

Seattle Bicycle Advisory Board Meeting Minutes

Date: June 18, 2024
Time: 6:00 p.m. – 8:00 p.m.
Location: City Hall L280, Boards & Commissions Room
Recorders:

Bicycle Advisory Board Members Present

Seat	Members	Present ✓	Absent ✗
1	Vacant	-	-
2	Max Green	✓	
3	Nia Ransom, Co-Chair	✓	
4	Amy Conroy		
5	Vacant	-	-
6	Doug Midgen	✓	
7	Donna McBain Evans, LOC Rep	✓	
8	Christine Stawitz	✓	
9	Vacant	-	-
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary		
12	Eli Davis, Get Engaged Member		

Steve Kennedy
Taylor (TJ) Horn

Presentations

N 130th St Mobility Improvements

Quinn Kelly, SDOT

See presentation attached

Project objectives:

- Improve transit reliability, passenger experience, and pavement quality
- Create safe and comfortable facilities for walking, biking and rolling to the 130th station
- Reduce serious and fatal injury collisions

Context:

- 130th station opening in 2026
 - o Sound transit anticipates that 90% of riders will arrive by walking, biking or transit
 - o Will connect to Metro's new route 77

History and Past work

- 2020 Multimodal access study
- New signal at Ashworth Ave
- Vision Zero Project

- NE 130th/125th st project to the east
 - o Scheduled for construction in 2026, in advance of light rail station opening

Adjacent projects

- N 130th S Vision Zero Safety Corridor
- 1st ave shared use path
- NE 130th and 125th St Mobility and Safety

Project Scope

- Full-depth pavement reconstruction
- Upgraded and relocated bus stops
 - o Bus shelters with lighting
 - o Benches
 - o Real time information signs
- Pedestrian/neighborhood greenway crossings
 - o 1st Ave NW, Dayton Ave, Fremont Ave, Corliss Ave
- Roadway reconfiguration
- Protected bike lanes
 - o From Greenwood Ave N to 1st Ave N
- Plantings strips with street trees
- Upgraded drainage

Crossings

Proposed new crossings:

- 1st Ave NW
- Dayton Ave
 - o Flashing beacons
 - o Speed cushions
- Evanston
 - o Flashing beacons
 - o Speed cushions
- Fremont Ave
- Corliss Ave
 - o Full pedestrian half signals
- 3rd Ave NE
 - o Full pedestrian half signals

Proposed raised crossings

- Pending drainage feasibility and interagency review

Project Status and Timeline

- Recently completed 10% design
- Funded through 100% design
- Project identified as higher tier priority in STP and included in the Levy

Discussion:

Donna McBain Evans: I'm not familiar with this area, is residential? Is parking being removed?

Quinn: Mostly residential, some commercial areas near Linden and Aurora, as well as some schools along the corridor. Not removing any major parking lanes,

Doug: What does it mean by elevated? I'm concerned about how narrow the lanes are.

Quinn: It is a bike lane at sidewalk level. Similar to existing bike lanes on 8th ave that are elevated to sidewalk level. These are 5-foot lanes with a 2-to-3 foot buffer.

Joseph R: Would you consider adding reflected pieces to the buffer so that they are more visible at night or in the winter? Relocating trees to between the bike lane and sidewalk provides better protection from cars, but reduces protection from pedestrians, how are you planning to address this?

Quinn: I will make a note of that, thank you. SDOT is working on new edge treatments between sidewalks and bike lanes to work on this problem. We are working on an edge, kind of like a parking stop to create a better buffer between the sidewalk and the bike lane.

Pete: The bike sensor for the lights does not work at Linden. In the project on the east, there was some funky things going on with the bike lane. What does the connection look like between that project and this project?

Quinn: The bike lanes will shift from directional bike lanes on each side to a 2-way facility on the north side of 130th. At North Acres, it will transition from a 2-way facility to paths on each side.

Nia: Is there an on ramp to I-5 that intersects with this project? There is a similar intersection on Rainier and it is dangerous. How are you planning on addressing this problem in this project?

Quinn: Yes, there is an intersection with the on ramp. The plan includes squaring up the intersection so cars are forced to make a sharp turn onto the on ramp, which will force cars to slow down as they get on the on ramp.

