

Seattle Bicycle Advisory Board Meeting Minutes

Date: October 21, 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 ✗
1	Ksenia Ershova	✓	
2	Kathryn Ricchiuto, Co-chair	✓	
3	Nia Ransom	✓	
4	Madin Akpo-Esambe	✓	
5	Taylor Hom	✓	
6	VACANT	-	-
7	Joan Chen	✓	
8	Rafael Ronquillo, Secretary & Levy Oversight Committee Representative		✗
9	Molly McNeely	✓	
10	Max Baker	✓	
11	Joseph Roberts, Co-Chair	✓	
12	Naomi Cutler, Get Engaged Member	✓	

Presentations

S Holgate St Crossing Study

Sara Zora, SDOT and Wintana Miller, DKS

- Presentation
 - o FRA grant funding study
 - Required lots of approvals
 - o Focus is on Holgate between Occidental and 3rd Ave S
 - Major freight street, part of heavy haul network
 - o Amtrak expanding maintenance facility
 - Want more tracks north-south to increase train capacity
 - o Goals
 - Improve safety
 - Maintain access for all modes
 - o Project status: moving into Level One Evaluation
 - o 83% of fatal / serious injury crashes involved people walking and biking
 - o Video analytics shows ongoing non-compliance during gate down activations at at-grade rail crossings
 - Cars, bike, peds crossing while gates are down

- On average, rail blocks Holgate over 3 hours a day
 - S Holgate blocked 9-10 minutes per hour during morning commute
 - Severe queuing
- Holgate lacks dedicated bike facilities and sidewalks are discontinuous
- Preliminary Options
 - Improve at-grade crossing
 - Permanent street closure
 - Grade-separated options
- Screening options for fatal flaws (e.g., grades, major utilities)
- Preliminary goal areas / evaluation criteria
 - Safety
 - Freight Mobility
 - Multimodal Traffic Operations
 - Access to Stadiums / Events
 - Compatibility
 - Constructability and Cost Effectiveness
- Public survey is live: <https://www.surveymonkey.com/r/HNQ8RKV>
- Outreach is ongoing
 - More modal board briefings in 2026 to show Level Two results
- Questions
 - TJ: biking on Holgate is awful, curious to see what happens; when it comes to grade-separated, how much more expensive would bike/ped bridge be from multimodal bridge?
 - Sara: we will definitely look into this with Level Two screening
 - Joseph: what does bike usage look like given poor existing conditions?
 - Wintana: we have turning movement counts that capture bikes / peds
 - Sara: Holgate is a designated bike route in STP
 - Joseph: alternative routes are sparse and bad; we spent a lot of \$ on Lander and I don't love the bike solution since it's only on one side of the street; also mixes bikes and peds; approaches don't connect that well for someone on bike
 - Katy: is one option an at-grade street with a PBL?
 - Sara: yes, we would look to make safe bike/ped connections
 - Katy: is any part of the capital project funded
 - Sara: no, our current grant only funds planning
 - Ksenia: seems like at-grade doesn't address the issue; would a grade separated option be two separate bridges or one continuous bridge?
 - Sara: we are still evaluating; need large clearance for RR
 - Joan: Holgate is key connection from Beacon Hill to SODO; should look at bike connection all the way from Beacon to 1st Ave
 - Katy: is closing the street a real option?
 - Sara: it's a real option that we're studying, would require a significant detour
 - Max: whatever options come forth, need to consider cargo bikes and other longer bikes, especially in SODO

Completing a Duwamish Valley Bike Route

Jonathan Frazier, SDOT

- Presentation
 - GT to SP and GT to DT projects were recently opened
 - Focus on east bank Duwamish route
 - Downtown to SODO trail gap
 - Fully-funded SDOT crew project
 - 1/3 mile of PBL and multi-use path
 - Currently at 90% design
 - Construction kicking off Spring of 2026
 - King Co is leasing warehouses on both sides of 6th Ave from a private developer
 - Subleased to Salvation Army
 - Shelter in place through at least end of 2027
 - Ballard Link Extension will reconfigure streets in this area
 - Currently gated to everyone but shelter clients and staff
 - Proposal to get through will add bike path through shelter area and adjust fencing to support shelter needs
 - Ongoing discussions about fencing and vehicle access
 - SODO
 - GT to DT waiting on final signal equipment
 - Potential E-W connections along Holgate
 - Sound Transit will build new Lander St overpass from 4th to 6th
 - SODO trail doesn't meet current SDOT / State standards
 - One potential access project for West Seattle Link includes improvements to SODO Trail; Widening pinch points and intersection crossings
 - Central Georgetown
 - 1/3 mile gap
 - Funding for planning study and early design kicking off in 2027/2028
 - Position project for future grant funding
 - Potential routes
 - PBLs on Airport Way
 - Would require moving half of parking on corridor
 - Rail-with-trail along spur track
 - Still active Union Pacific tracks
 - Good examples of Rail with Trail in Seattle
 - Private property owned by railroad
 - Would require significant cash transfer to RR for purchase or easement
 - Hybrid

