

Seattle Bicycle Advisory Board Meeting Minutes

AGENDA:

Date: May 5, 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		X
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:

- Allison Schwartz, SDOT
- Simon Blenski, SDOT

Members of the Public:

- Avery Brown, Port Community Action Team Intern
- Clara Cantor, Seattle Neighborhood Greenways
- Jake Bookwalter, Port Community Action Team Intern
- Jakob Ward, Toole Design Group
- Kevin Marshall
- Madeline Facundo, Georgetown resident
- Peaches Thomas, Duwamish Valley Safe Streets
- Rich Brown, Port Community Action Team Project Lead
- Ryan Packer
- Victor Facundo, Georgetown resident

Meeting Call to Order:

- SBAB Co-Chair Sarah Udelhofen called the meeting to order at 6:00 p.m.

Public Comment:

- Email from Anna Galusza (4/22/21): 15th Ave NW is a very convenient street for bike traffic. However, it currently lacks bike lanes. I noticed that the construction of a bike lane along this street (and, in some spots, a protected bike lane) was part of Seattle's Bicycle Master Plan. As someone who lives near this street and bikes here often, I feel that this bike lanes along 15th Ave NW would significantly improve my safety (and that of others in this area). Please consider prioritizing this project. Thank you for your consideration.
- Kevin Marshall: I'm curious where the Board stands on the helmet law discussion. I recently joined the board of the Bikery, which works with marginalized voices in the bicycling community. The helmet law impacts a lot of the people we serve. We want to support safety and helmet use, but this law disproportionately impacts people of color and we cannot support discrimination.

Presentations:

Vision Zero Update

Presenters: Allison Schwartz, SDOT

Presentation: See attached

Time: 6:10 p.m.

Discussion and Q&A:

- Jake: What is "high visibility enforcement"?
 - Allison: It is typically where we would partner with SPD on enforcement at a specific location for a specific type of behavior. Prior to the enforcement there would be pre-education and media attention.
- Kashina: I'm going to ask the same question I asked Sam and Brad at the Vision Zero update last year. What measures outside the purview of SDOT could help achieve safer streets (such as speed governors or regulating the size of vehicles that use our streets)?
 - Allison: A systems approach is key. SDOT can have a role in advocating for changes, but those examples are outside our purview and in the realm of Federal jurisdiction and oversight.
- Patrick: A big part of Vision Zero is changing the culture of the organization. Is everyone moving in the right direction at SDOT and the City?
 - Allison: To be honest, we are not where we need to be, but we are working on that. I know Anya has been here related the Transportation Equity Framework, which needs similar cultural changes. These are citywide priorities and everyone at SDOT and the City need to be engaged. A lot of this may be counter to what someone originally learned in school or how they were trained. Time is needed to adjust and build that capacity.
- Maimoona: You mentioned that many of the "road redo's" have reduced collisions, but there is an overall increase in traffic collisions in the city. Can you explain that?
 - Allison: While we have seen positive changes on road redo's, we have not addressed the high injury streets at the pace that we need to. And with Vision Zero we can't just be chasing crashes. We need to look ahead. The Bicycle and Pedestrian Safety Analysis (BPSA) is a great example of our proactive approach to safety.

- Yasir: Your presentation was thoughtful and very helpful. I know SDOT has the Vision Zero yard sign program. I've had friends who have actually been impacted by the yard signs and changed the way they drive. For example, they learned that all intersections are crosswalks from the signs. Can SDOT do a bigger campaign, such as with billboards, along problem corridors?
 - Allison: We are working with our operations division to put safety messages on our variable message signs. Typically, we just include detour and travel time info on those signs. And yes, the yard signs have been very popular. We recently received a grant from the Washington Safety Commission to support education related to speed limits and yielding to pedestrians, although we have not determined the venues education yet.
- Meredith: Have you learned any lessons during the pandemic related to safety?
 - Allison: We have some data that shows speeding went up.
- Alex: Thank you for the presentation. It's great to hear about your team's work. We hear a lot about the corridors you mentioned, but I feel like we are missing opportunities that only come up every 20 years or so. For example, a bike lane was not included on Rainier Ave with the Route 7 and Vision Zero improvements. How can we support you and your work to make sure changes are made with paving and large capital projects?
 - Allison: The City of Seattle made our Vision Zero commitment back in 2014. It's a well-established goal, but it is important to hold leadership accountable. Our team is also working on updates to internal processes to ensure we integrate design changes into all projects.
- Patrick: You brought up Aurora a few times. Has the city looked at Aurora at all?
 - Allison: We are anticipating about \$1.5M from the State to start studying Aurora and develop 30% designs. David Burgess from our Pedestrian Master Plan group will be leading that work and you will likely be hearing from him. It will take a couple years to develop, but it could align nicely as we think about projects for the next levy.
- Patrick: You talked about getting beyond enforcement. I know there is talk about moving parking enforcement out of SPD into SDOT. I saw what Berkeley is doing and I'm wondering if there is any talk about doing that in Seattle?
 - Allison: There's nothing that I'm aware of, but am familiar with what Berkeley is doing. I'll take this time to mention that King County has a Target Zero group, which is the State's Vision Zero program. There is a strategic planning meeting in a few weeks and I think Simon sent out the flyer to the group. The group is primarily comprised of law enforcement and there is interest in having more viewpoints at the table. It could be a good opportunity for members of SBAB to participate and get involved.
- Sarah: Vision Zero is about changing the design of streets, but we have not been able to make those changes. Is that mainly a funding issue? Is there anything we can do? I saw what happened with the Vehicle License Fee (VLF) funding. SDOT did a lot of great work and then Council changed it. Seems like some education about the importance of Vision Zero could help.
 - Allison: Yes, we are trying to educate. And as a program owner, resources are always an issue. I have been working hard internally to advocate for more funding for Vision Zero.

