

## Seattle Bicycle Advisory Board Meeting Minutes

**Date:** May 6, 2020  
**Time:** 6:00 p.m. – 8:00 p.m.  
**Location:** Virtual via Microsoft Teams  
**Co-Chairs:** Emily Paine and Patrick Taylor  
**Recorder:** Andrea Lai

### Minutes Distribution List:

See Attachment A

### Members Present:

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

### Guests:

[see attached sign-in sheet]

### MEETING CALL TO ORDER

Co-Chair Patrick Taylor called the meeting to order at 6:00 p.m.

### INTRODUCTIONS

### PUBLIC COMMENT

- Brock Howell: Commenting on the SDCI clean-up bill, want to emphasize that the clean-up bill is intended for routine maintenance. The proposal includes some substantial policy changes. The ones SBAB identified eliminating bike parking from affordable housing is probably most substantive. There was no stakeholder engagement in that decision, and it goes against other City policy and plans if the change made. People who are low-income are 25% more likely to bike than higher income people, and they are going to be using it for transportation and not recreational purposes. There is a real need for bike parking. Hoping SBAB can take a strong stance on this issue, and at minimum, ask SDCI to pull the language from the clean-up bill and engage in a conversation for a different bill for a more practical solution to trade-offs between affordable housing and transportation.
- Patrick Taylor, on behalf of Don Brubeck: The sudden closure of the West Seattle Bridge is causing severe impacts to mobility in West Seattle, South Park, and Georgetown for

residents and businesses. It has regional impacts on industries, rail and truck shipping, and our seaport. The remaining bridges over the Duwamish do not have capacity to absorb the vehicle trips diverted from the high-rise bridge. We believe that biking can take a significant share of the load, along with buses. We know people are willing to try it. But some mitigation measures are needed, to get people to their destinations safely. We need to making biking safe and efficient so that people will stick with it for several years without this bridge. West Seattle Bike Connections, Duwamish Valley Safe Streets, Seattle Neighborhood Greenways and Cascade Bicycle Club have submitted a memo to SDOT outlining strategies and mitigation projects, including preserving four projects that are nearing construction start, and expediting the implementation of four other Bicycle Master Plan projects along with several spot improvements. A copy is attached. We request your review and support.

- Ryan Packer: Two comments. One on the Magnolia and Ballard bridge. Want to point out the first big study shows that the Armory Way Bridge which would cost less and was rated higher for bike and ped access than the current configuration. The 15th Ave traffic forecasts in the study are not realistic. Two, Stay Healthy Streets. There are no Stay Healthy Streets in urban centers. If you divide the amount of street space in Belltown by number of households in Belltown, you get something like 350 square ft per person. In contrast, 2200 square ft per person in single-family neighborhoods. Urban areas have to be a focus of Stay Healthy Streets.
- Rachael Ludwick. Comment on Stay Healthy Streets. Live very close to Beacon Hill greenway on 18th Ave S. Have been using the greenway for years, working on getting 6-year old to bike for years. Hard to teach a kid to ride a bike on the 8 ft paths, there is not enough space. Now they suddenly have this street closure by them, and now they feel safe having their kid there. Wanted to say thank you, think it'll be really transformative for public and their families.

#### **MEETING MINUTES**

- Minutes for the March 2020 meeting was approved.

#### **BOARD BUSINESS**

- 4th Ave PBL and other projects of interest to SBAB are moving forward, hopefully with presentations in the summer. June agenda is still under development; feedback and ideas for the agenda are always welcome.
- In March, voted to approve a letter outlining our thoughts on bike requirements in the land-use code correction. The code corrections have gone to City Hall already. Patrick has been in contact with Dan Strauss's office, with Brock, Cascade, and others. Anticipate some additional rewrites to the letter before it goes out for SBBA review. Someone from Dan Strauss's office may join the next meeting to hear our thoughts/concerns on how biking is affected by the LUC correction and how to address.
- Meredith expressed interest in this as well as providing feedback on how to close challenges in bike room design. Patrick anticipates that there is time – this will likely go to Council in late June.

#### **PRESENTATIONS**

BMP Implementation Plan Update

Time: 6:27 p.m.

