

## Seattle Bicycle Advisory Board Joint Meeting Minutes

### AGENDA:

**Date:** February 3, 2021  
**Time:** 6:00 p.m. – 8:00 p.m.  
**Location:** Virtual via Cisco Webex  
**Chairs:** Patrick Taylor and Sarah Udelhofen, SBAB Co-Chairs  
**Recorder:** Simon Blenski, SDOT SBAB Liaison

### Minutes Distribution List:

See Attachment A

### Bicycle Advisory Board Members Present:

Members	Present ✓	Absent X
Alexander Lew	✓	
Andrea Lai, Secretary	✓	
Andrew Dannenberg	✓	
Benjamin Estes		X
Emily Paine	✓	
Jose Nino, Get Engaged Member	✓	
Kashina Groves	✓	
Maimoona Rahim	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair	✓	
Sarah Udelhofen, Co-Chair	✓	
Yasir Alfarag	✓	

### City Staff

- Brad Topol, SDOT
- Chris Svolopoulos, SDOT
- Dawn Schellenberg, SDOT
- Jonathan Lewis, SDOT
- Monica Dewald, SDOT
- Sara Colling, SDOT
- Serena Lehman, SDOT
- Simon Blenski, SBAB staff liaison
- Susan McLaughlin, SDOT

### Members of the Public

- Brian Slick
- Chad Rinehart
- Chris Robertson
- Christina Moullet
- David Seater, Seattle Pedestrian Advisory Board

- Dave Mozer
- Jakob Ward, Toole Design Group
- Jeanne Acutanza, Seattle Freight Advisory Board
- Margaret McCauley
- Padraic Kelleher
- Paul Wirsing
- Ryan Packer
- Tracy Record

#### **MEETING CALL TO ORDER**

- SBAB Co-Chair Sarah Udelhofen called the meeting to order at 6:04 p.m.

#### **PUBLIC COMMENT**

- Patrick: See attached letter from West Duwamish Greenbelt Trails, Duwamish Valley Safe Streets, West Seattle Bike Connections regarding West Marginal Way SW.
- Padraic Kelleher: The proposed multimodal integration policy assumes all space given to cars would stay to cars. Our climate action plan calls for a reduction in driving and improvements to walking, biking, and transit. Walking and rolling to school also has many benefits to kids, including increased attention. Please continue to support the Bike Master Plan.

#### **INTRODUCTIONS**

- See above

#### **PRESENTATIONS**

##### Modal Integration Policy (added to agenda)

Presenters: Jonathan Lewis and Susan McLaughlin, SDOT

Presentation: n/a

Time: 6:13 p.m.

- Jonathan:
  - My name is Jonathan Lewis and I'm here with Susan McLaughlin. We are both with our Policy and Planning Division at SDOT.
  - In response to the recent Seattle Bike Blog article, we wanted to provide a brief update on the modal integration planning work. We hope to come back in the coming months to share a more in-depth update.
  - As you may have seen, we have some segments of the street network that are too tight to fit everything that our plans call for. We are doing this work to strengthen the BMP, rather than dismantle it.
  - We are really focused on network integrity and identifying critical bike segments. This will serve as a tool for staff, informing them when they need to keep the bike facility within the street corridor versus have the ability to move the bike facility to a parallel street.
  - Going forward, the four modal plans – pedestrian, bike, transit, and freight – would be brought together in one integrated plan. The cornerstone of our work will still be rooted in the Complete Streets Policy and Vision Zero.

- Susan:
  - As Jonathan said, we are continuing our commitment to Complete Streets. Our Complete Streets Policy is a fixed ordinance, but we want to provide tools to make it easier for our staff to make decisions on projects.

Questions:

- Patrick: Thank you for this update. Can you please talk more about next steps? Is this a policy update that would be adopted by SDOT or City Council? I want to understand timeline and opportunity for input.
  - Jonathan/Susan: Great questions. There are two phases to this work:
    - Phase 1: Provide modal integration tools for staff based on the existing Complete Streets Ordinance, including critical bike connections. To optimize this work, we are limiting outreach and keeping this in house.
    - Phase 2: With the Comprehensive Plan, we will develop an integrated modal plan with broader outreach.
    - Regarding timeline, we plan to come back in the next 1-2 months to provide an overview of Phase 1 and critical bike network connections. We hope to launch Phase 2 in tandem with the Comprehensive Plan work in summer 2021. The bulk of the Comprehensive Plan development will occur in 2022-2023 and would be adopted by 2024.
- Sarah: Thank you for the update. I recommend sharing the broader context with the community, including how this work relates to all our city-wide transportation plans.
- Meredith: The graph on the Seattle Bike Blog is hard to understand. I think a map would be a better communication tool for this discussion; especially from an equity lens.
  - Jonathan: We have mapped the segments, but have not shared it yet. And thanks for the comment. We did look at that and the conflicts are relatively equally distributed across the city.
- Kashina: As you merge these plans, please remember that our climate goals are to have less single occupancy vehicles. For road diets, there is precedent for removing lanes. When we evaluate corridors for tradeoffs, removing car lanes or parking should be part of this discussion; not just removing bike lanes.
- Alex: At POAG, you mentioned Streets Illustrated is getting updated. What is the timeline? Many of us are interested in providing feedback.
  - Susan: We are going to do a minor update in 2021. It is only 3 years old, but there are some updates we would like to make around street types, especially around recent/future Sound Transit investments.

