would have minimal impact since there are no driveways. It is still a big idea, but given the momentum and energy behind the closure, we think it is important to have a bold ask.

#### Discussion and Q&A:

- Patrick: In the BMP, SDOT has MLK Jr. Way as the main north-south bike route through Rainier Valley. Do you have any thoughts on Rainier Ave S versus MLK Jr. Way being the main route?
  - Andrew: Rainier Ave S is better route because it is flatter, has more destinations, and would be more transformative.
- Meredith: You talked about development along Rainier Ave S. When things are being developed there is a lot of opportunity to change right-of-way. Has Rainier Valley Greenways looked at leveraging those projects?
  - Andrew: No, but Gordon with SNG has looked at right-of-way widening as an option.
- Kashina: A lot of us want protected bike lanes on Rainier Ave S, but that is a huge lift. SDOT is proposing the Beacon Hill Bike Route as the north-south option. Has Rainier Valley Greenways talked about this being the main route in/out of southeast Seattle? What do you think?
  - We have not talked about Beacon Ave yet, but I am aware of the public comments of many users and feedback about parking usage.

#### Beacon Hill Bike Route Segments 2 & 3 Follow Up

Presenters: Board discussion

Presentation: n/a

Time: 7:05 pm

#### Patrick:

- At the last meeting we got a presentation from SDOT on Segments 2 & 3, but we did not have time for a full discussion. We wanted to provide more time to discuss tonight and potentially write a letter.
- Sarah: I created a Google Doc on the SBAB Google Drive to start compiling some notes for a letter. I recommend we focus on Segment 2. Segment 3 south of S Myrtle St has a more neighborhood feel, lower bike traffic, and not a lot of destinations. The project needs to support biking as transportation, and sharing a trail with pedestrians may not support that. I recommend focusing our energy on creating a separate protected bike lane along Segment 2.
- Alex: NE Ravenna Blvd is great precedent for a protected bike lane along a median. Or something visually separate like Westlake.
- Patrick: SDOT talked about curb cut and crossing improvements, but I see the main issue as needing to separate users. I see the benefit of a protected bike lane, but don't want to end up with paint and posts. I would prefer a separated bike path, which would create a truly "all ages and abilities" design.
- Meredith: For the letter, I recommend we state our values, the ideal condition, and then the next best alternative.
- Kashina: Agree about the need to separate users. Currently, this is a pedestrian space used by many immigrant elders, and we may take some of that away for a bike project.
- Kashina: I have a question for the group – SDOT is framing the project as an existing trail that is in disrepair. These improvements will benefit all users. What do you think about if we move some of the on-street parking and move it to the median?

- Meredith: I do not like that idea. I would like analysis that shows that parking demand is high and space is low.
- Patrick: I agree, the worst parts of the trail are where there is parking in the median today.
- Kashina: This would be more of the informal parking that is further south on the corridor; not the full parking lots. It would not be widespread, just a tool for select areas with higher parking demand.
- Patrick: Sounds like there is consensus for a letter. Due to timing, I recommend we approve the letter in concept tonight with the following outline:
  - State our values: Separate users, recognize different uses along street
  - Ideal option: Keep path for pedestrians with separate protected bike lane
  - Second best option: Enhance existing trail and provide more amenities for pedestrians.
- Sarah: I can write the letter with support from Kashina.
- Alex: Motion to approve the letter in concept.
- Meredith: Second
- All: Yes

#### **PUBLIC COMMENT**

- Jakob Ward: As you think about Beacon Ave, I'm curious what the board thinks about bike and bus conflicts.
  - Patrick: NE 65<sup>th</sup> St and Avalon Way SW are good examples of how SDOT has designed bike lanes at bus stops.
  - Sarah: Good to think about, left side of NE Ravenna Blvd is a good example.

#### **BOARD BUSINESS**

- Approval of November meeting minutes
  - Sarah: Motioned to approve November meeting minutes.
  - Second: Meredith
  - All: Approved.
- New appointments and reappointments
  - Patrick: Welcome again to Maimoona and Yasir. They will be filling vacancies left by Pierre and Connor this past year.
  - Simon: We are aiming for confirmation at the December 16 Transportation and Utilities Committee meeting. All members up for reappointment will also be on the agenda.
  - Patrick: There have been some questions about when terms actually start and end and the status of everyone's position.
    - Simon: I will provide summary info for all after the appointments/reappointments are confirmed.
- LOC updates (Patrick)
  - At our meeting last night, we talked about the Levy Assessment. There is no big bike news, but there is a proposal to reallocate some funding from the Neighborhood Greenway Program to Stay Healthy Streets. I am concerned that we have not been engaged yet, but we are getting a Stay Healthy Streets update at the joint SBAB/SPAB meeting January.

- The adopted budget has full funding for the Georgetown to South Park trail, which is a big success. Also, the funding is restored in the final budget to study a Georgetown to Downtown connection and an MLK Jr. Way connection south of Rainier Ave S.
- POAG updates (Alex)
  - POAG is the Policy and Operations Advisory Group, which includes representatives from all modal boards and other relevant stakeholders. It is a space for SDOT discuss multimodal policy issues.
  - There was a lot of new information shared at our last meeting:
    - We talked about what to do when all modes are on the same street in a modal plan. SDOT recommends prioritizing bikes when the street is a critical network segment. The example provided was Eastlake, but they did not share the actual criteria.
    - The Comprehensive Plan will have a transportation section which will allow modal planning to be less siloed. It will be done in 2024. Work will start soon and we should have this on our radar.
    - SDOT will update Streets Illustrated in 2021, which is the main design document for projects. I think there is an opportunity to provide guidance on vertical vs. horizontal separation and turn lane vs. bike lane tradeoffs in constrained right-of-way.
    - Our meeting schedule got behind, so we still have 1-2 meetings left.
- Joint SBAB/SPAB meeting January 6 (Simon)
  - Based on interest from both boards and success last year, we will hold another joint meeting on January 6.
  - This is during our normal first Wednesday meeting time from 6-8pm. It will be held on Microsoft Teams.
  - There will be a presentation on Stay Healthy Streets then a discussion of shared 2021 priorities.
  - Going to be drafting an agenda and sharing with Patrick and Sara. If you have ideas, especially questions/topics to help structure the open discussion let us know
    - Andy: Can we talk about speeds on trails?
- Announcements
  - Patrick: if anyone is interested in helping plan a retreat or spring ride, let Sarah and I know.
  - Sarah: Thanks to those who joined our Ride in the Rain challenge!

## **MEETING ADJOURNMENT**

The meeting was adjourned at 8:05 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