

Seattle Bicycle Advisory Board Meeting Minutes

Date: December 1, 2021
Time: 6:00 p.m. – 8:00 p.m.
Location: Virtual via Microsoft Teams
Co-chairs: Patrick Taylor and Sarah Udelhofen
Recorders: Simon Blenski and Tyler Vasquez, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag		X
2	Kashina Groves	✓	
3	Vacant		
4	Andrea Lai, Secretary	✓	
5	Vacant		
6	Vacant		
7	Andrew Dannenberg	✓	
8	Meredith Hall	✓	
9	Sarah Udelhofen, Co-Chair	✓	
10	Patrick Taylor, Co-Chair	✓	
11	Maimoona Rahim		X
12	Jose Nino, Get Engaged Member	✓	

Meeting Call to Order: The meeting was called to order at 6:02 p.m. by co-chair Sarah Udelhofen.

Public Comment:

- Email from Rick Peterson on 11/9/21: Seattle should not underestimate the potential of e-bike sales and usage to really have an impact on the success and adoption of bicycles as a primary mode of transportation for many, many more people (and older people, too)—and how e-bike accommodation can be a powerful way to help cut and reach Seattle’s emissions goals. E-bikes have much stronger capabilities than ordinary bicycles, and our bicycle network planning for the future should understand and leverage these additional capabilities. For example, uphill rides are much easier on e-bikes (no advantages on downhill rides, though). Link to New York Times article: <https://www.nytimes.com/2021/11/08/business/e-bikes-urban-transit.html?smid=url-share>

Presentations:

Burke-Gilman Missing Link Update

Presenters: Louisa Miller, SDOT

Presentation: See attached

Time: 6:10 p.m.

Presentation:

- Louisa:
 - There is a 1.5-mile gap on the Burke-Gillman Trail through Ballard. The goal of this project has been to fill that gap.
 - There is a lot of freight activity and access needs in this area that we want to maintain.
 - This is also a voter-approved project in the Move Seattle Levy, so we want to keep that commitment to voters.
 - In spring of 2019, there were a number of improvements started on Market St and Locks Pl, however the trail related work was put on hold due to litigation.
 - There were three legal challenges from Ballard Terminal Railroad, WA State Court of Appeals citing and appearance of fairness violation, and from Shoreline regarding permit issuance.
 - In response to these legal challenges, we looked at two options to move the project forward. First, we could stay the course and not make any changes. Our second option was to make scope refinements.
 - The second option was preferred because it does not require railroad or SEPA review. The first option would include cost escalation, be further open to legal challenges, and likely take longer than the Levy time frame to deliver.
 - The new scope maintains the bike path at standard, but avoids railroad relocation and reduces paving areas.
 - Our next steps are to finalize design with construction starting in 2022 or 2023 at the latest.

Discussion:

- Andy: Are the people who sued receptive to the new designs?
 - Louisa: We have not heard from them, except that they asked how we plan to address the comments in the EIS.
- Diane: Why does the preferred alignment not go on NW 54th St?
 - Louisa: The turning movements are more constrained on NW 54th St because the driveways are more parallel to the street. A trail would make it more difficult for businesses to access their driveways.
- Diane: Is the 1-foot buffer a raised curb? And is the 3-foot buffer a planting strip?
 - Louisa: Yes, the 1-foot buffer is a short concrete curb and the 3-foot buffer will be a combination of curb and planting.
- Sarah: Thank you for the update. We have been waiting so long for something to happen. I was wondering if there are opportunities to make additional improvements later as part of a potential "Phase 2"?
 - LM: Our design does not preclude adding back the scaled back items, if warranted in the future.
- Meredith: Can you please share plan views of the concepts to see the railroad crossings and NW 45th St design? Was the original intent to eliminate areas where the trails and rails cross?
 - Louisa: There is only one location where the trail crosses the tracks near the Ballard Bridge.
- Patrick: On the south side of NW 45th St, there are many parked cars and loading docks. In the drawing it looks like there is a curb along the south side. Will people still have access to the parking spots?

- Louisa: The businesses will not be cut off. The trail is like a wide sidewalk that will include intermittent driveway access that crosses the trail. The curb will be painted red in areas so people do not park too close to the crossing.

Seattle Comprehensive Plan Introduction

Presenter: Michael Hubner, OPCD

Presentation: See attached

Time: 6:40 p.m.

