

Seattle Bicycle Advisory Board Meeting Minutes

AGENDA:

Date: October 7, 2020
Time: 6:00 p.m. – 8:00 p.m.
Location: Virtual via Cisco Webex
Co-Chairs: Emily Paine and Patrick Taylor
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	✓	
Connor Inslee		X
Emily Paine, Co-Chair	✓	
Kashina Groves	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair	✓	
Pierre Brunelle		X
Sarah Udelhofen	✓	
Get Engaged Member	Vacant	

Guests:

- Clara Cantor, Seattle Neighborhood Greenways
- Jakob Ward, Toole Design Group
- Monica Dewald, SDOT
- Robert Getch, Beacon Hill Safe Streets
- Serena Lehman, SDOT
- Zachary Burton, West Seattle

MEETING CALL TO ORDER

- Co-Chair Patrick Taylor called the meeting to order at 6:04 p.m.

INTRODUCTIONS

- See above

PUBLIC COMMENT

- Zachary Burton, West Seattle: I will be moving to Alaska Junction later this month and was curious about the status of the Fautleroy Way SW project and any updates about when that project will start again.

- Clara Cantor, Seattle Neighborhood Greenways: The budget briefing presentation is not clear and disproportionately cuts pedestrian and bike projects by 20%. We think that funding for the West Seattle Bridge mitigation should include funding for the Georgetown to South Park Trail and East Marginal Way S. We are also concerned that there are cuts to advanced planning projects including Alaskan Way, Georgetown to Downtown, and MLK Way south of Rainier Ave S. Pausing this work will set us up for a gap in project delivery a few years from now.
- Email from Thomas Breysse: Dear Seattle Bicycle Advisory Board, I am writing to request that the city work on keeping bike lanes in the city clean. Riding throughout the city shows many bike lanes that have a lot of gravel, while the roads are more clear. This is particularly bad in areas with construction where road sweeping is not happening, and all of the debris ends up in the bike lane. The bike lane around the south end of Green Lake is a good example. Road projects throughout the summer without any cleaning. It's great that the city is adding bike lanes, however, if they are not going to keep them clean, what's the point. Dirty bike lanes lead to damaged tires and dangerous skidding risks. They also need to be inspected for damage areas that need repair.
- Email from Kimberly Kinchen, Capitol Hill: Hi Simon, Since you are the liaison to SBAB, I am writing you about [this Lake Washington Blvd survey](#) put out by SDOT. I did not take the survey, because there is no choice that remotely reflects my preferences. But that's not the only reason. I spent about a decade writing about complex financial, economic, and social science research, translating that into plain language for a lay audience. So while I am not an expert in survey design, I do have some experience in assessing and understanding how surveys should and should not be designed and how data should and should not be collected if it is to be reasonably valid. This one fails across almost every single category, especially if it is to be used for actual policy. In this latter case, it leaves out a lot of important context that respondents should know before completing the survey. Here are just a few: It offers only two response options, building in an assumption that these are the only two preferences people might have about the use of this public space. The survey leaves no room for qualitative commentary. The survey doesn't tell respondents how it will be used. The survey doesn't explain how widely it is distributed or how SDOT will make sure the responses are from a reasonably representative proportion of the population. Worst is the bias toward the use of automobiles, and the lack of any kind of imagination or demonstration that the city will consider other options, such as keeping the boulevard open for cars one way while putting up bollards to open the other lane for walking and rolling. Obviously SDOT could provide gaps where drivers might need to turn into parking lots along the lake shore. I'm sure there are many other such options that would make much more of this public space open to the *entire* public. I am one of the almost 20 percent of people living in the city who can't drive. I don't have a license, but were I to get one, I wouldn't be able to afford the cost of car ownership, despite all the free parking the city gives away to car owners, unless my partner decided to sell his small condo. So as has been the case all of my adult life, I make a choice that a lot of people make: I choose housing over a car. I choose health insurance over a car. I choose paying my student loan debt over a car. So, it's not much of a choice, really. After decades of depending on subpar transit in every city I have lived in, getting back on a bicycle a decade ago, for transportation, granted me a sorely needed and appreciated measure of freedom and control over my life. But as with public transit and walking, bicycling remains fraught and hostile much of the

