

Seattle Bicycle Advisory Board Meeting Minutes

Date: January 20, 2026
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, Co-chair		X
3	Nia Ransom		X
4	VACANT	-	-
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	✓	

Public Comment

- Brandon der Blätter: lives in Elliott-Western project area; supportive of any improvements for traffic calming and bike safety; wants traffic light timing to curb speeding; lots of cut-through traffic; supports narrower lanes, hardened barriers, lane reductions
- Jordan Wigman: can we make bike lanes more visible at intersections and more permeable
- Elizabeth Dodds: hope City has protected bike lane sized sweepers; know some folks will be lobbying tomorrow at the state level for some bike related issues, is there overlap between these groups?
 - Joseph: we are aware of these groups and appreciate their work; Bike Board tends to focus more on city scale issues

Presentations

Elliott and Western Ave Paving and Mobility Project

Elisabeth Wooton, SDOT

Presentation

- Coordinating with SPU to reduce costs and community impacts due to overlapping project limits; planning to begin construction after they finish utility work
- Funding from 2024 Levy for paving as well as some for Complete Streets Elements
- Timeline: Plan to hit 30% design in early Q2 2026
- After viaduct went down and tunnel opened, traffic volumes went down by 30-60%
- Elliott north of Denny is on High Injury Network
- Both streets are Major Truck Streets and Over-Legal Routes
 - o Doesn't show up on STP map currently; was a change after viaduct closed
- Complete Streets elements contingent upon funding availability
- Potential bike scope
 - o Upgrading Bike lanes on Elliott and Western south of Broad
 - o Installing parking protected PBLs with raised buffers
 - o Maybe moving bike lane on Elliott Ave from east to west side

Discussion

- TJ: Sight lines for parking-protected PBLs; how many turnoffs and driveways are there and how will we address those
 - o Elisabeth: we've done some driveway analysis, but there's more to come
 - We will install daylighting to ensure good sight lines
 - We will also consider turn wedges to slow down turning movements
- Max: excited about the project; parking protected bike lanes can be challenging (e.g. Avalon in West Seattle); have had close calls; also conflicts with people accessing parked cars
 - o Since Elliott & Western are one-way streets, do we need two parking lanes?
 - o Would be great to have the PBL not adjacent to a parking lane
- Joseph: "parking obscured bike lanes"; most cars have poor visibility on the passenger side
- Joseph: why no extension north of Broad St? what's the proposed solution?
 - o Elisabeth: intent of STP is to have Broad St as a connection to get people to waterfront or to 2nd Ave; currently no facilities on Broad ("sharrows" only)
 - o Joseph: also challenging because Broad St going down to waterfront is quite steep
- Ksenia: it's currently quite a maze to get from Seattle Center of Lower Queen Anne down to the waterfront
 - o Many turns; often dumps you out on Broad St – steep, wide, RR crossing
 - o Broad St needs a better bike facility
- Rafi: what safety measures would SDOT include on a steep street in the downtown area? Cars can pick up lots of speed
 - o Elisabeth: we would want to see a raised barrier for future connection on Broad St
- Max: any chance of these one-way streets becoming two-way?
 - o Could help with excessive speeds
 - o Elisabeth: hasn't yet been part of the conversation, but we will consider that
 - We can also evaluate speed cushions; freight needs must be considered
- Joan: what are provisions for bike safety during construction?
 - o Elisabeth: we are tied to traffic control standards, so we'd need to provide an equivalent bike facility during construction that's not a long detour We can follow-up with details closer to design.
- Joseph: why do these bike lanes end at Broad St?

- Elisabeth: not identified in the Seattle Transportation Plan; based on planning and community feedback; it would also be challenging once we get to the major arterial part of Elliott to create safe bike connectivity
- Joseph: any idea when Broad would be improved?
 - Elisabeth: don't know yet; not a funded project
- TJ (comment from chat): Max's comment makes me think about putting 2 way bike lane on one road vs 1 ways on 2. There is precedent for that on the 2nd and 4th. If you did that and fully eliminated a parking lane, you would only be losing 1/4 parking lanes between two streets. might be more palatable than removing parking lanes on both streets.

Belltown to Seattle Center Connection Project

Ben Margetic & Andrew Natzel, SDOT

Presentation

- Project Overview
 - Extend 4th Ave PBL to 5th & Thomas via Broad St
 - Goal is to construct project prior to World Cup
 - Part of bike connection between Lumen Field, downtown hotel, and Seattle Center World Soccer Celebration
 - Also closes a gap in downtown bike network
- Scope Overview
 - New PBL on 4th Ave and Broad St
 - New bike / scooter corrals
 - Updated curbspace and roadway channelization
- Design Updates
 - Directional PBLs on Broad St instead of PBL
 - Relocated charter bus load zone
 - Expanded general vehicle loading
- Block by block design review
 - Vine to Cedar: replicates existing 4th Ave PBL cross section
 - 4th & Cedar: diagonal crossing
 - Cedar to Denny: two-way PBL with some floating parking; RT from 4th Ave onto Denny Way
 - 4th Ave, N Denny to Broad: diagonal to parallel parking
 - 4th / Broad / John: all-way-walk
 - Broad, 3rd to 4th: narrowing street to create more loading zones, bike/scooter corrals
 - Broad St, 4th to 5th: wanted a two-way PBL on Seattle Center side, but not feasible due to hazardous material route and position of monorail guideway column
 - 5th/Broad/Thomas: Thomas St plaza getting upgraded to a permanent plaza with 6" raised curb
- Schedule: design wrapping up by end of March; construction before FIFA

