

Seattle Bicycle Advisory Board Meeting Minutes

Date: November 1, 2022
 Time: 6:00 p.m. – 8:00 p.m.
 Location: City Hall Room 370 and Virtual via Microsoft Teams
 SBAB Chair: Pete Bryan (interim)
 Recorders: Simon Blenski, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Max Green	✓	
3	Jose Nino	✓	
4	Andrea Lai, Secretary	✓	
5	Ty Bottorff	✓	
6	Doug Midgen	✓	
7	Donna McBain Evans	✓	
8	Christine Stawitz	✓	
9	Quinn Kelly	✓	
10	Peter Bryan	✓	
11	Joseph Roberts	✓	
12	Vacant, Get Engaged Member		X

Meeting Call to Order: The meeting was called to order at 6:00 p.m. by interim SBAB Chair Pete Bryan

Public Comment:

- Email from Ivy on 10/14/22: I regularly commute via cycling and my commute takes me along Terry Ave North in South Lake Union. I wanted to provide feedback based on my experiences: 1. Lack of protected bike lanes make the street crowded and hazardous especially since the road is shared by the SLU streetcar and cars. During the summer, part of the street is closed off every Thursday for the SLU Farmer's Market, which makes the street even more crowded. 2. The road conditions are variable. Bumpy brick/cobblestone roads make riding bikes over the road uncomfortable especially if bike tires don't provide enough suspension. These patches of road are also slippery when wet. There's also a stretch of Terry Ave N between Denny Way and John St that has large loose gravel/rocks that are hazardous when biked over. 3. Streetcar rails are slippery when wet. One of my colleagues had a fall accident riding over the streetcar rail in the rain last year because it's slippery when wet (and Seattle is rainy the better part of the year). I hope the city would consider adding dedicated or protected bike lanes on Terry Ave N to encourage micromobility modes of transportation. And alternative modes of transportation like scooter or bike are faster than the SLU streetcar.
- Email from Keith Guerin on 10/18/22: I have been a bike commuter in Seattle for the past 10 years. My current commute is entirely along bike routes from west Queen Anne (10th Ave W) to South Lake Union. Unfortunately I am considering ending my bike commute, as I am finding it far too dangerous, due the poor design and maintenance of the routes (potholes, lack of

markings/dividers, gaps at key intersections), and lack of enforcement against drivers who break the law. I am nearly in an accident multiple times a week. Even if I am comfortable with the personal risk, it is unfair to my family. The incremental improvements are not enough. I ask the city to take radical steps to improve bicycle and pedestrian safety, particularly within the city center. Add stop signs, video enforcement, close streets... whatever it takes to make this city safe.

- Email from Emily Follansbee on 10/25/22: I was directed to you to send my suggestion on bike infrastructure by Gretchen Conrad at SDOT Traffic Operations. I would like to request an evaluation to put in protected bike lanes along the entirety of California Ave SW in West Seattle. I believe this would increase bicycle use in the area and improve safety for cyclists in West Seattle. I am an avid cyclist and would appreciate the ability to cycle around WS safely and easily. Also, improving bicycle infrastructure in Seattle is badly needed. Protected bicycle lanes would improve bicycle safety, decrease the reliance on cars for transportation, improve desirability in the area, and reduce the overall carbon footprint of transportation in Seattle. From a former SDOT traffic operations engineering intern (2014-2015), Emily Follansbee.

Presentations:

