

Seattle Bicycle Advisory Board Meeting Minutes

Date: April 6, 2022
 Time: 6:00 p.m. – 8:00 p.m.
 Location: 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
		✓	X
1	Yasir Alfarag	✓	
2	Kashina Groves	✓	
3	Jose Nino	✓	
4	Andrea Lai, Secretary	✓	
5	Diane Walsh	✓	
6	Doug Midgen	✓	
7	Andrew Dannenberg	✓	
8	Meredith Hall	✓	
9	Sarah Udelhofen, Co-Chair	✓	
10	Patrick Taylor, Co-Chair	✓	
11	Maimoona Rahim	✓	
12	Yacoov Tarko, Get Engaged Member	✓	

Meeting Call to Order: The meeting was called to order at 6:00 p.m. by SBAB co-chair Sarah Udelhofen.

Public Comment:

- Rick Peterson: I’ve been noticing that bike share bikes are hogging the bike rack space where private bikes normally park. I wonder what is being done to make the bike share companies park their bike elsewhere and what they are doing to teach users to park correctly.
- Gordon Padelford, Seattle Neighborhood Greenways: I want to talk about the Alaskan Way Trail. We have a great connection along the waterfront from SODO up to the Aquarium on the west side of the street. Then there is access to the Elliott Bay Trail on the west side of the street from the Olympic Sculpture Park up to Magnolia and Ballard. Unfortunately, SDOT is working under a lot of constraints at Pier 66. I encourage you all to not spend a lot of time on this specific design and instead take a position to support a workable solution that provides a continuous bike facility on the west side of Alaskan Way.
- Clara Cantor: Excited to hear SDOT’s plans for the STP engagement but feel like a lot of work has already been done. It’s unclear how outreach will inform plan.
- Zach Burton: I sent an email earlier, but I’m interested in having more secure bike parking in the city. My apartment does not currently have secure parking. Cities like London have this. Who can I talk with to start a pilot or look at options?
- Email from Alan Kirlin on 3/7/22: When bicyclist ride around the beach and back to West Seattle they often ride up the hill, starting a Lowman Beach Park, Beach Dr. SW and go up Lincoln park way sw to 47th ave. sw. This is a difficult hill climb, and to make it more difficult bicyclist need to avoid car traffic. A dedicated bicycle lane would be much safer. On the south side of the street.

Please note that all of the houses on that side of the street have off street parking. I would be happy to answer more questions.