Discussion

- Naomi: how does signal work for first diagonal crossing (4th & Cedar)
 - Andrew: adding a third phase with diagonal bike and crosswalks across Cedar
 - Signal will be coming up every cycle (no detection)

- 60-70 second cycle length should reduce wait times
 - Will be biking through here regularly to monitor
- Max: could we widen the sidewalk along Seattle Center and make it a multi-use pathway?
 - Lots of bikes currently riding on that sidewalk for Kraken games
 - Ben: near-term project improvements don't preclude future work
 - Would require an interagency agreement with Seattle Center
 - In our conversations with Seattle Center, they're eager to better connect their campus to the waterfront
- Joseph: how do I get between Thomas and Broad?
 - Ben: this intersection is currently an all-way crossing, with an extended phase and no cars, all crossings going together
 - People biking will go during that existing protected phase
 - Joseph: bikes will have to navigate around people walking
- Joseph: how will bikes know when to go?
 - Andrew: we'll have a bikes use ped phase sign
 - Push buttons are for peds with accessibility needs, don't need to be pushed to trigger signal
 - Andrew: we'll look at design for NE bound bikes since they're not an obvious ped head facing them
- TJ: this is super exciting; did we consider putting two-way PBL on the opposite side from Seattle Center? Big conflict point between people biking and people getting out of buses, Ubers, etc.
 - Ben: issue with two-way PBL on the opposite side would be how to get people from Thomas onto counter-intuitive bike lane on the far side of Broad, especially with Monorail guideway obscuring the view
 - TJ: Could we just put a path through Seattle Center?
- Ksenia: does 5th Ave need to be two lanes in each direction? Could we narrow it and make sidewalks wider?
 - Ben: there is potential for a future 5th Ave project that would change the number of GP travel lanes; volumes are much lower south of this intersection; we can look at that for the future and are actively having conversations with the relevant stakeholders
 - Andrew: agree that this is an opportunity and will continue to evaluate
- Joseph: is Seattle center going to add any micromobility parking on their campus? They really should

Board Business

Approval of December Minutes

- Molly motions to approve, Ksenia seconds
- Unanimously approved

2026 Work Planning

- [Poll Results](#)

- Molly: should we focus on big picture issues or smaller things?
 - o Quinn: both are great
- Intention is to de-duplicate things and then develop a letter to share with newly elected and appointed folks (e.g. Mayor Wilson, SDOT Director)
 - o TJ: still interested in helping with this
- Ksenia: public transportation is also critical to biking; lots of use cases for bikes and transit mutually supporting one another
 - o Transit is a safety net for people biking (e.g. if you get a flat tire) or a way for people to get around gaps in the bike network
- TJ: how much of this do we want to include in a letter?
- Joan: part of initial conversation was thinking of inviting folks on her transition team who are working in the bike space to discuss aligning priorities
 - o Gordon Padelford is doing lots of listening sessions
- Joseph: would emphasize the desire for dialogue with the Mayor's team
- TJ: confirming one letter addressed to multiple folks
- Next step is to draft the letter
 - o Advocacy letter to share Bike Board's priorities
 - o Also request a meeting, but that's a separate issue

Levy Oversight Committee Update

Rafi Ronquillo

- Still finalizing structure of committee, bylaws, etc.
- Will soon be getting into the meat of the Levy itself

Future Agenda Items

- Rafi: found that both of today's presentations were super helpful
 - o Appreciate all bike related presentations from SDOT on projects that are at 30% design or earlier
- Joseph: first presentation was very early in design/planning; second one was further in design; how did folks feel about the point in design that each was at?
 - o Max B: appreciate the early coordination to bring up higher-level ideas
- Ksenia: could we have PSRC folks come to speak with us on the plan they shared?

Updates

- Inquiry from Joe Sak from Denver Bike Board
- PSRC [Draft Regional Transportation Plan](#) comments due Feb 2nd
- Next month is joint meeting with Transit Advisory Board
 - o TJ: Would love to start the chat about a post-meeting gathering over drinks/food if it's appropriate. On the 25th
- Ksenia: I'll be gone for March and probably April meeting; going on maternity leave

Meeting Adjournment