

Seattle Bicycle Advisory Board Joint Meeting Minutes

Date: March 2, 2022
 Time: 6:00 p.m. – 8:00 p.m.
 Location: Virtual via Microsoft Teams
 SBAB 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	✓	
2	Kashina Groves	✓	
3	Jose Nino	✓	
4	Andrea Lai, Secretary		X
5	Diane Walsh		X
6	Doug Midgen	✓	
7	Andrew Dannenberg	✓	
8	Meredith Hall	✓	
9	Sarah Udelhofen, Co-Chair	✓	
10	Patrick Taylor, Co-Chair	✓	
11	Maimoona Rahim	✓	
12	Yacoov Tarko, Get Engaged Member	✓	

Meeting Call to Order: The meeting was called to order at 6:00 p.m. by SBAB co-chair Sarah Udelhofen.

Public Comment:

- Email from Alan Kirlin on 2/16/22: When bicyclist ride around the beach and back South to West Seattle they often ride up the hill, starting a Lowman Beach Park, Beach Dr. SW and go up Lincoln Park way SW to 47th Ave SW. This is a difficult hill climb, and to make it more difficult bicyclist need to avoid car traffic. It gets worst as they approach the top and round the curve. The traffic does not have safe line of sight and bicyclists are easy targets. Neither can safely see each other. A dedicated bicycle lane would be much safer. On the south side of the street. Please note that all of the houses on that side of the street have off street parking. I would be happy to answer more questions.
- Email from Trip Allen on 3/2/22: I've a question for the board regarding the Green Lake Outer Loop. When the Multi-Modal two-way bike track opened at Green Lake last June, the terminus at the NW failed to provide safe means to transition across for proceeding westward on Winona Ave, which is where 80% of that bike flow needs to go. I've called this out many times to SDOT from the day it opened, with Dongho Chang admitting it a flaw during a mid-July phone conversation. It leaves cyclists abandoned, with no signage or space to negotiate easy access to the crosswalk. I live at Winona and 77th and have watched hundreds of near misses as confused cyclists are forced to make split second improvised routes across a busy Winona Ave amid busy, odd-angled intersections (W Green Lake Dr, Ashworth, N 77th). I've attached reports that illustrate the problem, along with similar deficiencies SDOT created at the terminus at the SW terminus where N 63rd meets W Green Lake Way. The whole of W Green Lake Way is overall

less safe for cyclists traveling east. Winona Ave is the major east-west bike corridor, serving many a commuting cyclist. From the bike counts in SDOT's chart as part of the Multi-Modal Paving Project, it's easily extrapolated that around 400 cyclists go west from the NW terminus, whereas 100 take N Green Lake Dr toward 83rd, yet the facility only serves the latter group. Now it's revealed that the Green Lake Outer Loop will displace over 3,000 cars by closing the northeast bound lane of W Green Lake Dr, claiming that Winona Ave has capacity for that diverted flow. Please see the attached maps illustrating how this will increase the car flow on Winona Ave N from over 9,000 to more than 12,000, with all of it in the northeast bound lane. Yet, Winona keeps being neglected for any improvement. It isn't technically wide enough for bike lanes, but it sure could benefit by lane markings that indicates sharing the street with bikes, with fog lines that create 'car lanes'. Make those car lanes 9' narrow (as the east side of the lake E Green Lake Way has. Narrow the car lanes to help calm car speeds and visually convey to car drivers that bikes share the street. Add a pedestrian crosswalk at Stone Ave. How about some speed humps upon approach to the crosswalks? SDOT claims that the Outer Loop connects people to the park. Well, not very safely, when the most used cycling corridor to it from the west is only for the hardened and intrepid cyclist, and they shouldn't have to put up with that. Seriously, how does adding 3,000 cars to a known bike route, for the sake of creating a Loop of barely recreational value, comply with Vision Zero goals?

Presentations:

Scooter and Bike Share Update

Presenters: Becky Edmonds, SDOT

Presentation: See attached

Time: 6:10 p.m.

Presentation:

- Becky:
 - Hi, I'm the new micromobility program manager taking over from Joel Miller.
 - The history of micromobility in Seattle started with Pronto bike share in 2014. In 2018 we were one of the first cities to introduce free-floating bike share. By 2019, bike share vendors left the market as demand for scooters emerged.
 - Day to day management of the program includes using digital tools, vendor relationships, infrastructure, evaluation, outreach, access, and affordability. We also have regulatory oversight including permit condition, compliance, and code changes.
 - We currently have two bike share vendors: Lime and Veo. Bike share has been free floating since 2017, and the fleet is now all e-assist.
 - The average trip is about 15 minutes and 1.5 miles. There is typical seasonal variation, but we saw a big dip in 2020 during the pandemic, with some modest gains in 2021.
 - SDOT really values bike share and wanted scooters to work well, so we took 1.5 years to develop a pilot. We engaged the disability community, gathered lessons learned from other cities, grappled with sidewalk riding issue (not allowed).
 - Legislation was approved in September 2020 and the first scooters were available by October from four vendors: Lime, Link, Wheels, and Spin.
 - Vendors are required to deploy at least 10% of the fleet to equity focus areas: north, central, and south and offer reduced fare options.

