

Seattle Bicycle Advisory Board Meeting Minutes

Date: August 20, 2024
Time: 6:00 p.m. – 8:00 p.m.
Location: City Hall L280, Boards & Commissions Room
Recorders: Lili Hargreaves

Bicycle Advisory Board Members Present

Seat	Members	Present	Absent
1	Vacant	-	-
2	Max Green		X
3	Nia Ransom, Co-Chair	✓	
4	Amy Conroy		X
5	Vacant	-	-
6	Doug Midgen	✓	
7	Donna McBain Evans, LOC Rep	✓	
8	Christine Stawitz		X
9	Vacant	-	-
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary	✓	
12	Eli Davis, Get Engaged Member	✓	

Presentations

Automated Enforcement

Andrew Merkley, SDOT

15 min presentation, 20 min discussion

City Coordination on Sound Transit 3 Link Extension Projects

Jennifer Meulenberg, SDOT

10 min discussion

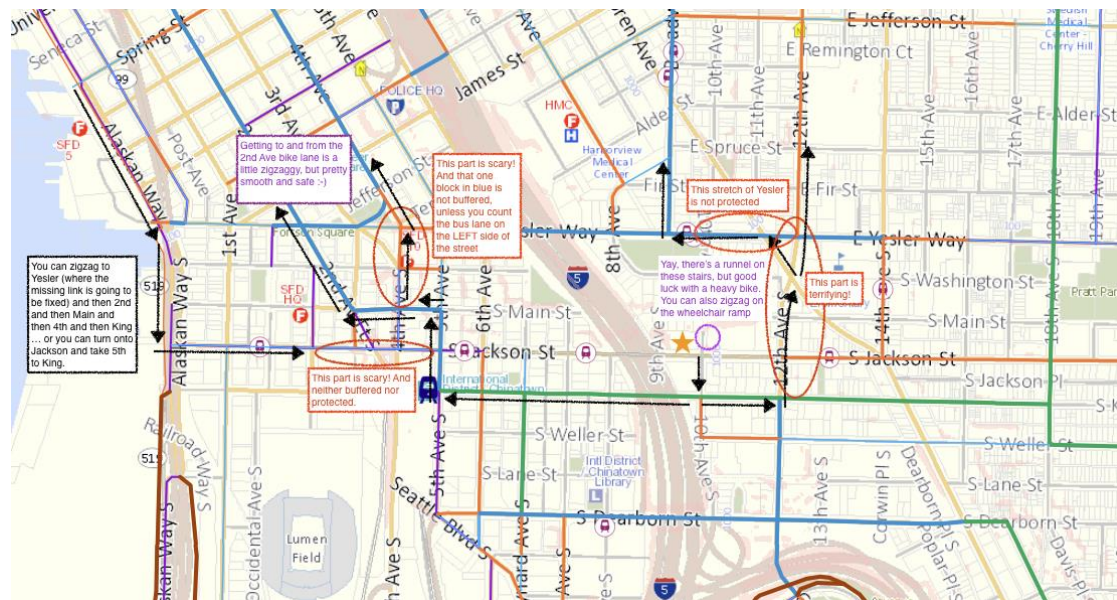
Public Comment

Comments Received via Email

Bike routes in and out of the CID

Kyle Jacobson

I live at 10th and Jackson in the CID. I'm glad that the bike network has gotten so much better recently, but it can still be very difficult to access the safest parts of the network. I made a map (a chaotic one, sorry) to illustrate some of the tricky parts. There's a star on Jackson just east of I-5, where I live. Black arrows indicate routes towards downtown and Capitol Hill or back via the waterfront.



I mostly try to take the greenway on King. Though the stop signs really kill my momentum going uphill, they, along with the speed bumps between 8th and 10th, make it feel pretty safe. Riding on King takes me a block out of my way for most trips, but saves me from some difficult left turns off of Jackson.

