

Seattle Bicycle Advisory Board Meeting Minutes

Date: May 20, 2025
Time: 5:45 p.m. – 7:45 p.m.
Location: City Hall L280, Boards & Commissions Room
Recorder: Quinn Kelly

Bicycle Advisory Board Members Present

Seat	Members	Present ✓	Absent X
1	Ksenia Ershova	✓	
2	Kathryn Ricchiuto		X
3	Nia Ransom, Co-Chair	✓	
4	Madin Akpo-Esambe		X
5	Taylor Hom	✓	
6	Doug Midgen	✓	
7	Donna McBain Evans, LOC Rep	✓	
8	Rafael Ronquillo, Secretary	✓	
9	Molly McNeely	✓	
10	Max Baker	✓	
11	Joseph Roberts, Co-Chair		X
12	Joshua Scheidt, Get Engaged Member	✓	

Presentations

Automated Safety Cameras

Andy Merkley, SDOT

Presentation

- Update on Vision Zero
 - o Collision trends and Contributing Factors
 - o Speed is a major factor
- Safe Systems Approach
 - o Reduce likelihood and severity of crashes
- Safety Cameras are a Proven Safety Countermeasure
- SDOT currently has
 - o 23 intersections with red light cameras
 - o 6 locations with bus lane cameras
 - o 6 locations with block-the-box cameras
 - o 19 locations with school speed zone cameras
- Seattle currently doubling number of school safety cameras
- 2024 State Law Changes

- Citations can be reviewed by civilian employees
- Safety and equity analysis required
- Increase reporting requirements
- Permanently authorizes pilot authorities (e.g. block the box and bus lane cameras)
- Repeals racing zone speed cameras
- Simplifies allowable types of full-time speed zone cameras
- Cities can adopt an ability-to-pay calculator
- Requires granting 50% reduction in first fine received for people receiving public assistance
- Local Legislative Updates
 - Updated code to align with state law
 - Signage to be installed 30 days before camera activation
 - 30-day warning only period
 - New fine schedule
- Program Financial policies
 - Removed limitations on how revenue is used
 - Created Automated Traffic Camera Safety Fund to replace School Safety fund
- Net revenues may be used only for certain types of projects and campaigns
 - 15% of net revenues must be reserved for sidewalk construction and repair projects
- Programs to Reduce Impact of Fines
 - Ticket debt reduction hearings
 - Payment plans
 - Community service plans
 - Unified payment program
 - 50% first violation penalty reduction
- Privacy Protection and Data Retention
 - Only records images of vehicles at time of infraction
 - Camera images cannot reveal face of drivers/passengers
 - Only photos from rear of vehicle
 - Recorded images/videos cannot be used for any other purpose than enforcing traffic violations
 - Data retention
 - 31 days for warning or no infraction
 - 3 year retention for recordings that result in an infraction
- Draft Safety Camera Implementation Guidance
 - SDOT publishing policy in the next couple months
 - Will address:
 - Program administration (reporting, budget, revenues)
 - Siting procedures (safety, equity)
 - Community engagement (transparency)
- SDOT preparing to site 37 new school speed zone cameras at 19 locations in 2025
 - Locations identified based on safety needs and equitable distribution
 - Equity conundrum: Cameras can improve safety but also burden community members with punitive fines

- Re-invest revenues to make streets self-enforcing
- Prioritizing locations after flashing beacons are not sufficiently reducing speeds
- Next steps
 - Summer 2025: Publish ATSC Implementation Guidance
 - Later in 2025: Deploy and activate new school zone safety cameras
 - 2026:
 - Prepare annual report
 - Evaluate modifications
 - Deploy and activate initial full-time speed cameras at priority locations

Discussion

- Donna: how do we ID infractions?
 - Andy: Vendor has automated procedures, anything that is in question gets sent to the police department for evaluation
- Doug: full speed ahead on these cameras; we sent a letter on 2/20 requesting that school zone cameras be turned on 24/7; has there been any action/discussion?
 - Andy: aware of the letter, not aware of discussions around it; steps to make these cameras 24/7:
 - Update contract with vendor
 - Higher volume of infractions requires more staff time to review
 - 14 day limit to review potential infractions
 - PD can't always keep up
 - Would need to allocate additional resources through annual budget process
- Rafi: was there any discussion toward having more of revenues to toward Vision Zero?
 - Andy: having 70% of red light cameras go to general fund is a legacy policy
 - Was actually amended down from 80%
- Molly: what is general fund and how does it differ from the other one
 - Andy: general fund does not have restrictions like other funding sources; used by multiple departments for various uses
 - ATSC fund cover administration of the cameras and then the remainder goes toward safety improvements
- Molly: how did you arrive at fine amounts? Did you do evaluation of the size of fine that changes behavior?
 - Andy: not sure how we arrived at those numbers
- Ksenia: how do you come up with locations of new cameras?
 - Andy: safety metrics such as speed data and collision history
 - Similar metrics for bus lane / block the box cameras
 - Ksenia: how to make sure that the cameras are making a difference?
 - Andy: goal is to turn off every camera eventually
 - Monitor locations through annual reporting and evaluation process
 - Implementation guidance will be a living document
 - May need to add additional criteria to make sure living up to the intent of the program
- TJ: there are lots of roads (e.g. Admiral Way) where people consistently go way over the speed limit; seems like a candidate for a speed camera; if we put a camera there and it just

racks up lots of revenue, how do we translate that data into a need for infrastructure changes?

