



Seattle Bicycle and Pedestrian Advisory Board Joint Meeting

February 7, 2024

6:00 – 8:00 PM

Join the meeting: [Click here](#) to join on Microsoft Teams

Call-in option: +1 206-686-8357, Phone Conference ID: 311 083 254#

Meeting ID: 265 283 126 446

Passcode: zxZXfH

In-person location: Seattle Municipal Tower, Floor 40, Room 4050/4060, 700 5th Ave
Seattle, WA 98104

SDOT Staff will be by the elevators in the main lobby on the 4th floor of the Seattle Municipal Tower to provide members and visitors with access to the elevators until 6:30. After 6:30 please call 206-379-4387 for access.

Meeting Agenda

6:00 PM

Welcome and Roll Call – 10 minutes

- SPAB Roll Call Chris Grgich, Fallon Boyle, Rohit Ammanamanchi, Emily Davis, Wes Mills, Chelsea Morrison, Emilie Szeto, Delaney Lind, Mary-Desiree Kramer (no), David Frantz (no), Maria Sumner (no), Natasha Riveron (no)
- SBAB Roll Call – Yasir Alfarag, Peter Bryan, Amy Conroy, Donna McBain, Nia Ransom, Doug Migden, Joseph Roberts, Eli Davis (no), Max Green (no), Ty Bottorff (No), Christine Stawitz (no)

6:10 PM

SDOT Fund Plan – 40 minutes

- Transportation Levy Renewal Update
 - Greg Spotts, SDOT
 - We want to prioritize bold safety designs on arterials, address safety concerns at intersections, & reimagine our street design to prioritize safety.
 - One theme I'd like to share with you is the idea of maintaining and modernizing together. How can we make sure that if we're doing a maintenance project, we're also considering the inclusion of safety & other measures that might be supportive of walking, biking, transit? We have done several projects this year where we took that approach, adding multimodal and safety elements to what had originally been scoped as pure maintenance.
 - Renewing the transportation levy is absolutely critical. Two of our priorities going forward are to finish strong on the existing levy and set up a new levy for success in November.
 - We'd like you to surface your ideas for the levy package that we're working on.
 - Dan Anderson, Engagement Manager at SDOT
 - See presentation attached
- Discussion:
- Chris Grgich (SPAB): You mentioned bridge maintenance was a top priority, how do you balance that with saving funds for replacement?
 - Dan Anderson: Bridges are such big-ticket items. You almost take a different approach with funding these types of large items than with just a levy. We've updated some of the ways our bridges operate - for major, movable spans over the ship canal (Fremont, Ballard, and

University bridges) we're looking at how to do repair and rehab projects during our levies – part of the answer relies on a bigger funding plan. Through our levy work we can do the preliminary planning about whether a replacement is needed long term, which can plant the seed for what is needed in a longer-term funding plan.