Duwamish Valley & Port of Seattle Access and Mobility Study

Presenters: Avery Brown, Jake Bookwalter, Rich Brown

Presentation: See attached

Time: 7:00 p.m.

Discussion and Q&A:

- Sarah: Thank you for the presentation. I love the “personas”. I think that is a really powerful tool to demonstrate the need in this area.
- Alex: Yes, thank you. Really impressive work! I also agree that the “personas” are a helpful tool and I hope that SDOT can employ that analysis on projects.
- Andy: Simon, are any of these gaps on the BMP Implementation?
 - Simon: The Georgetown to South Park Trail is on the Implementation Plan. This presentation is well-timed because we will actually get a project briefing next month. As part of Reconnect West Seattle there is also the West Marginal Way project that you were briefed on earlier this year. A decision about the bike facility is still pending.
 - Patrick: There is also funding to study a connection between Georgetown to Downtown.
- Meredith: As a South Park resident I really appreciate your work. I have two suggestions for you to consider. First, I think it is important to connect South Park to White Center. I also think you should focus on improvements south of S Cloverdale St.
- Meredith: After working on this project, I’m curious about your thoughts related to the equity of improvements in the Duwamish Valley.
 - Jake: A visit to the Duwamish Longhouse is actually what sparked this whole project. We went to the Longhouse and saw how hard it was to cross the street. That was an example of disinvestment in community and it inspired us to change that. It seems like there has been a battle between industry and residents in the Duwamish Valley for a long time. Industry is often more powerful and it is important for residents to advocate for change.
- Meredith: I agree. In addition to industry and residents, there are also workers. I recommend presenting to workers at some smaller businesses that don’t rely on heavy freight. They could be good advocates.
- Alex: Michael Colmant who was recently killed biking near Seward Park was actually an employee at the King County Airport at Boeing Field. It could be sensitive now, but you could present to them about improvements around the perimeter of Boeing Field.
- Sarah: I work for Commute Seattle and we recently received an email from an essential worker at the Port that relates to your work. With the bridge down, they bought an e-bike, but they still don’t feel safe getting to work and transit options are not great. They are really struggling to find a way to get to work.
- Rich: Thank you so much for having us. This is Jake and Avery’s first presentation of their work and I think they crushed it! Thanks for all your questions and feedback.

Public Comment:

- None

Board Business:

- Approval of April meeting minutes
 - Patrick: Motion to approve.

- Yasir: Second
- All: Approve
- LOC update from Patrick:
 - We received an update on transit corridors. The RapidRide J Line, which includes 5 miles of PBL between downtown and the U District, will not be complete until 2026. We asked if the bike elements could be completed sooner, but unfortunately SDOT said no.
 - And regarding the VLF, SDOT originally proposed using 75% for bike, pedestrian, and transit improvements. Council had directed them to gather input on how to spend the revenue, which will be about \$7M a year. However, Council basically ignored that outreach and is directing 75% towards bridge maintenance.
 - Alex: Should we get involved and provide input? What is the timeline?
 - Patrick: I'm happy to draft a letter supporting SDOT's original funding plan. Do people feel comfortable supporting that letter in concept tonight?
 - Patrick: Motion to approve.
 - Alex: Second
 - All: Approve.
- Racial Equity Workgroup update
 - Sarah: We did not meet last month. I know everyone has been busy, but we can touch base offline and get something scheduled.
- Announcements
 - Sarah: I received an update from the 4th Ave PBL project team. The 2-way PBL is currently being extend north to Vine St. The southern extension to Dilling Way will happen later this year, likely in September based on crew capacity.
 - Kashina: I'm still working on writing a letter with the Pedestrian Advisory Board supporting Stay Healthy Streets. At our retreat we discussed supporting expansion of the neighborhood greenway network and ensuring that the permanent Stay Healthy Street design is the standard design for all neighborhood greenways.
 - Meredith: With Ryan Packer here, I'm wondering if they can speak briefly about West Marginal Way and the Freight Board's position.
 - Ryan: The Freight Board does not like the existing lane reduction in front of the Longhouse. This is in addition to being opposed to the PBL. They want to meet with Sam Zimbabwe, but have not been transparent about when they meet, so we may not know when that meeting is. Meeting minutes have not been posted since summer of 2020. We were supposed to have a decision about the PBL by now, but it seems like the Freight Board has been successful in delaying that decision.
 - Patrick: I heard they want to meet privately with Sam at quorum. This seems like it would violate open meeting laws.
 - Meredith: This is very frustrating. I feel like there are racist undertones here. The Port and industry feel like they have ownership over the Duwamish Valley.
 - Alex: The presentation SDOT gave us was so clear and showed no impact to people driving or freight. I don't understand why they are opposed to this project.
 - Patrick: Simon, do you know the status of the project and our meeting request?

- Simon: I can't speak to the project status, but I did share your meeting request with Sam and management. They are aware of your interest in being at the table, but have not scheduled a meeting yet. I will check on the status and get back to you.
 - Alex: I'm wondering if we can file a grievance about the open meeting rules?
 - Andy: What exactly are the rules and who enforces them?
 - Sarah: Simon, can you look into this?
 - Patrick: Did we write a letter about this project?
 - Meredith: Yes, we endorsed the Duwamish Valley Safe Streets letter.

Meeting Adjournment

The meeting was adjourned at 7:57 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