

## Seattle Bicycle Advisory Board Joint Meeting Minutes

### AGENDA:

**Date:** March 3, 2021  
**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 staff Liaison

### Minutes Distribution List:

See Attachment A

### Bicycle Advisory Board Members Present:

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

### City Staff

- Anya Pintak, SDOT
- Eleen Trang, SDOT
- Jonathan Lewis, SDOT
- Lizzie Moll, SDOT
- Monica Dewald, SDOT
- Simon Blenski, SDOT

### Members of the Public

- Brie Gynclid, Central Seattle Greenways
- Bryan Townley, Paramtetric
- Clara Cantor, Seattle Neighborhood Greenways
- Ethan Campbell, Central Seattle Greenways
- Heather Nielson
- Jakob Ward, Toole Design
- Karen Wolfe, Rainier Beach resident
- Ryan Packer

- Scott Grinsell

### **MEETING CALL TO ORDER**

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

### **INTRODUCTIONS**

- See above

### **PUBLIC COMMENT**

- None

### **PRESENTATIONS**

#### Critical Bicycle Segments

Presenters: Jonathan Lewis and Lizzie Moll, SDOT

Presentation: See attached

Time: 6:08 p.m.

#### Discussion and Q&A:

- Meredith: I'm confused by the examples on Slide 10. Projects like the 1<sup>st</sup> Ave Bridge predate the 2014 BMP. Are those examples that you decided would be critical bike segments if they were new projects?
  - Lizzie: Yes. These are examples of projects that took a lot of discussion to confirm if they were critical segments in the network.
- Alex: For thinking about segments with insufficient right-of-way, what are the assumptions about parking?
  - Jonathan: From the Comprehensive Plan, parking or "storage" is always last or second to last in prioritization of uses. However, higher up in the prioritization of uses is "access", which includes short-term passenger and freight loading.
- Andy: I'm still unclear how this tool would be used relative to the current project development process. Would this change outreach?
  - Jonathan: Eastlake is an instructive example. There was a long process to evaluate whether the bike facility should stay in corridor or be moved off corridor. If this was identified as a critical bike segment up front, we could have had a more streamlined process that only looked at options in corridor. Having these assumptions early in the process will help us get to a decision more efficiently. This would not change outreach, but it would change how we scope projects and allow us to better plan for outreach.
- Sarah: What would the tool look like? Is it a matrix with different criteria? Is it a map?
  - Lizzie: We are envisioning a map that would be referenced internally by project developers.
  - Patrick: But the map would be informed by various criteria, correct?
  - Lizzie: Yes.
- Kashina: I feel like this evaluation was already part of the BMP. We already considered alternative routes, high priority arterials, high-level tradeoffs for parking and travel lanes, and topography.

- Andy: I think a critical bike segment should be a route that has no other alternatives and no connections otherwise.
- Sarah: We could brainstorm criteria like access to goods and services, access to transit, and topography. However, similar to Kashina, I feel like this work was already done for the BMP.
- Emily: To confirm, the examples you shared were determined to be as critical bike segments based on the fact that they went through a lot of process. However, I can't help but think about 35<sup>th</sup> Ave NE. Most of us think 35<sup>th</sup> Ave NE is critical, but it was not implemented even after a long process.
  - Lizzie: This is more of a larger network communication tool to strengthen the BMP and help with storytelling during outreach.
- Emily: I'll say that a critical corridor is something flat and direct through Southeast Seattle. I think we need to think of corridors that have been deprioritized many times, but still need to be elevated. We need to think about this equitably.
- Meredith: I think of areas like SODO versus Rainier Valley. In SODO, a north-south connection is critical, but there are several options to achieve that connection. In Rainier Valley a north-south connection is also critical, but there are only one or two options: Rainier Ave S or MLK.
- Patrick: Even with this tool, I think this still comes down to politics. For critical segments, I think of 12<sup>th</sup> Ave north of King St. The initial analysis said no, but there is no alternative to get through that area.
- Andy: For the criteria, we should think about if the route harms other modes, such as shutting down a railroad.
- Yasir: When you did your analysis, did you look at safety? I know Rainier Ave S is a high crash corridor.
  - Lizzie: This tool is more of a step back in the planning process. Reviewing collision history is something typically done during project development.
- Patrick: It would be great if you can come back and bring a map of the deficient segments.
- Alex: A map would be helpful to remind us of the big picture. Without the big picture, I think there is trepidation on honing in on specific segments.

### Transportation Equity Framework

Presenters: Anya Pintak, SDOT

Presentation: See attached

Time: 6:52pm

### Discussion and Q&A:

- Anya: Think about a time when you felt unsafe using our transportation system. What was it? And how did it make you feel? Were you able to resolve the experience, if so how? If not, why not?
  - Maimoona: I feel unsafe fairly often. I bike down Rainier Ave two to four times a week and I feel unsafe. I often end up riding on the sidewalk which is in disrepair. I have not been able to resolve this issue, I still ride on the sidewalk since there is no other alternative.