- Email from Rachel Ravich on 3/14/22: Hello, I am a cyclist, pedestrian, and driver who frequently uses all (3) modes of transportation on Union Street between 12th Ave and MLK. I agree that bike safety improvements were needed on Union between 12th & MLK, however, the lanes that have been implemented unfortunately do the opposite by increasing the hazard at the most dangerous location for all cyclists: intersections where vehicles may be turning either onto or from the arterial. By locating bike lanes on the other side of parked vehicles, visibility is made worse at intersections as cyclists approach and move through the intersection. This creates a hazardous condition and does not solve the issue. The new location of parked cars also create a hazard for pedestrians crossing at these intersections as again visibility is noticeably worse since this new implementation. My question: How is that the city has spent many millions of dollars to improve bike safety but has often actually done the opposite? As a long time cyclist in this city, I feel that the approach the city has taken to improve bike safety on arterials only worsens the issue. I believe strongly that the best path forward is to direct cyclists away from arterials onto the "bike ways" and to expand bike ways to create safe passageways for cyclists to travel through the city. Utilizing alternative routes for "bicycle arterials" is not a new concept. This is widely adopted in Toronto and Barcelona. Parts of NYC also have excellent bike routes that are separate from auto routes. I will try to start attending the Bike Safety Advisory meetings as we have some work to do to measurably improve both bike & pedestrian safety around arterials. I will also do some research on Toronto's bikeways and report back as I think there are really relevant insights we can implement here as Toronto's urban grid has more similarities to Seattle than a city like Barcelona. <https://www.toronto.ca/city-government/council/2018-council-issue-notes/cycling-in-toronto/>
- Email from Zach Burton on 4/5/22: Would the Seattle Bicycle Advisory Board support adding on-street secure bicycle lockers for bicycle parking and where should I start to get the city to pilot a program like this? Seattle already has secure bike lockers at King County Metro at Park & Rides, but it would be great to have those same types of lockers off of residential roads. My apartment building does not have bike parking and many other older buildings in Seattle do not have bike lockers or bicycle parking. It would be nice to have a secure place to park my bike without it being in my apartment. When I visited London, there were secure bike lockers all over the city in residential neighborhoods off of residential roads. Many of the apartments in London are old and do not have bike parking available. Many people lock their bikes outside in secure bike lockers so that they do not have to keep their bike in their apartment or worry as much about bike theft. Here is a link to the secure Cycle Parking program that is in London: <https://tfl.gov.uk/modes/cycling/cycle-parking>
- Email from Shawn Wilsher on 4/6/22: I am writing to submit comments on the proposed Alaskan Way PBL on tonight's Bicycle Advisory Board agenda. I've also cc'd my council members to help inform them on the opinion of at least one constituent they represent. First, I want to highlight some of the good aspects of this project: As someone who has had to take a lane in this stretch of road numerous times, I am very happy to see the city investing in building a protected bike lane here. It feels very unsafe to do this today, but using the sidewalk is not a great option, especially near the more tourist-heavy areas, due to the amount of pedestrian traffic there. For context, I have used this route to get from my home in Fremont to the Home Depot on Utah Ave S. For the raised protected bike lane from Broad St to Wall St, there is a 3' buffer between the parking lane and the bike lane, which meets NACTO recommendations for a buffer. As someone who bikes along Phinney/Greenwood a lot where this does not exist, not having a buffer is a serious hazard for bikers. I have a number of concerns about the proposal:

The width of the raised PBL is 10' (5' for each lane). This is 2' smaller than the NACTO recommendations for the width, although it does meet the minimum width of 8' (4' for each lane). The width of the shared use path is even smaller, just meeting the minimum width of a protected bike lane at 8'. This also does not meet King County's minimum width of 12' for shared-use, double-track trails. Lane width for the roadway exceeds the NACTO recommendation of 10'. With the new connections coming to Elliot and Western Ave, non-sailing day traffic is forecasted to be reduced (per presentation). While NACTO does say 11' may be used for truck/transit routes, it seems like that traffic could be diverted to Elliot and Western Ave to avoid the at-grade railroad crossing near Alaskan Way and Broad St. Requiring two sharp turns at Virginia St to cross from the shared use path to the protected bike lane is less than ideal, especially given the narrow widths of the bike lanes. Speaking from experience using similar setups near the missing link on the Burke Gilman trail and when the Stone Way protected bike lane connects to the Green Lake two-way, protected bike lanes, these are difficult to navigate with a longer cargo bike, and impossible to do in heavier bike traffic with those longer bikes. Cargo bikes can replace car trips, which helps the city better meet its climate goals. There are two travel lanes for vehicles heading South for the full length of this project, with only one heading North. In the proposal presentation, there is no justification for what that needs to be like that. Getting rid of the second Southbound travel lane would provide more space to fix a number of the width problems noted above. Cheers.

- Email from Eric Salinger on 4/6/22: My name is Eric Salinger, and I live in district 7. I'm concerned about the plans for the bike lanes along the waterfront, specifically making cyclists cross the street not once but twice around the cruise ship terminal. I think this is a bad idea, and people aren't going to go along with it. I understand the desire to let people get into and out of the cruise ship terminals, but you could leverage friendlier mechanisms, like public transportation, to effect the same goals (and reduce emissions). Further, my understanding is that important parts of the bicycle master plan from SDOT are going to be removed with their latest plan (I may be getting the nomenclature wrong). I think this is a huge mistake. As a city we should be encouraging people to bike, and an important part of that is to create good bike infrastructure and protected bike lanes. A more connected system is safer and will generate more use, but as people with less experience begin biking, providing a safe way to do so becomes more important. Protected bike infrastructure with many options for routes could create a virtuous cycle, pushing more individuals to regular or electric bikes. Thanks for your time.

