

## Seattle Bicycle Advisory Board Meeting Minutes

### AGENDA:

**Date:** September 2, 2020  
**Time:** 6:00 p.m. – 8:00 p.m.  
**Location:** Virtual via Cisco Webex  
**Co-Chairs:** Emily Paine and Patrick Taylor  
**Recorder:** Simon Blenski, SDOT SBAB Liaison

### Minutes Distribution List:

See Attachment A

### Members Present:

	Present ✓	Absent ✗
<b>Pierre Brunelle</b>	✓	
<b>Get Engaged Member</b>	Vacant	
<b>Andrew Dannenberg</b>	✓	
<b>Benjamin Estes</b>		✗
<b>Kashina Groves</b>	✓	
<b>Meredith Hall</b>	✓	
<b>Connor Inslee</b>	✓	
<b>Andrea Lai, Secretary</b>	✓	
<b>Alexander Lew</b>	✓	
<b>Emily Paine, Co-Chair</b>	✓	
<b>Patrick Taylor, Co-Chair</b>	✓	
<b>Sarah Udelhofen</b>		✗

### Guests:

- Adonis Ducksworth, SDOT
- Amin Amos, District 3
- Bill Nyland, Beacon Hill
- Brett Youngstrom, Beacon Hill Safe Streets
- Ching Chan, SDOT
- Chris Svolopoulos, SDOT
- Christian Gunter, Alexander Real Estate
- Clara Cantor, Seattle Neighborhood Greenways
- David Malda, GGN
- Deirdre Curle, Beacon Hill Council
- Dongho Chang, SDOT
- Jenifer Clapham, KPFF
- Jeremy Febus, KPFF
- Jim Curtin, SDOT
- Joel Miller, SDOT
- Laura Goodfellow, Roosevelt
- Mark Ostrow
- Paul Wirsing, Southeast Seattle

- Robert Getch, Beacon Hill Safe Streets
- Ross Leventhal
- Serena Lehman, SDOT

### **MEETING CALL TO ORDER**

- Co-Chair Patrick Taylor called the meeting to order at 6:02 p.m.

### **INTRODUCTIONS**

- See above

### **PUBLIC COMMENT**

- Robert Getch, Chair of Beacon Hill Safe Streets: Beacon Hill Safe Streets has not formulated an opinion on the route alignment yet, but we have identified key a few key priorities including a flat and direct route through the town center, generally down 14<sup>th</sup> Ave S or 15<sup>th</sup> Ave S, to be useful for commuting and access to businesses. We want a design that protects users with no sharrows or flex posts. We also want to focus on the intersection of 14<sup>th</sup> Ave S and S Golf St, where there is poor visibility. The corridor has a lot of pedestrians and transit users and the Route 36 is very busy. Hope to formulate more opinions at our next meeting on September 10. People are welcome to attend. If you email me at ([robert@bhsafestreeets.org](mailto:robert@bhsafestreeets.org)) I can send you the invite or you can send me comments or questions.
- Email from Bill Nyland on 8/12/20: I have been riding along Airport Way along Boeing field for a couple of years and most of us ride along Perimeter Road for most of the way. The speed limit is only 20mph compared to the cars going 50 or more on Airport Way. They have made a decision to close perimeter road to allow UPS to expand their airfreight facility. I don't see that they have communicated this to anyone at all but they just closed the road last week. This was done by the King County Airport which is a public owned agency and I don't see that they talked to the public at all. I wanted to make sure you guys on the SBAB were aware that this happened. I have attached my email response from King County. I have actually started riding on the sidewalk on the other side of the airport on East Marginal Way. This is probably the long-term plan where the bike lanes will probably go. Unfortunately, most of this is not owned by Seattle by King County so I will probably be commuting on the sidewalk the rest of my career. I am actually preferring the East Marginal Way sidewalk to Airport Way so this doesn't really bother me that much but I don't think I'm the only one that rides this. Airport Way would be a great place to remove a lane, reduce speed limits and put protected bike lines both ways but I don't think that is in anyone's plans right now. Right now Airport Way is just an alternative for when I5 is clogged with traffic an people used it as a secondary freeway. It has been not used much during the first few months of the pandemic but it is getting crazy busy again.