Presenters: Sam Zimbabwe, SDOT

- 36 miles of new bike facilities in last 3 years, including 4.5 miles of center city bike network last year.
- Reported 18% increase in bike ridership compared to previous year on permanent bike counters, and over 2 million trips on bike share and over 2 million miles on bike share.
- SDOT is working through the impact of COVID-19 on their program and deliverables. SDOT continues to be committed to clear, transparent, consistent communication. Sam outlined five steps SDOT is taking now, based on priorities they've heard over time.
- Capital projects underway or about to be underway that will develop bike facilities, including connection to West Seattle, Green Lake and Wallingford Paving, Delridge Rapid Ride H line, and Northgate Bike and Ped bridge. SDOT has been able to keep these capital projects moving by updating contractor health and safety plans, continuing to seek federal grants and federal funding for additional priorities.
- SDOT awarded funding for E Marginal Way capital improvement project (PBL and traffic signal improvement).
- Moving people and protecting neighborhoods during W Seattle Bridge closure. Closed the bridge 6 weeks ago Monday. Lots of W Seattle community input on ways to make biking and walking part of the solution to mitigate the impact of the bike closure.
- Building on the success of the Stay Healthy Streets effort. Starting Easter Weekend, SDOT has implemented 20 miles of enhanced safety features and closed streets to through traffic for people walking and biking. Using before and after counts to evaluate. In Central Area greenway in first weekend, saw biking up 3x compared to 2017 data. Stay Healthy Streets are becoming important both for recreation and for transportation network. SDOT is looking at how those are working and how they can consider making some of the upgrades more formal or longer lasting, would like to hear how those are working and how they can make those better.

Discussion:

- Alex: How is SDOT preparing for potential implications with the budget given that sales tax revenue will be much lower this year, and will there be corrective planning on how to prioritize projects that rely on that funding?
  - Sam: SDOT has one of the most complicated department budgets. Some implications will be felt this year, some in future years. Large portion of is from the Levy to Move Seattle, which is from property tax, where there is less impact relative to sales tax, and lag. However, other levy dollars however are heavily leveraged with other funding sources, such as the vehicle license fee. A lot of projects that are at or near construction have grant funding. SDOT still in the midst of understanding what the budget implications are and formulating 21-22 budget that takes into account updated projections. SDOT will continue to the extent possible to accelerate biking and walking investments. This comes at a time when transit has more difficulty carrying the same capacity it has, need to make sure people have as many choices as they can for safe ways to get around.
- Meredith: How come Oakland can do 70 miles and we can do 20 miles of Stay Healthy Streets?

- Sam: If you look at what Oakland has implemented, it is very similar to what Seattle has implemented. Communication started out with what they hoped to achieve at some point.
- Meredith: In the Duwamish Valley, interesting to see traffic completely change from the bridge. Bike along the Duwamish trail and going by Highland around 3-4, traffic is insane. What we are all concerned about is pollution and danger to people walking and biking because people are driving faster and there are more cars. How is SDOT adjusting how they count traffic across the West Seattle bridge (car-based) vs. counting people?
  - Sam: There is no doubt that it is impossible to shift all the people who were driving across the high bridge into driving other routes. Even now, when traffic citywide is down about 50% (more going into/out of downtown), lots of people who were going across the high bridge are looking for ways to get back and forth. At same time, as transit ridership has declined more than 50% across the city. Biking and walking need to be part of the solution. We all saw during the viaduct closure a big increase in biking to and from West Seattle over the three weeks. All of the above are part of the solution. We need to build those connections. Great to get suggestions from the community on both sides of the Duwamish.
- Meredith: There's a funding crunch and funding for the bridge - how much flex might there be to address capacity issues through biking and walking?
  - Sam: Don't have answer yet; don't know what the bridge solutions are yet or what they'll take in terms of resources. Know that there are investments SDOT needs to make for both short-term mitigation and for the long-term biking and walking network. It is always good for us to know and understand community priorities to align their investments.

#### Ballard-Interbay Regional Transportation Study

Time: 6:55 p.m.

Presenters: Diana Wiatr, SDOT

#### Presentation Summary:

- SDOT is looking at how to improve transportation for people and goods in Interbay. WA State Legislature passed a study bill for a report on transportation improvements in 2019. Everything in their scope of work is addressing the WA legislative language. SDOT working with other agency partners to give input on project.
- Lots of community interest in both the Ballard and Magnolia bridges.
- Basing work on 2019 traffic counts.
- Study will include a cost benefit impact on the bridges, including social/economic costs.
- Largely a technical study, but still has public engagement component. There are also public interagency meetings that the public may attend.
- Lots of living wage jobs in Interbay; important to also preserve those.

#### Discussion:

- Kashina: Looking at the trail as a transportation route, as a female cyclist, I don't live in this area, but I wouldn't feel comfortable on the trail at night for personal safety.