time, and I am still much more limited in my ability to get around compared with the average car owner. For example, I avoid Lake Washington Blvd even to walk because the cars speeding by (and they are mostly speeding) are hostile and ruin what would be an otherwise placid experience. I would love to be able to bike to my friends' homes in south Seattle via that route, too, because it is mostly flat and the options for climbing the hill once I near my neighborhood are doable even without an e-bike, or only require short steep climbs that I can walk my bike up briefly if I don't have the e-bike with me. Me and people like me deserve reasonably ample space (and more and better public transit options) for transportation to work, school, errands, and recreation, yet the only truly dedicated space we have is 3rd Avenue for busses, which is only for 12 hours a day. One hundred percent of our streets are prioritized for the users of cars. We deserve better, and when SDOT and the city distribute surveys like this, they undermine my faith in the good intentions of our electeds. We are also clearly in a climate crisis, and that the city and SDOT cannot appear to even consider ways to provide *substantially* more and safer and comfortable ways for people to walk and roll is truly alarming. I understand that climate is not even being discussed in most council meetings on transportation or related issues, at least not by the city, even though the lion's share of carbon emissions comes from transportation and there is ample evidence that electrification won't solve this problem. So I ask the city and SDOT to use much more imagination and cultivate a sense of much greater urgency around providing transportation options for the 20 percent and for addressing our climate crisis, which affects 100 percent of the people of this city, and beyond. It's confounding that even as we live through weeks of smoke during what is usually the most beautiful time of year here, our city plays business as usual with transportation policy. Thank you.

PRESENTATIONS

BMP Budget Update

Presenters: Monica Dewald, SDOT

Presentation: See attached project list

Time: 6:12pm

Monica: In the Mayor's 2021 Proposed Budget there are impacts to the Bicycle Master Plan (BMP) program. The impacts are mostly on project that did not already have construction funding.

- The following projects are paused:
 - N 40th St Spot Improvement – this is a continuation of a previous pause in the 2019 BMP Implementation Plan
 - Thomas St Redefined
- The following advanced planning projects are paused:
 - Georgetown to Downtown, although we are seeing if we can deliver with Reconnect West Seattle.
 - Center City: Alaskan Way from Virginia St to Elliot Bay Trail
 - Martin Luther King Jr. Way from Rainier Ave S to S Henderson St
 - SODO Trail: Design is complete, but the project is on hold due to multi-agency coordination.
- Other updates include:

- Looking to fund Georgetown to South Park trail through Reconnect West Seattle.
- We are moving forward with 4th Ave in downtown, the Green Lake loop, 15th Ave NE, N 34th St, Union St PBL, and the Melrose Promenade project.
- We were worried about losing Mercer Megablock funding, but retained that which is good since it is funding much of the Beacon Hill project.
- We are also looking at filling the gap along West Marginal Way SW through Reconnect West Seattle. This is not in the BMP Implementation Plan, but we are looking to deliver it as part of West Seattle Bridge mitigation.
- There was a large amount of funding for the Fauntleroy Way SW project from SW Alaska St to 35th Ave SW, but that funding was pulled.

Discussion and Q&A:

- Patrick: What is the status of 12th Ave S PBL and East Marginal Way S?
 - Serena: Construction on 12th Ave S is imminent, but may continue into 2021.
 - Monica: East Marginal Way S did get a refresh of markings and delineators as part of Reconnect West Seattle. The permanent project hoped to get federal funding, but unfortunately, we did not secure it.
- Meredith: What is status of Georgetown to South Park? Is Seattle City Light funding part of the trail?
 - Monica: Seattle City Light has been a good partner and is contributing funding for park elements along the trail.