4<sup>th</sup> Ave PBL Phases 2b & 3

Presenters: Serena Lehman, SDOT

Presentation: See attached

Time: 6:28pm

Discussion and Q&A:

- Margaret: When will the PBL continue all the way south on 4<sup>th</sup> Ave?
  - Serena: We are hoping to evaluate that in parallel with Sound Transit and King County Metro route restructuring in 2023-2024.

- Andrew: Will the posts be replaced with concrete barriers at any point?
  - We do have funding to upgrade the bikeway in 2023 and are considering different barriers.
- Sarah: I've found it difficult to tell when 4<sup>th</sup> Ave transitions from the two-way PBL to a one-way PBL. Some additional signage would be helpful until the full project is open.
- Alex: Are you going to have a light up "Do not turn left" sign? I saw those in San Francisco and thought they were effective. They could be good to include here.
  - Sara: We have used those, but typically only when the turn restriction is in effect during certain times of the day.
- Sarah: How can we be more proactive with separating turns before waiting until someone gets hit?
  - Serena: We typically monitor the street after projects open. You have probably seen on Twitter that Dongho has been out on 4<sup>th</sup> Ave a lot. We also review Find It Fix It and collision reports.
- Yasir: I echo what Sarah said. I've had many close calls with left turning cars. Sometimes left turning cars go when they see through cars going.
  - Serena: If you see a pattern, please share that with us. We lead with Vision Zero, so we definitely want to be aware of any issues.

#### West Marginal Way SW Improvements

Presenters: Brad Topol, SDOT

Presentation: See attached

Time: 6:50pm

#### Discussion and Q&A:

- Meredith: Thank you so much. I live in South Park. This used to be my regular route when I commuted to downtown. The recommendation makes sense. One other benefit is that having two signals will be better at stopping traffic. I have seen some traffic go through red lights along here. Either the bike path or parking options are good. I lend any credence to the Longhouse and their preference due to events. However, I understand that if the parking lane is underutilized it could lead to unsafe passing and speeding.
- Alex: Agree. I have one question, if the PBL does move forward, northbound bike traffic will be directly adjacent to southbound cars and trucks. Given the high speeds along here, I would like more than just flex posts in the buffer.
  - Brad: West Seattle Bike Connections has also asked for more barriers. We are looking at making the buffer as wide as possible and adding additional protection.
  - Sarah: A lot of people in the meeting chat support concrete or more barriers.
- Patrick: A crossing at the Longhouse will be very important. Also, the sidewalk is very narrow and hard to share with people walking and biking. It is disappointing that the Port, which is a public agency, is more worried about saving 10 seconds for driving versus the safety of people in this area.
  - Brad: Our data is showing this is a project with a lot of benefits, with few tradeoffs. But we understand the Port's concern that this is an important link in their freight network.
- Yasir: You mentioned West Marginal Way is a freight priority street. Are there any priority streets for bikes in the city?

- We do not have a modal hierarchy, but we have plans to guide decisions. The BMP includes guidance on where to focus bike facilities.
- Meredith: Before the bridge closure, I always felt like freight and bikes were priorities on West Marginal Way. However, with the bridge closer, there are so many more cars that the street is overwhelmed.
- Brad: Before the bridge closure, West Marginal Way had one of the lowest car volumes of any arterial in West Seattle. It is now very different with the bridge closer.
- Monica: This is a big connection for the BMP that we have talked about for 20+ years. A while back, we built the sidewalk to the north because we couldn't do a full trail or PBL at the time.
- Sarah: Should we endorse the letter from West Duwamish Greenbelt Trails, Duwamish Valley Safe Streets, West Seattle Bike Connections?
  - Brad: We are recommending to all parties that they provide formal comments to SDOT.
  - Patrick: I think it is important to support the people in community and their perspectives. I think this letter is well written and good to endorse.
  - Meredith: I do like the idea of writing our own letter, even if it is short and simply says "we support the project and endorse their letter". I can volunteer to do that.
  - Patrick: Motion to approve.
  - Alex: Second
  - All: Approve.