### **PRESENTATIONS**

#### E Union St PBL

Presenters: Ching Chan and Chris Svolopolous, SDOT

Presentation: See attached

Time: 6:13pm

#### Discussion and Q&A:

- Patrick: I was talking with David Seter, Chair of the Pedestrian Advisory Board and we were wondering where the coordination broke down between SDOT and Metro?
  - Chris: Metro was involved since mid-2018, but Metro's trolley program went through some reorganization over the last couple years. We learned more recently about the impacts to trolley and learned the trolley wire work would require six weeks of no parking along E Union St. We needed to balance the need for parking, loading for businesses, and ADA access in this area, so the decision was made to postpone the project.

#### Bike and Scooter Share Update

Presenters: Joel Miller, SDOT

Presentation: See attached

Time: 6:22 pm

#### Discussion and Q&A:

- Patrick: This is a really thoughtful program and I wish the city would put as much effort into ride share permitting and enforcement. Every time I ride my bike, I encounter Uber/Lyft drivers blocking bike lanes.
  - Joel: Appreciate that comment. The levers we have on Uber and Lyft are different than scooter/bike share. However, we are trying to better manage the curb space to mitigate the issues you mentioned.
- Patrick: Brett Youngstrom is asking how did you arrive at \$150/scooter?
  - Joel: We looked at other cities. \$150 is not an inordinate amount, but enough to incentivize vendors to adhere to the rules.
- Meredith: Thanks for thinking about West Seattle. Here in South Park, we are seeing lot of congestion and air pollution. Glad to see there are creative solutions to give people transportation options. I am a little scared to see scooters go fast on the Low bridge, but it's better than being in cars. Could the 8 mph limit be extended for more than the first ride? And thanks for including a scooter reporting feature on Find It Fix It.
  - Joel: Other cities have not done the speed limit reduction on the first ride, so we are going to see how it works. Users' first impressions are big. We know we may lose some folks after first time, but we may lose more if the speed limit is extended for more rides. We will be watching injury data to understand how effective the restrictions are. And yes, the vendors have some exciting ideas to put scooters around transit in West Seattle.
- Alex: What is next for bike share in Seattle? I think a lot of us were surprised when Jump recently pulled their bikes out.
  - Joel: Good question. I'm going to answer within the context of scooters first, so bear with me. We are rolling out scooters as a pilot. The original bike share was very market driven and we know that we need to build a holistic model if we want scooter share to work. Want to take lessons from bike share and other

scooter share programs and create a system that is reliable and has longevity. We think that program will have a mix of both bike and scooter share.

- Meredith: I am wondering what the waste recovery plan is, especially for the batteries?
  - Joel: Great question. As part of the pilot, we will require data from vendors, including life-cycle and vehicle miles travelled date, to complete a Seattle-specific environmental impact analysis. We will use that study to help us better craft the next version of scooter share to address your question.
- Joel: If you have any more questions or comments you can always reach me at [joel.miller@seattle.gov](mailto:joel.miller@seattle.gov).

### Mercer Megablock Development

Presenters: Jeremy Febus, KPFF, Christian Gunter, Alexander Real Estate, and David Malda, GGN

Presentation: See attached

Time: 6:52 pm

### Discussion and Q&A:

- Dongho: I am happy to give the SDOT perspective. Roy St is a very important east-west connection for bikes and connects to Dexter Ave N, Westlake Ave N, and Eastlake Ave E. It's not an either-or situation. We want dedicated bike lanes and a calm corridor. The all-way stop at E Roy St is the baseline condition.
- Meredith: When I bike down Mercer St, I'm always a little nervous. What does the design look like on your property? It seems logical to include a similar path design on Roy St.
  - Jeremy: Per SDCI requirements, since Dexter Ave N, Mercer St, and 9<sup>th</sup> Ave N are all arterials, Roy St will serve as the vehicular access to this site.
  - Christian: We are trying to create a calm pedestrian street, while still balancing access to the site.
  - David: We thought that creating a bike path on Roy St would place bikes too close to pedestrians walking on the sidewalk.
- Patrick: This is a really busy area especially at rush hour. Even if the street is calmed, you would still need to weave around stopped cars. I am somewhat comfortable doing that, but it would not be comfortable for most. I like Dongho's idea for a dedicated bike space.
- David: For the board, we are wondering how Mercer St plays a role in the east-west bike network. Can Roy St be a little different?
  - Meredith: It really depends on where you are going. We need to factor in hills on Mercer St versus Roy St. Right now, it's really unclear how to make the transition from the Westlake cycle track to Mercer St.
- Andrea: I agree with Patrick. It makes me nervous to weave around cars even if they are stopped or driving slowly. I'm not a fan of sharing a lane with cars in this busy area.
  - Jeremy: We don't want to make Roy St a cut through for drivers. If designed well, drivers should not see this as a quick option.
- Meredith: I would like to see a hybrid option that keeps the southside bump out and tables the bike lane.