Presentation:

- The Seattle Comprehensive Plan will guide housing and job growth over the next 20 years.
- Stay law requires the city to update the plan every 8 years.
- We are planning for at least 112,000 new housing units and 169,500 new jobs.
- The existing plan focused on the urban center and urban village strategy. This update will explore new ideas for supporting growth including new urban villages, more options for housing across city, the “15-minute neighborhood” concept, and growth around transit stations.
- The plan topics will include housing, jobs, transportation, environmental justice, climate change, parks and open space, and livability.
- This update we are specifically thinking about the context of the global pandemic, reckoning with systemic racism, climate change, housing crisis, and rapid growth of the city.
- Our outreach goals include centering racial equity throughout the planning process. We will do outreach at the citywide and neighborhood level, prioritizing and elevating historically marginalized communities. We will develop and fund partnerships with community organizations to help with outreach.
- We have divided the timeline into different phases:
 - Phase 1: Listen and learn in late 2021
 - Phase 2: Shape the plan in 2022
 - Phase 3: Review and refine in 2023
 - Phase 4: Adopt and look ahead by early 2024

Discussion:

- Patrick: What feedback are you looking for from the modal boards? How do you think the policies will affect the bike network?
 - Michael: The feedback will vary across the phases. The first phase is really about getting broad feedback on the vision. Phase 2 will include more topical conversations on scoping and the environmental analysis. The growth alternatives will have impact on different modes of travel. For example: the 15-minute neighborhood concept will require specific modal needs in certain areas of the city. We certainly will come back to the board with specific questions and items for feedback.
- Jose: The Comprehensive Plan and Transportation Plan are being updated at the same time. Does SDOT compile all the transportation feedback and share that with you or do you compile all the transportation feedback and share that with SDOT?
 - Michael: It's both. Since we are doing joint outreach, we will be sharing feedback from community. The Comprehensive Plan is the overarching plan for the city to set the growth plan, then setting investments and options. The Transportation Plan helps to address those growth needs.

- Meredith: As a person living in South Park, I am worried that the Seattle Comprehensive Plan will protect freight/manufacturing lands at all costs. I hear a solution to address the housing shortage is to build in the Duwamish Valley. I urge you to think about the use of the Duwamish Valley. Also, it is striking that South Park is an existing Urban Village surrounded by all industrial and manufacturing and that Georgetown is not even considered an Urban Village or residential area at all.
 - Michael: Thanks for your comments. I'll mention that there is existing policy work around addressing potential zoning changes for industrial areas led by OPCD.
 - Andy: Some of the industrial lands will not be viable for residential uses due to sea level rising and earthquake liquefaction.
- Patrick: What is the best way to offer feedback going forward?
 - Michael: We can work with the staff liaison to come back at key milestones. There will be events available next year that you can attend individually or with the board. There is a website that has interactive features and opportunities to submit comments.

Modal Integration Policy Framework Update & Seattle Transportation Plan

Presenter: Lizzie Moll and Jonathan Lewis, SDOT

Presentation: See attached

Time: 7:10 p.m.

Presentation:

- Lizzie:
 - The Modal Integration Framework looked at how our individual modal plans aligned.
 - The original planning work was state of the art at the time, but it did not necessarily have a holistic view of the transportation network.
 - We set out to solve an internal process issue, focus on the 7% of arterial streets where bike, transit, and freight plans overlap and where the right-of-way is too constrained to fit all modes.
 - For the other 93% of arterials would use the existing recommendations in the BMP.
 - In the past we called this work "Critical Bike Segments". We realized this was not a good name because all segments are critical. Instead, we are simply referring to these segments where there is constrained right-of-way.
 - This is incredibly complex work. We last gave you an update in July 2021, but are realizing that this is taking more time. Our goal is to have draft network maps by early 2022.
 - We are starting work on the Seattle Transportation Plan, but the Modal Integration Framework would be an operational policy and serve as a technical tool for staff ahead of the Plan development.

Discussion:

- Diane: Did this work use existing data about right-of-way? Are you planning to collect and integrate more data?
 - Lizzie: The Modal Integration Framework was mostly technical, overlaying and analyzing the right-of-way. At this time, we are not planning to collect new data, but will be gathering a lot of feedback through the Seattle Transportation Plan outreach.
- Andy: This work focuses on the pedestrian, bike, transit, and freight network. Where do the cars get to have a say and fight back?