The specific issues I've encountered:

- There's not really a safe way to access the 4th Ave protected bike lane or get home via 4th without riding on the sidewalks. The bike lane ends abruptly in both directions (though it continues one block further in the southward direction).
- Accessing 2nd Ave is pretty safe and smooth, though the zigzag stinks.
- If you want to take the waterfront trail north out of the CID, you can zigzag to 2nd and then Yesler, though there's a missing link still, or you can just take Jackson, which is not the safest, particularly from 5th through the 2nd Ave extension. If you want to take the Alaskan/Marginal Way trail south to SODO, going all the way to Yesler is a pretty huge detour, so it pretty much has to be Jackson. If you come back up into the CID via Jackson, which usually feels most direct, the stretch from 2nd Ave to 5th Ave is really scary, and you have to avoid the streetcar rails.
- I know SDOT is already well aware of this, but getting to the 12th Ave bike lane is a mess. The intersections with Jackson, Boren, and Yesler are all pretty hairy on a bike. I'm glad the new levy proposal aims to address this, but I'm not encouraged about the likely timeline.
- Getting to the Broadway protected bike lane either means walking your bike up the very steep 10th Ave S and the Yesler Hillclimb, zigzagging to 12th and then taking a left onto Boren and ascending steeply (with fast-moving traffic and a slip lane onto Yesler), or taking a shortcut onto 10th Ave S and zigzagging through the Yesler Terrace area. Nothing to be done about most of this other than making the 12th Ave/Yesler/Boren/Jackson node safer and making efforts to calm traffic on Boren. The hills can't be helped.
- The map on SDOT's website paints a simplistic picture of the network, as on some streets the bike facilities are asymmetrical (e.g. a sharrow on one side and a painted lane on the

other or a protected bike lane in one direction only). SDOT's map assigns a color code based on the best facility in either direction.

There's a lot of new residents on my stretch of Jackson and there are also tons of delivery drivers biking to and from the CID restaurants. I love the new protected lanes on Dearborn (though they take you to scary Rainier when going east), but I think the missing links in and out of the CID are pretty significant, and I hope there's some prospect of closing those gaps. Getting to the new 4th Ave protected bike lane is particularly dangerous.

Melrose Trail

Ron Adams

I ride the Melrose promenade route often. I have written several times the last few years about this issue. For the city to say they are creating a better, safer route along Melrose is a farce. Unless you make a permanent solution to the water that drains off the hill above this section of the trail . Melrose Trail between Roy and Belmont. The water makes a muddy mess tor ride through in the spring and fall. or in the winter when it freezes a dangerous ice patch. It rarely dries out completely.

The city has spent hundreds of thousands to improve Melrose in the Pine Pike Street corridor. However the muddy mess I have written about still needs a solution .

Please actually improve the whole Melrose Bike route. Make it a safe and practical route to ride.

Go walk that section of the trail. Please. Better take your rubber boots it is a muddy mess.

Seward Park Ave S

Emily Meltzer

Hello Bicycle Advisory Board,

I am emailing to share a safety concern in Rainier Beach/ Seward Park. Along Seward Park Ave S, speed bumps were recently added in both directions. I believe these were added to slow traffic and make it safer, but unfortunately they are having the opposite effect. The speed bumps do not stretch far enough to the sides of the road, so cars are swerving around into bike/parking lanes to avoid going over them. This is creating a dangerous environment for drivers, cyclists, and pedestrians. I posted this concern in the Rainier Beach/Skyway group on Facebook, and one seemingly simple solution is to add thin white plastic bollards between where the bumps are and the parking/bike lanes (and maybe a few more nearby) to prevent cars from being able to swerve over.

I am including a photo of what I have seen. I also submitted a report to find it fix it. I hope you can escalate this safety issue and support a resolution.

Thank you,
Emily Meltzer

Board Business

Roanoke Lid Update- Joseph Roberts

- Two options for SBAB to pursue
- Advise SDOT when SDOT coordinates with WSDOT for lid
- SDOT planned road reconfigurations which will be in place for a number of years. Opportunity for SBAB to step in
- Motion that SBAB engage in the Roanoke Lid project to review and give timely advice to SDOT about WSDOT's plans
- Moved by Joseph
- Motion passed with majority vote with no objections

Motion to vote on hearing soon from SDOT on the 30% design on revised plan for Market/Leary plan for missing link of BG

- Moved by Donna, seconded by Joseph, thirded by Nia
- Motion passed with majority vote with no objections

Retreat Agenda – Nia Ransom

Meeting with Councilmember Saka on 9/18 at 10:30 AM

- Reach out to Quinn Kelly if you are interested in attending this meeting
- Quinn to create Google doc for meeting with Councilmember Saka

Meeting Adjourned