- Avoid private property and most problematic northernmost section of Airport Way
 - Alternate route on side streets or nearby arterials
 - Less direct and less access to commercial core
 - Less impact on businesses / freight
 - South Park Bridge
 - Bridge and north approach are outside city limits, managed by King County roads
 - Recently rebuilt 10-15 years ago
 - Has a painted bike lane
 - No space to add barrier to existing bike lanes
 - 14th Ave S
 - 4-lane arterial with many roles
 - Safety concerns
 - Two ped fatalities on Henderson
 - High speeds, vehicle collisions
 - High speeds, vehicle collisions
 - Future trail gap
 - Improvement supported by future Levy
 - Have resources for a large capital project
 - \$5M in bicycle safety funding
 - Proposed concept
 - One travel lane in each direction with center turn lane
 - Rebuild east side of the street with multi-use path
 - Sidewalk and curb ramp repairs
 - Intersection / signal upgrades
 - Will be coming back to Bike Board this winter
 - Green River Trail Extension
 - King County Parks
 - Currently at 60% design
 - Construction expected to begin next year
 - Work on gaps is underway
 - Committed to a complete route through STP
 - WSDOT Cycle Highways Action Plan
 - Looking at a program to provide funding and support to cities to help fund and coordinate these type of trail connections
- Discussion
- Max: Spokane St east-west; biggest challenge here is folks using it as a parking lot near Longshoreman's Hall
 - Jonathan: this is super early in planning phase; SDOT / Sound Transit collaboration
 - Max: with 14th Ave improvement, would it go back to 2 lanes at the bridge?
 - Jonathan: there would be space for that as you approach the bridge, but we may not need those two lanes; may add parking instead TBD

- Ksenia: how does King County roads bridge have such a poor bike lane? Was there any discussion about not doing this moving forward?
 - Jonathan: bridge was designed in the 2000s, before PBLs were being commonly installed in the U.S.; we will engage with them moving forward to see about adding a buffer
- Katy: what is the history behind central part of Georgetown not being included in existing projects?
 - Jonathan: limited outreach and funding capacity in existing projects
- Joseph: how would we make fences not create a trench-like enclosure on 6th Ave section?
 - Jonathan: fences would be high-visibility and hopefully only on one side; still trying to figure out if vehicles will be allowed through here
 - Joseph: much better to not have fences on both sides
 - TJ: Adding to the concern about the width, I worry about pedestrian conflicts at just 15 feet
- Joseph: for Georgetown section, will there be signage to direct folks through this gap?
 - Quinn will pass this request along

Shared Use Trail Discussion

Ksenia Ershova, SBAB

- Presentation
 - Trail blockage by share bikes & scooters, trash & leaves, tents, construction vehicles
 - Pavement degradation from roots, potholes, drainage
 - Some areas of Burke Gilman need separation of bikes from peds
 - UW section has implemented this, and it works well
 - Stop signs should be oriented toward the street, not the trail
 - Poor connections with other trails
 - Some areas need better lighting
 - Speed differentials
 - Not only with electric vehicles but also regular bikes
 - E-motorcycles and one-wheels are a particular issue
- Discussion
 - Madin: might be good to focus on low-hanging fruit: stop signs and lighting
 - Katy: agree, stop sign at Brooklyn does not make sense
 - Ksenia: other stop sign is in U-Village where Counterbalance used to be
 - Drivers can see stop sign for bikes, but no-one stops
 - Confusing who is supposed to stop since cars are supposed to yield to peds
 - Madin: Do you have any knowledge on if the UW section funded/planned by the university or city?
 - Joseph: University
 - Joan: is this about BG specifically, or shared use trails more generally?

- Ksenia: used BG as an example, but conversation is broader
- Joseph: what about tree root grinding? UW seems to have a great solution—why can't Seattle do this as well?
 - City of Seattle should definitely borrow whatever tree root grinder UW uses on the B-G. They do a really good job every few years, but only on the segment in their jurisdiction.
 - Also big agree about rotating stop signs—cars should be the ones crossing
- Nia: rotation of stop signs for cars is also important
 - Need to make sure cars see stop signs
 - Maybe add signage: “Watch for Bikes”
- Naomi: consistent signage would be helpful
 - Make it clear when peds / bikes are supposed to be on separate sides of trail
- Max: there are security lights that are blinding
 - E.g. light near Fremont Brewing gave friend a concussion
- Max: root grinding is challenging with trails due to tree and critical area regulations
 - Sometimes root grinding constitutes tree removal and tree replacement
- Katy: people are leaving shared bikes / scooters on trails
 - Could Lime geofence to prevent parking on trail?
 - Would like to hear from shared mobility division

Board Business

Discussion of Public Comment

- Molly: hit & run comment; seems gray area of bikes; important to respond to this person about the hit and run
- Joseph: any updates on the Ravenna Blvd comment
 - Quinn: forwarded to Bike Program who shared with project design team, important to consider openings when hardening PBLs

Approval of September Minutes

- Molly motions to approve, Madin seconds
 - Approved unanimously

Burke Gilman Maintenance Letter

- TJ: submitted to co-chairs
- Katy: can it be shared with the Board
- Joseph: I'll take care of it this time and train up Rafi as secretary to handle in the future
 - Joseph: Who will we address it to?
 - TJ: addressed to Mayor, SDOT, and CM Strauss
 - Ksenia: add Saka, maybe UW
 - Quinn: good idea to also add Parks

Bike Ride

- TJ: end of summer got away from me; looking at survey data not a lot of folks were available

- Maybe just pick a date in early November and try for it
 - Try to make these a more regular occurrence
 - Weekdays will soon be tough with daylight savings
 - Propose going for Saturday, Nov 1
- Joan: where are we riding?
 - TJ: asked about this in the survey
 - Probably 10 miles or less
- TJ will follow up with a date and route options

Future Agenda Items

- Board interested in Belltown to Seattle Center connection as well as potential joint meeting with TAB regarding Station Area Planning

Meeting Adjournment