- Jonathan: We are thinking about adding policies about the roles of vehicles in the Seattle Transportation Plan. Our policy is to prioritize efficient use of the right-of-way. We are not seeing the progress on Vision Zero and climate action, so we need to look at strategies to reduce the use of single occupant vehicles.
- Patrick: Is the end goal to identify and resolve all potential modal conflicts?
 - Jonathan: Working out all the conflicts is not feasible in such a large city, but we hope to think about how we can move around some of the networks. For example, some of the issues are easy to manage by moving one or two modes to a parallel street to address the conflict. Also, in the long-term light rail will shake up how buses use our streets.
- Patrick: Will the Seattle Transportation Plan identify locations for car-free streets?
 - Jonathan: We are adding a new people streets and public spaces section. This will formalize a toolkit for play streets and festival streets and identify car-light or low emission areas of the city.
- Patrick: Will this also involve updating Streets Illustrated to identify new street types?
 - Jonathan: Streets Illustrated is an implementation tool. This Plan will provide the guidance to eventually update Streets Illustrated.
- Patrick: When will we have an opportunity to review the draft bike network maps?
 - Jonathan: We will probably not have maps until next summer.
- Sarah: Can these plans be user-friendly so our board and the public can track implementation progress?
 - Jonathan: We plan to have a streamlined planning document. We are looking to have a summary report, approximately 100 pages of user-friendly accessible information. We will have a website version to see maps and explore how the networks are overlaid.
 - Michael: The Comprehensive Plan will be approximately 600 pages, but we are hoping to have a shorter more user-friendly version.
- Meredith: Will any of these plans address parking? This is from the perspective of general public fearing parking going away and providing space for more bike and e-bike parking.
 - Jonathan: On-street parking in the right-of-way will be addressed in this Plan. We know that storing vehicles in the street is not the best use of our right-of-way, but can be difficult to talk about.
 - Michael: From the lens of the Comprehensive plan, the Seattle Transportation Plan will be the primary place to address parking in the right-of-way. There are policies within the Comprehensive Plan that can address parking. SDCI has the jurisdiction when permitting parking spots around development. Our goal is to set ambitious mode share goals and implementing policies around the role parking in shifting people from single occupancy vehicles to other modes.
 - Meredith: I hope that Plans can think about providing more bike parking and e-bike charging stations.
- Sarah: Will the Seattle Transportation Plan update the downtown mode share targets?
 - Jonathan: No, we will not be doing that through this process.

Public Comments:

- None

Board Business:

- Approval of November meeting minutes

- Approve: Sarah
 - All: Second
- LOC Update:
 - Sarah: Maimoona is not here tonight, but she did send out an email update.
- Vaccination attestation:
 - Simon: There is a requirement from all city employees, contractors, and volunteers to be submit and be vaccinated by December 5. You have a few more days to submit it. I sent out an email that included more information.
 - Sarah: When we do go back in-person, do you know if there will be a hybrid option?
 - Simon: I think there is interest in a hybrid option and I know other staff liaisons have heard that from their boards, too.
- Joint SBAB/SPAB meeting
 - Sarah: Simon sent out a Doodle poll. Please respond so we can schedule the joint meeting.
- Appointment Updates
 - Simon: Welcome to Jose and Diane. We now have two of our three spots filed. We are still waiting to hear about the third spot as well as an update on the Get Engaged process.
 - Patrick: Do you know if Council Member Peterson is looking at other candidates or are they simply slow to review?
 - Simon: I think it is the latter. Other modal boards are waiting for responses, too so the delay is not specific to SBAB.
- Future agenda items:
 - Simon: On deck we have:
 - Stay Health Street update for the join SBAB/SPAB meeting
 - Alaskan Way PBL
 - Bike facility maintenance
 - Rapid Ride J Line 60% designs
 - Georgetown to Downtown planning study
 - Sarah: We are also looking to track and expand policy decisions and develop relationships with Council Members. Please let me know if you are interested in that.
 - Patrick: In the spring we should think about doing our retreat when we have all the new members on board.
 - Meredith: I'm curious how scooter users are being heard. I wonder if that can be a topic for the joint SBAB/ SPAB meeting.
 - Diane: Does the board meet with non-profit organizations on advocacy?
 - Sarah: Cascade and SNG staff often attend and there is email coordination on important topics and projects.
 - Patrick: We have coffee with non-profits and have also invited SNG groups to present to SBAB about their priorities.
 - Kashina: I reach out to advocacy groups if there are items on the agenda that I think they should be aware of or are interested in.
 - Meredith: We worked a lot with advocacy groups last time the BMP was updated to make sure our priorities were aligned.

- Announcements:
 - None.

Meeting Adjournment

The meeting was adjourned at 7:55 by SBAB Co-Chair Sarah Udelhofen.