SDOT Director Intro

Greg Spotts, SDOT

- Greg:
 - Thanks for having me here tonight. I'm excited to meet with this group because for me biking as always meant freedom to me since I was little kid.
 - I came from LA where I worked on large and small bike projects including a new bike path along the Expo line. I also bought LA's first bike lane sweeper and first electric bike lane sweeper.
 - I've been biking around Seattle mostly on Lime bikes to familiarize myself. I also have two bikes that I just brought here including an e-bike and a road bike.
 - We are working on several different kinds of projects right now from big things like Madison BRT projects which will improve bike and pedestrian facilities on a long corridor. And we are also working on a lot of smaller projects.
 - I'm a big fan of the Green Lake loop project. The project was moving forward before I started but was still a big supporter of the project and want to get it open before the weather turns.
 - Like many of you I was disappointed that the Beacon Hill project was delayed. This is an important BIPOC community and equity project, so we are working to recover some of the schedule.
 - Lastly, I wanted to say I'm a friend to the bike community. I'm thoroughly impressed with what has been accomplished but know we more work to do. In a carbon constrained world, we need to make walking and biking as attractive as possible.
- Discussion:
 - Joseph: How can this board best assist you in delivering the things you want to accomplish?
 - Greg: Great question. This board can help sort through the diverse opinions of cyclists and report to SDOT. You can then help report back to those communities to share what is possible and realistic to accomplish. You can also

- bring more and new voices to biking conversations, including cyclists of color, and find ways to lift of voices include people who don't know there is a table to be at. I want to use the Transportation Equity Framework to help us get there.
- Donna: Glad that you decided to buy the sweepers for LA. I live in Belltown and use 2nd Ave a lot. Maintenance is a big issue. Even though the bike lane sweeper goes through regularly there is often broken glass in the morning, and it sits there for a few days. I try report it to Find It Fix It, but there is no bike category. There should be an easier way to report bike issues.
 - Greg: Yes, that is a great recommendation. Jim Curtin, Director of Project Development Division is here tonight and can look into that.
 - Quinn: I've also had similar issues with Find It Fix It. To report down flex posts you need to submit it as "other" which doesn't seem right.
 - Greg: I hear you. If we are going to fix this, makes sense to add options like that.
 - Quinn: I wanted to ask about Lake Washington Blvd. I think a two-way path and vehicle access could be nice balance for that space. It's really important to have a flat connection through South Seattle both for recreation and transportation.
 - Greg: I got to enjoy the weekend closures twice this year. It was probably one of the most beautiful bike rides I have ever taken. During the second ride I met with some community out there. Most of the people I talked to say the weekend closure was transformative, but there is an awareness that there are other folks who are attached to it as a place to drive. I think the Olmstead Brothers laid a roadmap for how to connect parks and we need to revisit that. The new Parks director is AP Diaz who was my former college LA and worked together to soften park edges and extend connections to parks. I think that is something to think about with Lake Washington Blvd.
 - Yasir: What are your plans to make Rainier Ave safer for bike and pedestrians? And can you make leading pedestrian intervals the standard across the city?
 - Greg: This summer before I was confirmed I kept hearing about Aurora and Rainier and that these are the priority corridors. I also heard about MLK and Lake City. I have since visited them and I totally get it. They are exceptions to our beautiful. When I'm there I want to ask, "Where am I?" There are a lot of freeway ramp crossings, and I think there is unprecedented alignment with WSDOT to look at these. I asked my team to do a top to bottom review of Vision Zero to understand why we are not seeing the results we want even though we are building industry standard improvements across the city. Some people are frustrated that I didn't parachute in and make instant changes, but I want to have a data driven and community informed approach; especially when it is about saving lives. I look forward to sharing that report with you in early 2023. So for leading pedestrian intervals, that will be informed by that report. We may also want to consider things like no right on red in busy pedestrian areas.
 - Doug: I know a lot of good people at SDOT working on good projects, but I have an idea for a chief bike officer. There does not seem to be an organizational connection across the department around bikes and I think there could be a role for that.
 - Greg: We can chew on that. One interested thing is that should we have a separate bike plan, a separate ped plan, and other plans but we should really have streets plan to think about things more holistically and I think it is important organize our work in a similar way.