- Patrick: Building on feedback they've already received, the area is evolving and will continue to evolve. There is an opportunity to avoid institutionalizing auto-dependent mode by rebuilding bridges. Anything SDOT can do to build at a more neighborhood scale, make cars go slow.
- Sarah: Opportunity for this area if done right. Really hope the project can be forward thinking and look at other cities such as Copenhagen with very well-protected, wide lanes, proper lighting, things that make people feel safe and designed for all abilities. Right now, anyone who is biking over the Ballard Bridge is a hardcore cyclist who feels very safe.
- Meredith: Working on a project at 15th. They are taking into account dedicated bus lane. Don't know how much room SDOT sees for balancing those bus lanes with bike infrastructure, afraid that might limit bike infrastructure options. If the only alternative route is the trail, agree with Kashina's comment about safety.
  - Diana: full examination needed, lots of lanes on 15th and Elliott. Will require analysis. Certainly would not displace buses.

### MLK Protected Bike Lane

Time: 7:16 p.m.

Presenters: Jonathan Frazier, SDOT

#### Presentation Summary:

- One of a couple projects for a better bike network in these neighborhoods
- Recognizing this project is important, moving forward with funding.
- Focus is on Rainier Ave N up to S Judkins street; working on Rainier Ave South for the future
- Goal to have project area ready for the light rail stations in 2023. If they can get people to the Judkins station, it will open up bike travel.
- Selecting design based on safety, serving neighborhood destinations, feasibility, and what they're learning from public comment. Doing virtual outreach with businesses and non-profits along the corridor, as well as public comment survey.
- Alternative 3 (1-way bike lanes) has received more community preference than others.
- SDOT continuing to partner with Accessible Mt Baker and DON.

#### Discussion:

- Patrick: As Rainier Valley resident, I am super interested in this project, particularly in how it sets us up for continuing a bike route through the valley. Can you talk about how you're considering that?
  - Jonathan: So far on study, south Rainier is looking like a fairly expensive project. Not likely something they can fund between now and end of the Move Seattle Levy in 2024. Would like to come up with ways to fund it as a post-levy project. Would require collaboration with Sound Transit, lots of outreach, lots of civil improvements.
- Alex: North of Judkins park is not in scope of project, but has there been much discussion on how this route would continue further north, such as the design of bus stops given the frequent bus routes?
  - Jonathan: SDOT recognizes that what's on MLK north of Judkins is not a PBL or all ages/abilities facility. They are penciling out options, but it is out of scope for the moment. On bus stops, pricing out floating bus stops (similar to Dexter Ave).

If quick build, it might be a shared facility similar to Swift/Myrtle and Othello with a break in the protection, or similar to NE 65<sup>th</sup> St (shared bus stop and PBL lanes).

- Gunnar: As someone who lives off MLK, really excited to see this change. Good to see that with these changes that traffic will possibly slowed. Want to push for other components SDOT can look into for traffic slowing in the area given the parks and schools.
  - Jonathan: Recently put up 25 mph signs (before COVID-19 response), but have not yet done speed measurements to see what has changed. PBLs would narrow and change the feel of the street, hopefully slow people down.
- Sarah: Sounds like SDOT is asking if SBAB prefers Alternative 1 through 3. Personally, leans towards 3. What potential is there to raise the lanes to more the level of the sidewalk, and would it only be flex posts? Really push for exploring some safe options.
  - Jonathon: Raised lanes would be beyond the budget, but they're including concrete barriers and curbs where traffic is fastest and where street curves.
- Alex: Agree that Alternative 3 is generally the most intuitive, has fewer conflicts with turning vehicles. Especially with high speeds on the street, being adjacent to traffic coming against you can be pretty scary.

### Safe Healthy Streets Update

Time: 7:38 p.m.

Presenters: Summer Jawson, Monica Dewald, and Jonathan Frazier, SDOT

- Evolved out of the response to COVID-19, recognizing need for more open space for people. Started by using materials they use for winter street closures, but now have to order more signs and cones for new blocks.
- Street sign and cones are placed on both sides. They give people legal right to be in the road. They deter cut-through traffic.
- A successful stay health street is one that is used (but not to the extent social distancing is difficult to maintain). SDOT has observed some walking volume decrease (likely with schools out of session) but seeing tripling of biking.
- Likely to do more evaluation/counts. SDOT staff and volunteers have been doing observations. They have also observed people moving materials back if knocked down or out of place (painted marks help indicate where materials should go).

