

# Seattle Bicycle Advisory Board Meeting Minutes

**Date:** April 16, 2024  
**Time:** 6:00 p.m. – 8:00 p.m.  
**Location:** City Hall L280, Boards & Commissions Room  
**Recorders:** Lili Hargreaves, SDOT

## Bicycle Advisory Board Members Present

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Max Green	✓	
3	Nia Ransom, Co-Chair	✓	
4	Amy Conroy		X
5	Vacant	-	-
6	Doug Midgen		X
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		X

## Presentations

### Levy Renewal

Director Greg Spotts and Dan Anderson, SDOT  
See Presentation Attached

### Discussion:

- Doug M: Need to make improvements for how to communicate issues with bike lanes. Frustrated because it is hard to convince people to pay more money when there are large accountability gaps. There needs to be something on the Find it Fix it app that includes bicycle maintenance issues.

- Joseph R: I see a lot of detailed metrics here on how we're going to be producing results, and this draws a stark contrast with the previous slide. So my question to SDOT is what specifically are we going to get?
  - We wanted through this effort to elevate the need to take care of our new infrastructure better and the need to clean when we have leaf drop. There are seasons when the bike lanes are more challenging than others and so sometimes what happens when you're starting something new is you're not defining it as clearly because you're also going to have to iterate some. We have left a little space to figure out how to do this well.
  - Joseph: I would respectfully suggest that you're leaving a lot of space for doubt or questions or uncertainty which you might characterize as flexibility.
  - Francisca: So I can say that they have identified that the fund would enable them to do multiple times a month cleaning of the bike lanes.
- Doug M: Cyclists are the most vulnerable users when it comes to potholes. Responsiveness for potholes used to be very fast, and that is not the case anymore. This is the kind of thing in terms of accountability, if you want people to vote for the levy, that you need to address. I would prefer a commitment to clean the bike lanes three times a year. Especially when you tie this all together, things that are nothing for a car can kill a cyclist, and cyclists are probably more vulnerable than pedestrians, because except for the bike lanes, we're always in the road.
- Donna: My concern is that when the public was hearing about the Levy to Move Seattle, they heard that you're going to build 50 miles of PBLs and 60 miles of greenways. This levy seems to be lacking specificity. You mention 5 new NGWs being built, but the length and locations are not outlined. You talk about filling in the gaps, but we don't know where they are. Wondering if this will be a problem going forward.
  - We hear you on that. We have the benefit of the Seattle Transportation Plan that defines where we want to prioritize bike investments. We want to continue to work with you all on implementation plans. It includes working with boards and commissions and it includes preparing work plans and annual accomplishments. Additionally, the bike program is one of our key programs where we also know we're going to be aggressively applying for grant funds. This isn't the final conversation that we're going to have about how these funds are used as we go forward.
- Joseph: I was happy to see that you were looking to encourage ebike usage as part of your climate and resiliency approach. I think that's right on, because I think that encouraging people to take lighter weight more efficient vehicles is absolutely critical. So what I was wondering about is range anxiety is also an issue for bikes and my question to you is where is that start in terms of thinking about the options for public ebike charging?
  - Francisca: One of the things that is happening around electric vehicle charging is it is still something people are largely doing at home. Catherine will be presenting on ebikes later and may have some good insights on this.

### **E-Cargo Bike Program**

Katherine Rice, SDOT

See Presentation Attached

### **Discussion:**

- Doug: I think this is a great idea, and if you could get rid of half the cars in Seattle it would be even better. A few observations. The bigger the carrot for companies to get involved the better

it will be. Where are these vehicles going to go? Are they going to go in the bike lanes or are they going to go in the street?

- Katherine: Ideally we would like to see them operate in our protected bike lane network.
  - Doug: This really needs to be worked through because 20 mph is very fast, especially for wide vehicles. Many non-motorized bicycles do not go 20 mph.
  - Katherine: Thank you, that's helpful. This is really a partnership as well and for the city to really think about how to move into thinking about commercial delivery and a whole new way of bike.
- Donna: I just want to echo Doug's concerns about putting these vehicles in the bike lane. I look at this UPS like truck up there, and I just can't imagine that in the bike lane, it would just take up most of the space. It would go very fast compared to most people, so I think this is a really big issue that you all have to deal with before you start putting these on the street.
- Joseph: I want to back up what the previous two speakers have said, and I'm going to go one step forward. So I'm imagining something like the Broadway PBL, but any other PBL in the city would probably count so long as it goes next to places where you'd want to deliver stuff. So I can imagine that UPS one, they are very incentivized to go fast because they've got a lot of deliveries to do in a limited amount of time. Additionally, when they reach their destination I imagine that they are likely to stop in the middle of the bike lane. I do think this is a wonderful idea and goes directly to Seattle's climate goals. I'm incredibly supportive but I think that there's a lot of practical details that need to be carefully thought through.
  - Katherine: The food bank program through cascade has been a prototype for how we're thinking about this. I think this is really situated for larger businesses that want to operate on a larger scale and then our small to medium business community that might have a smaller vehicles to access those different zones. In terms of your first question, we are going to try to learn as much as we can in terms of where cargo bikes do park and load at the curb. One of my biggest concerns is that they are improperly parking in the wrong areas, so we're working very closely with our parking enforcement team to see what processes we can put in place before we do launch the program.
- Joseph: In regard to gig workers, I just want to ask how will you slot gig workers into your thinking on this subject?
  - Katherine: It's a key audience that we're actively trying to engage. We met with the Seattle Restaurant alliance a couple months ago to get a sense of which businesses would be able to participate and quickly found out that almost 90% of them use platforms such as uber eats or grubhub for their deliveries and pickups. So that's somewhere where we feel like we can make a big impact. So our goal is to incentivize them to use more micro modes of delivery.
- Doug M: Do you know how much these bikes cost?
  - Katherine: it really ranges based on the manufacturer and the size of bike that you're thinking about.
- Nia R: I was just wondering, if something were to happen to ebikes because they're very hard to maintain and fix if something goes wrong. So when we're thinking about how we upkeep the maintenance of all of these ebikes, where does that cost go?
  - Katherine: All of the bikes permitted in this program would be independently owned by the companies, so that cost would be paid by those companies. That being said, thinking about it in reflection to the larger trucks and cars, it's a much less of a cost for maintenance and operations.

**Public Comment:**

**Tyler Vasquez, Cascade Bicycle Club**

- Congrats to levy team on publicizing the first draft of the Levy. Cascade is optimistic about the levy. Thank you to the volunteers on SBAB.

**From Email:**

From Alan : plugin2solar@gmail.com

Regarding Lincoln Park way sw. From Beach Drive, s,w, to 47<sup>th</sup>. Ave, s.w.

This street is dangerous for bicycles to climb the hill. There is no bicycle lane.

I have been nearly run off the road several times.

It's a steep hill and bicycles need a lane to climb the hill safely.

## **Board Business**

### **Voting on in-person meeting**

- Hallie: Everybody vote on a meeting that would work to meet in person.
- Agreement for June for board members to attend in person.

### **Approval of minutes from March**

- Double minutes approval at the May meeting.

### **Draft letter proposal**

- Pete proposes a motion for Donna and Joseph to write a letter representing the board's position on the levy and collaborate with other Modal boards as they see fit
- Christine, Nia, Joseph, Donna to write letter
- Max, Nia, Christine, Donna, and Pete second

### **Meeting Adjournment**

The meeting was adjourned by Pete Bryan.