- Dougs: E-bikes are here, and they are increasing in use. However, places like the Burke Gillman Trail were not designed for them. E-bikes are good, but I have concerns about them going too fast for our current infrastructure. Are you all thinking about that?
 - Greg: We are thinking about it. In our field there is a lot of conversation for slow lanes and medium lanes to separate out a kid on training wheels vs. someone going 20 mph rider on an e-bike. I think the Green Lake inner loop and outer loop is a good example of separating those different users.
- Jose: I was really excited to hear about your work in LA and wanted to ask about sustainability. There is a lot of doom and gloom and it's hard to think about all the systematic changes we need to make. Given the city's steep climate goals, how do we make that happen?
 - There are many aggressive goals both for the city and private sector and we are not seeing the trends we want. With the pandemic, downtown office occupancy is down 40%, but vehicle traffic is only down 7%. But we are trying to generate as much hope as possible, pilot things, and then quickly scale up. In LA did pilot street painted, evaluated it then scale it up to 200 blocks in a couple years. I also worked to electrify our fleet of vehicles. There are a million frustrations along the way but excited SDOT staff's heart are in the right place. Seattle can be a leader in the country and world. What drew me here is that you guys tore down the viaduct. I know not everyone is happy with what is being put back, but just think about how an improvement is being made there.
- Pete: What were the reasons for the Beacon Hill delay?
 - Greg: There was a change in project manager, so we did lose some momentum. There are also concerns about the parking removal. As I mention, the point about focusing on South Seattle is well heard and we are working to recover some of the schedule.
 - Pete: Thanks for that info. In the future it would be great if SDOT could share more info about the reasoning. I think that would help us all understand better.
 - Greg: Thanks Pete. We can work on that going forward.
- Greg: Thank you all for your questions and for your work. I really enjoyed being here and look forward to biking with you some day.

BMP Levy Deliverable Update

Hallie O'Brien and Summer Jawson, SDOT

- Presentation attached
- Discussion:
 - Pete: Unfortunately, we do not have time for questions, but I recommend that board members email questions to Simon and he can share them with Hallie and Summer.

Public Comments:

- Bob Sverl: I'm excited that there will be some funding to upgrade existing neighborhood greenways. I am particularly interested in improving the crossings of the existing greenway through Beacon Hill. It is extremely difficult to cross and vehicles to now stop or slow down for bikes or pedestrians.

Board Business:

- Approval of October meeting minutes:

- Jose: Motion to approve.
- Joseph: Second
- All: Approve
- Discussion/potential vote for new co-chairs and Levy Oversight Committee rep
 - Pete: I wanted to see if anyone wanted to step forward tonight and volunteer for these positions?
 - Joseph: I am interested in the LOC rep position but know there may be other interest and in no way want to make it competitive.
 - Donna: I'm in a similar place for the co-chair role. I'm interested but want to see if others are interested.
 - Doug: Pete, you've done a great job tonight. Have you considered being co-chair with Donna?
 - Pete: I guess I could be interested
 - Quinn: Can you share more info about the LOC role?
 - Simon: This is a representative on the LOC which monitors the progress of the Levy to Move Seattle, which funds most current bike projects. You are asked to help prioritize programs and review budgets. It's great because you get exposure to SDOT's broader portfolio and ensure that SBAB's perspectives are represented and bring LOC updates back to SBAB. The time commitment is an additional 2 hour meeting each month. They typically meet the first Tuesday of the month from 5-7 PM.
 - Monica: In addition to what Simon said, the LOC is also tasked with helping to develop and inform the next transportation funding package. We are getting to the end of the current levy so that will be an important task.
 - Pete: I recommend that we table a vote for one more month and plan to vote in December. If you are interested, please email the list serve before the next meeting indicating your interest.
- Future agenda items:
 - Joseph: I would like a Vision Zero update. It is a worthy goal that no one can disagree with. I'm just curious what is being done to accomplish the goal? How is it being integrated into all of SDOT's work?
 - Doug: I'd really like to get an overview of the SDOT structure and how bikes fit into that.
 - Ty: I'd be interested in talking more about what Greg recommended. How can the board interface effectively with community?
 - Quinn: I've emailed Simon a lot of ideas, but I'd really like to hear an update on the Alaskan Way PBL project.
 - Max: I'm interested in long-term east-west connections in south Seattle.
- Announcements:
 - None

Meeting Adjournment: The meeting was adjourned at 8:00 by interim SBAB Chair Pete Bryan.