#### **PUBLIC COMMENT**

- None

#### **BOARD BUSINESS**

- Approval of December and January minutes
  - Patrick: Motion to approve.
  - Kashina: Second.
  - All: Approve.
- LOC updates (Patrick):
  - There was a lot of follow up discussion about how to fund the Stay Healthy Streets program.
  - Jennifer Lehman (Seattle Pedestrian Advisory Board) and I reminded the LOC that we are supportive of the program and making Stay Healthy Streets permanent.
  - However, based on the info provided by SDOT, we are not supportive of the proposed funding source of using BMP/Neighborhood Greenways funding.
  - At the meeting, Jim Curtin (SDOT) said the original funding source was Covid-19 relief funding. He said that funding is drying up and the LOC needs to approve funding very soon; otherwise, the program cannot continue.
  - I do not expect SDOT to provide an alternative funding source.
    - Meredith: Why are Stay Healthy Streets a separate program from Neighborhood Greenways? Why does SDOT need LOC approval to use Neighborhood Greenway funding for Stay Healthy Streets?

- Monica: Stay Healthy Streets is a new initiative that had a whole new funding directive to provide safe space to walk during the pandemic. Neighborhood Greenways does not have extra funding for this initiative, but we are exploring other options.
    - Patrick: Thanks for that update. Based on that update, I think we should hold tight for now and let SDOT explore alternative funding options.
- POAG updates (Alex):
  - We got the main update from Jonathan and Susan earlier.
  - I do think it is important to have them back to better understand how we define critical bike segments. It is important to note that the critical bike segments are only where the right of way is too narrow; it is not a redefinition of all the BMP segments.
  - It is hard to conceptualize the issue and I want to make sure we have all the facts before providing feedback. The Pedestrian Advisory Board and Transit Advisory Board representatives echoed our questions and concerns.
    - Patrick: We will work with Simon to have Jonathan and Susan back.
    - Meredith: I see this as similar to the BMP Implementation Plan. We are informing SDOT where we should compromise. For example, every street in SODO is for trucks, but not one street is for bikes.
    - Alex: Good point. I'm also looking forward to the Streets Illustrated update and sidewalk level protected bike lanes as a tool to get all ages and abilities facilities in constrained corridors. It would provide vertical separation versus horizontal separation.
- Equity workgroup:
  - Patrick: We started this group in 2020 to discuss ways to make our board welcoming to all. We have not met for a while and it would be great to get it started again. Do others want to be involved?
  - Meredith: One thing we wanted to do is interview past board members of color. We have noticed, anecdotally, that members of color do not often serve their full term and wanted to understand why.
  - Sarah: I can send out an email thread to ask for new members.
    - Yasir: I would like to join
    - Patrick: Great. I am currently a member, but I am happy to make space for others to join. We need to make sure this work group stays less than quorum.
- Retreat planning:
  - Patrick: Each year we have a retreat to talk about ways to make the board work better, make sure everyone is heard and included, and discuss how we can be as effective as possible. Simon does a good job of bringing projects to us, but we also have an opportunity to set our own agenda and work plan. I'm not sure if people are open to more Zoom time, but we could either add additional time to an existing meeting, or create a separate meeting. Is anyone interested in volunteering to plan the retreat?
    - Andrea: I don't want to do another virtual meeting, but I don't see any other option for now.
    - Andy: Could we wait a few months and meet outside?
    - Maimoona: I am interested in planning, but would want some help.

- Sarah: I am happy to help Maimoona. The Pedestrian Advisory Board and LOC sent us what they did for their retreats, so we can use it for inspiration.
    - Andrea: I can help, too.
  - Patrick: And do we all have a preference for an extended meeting versus a separate meeting?
    - Jose: I would vote for a separate time.
  - Kashina: Would it also be helpful to have a smaller meeting with the new members?
    - Sarah: I met one-on-one with Jose, Yasir, and Maimoona to provide an intro. Happy to do more if needed.
- Announcements
  - Alex: I sent an email to the board regarding Central Seattle Neighborhood Greenways efforts around over-policing of BIPOC communities. We have done a lot of research on the helmet law and learned that BIPOC bicyclists are four times likely to get stopped compared to white bicyclists. Changing the law would be long and hard, and we are looking at alternative proposals to encourage helmet use. I am happy to do a longer presentation at a future SBAB meeting. Feel free to reach out if you have questions.
    - Meredith: Are there tools to deprioritize enforcement?
      - Alex: Great question. That is something to look into. We have found differences in enforcement rates across different cities.
    - Andy: The helmet law seems like a loitering law where enforcement of the law is extremely variable.
  - Sarah: I wanted to mention that you can now enable live captioning in Webex. We had received a request to add that feature.

## **MEETING ADJOURNMENT**

The meeting was adjourned at 8:07 p.m. by Patrick Taylor, SBAB Co-Chair.

## **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