Beacon Hill Bike Route Discussion

Presenters: Robert Getch, Beacon Hill Safe Streets

Presentation: n/a

Time: 6:24 pm

Robert:

- I hope that most of you saw SDOT's presentation from last month.
- SDOT is focusing on determining the alignment for the north segment and is looking at three alignment options: NGW on 12th Ave S, PBL on 14th Ave S, or PBL 15th Ave S.
- At Beacon Hill Safe Streets, we are trying to help the city provide the best possible route through this part of Beacon Hill.
- Currently most people ride on 15th Ave S because it is flat, most direct, and there is a bike lane for part of the route. It is busy and fast moving with little interruption for drivers. Parking is the big tradeoff and with limited alternative options due to the ridge.
- 14th Ave S is busier, is hilly (less than 15th Ave S, but more than 12th Ave), and the Route 36 runs on it. 14th Ave S also passes the Beacon Hill Elementary School and some people are excited about the potential for traffic calming there.
- We have not endorsed a route yet since we don't have enough information from SDOT yet. However, we are leaning towards 15th Ave S.
- We wrote a letter ([link](#)) that states our values, but does not directly endorse an alignment. Our values are that the design should be for all ages and abilities, have physical protection, and protect transit and pedestrian improvements.
- We welcome SBAB signing onto our letter.

Discussion and Q&A:

- Patrick: Thanks Robert. I wanted Robert to come since a connection from downtown to South Seattle has been a priority for SBAB and advocates for many years. We got it in the BMP Implementation Plan and now want to ensure a good alignment is selected. Do you know the timeline for feedback?
 - Robert: SDOT really wanted feedback last month and I think they would like a stronger position than what we had to offer.
- Kashina: SBAB is an organization compared to a neighborhood group, we need to consider that this route will be used by many people not living in Beacon Hill. We have an opportunity to provide a voice to riders versus just residents. SBAB could come out strong on the 15th Ave S PBL option.
- Meredith: I feel like 14th Ave S is the obvious answer since that has the school, also parking on 15th Ave S is probably a non-starter.
- Robert: Parking is important to consider, but I have been surprised that there has not been much pushback yet. Overall 14th Ave S will have more institutional concerns such as PacMed, and 15th Ave S will have more residential concerns.
- Alex: 15th Ave is the least steep route and I would personally advocate for that. However, I know there are parking concerns. 14th Ave S feels the steepest. You also need to consider interactions between transit and bikes. It is hard to pick the option when designs have not been developed yet.
- Andy: Has SDOT done a parking study yet? Are there side streets that could absorb the impact?
 - Robert: We asked for a parking study, but SDOT has not done that yet.
 - Patrick: At a high level it looks like if a PBL were on 15th Ave S, there would be no space for parking. On 14th Ave S it looks like there could be parking on one side.
- Patrick: One approach we could take is to recommend that the 12th Ave S alignment is removed from consideration and focus the discussion on 14th Ave S and 15th Ave S. 15th Ave S is our preferred option, but 14th Ave S could be considered if the design is safe and comfortable.
 - Meredith: I support that approach. Like Beacon Hill Safe Streets, I think we should state our values, too.
 - Andrea: I also like that approach.
 - Kashina: I can write the letter.
- Patrick: Motion to approve letter in concept.
- All: Approved.

NE 65th St Before After Study

Presenters: Simon Blenski, SDOT

Presentation: See attached

Time: 6:57 pm

Discussion and Q&A:

- Andy: Have you thought about staging a ramp deployment?

- Simon: We have not done that, but it could be an option.
- Sarah: This is great. Is there talk about publishing the results more widely online or on the SDOT Blog?
 - Simon: Yes, we posted about this on the SDOT Blog ([link](#)).
- Andy: Did you have to use design standards as you were developing the shared stops?
 - Simon: These are pretty new and the only other examples we were aware of are in Toronto. We used guidance from the National Association of City Transportation Officials and also used our standard design guidance for bike lanes, sidewalks, and bus stop waiting areas.
- Meredith: Could this work along a BRT route?
 - Simon: It could work along any type of transit route, but the main consideration is what level of activity is at the stop. BRT stops tend to be busier, so we would want to better understand the number of boardings and number of bikes. NE 65th St currently has relatively low levels of bike traffic and moderate levels of transit activity.