### Q&A

- Patrick: Follow up on Ryan Packer's comment. Seems like a glaring omission that there are not Safe Healthy Streets in center city where the neighborhoods are most crowded. Can you talk a bit more about why they chose not to put a project there?
  - Summer: Stay Healthy Streets are based on the neighborhood greenway network. These are local streets, usually residential streets with traffic volumes typically below 1500 vehicles per day. You don't get a lot of those in more dense urban neighborhoods. We are working with Seattle Together and their partners in policy and planning for other options to increase space for social distancing and mobility in more dense urban neighborhoods. They have first neighborhood greenway coming into CID through King Street. SDOT had also considered it as an option for a Stay Healthy Street, but because of the number of businesses on

the street and the number of places with temporary pick up zones for restaurants, it wasn't a good match.

- Patrick: Encourage SDOT to look at options for central city. When I've biked around, lot of overcrowded sidewalks and parks.
- Andy: Thank you for the work you're doing on this. Coming from public health perspective, great to have people to walk and bike. Some is good, more is better. Encourage SDOT to look at which ones could be made permanent to put people ahead of cars. You may already be doing this, but suggest using GIS to see how many people are within 5 minutes of a place they can walk that would give access to a trail, SHS, or other alternative.
  - Jonathan: This week, SDOT is looking at options to make this more durable.
- Gunnar: Push for making space open to all folks living in denser areas. SNG put together a great map identifying some possible areas this could be done. Also seconding Andy's comment, really want to advocate for you all to be thinking about how we can make these spaces permanent or more long-lasting
- Sarah: Any thoughts on what transitioning out of SDOT's emergency response and into a program would look like, such as weekend closures?
  - Monica: Right now, still trying to define short-term, long-term. No decisions have been made yet, but anticipate a more solid answer for that soon
- Alex: What about Lake WA Blvd?
  - Summer: coordinating with Parks department on Lake WA Blvd and a few other sites. Like Jonathon mentioned, implemented a short section near Greenlake. Parks has asked SDOT to work with them on a couple of other locations.

#### **PUBLIC COMMENT**

- Sean Cryan: Former SBAB co-chair. Bike along BIRT corridor for daily commute. Couple of questions for Diane in case she's still on the line. Comments:
  - Ballard Bridge bike/ped improvements in addition to 15th Bridge improvements would make a huge improvement in reduction of car trips. Wondering how that's been taken into account in the study
  - Noticed on the study area, Ballard Locks and Fremont bridges are outside of the study area but are heavily used now. Are patterns of their use considered in the study, such as for construction impacts?
  - Since timing for replacement is so far out into the future, hope there is study into interim work that could be done that could improve both Ballard bridge and 15th Ave in that time period.
- Jesse Moore: Mayor did a Duwamish Valley action plan in 2018, had some sobering data in it about health risks of walking and biking in Georgetown. Georgetown contributes less to automobile traffic, 20% of households don't have access to car and more than 12% walk or bike to work, a higher than average biking rate, but also higher collision rate. Potential to add 90K drivers for lane spaces available on the re-routes. 21 lanes for all car trips, freight, and people riding bicycles. Currently, all modes share those lanes. A few months ago when the Duwamish trail was unexpectedly closed, spoke with people on social media with people planning alternative routes. One woman reported picking up her child downtown on a cargo bike after work to be met with the surprise closure. In the event that the low bridge closes even temporarily, every bike commuter in the area will be looking for space in those areas. Here today asking for the support from SBAB, SDOT to expedite the BMP for a Georgetown to downtown bike route.

- Gunner Scott: Highland Park Action Coalition and e-bike rider. Want to know if this group has thought about requesting places for e-bikes to plug in. SPU is installing more electric car stations. As e-bike commuter from West Seattle, can bike downtown and home, but can't make other trips without a place to plug in. Would like to see a build out for people to be able to plug in electric bikes and power chairs for wheelchair users .Secondly, if SHS staff are still on the line, disappointed that they did not reach out to community group to talk to them about it. The neighborhood is significantly impacted by closure of W Seattle Bridge already. Taking away Trenton Street as an option to get groceries is very hard for neighbors. Visibility is bad people walking on a street. Would be interested in working with SDOT on a different option – want SHS in the neighborhood but it's not in the best place.

#### **OTHER BOARD BUSINESS**

- W Seattle bridge letter endorsement. Patrick shared a letter from a coalition of South Seattle groups. Have laid out asks for the City and SDOT, would like SBAB to write a letter of support.
- SBAB approved endorsement of the letter. Ben will write the endorsement.
- Meredith: Consider possibility of writing letter for stay healthy street for long-term.
- Andy proposed making a norm for virtual future meetings to have video on.

#### **MEETING ADJOURNMENT**

The meeting was adjourned at 8:25 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
- Same 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