- Andy: hard to answer; projects on major corridors take a long time; Transportation Levy helps fund all sorts of projects; Complete Streets Policy dictates improvements wherever we're already doing work
- Ksenia: are you planning to revise speed limits as well?
 - Andy: yes, VZ program does evaluate speed limits; over the past 6-7 years we've reduced most arterial speed limits to 25mph
- Nia: fine to reach out to you with follow-up?
 - Andy: yes

SDOT Sub-Committee Update: Find It, Fix It

Doug Midgen, SBAB

Presentation

- Having bike issues on Find It, Fix It is a good idea, but needs some work still
- There's a menu of options on Find It, Fix It
- Once you go to Bike Lane Issues, there are several sub-categories
 - Could use more categories (e.g. need for stop signs)
 - For example:
 - Lake Washington Blvd at E Harrison St needs stop sign
 - Construction signs leftover after construction
 - Pine St bike lane issue (now fixed)
 - Tree block I-90 trail
 - Need a place to report small issues (e.g. spot fixes)
 - Potholes are a huge issue for cyclists
 - Would like an option to report potholes affecting bicyclists
 - Even just the ability to report dangerous locations
 - Wants to see accountability
- The other issue is responsiveness
 - Doug has submitted several issues but not gotten any response
- Would like to see more staff resources dedicated to monitoring and responding to Find It, Fix It issues

Discussion:

- Donna: Find It, Fix It does have a phone # for urgent matters
 - Doug: doesn't get you someone, you end up leaving a message
- Donna: There's also an email address at the bottom
 - That seems like a good place for the stop sign issue
- Doug: The City can mobilize resources quickly
 - E.g. violent graffiti gets removed very fast
 - Find It, Fix It has enormous potential
- Rafi: Hadn't thought about the app as an avenue for suggestions on infrastructure
 - Could SBAB monitor that email address?
 - Could we add a Find It, Fix It category for suggestions?

Public Comment

- Sanders Lauture runs blog about cars block bike lanes
 - o 3 recs:
 - Install armadillos in problematic spots
 - Provide update on Better Bike Barriers program
 - Publish new bike map PDF

Board Business

Approval of April Minutes

Approved with no objections

Recruitment and SBAB Officer Update

Recruiting two SBAB members:

- One Get Engaged position
- One full Board Member

Nia will be stepping down as co-chair

- Reach out to her if you to discuss what that entails

June Joint Meeting

In-person, workshop style meeting focused on the STP Implementation Plan

June 5, 5-7pm

Bertha Knight Landes Room, City Hall

Future Agenda Items

Construction Detours

Molly: Eastlake construction reduces traffic to one lane in each direction

- More guidance on how to share the road

Joshua: Agree with this—need better guidance on safe bike detours in construction zones

TJ: Would be good to have someone from SBAB review existing policies to inform a letter/presentation

Shared Street Law

Rafi: New state legislation allows Cities to implement lower speed limits on non-arterials; may be good to get more information

Ksenia: Agree—would be good to leverage this to think about lower speed limits adjacent to bike lanes, etc.

Georgetown to South Park Connection Gaps

Max: would like to see some sort of action from the Board about GT-SP gaps

- Woman was recently hit and killed on SODO bus way and another person was hit and killed in crossing the street in South Park on 14th
- CM Saka did a walking tour in February, but changes will focus on individual locations rather than systemic infrastructure issues in South Park as a whole
- How to elevate these issues

TJ: don't think we need to push for a particular agenda, but do want to ask for a follow-up on how these gaps will be addressed

Speed Data

Doug: how to change the culture of speeding?

- We need more speed cameras; humans adjust their behavior based on inputs
- Where is the speed data?
 - o Andy: Annual Traffic Report includes connected vehicle data on speeds; we can dig deeper if necessary

Complete Streets

Nia: When is Complete Streets approach triggered?

- Seems like it is not always applied
- Can we use Complete Streets to connect our regional bike network

World Cup and Light Rail Connections

Max: concern about World Cup and light rail opening bike access

- Coming from West Seattle to C-ID no good routes
- Have to go north to go south
- Jackson would be the shortest route
 - o That's where the transit and stadium are
- Even with Yesler connected, people may want to go E-W south of there
- People going to east side on light rail from West Seattle
 - o No bike parking at C-ID station
 - o Currently only a few bike lockers (don't fit cargo bikes)

Data / Cars in Bike Lanes

TJ: Armadillos seems like an effective treatment to keep cars out of bike lanes

- Could Find It, Fix It capture data about bike lane obstructions
- How can city capture and data leverage
- Are there quick fixes to the issue of cars in bike lanes?

Find It, Fix It / Jurisdictional Information

Max: as a Planner in Tukwila, one of the barriers is understanding jurisdiction

- E.g. Duwamish trail goes through 9 different jurisdictions
- Would love a map about the jurisdiction on regional trails
- Have gotten a reply on Find It, Fix It, but then didn't know how to get in touch with other jurisdictions (e.g. Port of Seattle)

Joshua: has had similar issues

Doug: City of Seattle is much less responsive compared to King County or City of Bellevue

- Would love if Find It, Fix It automatically referred complaints to other jurisdiction

Meeting Adjournment