PUBLIC COMMENT

- None

BOARD BUSINESS

- Approval of September meeting minutes
 - Andy: Motioned to approve September meeting minutes.
 - All: Approved.
- SBAB leadership transition
 - Patrick: Emily is entering her last year on SBAB and has served as co-chair. Thank you, Emily for all your work! Sarah has offered to serve as co-chair. I move to approve Sarah as co-chair.
 - Vote: Patrick moved to approve Sarah as new co-chair.
 - All: Approved,
- SBAB recruitment Update
 - Simon:
 - Patrick, Sarah, and I recently met with the Mayor's Office and Council Member Pedersen's Office to discuss SBAB's recommendations to improve the recruitment process.
 - We hope to put out a call for applications the week of October 12 with applications due by the end of October. Then myself and a few SBAB members will review applications and interview candidates in November with the hope of having someone on board by the end of the year.
 - We are planning to send out the call for applications to a broad network of community organizations with help from our Transportation Equity Workgroup and ideas from SBAB. We are also planning to make some changes to the application format.
 - Sarah:

- Yes, instead of asking candidates to submit a cover letter and resume, we are just asking them to complete a short answer application.
 - The cover letter and resume felt formal and we want to acknowledge that some applicants may not have a resume prepared at the time of applying.
 - A resume is still required with the notice of appointment packet, so if a candidate is recommended for appointment, we can request a resume at that time.
 - Kashina: A reminder that the application changes are part of SBAB's near-term improvements. We also have ideas for longer-term improvements.
- 2021 Proposed Budget Discussion
 - Patrick: Earlier we had the BMP budget update from Monica and some great comments from Clara. I think we should write a letter prioritizing funding for South End projects. Seems like there is the same story, where North End projects have more momentum and therefore are prioritized.
 - Meredith: I also was not 100% certain on the status of the Georgetown to South Park project.
 - Patrick: I think we need to request a written list of projects with the current status.
 - Simon: I can follow up with Monica and Serena (see attached).
 - Meredith: Clara mentioned that the budget disproportionately cut pedestrian and bike projects. What are the other projects in the budget and what could be changed?
 - Clara: We are still figuring that out and have been drafting possibilities.
 - Patrick: What is the timeline for providing comments?
 - Clara: Next deadline is October 22, when Council will narrow down green sheets, which propose changes to the Mayor's budget. I recommend providing comment before October 22 so your ideas can be considered.
 - Patrick: Could we form a small subcommittee to quickly write a letter?
 - Alex: Since time is short could we sign onto another letter?
 - Patrick: MASS Coalition has a draft letter. I propose that the co-chairs be assigned to review the letter then sign on behalf of SBAB.
 - Patrick: Motion to approve that approach.
 - All: Approved.
- LOC updates
 - Patrick: I don't have much else than was discussed during the budget update. We were asked about moving 2% of funding from Maintenance and Congestion Categories of the Levy to the Safe Streets Category. The LOC supported that change. In general, Levy funding has not decreased, but local match dollars have decreased and SDOT will be doing a Levy assessment.
- POAG updates
 - Alex: Right now, we are discussing modal conflicts when different modal plans overlap on the same street. At the last meeting we got an overview of each modal plan. The next meeting may be getting more interesting since there are representatives from different modes on the workgroup.
- Announcements

- Sarah: I definitely encourage people to read the email Simon sent out with the public comment about Lake Washington Blvd. It is well written and really important.
 - Kashina: Agree. The SDOT survey was really sad with only two options that focused on cars. The Seattle Neighborhood Greenways petition is really good and I encourage folks to check that out.
 - Meredith: This and many SDOT/Parks surveys are very poorly designed.

MEETING ADJOURNMENT

The meeting was adjourned at 8:00 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