- Program outreach included funding BIPOC community organizations to conduct focus groups. We identified key barriers such as lack of knowledge of how to use, access to safe places to ride, affordability, and language access.
- For accessibility, SDOT piloted a seated scooter option and also gives a portion of revenue to Outdoors for All to support adaptive cycling.
- For safety, all vendors require users to complete a safety quiz and have a lower speed limit on first ride.
- The City implemented a helmet requirement for scooters, but surveying says that most users don't wear helmets.
- There have been 17 scooter-related collisions filed as police reports since the pilot started. All involved motor vehicles, and there was one fatality.
- To keep sidewalks clear, we conducted an audit of 4,000 devices. Obstruction hazards improved over time to 8% of all devices, but not quite at our target of 3%.
- Overall, there have been 2.2 million miles traveled during pilot and half start or end near frequent transit stops.
- About 25% of users said they would have driven if the scooter was not available.
- Our next steps are to extend the pilot through Q1 2022, then have another round of competitive selection process. We will continue to audit, implement safety measures, and do outreach.

Discussion:

- Doug: Are the vendors required to disclose their financial books?
 - Becky: We don't require vendors to disclose their books. We have heard from vendors that scooter share is more profitable than bike share.
- Doug: Do we know how much garbage and waste the scooters generate?
 - We require the vendors to share what happens to the devices and we are working to do a life cycle analysis.
- Doug: Is there a cap on the number of scooters in the city?
 - Becky: Yes, the vendors can have 2,000 devices total.
- Yasir: Will scooters have a city board like the Bike and Pedestrian boards?
 - Becky: I have not thought about this before, but you raise a good question. With the upcoming Seattle Transportation Plan, we are thinking about where scooters fit in. In addition to the City bike and scooter programs, there are many private devices that use the streets and we need to think about how to incorporate them into planning.
- Sarah: SBAB has heard about issues with sidewalk riding especially downtown. Is there any way we can use data to see if there are places that we can advocate for more bike facilities?
 - Becky: Route planning is hard to know and Google maps does not always direct people to where the safest place to ride.
- Patrick: Does your program also oversee ride share like Uber and Lyft?
 - Becky: I work on car share, like Gig and ZipCar. Ride share is regulated by another department.
- Patrick: I wanted to say that it is very impressive that the city has a lot of regulations and collects tons of data for bike share and scooter share. However, the same cannot be said for ride share. Bike share and scooter share are seen as toxic, yet there are so many more issues with ride share. We heard a long time ago that there was a geofencing pilot that would prevent ride share

from blocking bike lanes and other areas, but there seems to be no progress with that. I know you are not in charge of that, but I just wanted to share.

- Andy: Are companies encouraged to try different pricing? It seems that the demand is there, but the pricing may be cost prohibitive.
 - Becky: Pricing is typically \$1 to unlock and then \$0.39 per minute. You can also have monthly membership which has some discounts per ride. It's difficult to have them change their rate since the City charges these companies to operate in the city.
- Meredith: How much did bike share drop in 2020 as a result of scooter share?
 - Becky: Scooter share did not contribute to bike share dropping since it started in late 2020, but it may have suppressed bike share coming back up again.
- Meredith: I also wanted to say that some cities are subsidizing docking bike share and treating it like public transportation. It seems like bike share is a public good and having private vendors is not a sustainable approach.
- Maimoona: There was a bike boom in 2020, but a dip in bike share. Is there any data on why people did not use bike share and why some came back in 2021?
 - Becky: I can look at the survey and trip data to understand this trend.

Industrial and Maritime Strategy

Presenter: Jim Holmes, OPCD

Presentation: See attached

Time: 6:55 p.m.

Presentation:

- Jim:
 - The background for this effort is that we received direction from Mayor Durkan to think about existing industrial areas and update land use plans to better prepare for changes like future light rail stations.
 - We started scoping in Summer 2021 and put out a draft EIS in December 2021.
 - The deadline for comments closed today at 5pm, but we welcome comments from the Bike Board within the next month.
 - The draft EIS includes 3 land use concepts:
 - Maritime, Manufacturing, and Logistics (MML): Historic investments and industrial corridors with strong protection to avoid price speculation.
 - Industry and Innovation (II): Lower floors for industrial with commercial above.
 - Urban Industrial (UI): More transitional facilities, such as breweries.
 - This is a programmatic EIS and not for a specific project.
 - We analyzed 4 options: No action and 3 alternatives increasing in intensity of change:
 - Alt 1 (No action): General industrial (90%), Commercial (5%), Transition (5%)
 - Alt 2: MML: (89%), II (5%), UI (6%)
 - Alt 3: MM (86%), II (7%), UI (7%)
 - Alt 4: MM (86%), II (8%), UI (6%)
- Projected 2044 employment and the number of dwelling units increases with each alternative.
- Comments that are helpful include where we should provide additional analysis, corrections, how alternatives should be changed, and potential mitigation strategies.