- Jeremy: Unfortunately, there is a low retaining wall there are we cannot reroute the bike lane. The blue circle on the map is actually combined sewer infrastructure owned by King County and we need to snake around that.
- Andrea: We appreciate the vision for a calm street, but in this busy area, it's hard to imagine a street with cars that is calm and comfortable.
- Patrick: Yes, during rush hour, drivers will wiggle through any street in South Lake Union and there are lot of new drivers in this area with new developments and parking ramps.
- Meredith: The Westlake cycle track separates users. Can you do that here?
  - Patrick: Yeah, that seems like the best of both worlds.
  - Alex: In Copenhagen they design bike lanes like that.
    - MMB Team: In Copenhagen, those bike lanes are part of a system. We think it is hard to understand when the facility only lasts for one block. It is also hard to make turns at the intersection.
- Patrick: We are at time and need to move on, but hopefully this feedback has been helpful.

### Beacon Hill Bike Route

Presenters: Serena Lehman, SDOT

Presentation: See attached

Time: 7:27pm

### Discussion and Q&A:

- Kashina: I echo Robert's comments from Beacon Hill Safe Streets. I take this a lot, and see Patrick using it a lot, too. I want to provide options that allow commuters to move quickly and not compete with pedestrians. Based on that, 15<sup>th</sup> Ave S looks to be the preferred route.
- Patrick: Agree that the route should generally be flat and direct. I want to fulfill the promise for an all ages and abilities connection for Southeast Seattle.
- Meredith: Serena emphasized the elementary school on the non-15<sup>th</sup> Ave S routes. Is that an important destination along those routes?
- Patrick: 15<sup>th</sup> Ave S is the flattest and most direct, but currently only has a southbound bike lane.
- Kashina: At Beacon Hill Safe Streets, we think that one-way PBL's in both directions for whole way would be great, but that would remove parking on both sides and we need to think about the impact of that. There is transit overlap on the other streets because the Route 36 splits onto multiple streets on the north end of Beacon Hill.
- Serena: I wanted to mention that we had a virtual open house and are working with the Department of Neighborhoods to do outreach with non-English residents and business owners.
- Patrick: There is a center turn lane through the main business district area. Would that go away? Also, what is the project schedule?
  - Serena: We are working on cross sections now and there are a lot of options. We'll come back with options that try to balance loading, business access, parking, and the bike connection. We aim to be at 30% in 2021 and construction in 2022. We are looking at grant funding to supplement the

project. The Mercer Megablock sale gave use some funding, but we need more.

- Patrick: When will the decision on Segment 1 be made?
  - Serena: We extended the survey to 9/4 to make sure we are hearing from folks. We are hoping to make a decision on Segment 1 later in September and share a decision in October.
- Kashina: Patrick, has the project gone to Rainier Valley Safe Streets? Important to get feedback along whole route.
  - Patrick: No, but have seen some chatter on their listserve. Agree it is important to hear from them since there a lot of good connections from Rainier Valley up to Beacon Hill. I will check in with them.