Presentations:

Seattle Transportation Plan

Presenters: Jonathan Lewis and Lei Wu, SDOT

Presentation: See attached

Time: 6:10 p.m.

Presentation:

- Jonathan:
 - We are here to give you an update on the Seattle Transportation Plan (STP) including an overview, timeline, our plans for engagement, and an overview of the policy framework. We are also planning to hold 3 to 4 joint modal board workshops and wanted to give you a heads up about those opportunities.

- This plan is about the whole transportation system. We are thinking about safety, efficiency, and affordable options to get around town.
- Integrating the current modal plans allows us to make sure all the modal networks can work together and not remain siloed.
- Some big changes and ideas we need to think about are Sound Transit light rail expansion, e-bikes, Stay Healthy Streets, and thinking about the bicycle network as a system.
- The “mother plan” for the STP is the Seattle Comprehensive Plan. We are working closely with the Comprehensive Plan team and considering land use and transportation changes to support growth.
- Related to the bicycle network, we are thinking about shared streets or car-light streets and how they are used.
- We are also looking for opportunities to strengthen our policy framework around curbside management and thinking about the critical access and curbside function.
- Regarding vehicular travel, we have drastic environmental goals to reduce solo driving trips, but we haven't created related policy or programmatic initiatives which are important to climate action.
- Lei:
 - There will be three phases of community engagement:
 1. Validate the policy framework with community starting in May/June of 2022.
 2. Later in 2022, circle back with the community and work with community to co-create the transportation network.
 3. In March of 2023, present the draft document to community to confirm that SDOT got it right.
 - We are proposing 9 meetings through June 2023 with two formats:
 - The first are regular briefings to SBAB to provide updates at key milestones.
 - The second format are 4 workshops where we will invite modal board members, planning commission, Transportation Equity Workgroup members, advocacy groups, and labor groups. We want everyone to bring their perspective and collectively discuss the STP in a wholistic manner.
 - The 4 workshops will be scheduled outside your regular meeting time, so there will be extra time required of SBAB. This will be in person and online. Each workshop will be about 3 hours. The date is still to be determined, but I will work with Simon to get you the information.
 - Our approach to community engagement is to reach out to every community on the neighborhood level with an emphasis on communities that have been historically excluded from previous planning efforts.
 - I wanted to share a sneak peak of policy framework. We will start with the plan vision, which will provide support for long term aspirations. Under that will be goals and objectives, which will have a timeline and be measurable.
 - As we wrap up, I wanted to leave you with one question for discussion: To you, what does an ideal integrated transportation network look like?

Discussion:

- Response to: To you, what does an ideal integrated transportation network look like?
 - Sarah: Durable, long-lasting infrastructure that is not just paint and posts. A network that is intuitive and easy navigate and direct, not just for recreation, but also commuters. The bike network also needs to support e-bikes and cargo bikes.