Joseph: How long will pedestrians have to wait for pedestrian signals?

Quinn: We would love to be able to have very fast signal response to pedestrians, like the signal at Judkins.

Steve Kennedy: I live in the neighborhood, and this is going to be a great project. It's currently very difficult to bike on 130th. I'm wondering about the schedule, it looks like this project will not necessarily be completed by the time the station opens in 2026.

Quinn: This project will not be opened by the time that the light rail station opens. The project to the east is on track to be completed by 2026. However, there will be interim PBLs that will provide a connection from Stone to 1st Ave.

Pete: This project is crossing Aurora, are there any thoughts about having WSDOT put any extra controls as part of this project?

Quinn: We are planning on adding Leading pedestrian intervals, as well as no turn on reds at that location, we are coordination with WSDOT to make the crossing feel safe for everyone.

Nia: I would encourage a no turn on red on Aurora.

Public Comment

Re: Supporter of Crossing of Aurora at 130th

Ben McDonald

130th st project aligns with my commute to my kid's daycare. I have been trying to find a reliable and safe way to cross Aurora. I am a fan of this project, but I am also a fan of improvement elsewhere. In general, I am a fan of this project and it will greatly improve safety for crossing Aurora.

Comments Received via Email

Re: 8th Ave Bike Lanes

Jack Larson

Hi team! I wanted to reach out and say thank you for making such a comprehensive network for bikes in Seattle.

I've heard that some existing bike lanes are being upgraded from vertical paint / reflective posts to cement barriers and other features such as concrete islands to improve safety. Lately I've been using the 8th and 9th Avenue bike lanes a lot to get to and from the downtown corridor, and there's been a number of extremely close near misses as cars pull into the nearby hotels or trucks pull in to make deliveries.

This is by 2218 8th Ave, right where the bike lane curves in. Even in google maps, cars and vans have blocked the bike lane (see attached screenshots as examples). Are there potential plans to upgrade this bike lane to a barriered one where cars cannot cut in? Many don't check their mirrors before turning and it leads to some extremely dangerous situations where both the bike and driver have to slam on their brakes to avoid hitting one another as the car turns through the bike lane (or parks and opens their doors).

Thank you for your Vision Zero plans, and I look forward to volunteering, advocating, or helping the city in any capacity I can when it comes to biking infrastructure and facilities!

Re: N 50th St

Drew Taylor

Hello, I am Drew Taylor, a High School Student at Lincoln High School and I am advocating for the expansion of bike safe infrastructure in the city. As a person who has biked around the city, the thing that makes me and other cyclists feel the most safe are physical boundaries in between cars and bikes, such as bollards. An area I bike in somewhat frequently is N 50th St. adjacent to the Lower Woodland fields and the zoo area, where there is only a painted bike lane, and the lane is exposed to traffic. I think the implementation of bollards here would be greatly beneficial to the safety of both drivers and cyclists, and would prevent possible future incidents on this street. Thank you for your consideration.

Board Business

Updates

Donna LOC update:

We wrote a letter to the mayor's office, which led to 20 million dollars added to the bike funding, focused on South Seattle. Added 10 million for EV charging stations. Upgrading 30% of bike lanes with better bike barriers around the city.

Councilmember Saka put out his own version, adding 100 million dollars to the mayors proposal focused on sidewalks.

Does the bike board want to write another letter or make a statement about the climate change plan for the city?

Pete: We could try and talk to councilmember Saka and send the letter that we sent to the mayor to each of the councilmembers, with a short cover letter stating that these concerns are still relevant.

Donna can draft bullet points of what board wants to address.

Pete motions to vote on Donna drafting cover letter, Doug seconds

Unanimously approved by the board

Retreat

Proposing a Board retreat for October, November or December

- October is the best month with holidays in November and December

Ideas for what we want the retreat to look like

- No presentation from outside group
- Icebreaker, something social
- What do we want to do until the next September?
- Concrete agenda with expected outcomes
- Time bound idea generation
 - o Top 3 ideas you think the board should consider?

Joseph motions to have retreat in October 2024, Donna seconds

Approval of minutes from May

Nia Motioned

Unanimously approved by the Board

Meeting Adjournment

Pete adjourns meeting, Nia seconds