#### **PUBLIC COMMENT**

- None

#### **BOARD BUSINESS**

- Approval of meeting minutes: August 5, 2020
  - Meredith: Motioned to approve.
    - Connor: Second.
    - All: Approved.
- Remote meeting access letter
  - Patrick: The Transit Advisory Board and School Traffic Safety have both voted to approve this joint letter, so ideally, we would approve as written.
    - Meredith: I support it.
    - Emily: Me too.
  - Andy: I just wanted to check if this would it be an extra burden on the city?
    - Patrick: Yes, there would need to be some thought put into the format, but this is at least asking the city to consider the idea. I think there are benefits that would outweigh any added burden.
  - Andy: Motion to approve
    - Kashina: Second
    - All: Approve
  - Patrick: Great, I will let the other boards know.
- POAG updates
  - Alex: We are discussing signal policy and talking about reducing cycle length to have the walk and green lights come up faster. The group is really a sounding boarding, so they don't really have to take our feedback. I can share more info with others as needed.
    - Merdedith: Can we support POAG through our more formal connection to SDOT regarding a letter about cycle length?
      - Alex: Yes, we can.
- LOC updates
  - Patrick: Last meeting we got an update from Lorelei on Levy projects. She mentioned that even though there are a lot of project delays, a lot of projects are on track including: Rapid Ride J Line, MLK PBL, West Seattle Greenway Phase 2. We had talked about writing a letter with comments about the Mayor's

upcoming budget, but wait until it comes out and then respond. We also talked about the use of SDOT resources to build a wall around SPD precincts at the same we time we are trying to advocate for safe streets.

- Diversity work group and recruitment
  - Meredith: At our last meeting, we talked about a multipronged approach. There are two tasks at hand, including the immediate recruitment for this fall and longer-term recruitment and retention. We've started brainstorming and have a list of former board members to talk with.
  - Kashina: Since we are talking about interviewing others, can we ask folks on the board who know people if they want to have conversations?
  - Meredith: I don't want to put you on the spot, but Alex and Andrea it would be great to hear from you and talk offline.
    - Alex: Yes, feel free to schedule something with me.
    - Andrea: Same.
  - Kashina: Eventually, we want to make recommendations for how the board can be more inclusive.
  - Meredith: For the immediate recruitment, we may need to be creative to reach out to people we know, while building on SDOT's outreach.
  - Alex: Will we get a new Get Engaged member?
    - Simon: Yes, I participated in interviews in August with the YMCA and Mayor's Office. We hope to have a new member by October or November.
- Announcements
  - Patrick: I wanted to follow up on the omnibus land use bill and proposed code changes for bike parking. The update did not fully restore parking requirements for affordable housing. Housing for 0-30% AMI was exempt from the short-term parking requirements. Housing for 30-80% AMI requires bike parking, but can apply for exceptions. The easiest path forward is to provide bike parking, which is generally good.
  - Meredith: I felt like the Mercer Megablock discussion was truncated. Since it is a private development, I'm not sure how we fit in. I am happy to start compiling our comments and drafting a letter.
    - Alex: I can help.
    - Simon: I can ask Jeremy about the deadline for comments and if a letter from the board would be valuable.
      - *Update from MMB Team to Simon on 9/3: It was clear that the board was most supportive of the baseline SDOT required street section, in which case letter would probably not provide much benefit.*
- Patrick: Please let us know if there are future agenda items or topics you would like to hear about.

## **MEETING ADJOURNMENT**

The meeting was adjourned at 8:13 p.m.

## **ATTACHMENT A**

### **Meeting Minutes Distribution List:**

- Jenny Durkan, Mayor, City of Seattle
- Brian Hawksford, Office of the Mayor
- Edie Gilliss, Office of the Mayor
- Transportation and Utilities Members
  - City Councilmember Alex Pedersen, Chair
  - City Councilmember Dan Strauss, Vice-Chair
  - City Councilmember Lorena Gonzalez
  - City Councilmember Lisa Herbold
  - City Councilmember Tammy Morales
  - City Councilmember Debra Jaurez
- Sam Zimbabwe, Director, SDOT
- Dongho Chang, City Traffic Engineer, SDOT
- Monica DeWald, Bike Master Plan and Neighborhood Street Fund Manager, SDOT
- Serena Lehman, Senior Transportation Planner, SDOT
- Simon Blenski, SBAB Liaison, SDOT
- Sam Assefa, Director, Office of Planning and Development (OPCD)
- Kathy Nyland, Director, Department of Neighborhoods (DoN)
- Meeting Presenters
- SBAB Members
- Individual Meeting Attendees