- Patrick: It is a network that reflects already adopted values, such as Vision Zero, equity goals, climate goals, and serves the 25% of people who can't drive.
- Andy: A place where it is attractive not to drive a car.
- Yasir: A lot of bike lanes that are connected to each other.
- Doug: Safety is a big part of the equation. I would love to have separated bike paths, but we can design safe shared streets, too.
- Maimoona: A connected bike network with no gaps that advances our climate action goals and reduces vehicle miles travels. Driving is not the first choice, but all choices are equally convenient.
- Diane: Safety and access for all. We should imagine the most vulnerable users of the transportation network and design for them to use the system easily. We need to promote bike and pedestrian modes more because climate change is real.
- Meredith: What are all these hours of community engagement leading to? How much of the plan is already baked? Will the freight and maritime interests be elevated higher than the advisory groups? The plan cannot defer to their interests. Are you coordinating this effort with the Maritime and Industrial Strategy effort? I also want to know what will happen to the existing BMP network SBAB has enjoyed providing input throughout the years. I'm worried that we have to start all over.
 - Jonathan: We are not the best group to answer questions about the Maritime and Industrial Strategy. I will say that the freight network was developed more recently and does not need as much work as the bike network. The only freight network change we are aware of is around the north portal to the SR-99 tunnel. The bike network is much older and there are key changes such as new light rail that we need to consider. As far as providing input over the years, I believe SBAB was providing input on the BMP Implementation Plan, which is tied to the Levy and not changes to the network itself.
- Kashina: I have concerns about the community engagement process. It is famously hard to get around in Seattle and people have so much anxiety about driving. I'm worried that if you ask people about walking, biking, and transit you will hear feedback that people do not want to give up any space on the road from driving to make it even harder to drive. That feedback will not allow us to make the big changes we need.
 - Lei: I understand your concern and doubt. I ask you to be an advisor for the city, and see how we can make improvements to the existing bike network.
- Patrick: The City already has documented goals to start this plan, but it seems like you are starting over and asking for input to recreate those goals. And your approach to identifying constraints in the right-of-way to fit all mods is backwards. Shouldn't we be using our goals and values to prioritize walking, biking, and transit where we are most constrained for space. And to echo what Meredith said, there is a broad need to build trust during this plan development so that it is not just a land grab by freight and cars.
 - Jonathan: One of the things we want to talk about at the first workshop is what we need to collective discuss and not discuss as part of this plan development. There are opportunities to better understand how different modes work together and advance initiatives within the city. We are excited to get your feedback and input.

Alaskan Way PBL

Presenter: Simon Blenski, SDOT

Presentation: See attached

Time: 6:50 p.m.

Presentation:

- Simon:
 - This project will build a new PBL from Virginia to Broad St. Is a 0.6-mile gap and the last leg of a continuous all ages and ability bike network along the central waterfront.
 - Currently, Alaskan Way has four lanes with intermittent parking bays and no bike facilities. The BMP calls for a PBL along the waterfront.
 - On the west side of Alaskan Way is Pier 66 and Pier 69. Also on the west side are Port of Seattle offices, a hotel, and restaurants.
 - On the east side of Alaskan Way there are condos, a hotel, and restaurants all south of Bell St. North of Bell St there the BNSF tracks come out the downtown tunnel and run directly adjacent to the street. There are no buildings or active land uses north of Bell St.
 - This area is changing so we wanted to highlighting some notable changes. Starting in 2022, there cruise ship sailings at Pier 66 will increase from 3 to 5 sailings per week.
 - By 2023, there will be a new Waterfront Bike Path south of Virginia St and a new connection up to Elliott Ave and Western Ave, which will provide a more direct north-south connection for cars and trucks in this area. As a result, the traffic volumes on Alaskan Way north of Pine St are forecasted to decrease.
 - Long-term, in about 10 years, the seawall in the project area will need to be rebuilt. That will provide a big opportunity to redesign this portion of Alaskan Way. We do not want to wait 10 years to make this bike connection so we are trying to build something that will serve this connection in the interim.
 - The cruise ship sailings at Pier 66 pose the biggest challenge for this project, so we wanted to highlight some of the operational challenges. There are up to 5 sailings per week, with up to 5,000 passengers getting on and off over a 10-hour period. Passenger loading occurs along the west side from Wall St to Blanchard St and resembles what you might see at an airport. Everyone has luggage, staff are pushing luggage carts, and many people congregate on the sidewalk. On the east side is truck staging where trucks wait to be called behind Pier 66 to load or unload.
 - The two approaching bike facilities, the Elliott Bay Trail and the new Waterfront Bike Path, are on the west side. Continuing the facility on the west is the clear option for the bike network, but Pier 66 is a big challenge both due to the west side passenger loading and other demands within the street. We have a concept that tries to respond to that.
 - The proposed concept includes a raised PBL on the east side between Virginia St and Bell St. From Bell St to Wall St we are more constrained for space and are proposing a shared use path on the east side. At Wall St, the PBL will cross back to the west side and continue up to Broad St to connect directly to the Elliott Bay Trail.
 - We are proposing the east side facility south of Wall St to avoid Pier 66 loading conflicts. The west side facility is proposed north of Wall where there is less passenger loading and not a need to maintain four lanes. The shared use path is only proposed for a short segment where we are most constrained and where pedestrian volumes are low.
 - We recognize having people switch sides of street is not ideal and we have tried to make the transition comfortable and intuitive. At Virginia St the Office of the Waterfront project will narrow the crossing from 4 lanes to 2 lanes with a flashing beacon. At Wall St, there will be a diagonal bike crossing with a dedicated bike signal and all-way walk. The bike phase will come up every cycle, which will minimize delay for bikes.
 - For next steps, we are at 10% design and plan to be 30% design this summer. We will have an online open house later this month. Construction is planned to start in the