- Francisca Stefan, Senior Deputy Director at SDOT: Your description is accurate, that is a key part of it. The bridge asset management plan did look comprehensively at the bridges and components in them and ask: How can we be smart stewards? How can we think about improving the way the bridges serve multiple modes? When we know a bridge is reaching the end of its life and the cost to improve it is more than 60% of its total value, we spend some time preparing those designs up to 30% and also partner with outside agencies. These projects are good candidates for federal funds and other types of funding mechanisms that can make generational investments.
- Emilie Szeto (SPAB): For funding shortages, what other avenues is/has SDOT exploring/ed?
- Francisca: One of the things that's exciting about our current Levy to Move Seattle delivery is that we've committed to our targets. A few years back, we forecasted how we were going to land in 2024 to meet voter commitments and stretch as much as we could to meet those targets. That has meant that we've brought a lot of resources to bear on SDOT's current \$930 million levy. We're closer to \$200 million on what's been delivered with it. Partnerships such as KCM, the Port of Seattle, and others – along with state and federal funds have helped. We are working to be nimble. We've been open to creative funding mechanisms. The Transportation Benefits District is another large way that we bring funds in.
- SPAB Member: You mentioned you were getting mixed feedback about slowing people down as a safety measure – could you clarify that?
- Dan Anderson: We all understand that it's critically important to slow people down to get the safety measures we are looking for. It's all part of behavior change campaigns – part of it is understanding how to reach people. There are different ways of communicating the message to educate folks on how to be as safe as possible. Our challenging safety outcomes include folks in multi-lane arterials, driver speeds, and people driving under the influence. Part of what we want to learn is how to talk about these areas to make sure that they continue to rise in our priority – to make sure safety is first. When we share different messages/approaches for a levy renewal, we're trying to listen to what resonates with Seattleites.
- Joseph Roberts: Avalon might be a good positive example. 35th Ave NE might be the opposite, a rebuild opportunity that didn't deliver the benefits you described. How will SDOT do more Avalon and less 35th Ave NE?
- Dan: 35th Ave NE comes up regularly, one of the things I like to mention is that this situation really has not been repeating. We haven't seen a situation like that happen again since then. Lessons learned are very important – we heard loud and clear that was a frustrating project. We want to do our best to implement what you all are asking us to do. That's a tough one because we have a lot of

lessons learned from it. Our goal has been to do our best to bring communities together – sometimes it can divide folks and pit people on other sides of the table. We never want to be divisive. We want to bring people together around safety and maintenance of Seattle streets. Avalon was really hard. I spoke with many folks who said you can't build bike lanes here; you have to keep street parking. We worked with the council member, businesses, property owners – and ultimately, we achieved the goals, and we really changed the space there. We are trying to do more transformative work.

- Yasir Alfarag: Serious collisions involving cyclists and pedestrians remain high, especially surrounding major arterials that Director Spotts mentioned (Rainier Ave S, Aurora). How will SDOT ensure that the new levy prioritizes those streets to drastically improve safety on those high-collision streets? As a cyclist, I dream of riding on a protected bike lane on Rainier.
- Dan: As staff, we talk about these streets every day. They are the toughest issues to work through. First, I want to say that we see this as our greatest challenge as well. Multilane arterials that move all of our different modes are the ones we spend our time trying to figure out. It needs to be a lot of things for a lot of different people. In our planning process we start at a high altitude then get closer and closer – but we're not at ground level yet. We're using the input we've gotten over all these years, and we're going to start getting there.
- Francisca: One of the things that is really new and exciting happening at SDOT is around the leadership that our chief safety officer, Venu, has been doing – following the vision zero top to bottom review. This includes strategies like better marked crosswalks, leading pedestrian intervals (LPIs), shorter crossings, etc. He is in a unique position to prioritize these systematic improvements throughout the city. In this next levy, we are looking for ways we can provide resources to go with that vision.
- Comment from Donna: First, I hope the city will "go big" with the Levy Package. City's own asset plan shows a huge deficit in maintenance of roads, bridges, sidewalks, etc. And this will only get worse as we electrify our buses which means heavier vehicles. Second voters must see something in the Levy that makes their lives better. All of us on the Ped and Bike boards have heard how important it is to bridge gaps in the bike network, expand Safe routes to schools to include safe routes to community centers, plazas, transit hub, etc. Finally, the city must use citizen support to identify projects but also must lead, especially in terms of climate and making a dent in reducing use of single occupancy vehicles.

6:50 PM

Seattle Transportation Plan, Radcliffe Dacanay and Ben Rosenblatt, SDOT – 60 minutes

- Provided status update and themes heard
- Summary of outreach, including public review and comments on the draft STP
- Responded to specific comments previously received from the Pedestrian Advisory Board
- Summary of specific bicycle-related topics in the STP

- Question and answer period from board members to SDOT staff
- Final STP engagement phase was last fall. Next step is to bring the STP to City Council. Public comment will be possible at council. The mayor's recommended plan is what will be shared with City Council.