Discussion:

- Meredith: We really appreciate you coming tonight. The explanation on how zoning may change is exciting. Did you do any analysis for sea level rise and whether this impacts the alternatives?
 - Jim: There is a section in the EIS discussing sea level impacts. It is not a solution, but it is a mitigation response.
- Patrick: How did you coordinate plans for bike routes and freight routes through these areas?
 - Jim: Chris Eaves with the Freight Board will have more information on this, but that is a great question to include in the comment letter.
- Meredith: Patrick makes a great point. All the north-south routes through SODO are freight routes, which makes it really hard to even attempt to make changes to those streets.
 - Jim: That would also be a great comment to add to the letter.
- Maimoona: How did you coordinate this EIS with the future Seattle Transportation Plan.
 - Jim: The EIS used the existing BMP and acknowledges the Seattle Transportation Plan will be the basis for future projects. At this point, the EIS cannot do more than that because this plan will be done prior to the draft of the Seattle Transportation Plan.
- Meredith: Can you explain the overall outcome of this plan?
 - Jim: The EIS identifies land use, updated zoning, and clarity on how it would be used. It will be legislation that allows the zoning to change. We anticipate legislation to City Council late 2022 or early 2023.
- Sarah: This is a comment for SBAB, not for Jim: This is making me realize how important how the Seattle Transportation Plan is going to be. There are a lot of things we do not like about the existing BMP, yet staff use it to make big decisions. We have to make sure we get the Seattle Transportation right.
- Patrick: You said you will welcome comments from SBAB within the month. Our next meeting is on April 6. Will that work?
 - Jim: We will take comment from SBAB after your April 6 meeting.
- Meredith: In addition to the Duwamish Valley, there are tons of changes in Ballard and Interbay. Maimoona. I would appreciate more SBAB members helping to write the letter.

Public Comments:

- Holly Krejci: I want to echo what Meredith said and that zoning dictates transportation investments. I can't stress enough how important it is for the board to stay engaged in this topic. Worried about impacts of potential freight only lanes on East Marginal Way S and West Marginal Way SW.

Board Business:

- Approval of February meeting minutes
 - Kashina: Move to approve
 - Sarah: Second
 - All: Approve
- LOC Update:
 - Maimoona:
 - We got a presentation on the 2022 Move Seattle Levy Delivery Plan. Some of the key bike projects complete by Q2 2022 include 2-3 miles of PBLs on Eastlake, Broad St, and neighborhood greenways in Maple Leaf.

- We also received presentations about Accessible Mt. Baker bike and pedestrian improvements and the Transit Plus Multimodal Corridor (TPMC) program which will upgrade routes 40, 44, and 48.
 - The LOC asked to see our 3 letters from last month so I need to share them.
 - I also wanted everyone to know that I have a class conflict starting April 1, so I wanted to see if anyone can help fill in then.
 - Sarah: Maybe we can rotate to take the burden off one person?
- Sound Transit 3 Draft EIS
 - Sarah: The EIS is massive and I have not had time to look at it. Simon checked with Sound Transit to get a presentation, but they said it would be very challenging to distill down information for a short 30-45 min presentation with time for questions and discussion. They directed us to the online open house and opportunities to submit comments. We might need to form a subgroup to review.
 - Meredith: What is the deadline for comments?
 - Simon: April 28.
 - Patrick: We are most interested in multimodal access to the stations. For example, I heard that some of the downtown stations will be deeper than the existing Beacon Hill station requiring additional time to access the station.
 - Sarah: The main focus right now is on route alignment and SBAB will be most interested in station access.
 - Meredith: If we didn't provide comment, it wouldn't be the end of the world; presuming they don't make such a terrible decision on the route. Or we could review the routes and identify where they intersect existing or planned bike routes. Then we could ask what the impact would be and if there are opportunities to mitigate or improve. We could also reach out to Cascade and SNG to see if they have any thoughts.
 - Simon: If you were interested in a presentation, it would be helpful to follow Meredith's suggestion and ask about a few specific bike impacts or opportunities. I think that would be more manageable to cover in a 30-minute presentation.
- Retreat planning:
 - Sarah: Please fill out the survey and then we will find a date.
- Future agenda items:
 - Simon: For April we have a few presentations on deck: Alaskan Way PBL, Seattle Transportation Plan update, and camera enforcement pilot for bus lanes and intersections.
 - Sarah: Other on deck projects include Beacon Hill Bike Route and Georgetown to Downtown PBL. We also heard suggestions for freight lane policy, ride share, and a focused ST3 presentation.
 - Andy: It would be interesting to have Cascade or SNG come into talk about how they approach bike advocacy in general.
- Announcements:
 - Patrick: I heard City employees are being asked to come back to the office. Any plans for Boards and Commissions?
 - Simon: No plans for boards yet. SDOT staff are going back to the office on a hybrid schedule starting March 16.
 - Sarah: Since last month we have sent out letters to Council Members.
 - Meredith: Diane and I are meeting with Council Member Herbold next week.

Meeting Adjournment

The meeting was adjourned at 8:00 by SBAB Co-chair Patrick Taylor