second half of 2023. We hope to align our schedule closely with the opening of the new Waterfront Bike Path.

Discussion:

- Meredith: This is my daily commute and your observations about the heavy activity at Pier 66 make sense. Did you say that there would be PBL's on Elliott and Western as well?
 - Simon: Yes, that is one of the Office of the Waterfront improvements to build a new street to connect from Alaskan Way and Pine St up the hill to Elliot Ave and Western Ave. The street will be four lanes with sidewalks and raised PBL's.
- Meredith: I'm not concerned about the crossings. I will say the full 10 hours of loading and unloading is rare and tends to be most impeding in the morning. My main concerns are the width of the PBL and that people will be walking in the PBL. I would like 12 feet instead of 10 feet. I am wondering about the existing trees. What does Urban Forestry think about cutting them down to make more space? Lastly, is there a way to make the crossing at Virginia St more diagonal so it is not a right angle?
 - Simon: Every section except the shared used path will be a PBL that is fully separate from the sidewalk. The trees south of Bell St will hopefully deter people from walking in the PBL. And north of Wall St, the PBL will be at different height than the sidewalk so hopefully that will deter people from walking in the PBL as well. We are looking to angle the crossings more to make the transition smooth.
- Sarah: I don't love the crossings and think it is silly to cross for a half mile. I'm interested if there are any creative solutions to keep the facility on the west side. Would the Port encourage TDM strategies? I know that cruise ships are terrible for the environment. Could the loading zones move on their property, could there be a shuttle, or other creative options?
 - Simon: We haven't talked about any TDM strategies with the Port. The space is really constrained and there is a lot of demand to directly access the west curb line. Typically for we need to repurpose about one lane of traffic to fit a two-way PBL and that alone is challenging. But with all the loading at this location we really need the equivalent of one and half lanes because we want a wider loading platform to mitigate conflicts between bikes and passengers. It is very challenging to find enough space at this location.
- Kashina: I know that in Seattle we are allowed to walk on the sidewalk. Can the Port prohibit people from riding on the sidewalk when a ship is in port?
 - Monica: SDOT owns the sidewalks so the Port cannot prohibit people from riding on the sidewalk.
- Kashina: Would it be possible to see the other options, even if they are challenging or not ideal?
 - SB: We considered a large number of options and are putting forward the most workable option.
- Doug: Has SDOT decided a width? Twelve feet would be a lot better than 10 feet.
 - Simon: Currently, the PBL would be 10 feet. On some blocks we may have space for a wider buffer.
- Patrick: I keep looking at the cross section and there are 6 lanes and a wide sidewalk section and then there are 3 more lanes on Port property in the parking lane. It is hard to believe that there is not a way to get something through there. Is there a way to compel the Port to manage the cruise ships better? It would be great to see the other options. I ask that with a certain amount of skepticism, because SBAB will not beat the Port or the cruise ship industry.
- Yacoov: What proportion of cyclist would use the sidewalk versus street? How do we believe that will affect safety?

- Simon: We don't have a forecast on where users will ride, but we do anticipate that some people will ride on the sidewalk. The goal of this project is to provide a safe and comfortable bike facility. Everyone may not use the facility as we hope they would, but we are trying provide an option for them.
- Sarah: Are there any budget constraints? Could the Port be asked provide funds for this project since they use SDOT property for loading and staging?
 - Simon: The project is fully funded with Levy and grant funding.
 - Monica: The Port already has a permit to load and unload and we cannot retroactively ask for money for that operation.