7:50 pm

Voting for New SPAB Co-Chair – 5 minutes

- Chris Grgich motioned to vote Wes Mills in as new co-chair. Emily Davis seconded the motion. The vote passes with no voiced opposition.
- Reminder that the SBAB is looking for a new co-chair and no one has stepped forward to nominate themselves yet.

7:55 PM

Public comment – 5 minutes

- Belltown residents asked about crosswalk safety. Feels it's gotten a lot worse in the last 5 years.
- Cascade Bicycle Club Representative spoke about upcoming involvement in advocacy for the levy renewal and the Seattle Transportation Plan
- Loren Schwartz commented on Bike+
- Question from Loren Schwartz: Will the Alki Point Healthy Street Final design be funded as part of the Levy or STP?
- Doug MacDonald commented on the presentations

8:00 PM

Adjourn

Next meetings

- SBAB: March 6, 2024, 6:00 – 8:00 PM
- SPAB: March 13, 2024, 6:00 – 8:00 PM

Comments from the chat during the levy renewal plan presentation:

[6:30 PM] Q: for funding shortages, what other avenues is/has SDOT exploring/ed?

[6:33 PM] Emilie Szeto

^both to date and going forward

[6:35 PM] Joseph R (SBAB) (Guest)

Avalon might be a good positive example. 35th Ave NE might be the opposite, a rebuild opportunity that didn't deliver the benefits you described.

****QUESTION****: how will SDOT do more Avalon and less 35th Ave NE?

[6:42 PM] Emilie Szeto

(the PED board knows I'm vocal on this) Can you be more specific on equity w/regards to minority residents, particularly in those in underserved areas?

[6:44 PM] Yasir Alfarag, SBAB (Guest)

Q: Serious collisions involving cyclists and pedestrians remain high, especially surrounding major arterials that Director Spotts (Rainier Ave S, Aurora). **How will SDOT ensure that the new levy prioritize those streets to drastically improve safety on those high-collision streets?** As a cyclist, I dream of riding on a protected bike lane on Rainier.

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[6:45 PM] Mark Ostrow (Guest)

Is there any outdated 1950's-1970's car infrastructure that we can dismantle so we are not stuck with an ongoing maintenance obligation? Is that concept part of SDOT's planning considerations?

[6:46 PM] Donna McBain Evans (Guest)

I have a comment rather than a question. First, I hope the city will "go big" with the Levy Package. City's own asset plan shows a huge deficit in maintenance of roads, bridges, sidewalks, etc. And this will only get worse as we electrify our buses which means heavier vehicles. Second voters must see something in the Levy that makes their lives better. All of us on the Ped and Bike boards have heard how important it is to bridge gaps in the bike network, expand Safe routes to schools to include safe routes to community centers, plazas, transit hub, etc. Finally city must use citizen support to identify projects but also must lead, esp in terms of climate and making a dent in reducing use of single occupancy vehicles.

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[6:53 PM] Fallon Boyle (Guest)

Is SDOT willing to move forward with plans that don't resonate with the public if they advance the vision zero mission? It may not be popular to reduce traffic speeds, but preventing deaths is something that has to happen, regardless of how popular the solutions are.

like 2 heart 2

[6:54 PM] Joseph R (SBAB) (Guest)

@Farron: +100! Slowing down isn't popular unless you're the one that gets killed, in which case you wish others had slowed down.

[6:55 PM] Joseph R (SBAB) (Guest)

Comment: LPIs are **awesome**

[6:56 PM] Avery

Is there any discussion of things like pedestrian crossings being set back from the intersection or continuous crosswalks being set into these standard templates mentioned

like 1

[6:59 PM] Anderson, Dan A

Thank you for having me! Look forward to working on any outstanding questions or follow-ups. And appreciate your time and energy on our advisory boards.

[7:00 PM] Emilie Szeto

Anderson, Dan A Stefan, Francisca thank you for your time and appreciated work



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