- Yasir: I don't know if this is related to SDOT, but once my friend and I took Link and he didn't pay. Fare enforcement started checking passengers, and he got really nervous because he had past interactions with law enforcement. He ended up getting a citation.
- Ben: I know my experience as a white cis male is different from others. On Link, if you look like a commuter you can just flash your card to fare enforcement and they don't really check. But I've noticed that they interact with other people differently. I also feel that biking is a very dangerous activity and cars wiz by you and clip you all the time.
- Emily: I have felt unsafe driving buses for the last year since a large proportion of the ridership has so many crises in their lives that are orders of magnitude worse than Covid that they can't keep masks on their faces. Metro has provided drivers with almost no guidance as to how to keep ourselves safe.
- Sarah: I'm so happy to see what is happening behind the scenes at SDOT and excited to review the Transportation Equity Framework.
- Patrick: When and how will this framework be disseminated to all areas of SDOT, including SBAB?
  - Annya: Good question. I'm a really big fan of engagement and I'm working with five internal subcommittees to finalize all of Part 1 and Part 2 of the TEW. We hope to share that by Q3 of 2021. For now, I will send out the current Part 1 document. It has a lot of good recommendations. I really encourage you to take a look and read the Transportation Equity Workgroup's letter.
- Meredith: The Transportation Equity Workgroup highlighted community engagement as a central aspect to all this. I've heard engagement needs to be front-ended and we need to ask communities what they want before the project even starts.
  - Annya: Yes, often times, engagement is viewed as too late. We need to think about how we can do engagement from the beginning so this issue doesn't just keep happening. I see the TEW process itself as a great example of engagement because it was the first time SDOT codeveloped guidance with BIPOC communities.

### Helmet Law Update

Presenters: Alex Lew, SBAB and Ethan Campbell, Central Seattle Greenways

Presentation: n/a

Time: 7:22 p.m.

### Discussion and Q&A:

- Alex: The question for SBAB is how do we want to engage on this issue? SBAB could think about writing letter with recommendations to help guide the process. At Seattle Neighborhood Greenways, we have not taken a position yet. We want to hear stories and perspectives first.
- Andy: I would be interested in seeing this data by year since your data spans over 20 years. Do you also have age data?
  - Ethan: I have data by year and you can see that in my full report. The recent demographic info is nearly identical to older years. However, we are not sure if citations for people who are homeless is a new trend - we don't have data by year on that. Also, we don't have age data, but this data includes all ages.

- Patrick: I think it is important to note that the helmet law places the burden on the user to protect themselves. *The Stranger* had a great quote that the helmet law is like asking non-smokers to wear gas masks. Ethan or Alex, I think there is support for your work. I'm curious what you would like us to do?
  - Ethan: We are working on a letter to King County Board of Health regarding process. We can share that when it is ready. If you have a position, I think that would be very powerful for the Board of Health to hear.
  - Alex: We are also interested in stories. If you or know someone who has been impacted by this law, we would love to talk to them.
- Andy: An alternative to repealing the law could be change in enforcement strategy. You could issue warnings instead of citations.
  - Ethan: We do not have faith that this would work, since we think this law is used to stop people for other reasons.
- Jose: Looking at the survey responses, I did not see an option for repeal *and* invest in safe infrastructure, which I think is the ideal thing to do. If we are taking away one aspect of safety, we should replace it with something else.
  - Ethan: The survey coding was just on helmet law, but that is a great comment and we did see a lot of recommendations for safer infrastructure.
  - Jose: Did you hear any creative suggestions related to that?
  - Ethan: We did get suggestions to have helmets required at point of sale when you purchase a bike.
- Meredith: The helmet law was pounded into me as a kid and I feel very naked when I don't wear one. I wonder how we are thinking about kids and this law. Also, what has the research shown about effectiveness on safety?
  - Ethan: It is possible to promote helmet use without having a helmet law. And the research varies. Some cities saw positive changes in safety after helmet laws, while others did not. In King County, injuries actually went up, but this may be attributable to increased ridership. We cannot clearly say that the helmet law was effective at its original goal of reducing injuries.
- Patrick: I hear you Meredith, but this is really about having a non-police-based approach to safety. We have seen that even small interactions with policy can escalate. Repealing the law helps support decriminalizing enforcement.
- Maimoona: Ethan, I was wondering about helmet use in cities that do not have helmet laws. Do you have data on that?
  - Ethan: We have great data from other cities, but unfortunately not from Seattle. We can share data from the other cities.
- Patrick: I have a question. Is anyone opposed to repealing the law?
  - Andy: I am. I would like to decriminalize, but I still want rules that require helmets.
  - Patrick: Ok, there is a support to decriminalize.
- Patrick: I think it would be good for SBAB to take a stance. Are people interested in writing a letter? We could draft a letter and discuss at the April meeting.
  - Andy: I would be interested. I was involved in the creation of the original helmet laws in Maryland in the early 1990's.
  - Alex: I can, but just want to recognize my role with Central Seattle Greenways.
  - Maimoona: I would be interested, but I work with Cascade and I'm not sure if that would be a conflict.

- Patrick: I do not see that as a conflict. Let's have Andy, Alex, and Maimoona draft a letter and regroup at the next meeting.

#### **PUBLIC COMMENT**

- None

#### **BOARD BUSINESS**

- Approval of February minutes
  - Ben: Motion to approve.
  - Sarah: Second
  - All: Approve.
- LOC update
  - Patrick: Since we are short on time, we can skip this item.
- POAG update
  - Alex: POAG is done, so we can remove these updates
- Retreat
  - Sarah: The retreat is confirmed for Wednesday, April 14, 2021 6-7:30pm. I sent an email and calendar invite to everyone. More details to come.
- Announcements
  - Patrick: If you have ideas for future agenda topics, please let Sarah or me know.

#### **MEETING ADJOURNMENT**

The meeting was adjourned at 8:07 p.m. by Patrick Taylor, 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