Public Comments:

- William: Hi, I'm a bike advocate originally from Phoenix. It is amazing how robust the network is here in Seattle. Thank you for all your work.
- Eric Salinger: I lived by the Alaskan Way project. I am glad this project is happening, but I'm surprised that we feel we need to prioritize cruise ship traffic. It is frustrating to hear this.
- Clara Cantor: I am frustrated with SDOT's STP presentation. We keep hearing about safety, climate, and equity goals, but I don't trust this because we keep running into issues on projects such as Alaskan Way. I am frustrated because SDOT staff came to talk to you and other volunteers about improving transportation options, but they did not allow the board to give feedback. Work is clearly being done in the background and SBAB is not being allowed to be involved. If you want people to give their time, SDOT needs to give their time so that community can trust the process. There needs to be a very clear plan and a clear effort for how SDOT is going to build trust and I don't see any of these things.
- Erin Ballie: I want to echo what was said in the chat about having the Alaskan Way PBL switch sides twice in small section. I am concerned that if it is not continuous, new riders will give up and bike elsewhere. This bike lane will discourage and increase emotional barrier to biking in Seattle.
- Bob Svercl: I was just in Portland and they recently built a continuous two-way PBL along their waterfront along Naito Parkway. Portland is eating us for lunch on this. It is important that the PBL is all on one side and continuous. If this design is used, I would ask that the crossing at Virginia St should be a raised crosswalk. I also wonder why we can't remove parking to make room for the PBL.
- Nick Sattelle: I'm upset with the 2 crossings proposed the Alaskan Way project. The Port has land that they could use and that is not being considered.
- Ankur: For the Alaskan Way PBL project, we shouldn't be prioritizing visitors to Seattle over residents. We try to skirt around issues and appease everyone. I think that it is ok to state that we are trying to discourage vehicle traffic and prioritize bike traffic.

Board Business:

- Approval of March meeting minutes:
 - Patrick: Move to approve
 - Kashina: Second
 - All: Approve
- LOC Update:
 - Maimoona: No updates since I did not attend. I wanted to remind everyone that I have a class conflict for the next couple months and need someone to take my place.

- Patrick: I want to say that I used to serve on the LOC and give a plug to encourage someone to participate. It is both important that SBAB is updated on what is happening at LOC meetings and that the LOC is updated on what SBAB is working on.
- Retreat:
 - Sarah: It is confirmed that the retreat will be on May 4 from 6-7:30 p.m., which is during our regular meeting time. No location yet, but we are aiming for an outdoor spot in a central location. Clara from Seattle Neighborhood Greenways will be joining us to share some Bike Advocacy 101. We are open to any suggestions for other topics to discuss.
 - Maimoona: It would be great to meet at Jefferson Park. Then we could do a ride on Beacon Ave before or after the meeting.
- Future agenda items:
 - Meredith: It would be great to get an update on the Beacon Hill project now that a route is selected.
- Announcements:
 - Meredith: I wrote a letter responding to the Industrial and Maritime Strategy Drafted Environmental Impact Statement (DEIS). The difficulty is that we are commenting on the DEIS, and not the merits and strategies of the overall effort. Through the discussions with other people, the big frustration is that this effort is about designating the industry maritime zoning for the future. The plan could go to City Council and solidify the zoning completely separate from the Comprehensive Plan or Seattle Transportation Plan and done without any engagement. That is unacceptable. The most progressive scenario only changes 13% of the existing industrially zoned land, which means the vast majority of SODO and the Duwamish Valley will still be industrial. I don't think this should be happening independently of the Comprehensive Plan or Seattle Transportation Plan and want to include that in the letter.
 - Motion to Approve in concept: Kashina
 - Second: Sarah
 - Approved: All
 - Kashina: We heard a lot of public comment about the Alaskan Way PBL project and I think we should write a letter formalizing our position for a continuous west side facility.
 - Meredith/Andrea: We can help write the letter.

Meeting Adjournment

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