

Seattle Bicycle Advisory Board Meeting Minutes

Date: May 21, 2024
Time: 6:00 p.m. – 8:00 p.m.
Location: City Hall L280, Boards & Commissions Room
Recorders: Quinn Kelly and Hallie O'Brien

Bicycle Advisory Board Members Present

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

Approximately 13 public attendees.

Presentations

Elliot Bay Connection

Dave Rodgers, MIG

See Presentation Attached

Re: Otto's comments, next section of 520 Lid includes improvements that would provide an alternative route for this Delmar bike lane. Came in way over budget.

Project sponsor is Downtown Seattle Association, design team includes many firms (Walker Macy, MIG, Formline Architecture, etc.)

Waterfront park is unceremoniously ending at the aquarium

Project is privately funded

Alaskan Way safety project, which SBAB reviewed and influenced, hopes to be under construction this fall

Elliot Bay Connection would come in the following winter

Project Goals:

- Continuous connected experience

- Park amenities: restroom, concessions
- Accessible for all ages and abilities
- Opportunities to touch the water
- Connection to Salish Sea and indigenous communities/culture
- Sustainability

No work within Olympic Sculpture Park

Patchwork of property ownership: DOT, Port of Seattle, SPR, Washington State

Greenway will be 100% in City of Seattle ROW

Existing Conditions are varied

- King County trolley tracks
- Some tracks removed in 2018 to extend the sidewalk

Planning to remove the remaining trolley tracks and to expand walking/biking facilities and provide more soil volume for trees

There was a trail upgrade plan pre-COVID

Community engagement:

- Began in Nov-Dec 2023
- Shared concept design at public meeting last week
- Public survey live through early June: share widely!
- Key takeaways
 - o Safer spaces: reduce conflicts between people walking and biking
 - o Public restrooms
 - o Food for purchase
 - o Kid-friendly activities

Access points: Waterfront Park, Thomas Street Bridge, RapidRide via Expedia bridge, shared parking on northern end

Greenway concept plan: Pull trolley tracks up through south end, provide 10' min paved area with shoulders

Want to shift wheeled vehicles away from hotels and other buildings to reduce conflicts

During Pier 66 operations, Alaskan Way bikeway users will be detoured

- This project will improve that detour experience with added space

Trail will not continue between Clay St and Broad St

- Complexity of operations
- Trail will shift over to Alaskan Way PBL

Greenway will include:

- Ped lighting
- Landscaping
- Improved sidewalks

Park improvements:

- Improved Elliot Bay Trail
 - o More separation between people walking and biking
 - o Smoother alignment
 - o Shoulder to pull off on bike trail
 - o Formalized "goat paths" on ped trail
- Lighting along bike path (fixtures already being used in waterfront park)
- Signage also consistent with Waterfront

- Concessions and Restroom Relocation

Project schedule (aggressive)

- Currently in concept development
- Starting shoreline and other permitting
- Hope to be under construction in early 2025
- Goal is to be done by April 2026 in advance of FIFA World Cup

Questions/Discussion:

- Doug: Who is private funding from?
 - o Dave: you can email info@ElliottBayConnections.org
- Doug: Is anyone thinking/talking about motorized vehicles on these pathways and high speeds relative to other users?
 - o Dave: People continuing through can use the Alaskan Way PBL
 - o Dave: People going fast can and should take the lane
 - o Dave: Maxing out width of trail with available space
- Doug: Horse is out of the barn, would be great if City can start collecting data and monitoring speeds to see if there needs to be big thinking re: separate lanes, legal considerations, etc.
- Joseph: Asphalt path is a shared use path?
 - o Dave: Peds are allowed to be on the path, similar to Burke Gilman, Chief Sealth, etc.
- Joseph: So peds won't be forced to use dedicated space? Why?
 - o Dave: Good question, along this corridor we have a two-way cycle-track on the west side
 - o Joseph: Okay so this is the slower path
- Joseph: Gravel side path, did you think about splitting it into two 2' shoulders?
 - o Dave: We'll review with designers
- Doug: Who is responsible for maintenance?
 - o Dave: Part of private funding is multi-year maintenance support
- Joseph: Can you add in images of wayfinding signs for people on wheels? Too much info for people passing quickly
 - o Dave: Yes, project leadership group as specifically requested that
- Joseph: Will you preserve undulating ups and downs? I like them
 - o Dave: In some sections we have no choice, near grain terminal we will reduce the grade, which is currently over 5% slope
- Nia: Will there be any places to lock bikes along this trail?
 - o Dave: Park improvements look to create destinations within the park, not just pass through; with that, there will be pause areas including places to lock bikes; we are also thinking about electric bikes and cargo bikes and their unique needs with respect to bike parking
- Nia: While bathroom is closed, what is the plan?
 - o Dave: Restroom is currently closed

Low-Pollution Neighborhoods

Radcliffe Dacanay, SDOT

See Presentation Attached

Direction from Mayor's office to deliver 3 Low-Pollution Neighborhoods (LPNs) by 2028
Designated areas where we can build interventions to reduce pollution and increase climate resilience

- Addresses emissions from buildings and tailpipes

Context:

- C40 commitments: 30+ cities signed on to create green and healthy streets
 - o Create areas of the city that are zero emissions by 2030
- Executive Order calls out:
 - o Low Emissions Zones (e.g. London)
 - o Superblocks (e.g. Barcelona)—managing access into zones with more uses within the zone, moving away from single occupancy vehicles
 - o EcoDistricts (e.g. Capitol Hill)—transition of terminology to “Just Communities”
 - o Resilience Districts (e.g. Georgetown & South Park)
- Climate Change Response Framework (CCRF)
 - o Most emissions are coming from Single Occupancy Vehicles
 - o Make walking, biking transit, easier and safer
 - o Most trips in Seattle are under 3 miles
- RAISE Grant
 - o Prepare a plan/strategy by mid- to late-2025
 - o Deliverables:
 - Vision and Toolkit
 - Candidate Areas
 - Projects, Programs, Implementation and Funding Plan (\$8M has been requested as part of Levy that will go to voters in the fall)

Existing toolkit/opportunity examples:

- Occidental Square
- Permanent Healthy Streets
- Raised crosswalks, speed bumps, traffic circles
- School Streets / play areas in the ROW
- Home Zones (e.g. South Park)
- Café Streets
- Event Streets (e.g. block parties)

Plan is to bring these elements together to create Low-Pollution Neighborhoods

Ask the community what they want and how we can deliver

- Repurposing the ROW
- Community events that temporarily close the ROW

Discussion:

- Doug: Speed humps are low tech, inexpensive, automatic enforcement without tech
 - o We should have more
- Doug: Speed is critical; when you drive faster there is more pollution

- If we have robust Automated Traffic Enforcement that will help reduce speeding
- Joseph: looking at your recommended pathway, why is it lacking in ambition?
 - Radcliffe response: the steep declining curve we want to see costs a lot of money, so that recommended path is financially feasible middle ground.
- Joseph: what elements resonate the most with me: eco-district and resilience districts are buzz words that might not be helpful during public outreach. What is the vision for the low pollution neighborhood in terms of through movements for transit and vehicles.
 - Radcliffe: that is still to be determined based on public feedback. We envision pathways for cohesive travel for all modes, especially those biking and walking.
- Max: How are we factoring in greenery and making these areas more recreational in nature?
 - Radcliffe: We want all of that, our challenge is making sure that these visions are consistent with the vision of the community; greening is definitely part of the toolkit
- Max: What is the mechanism for community input?
 - Radcliffe: We have a list of community groups that we will be engaging; we're looking at where there is the most pollution in the City; going to do broad outreach and work our way down to where we might like to demonstrate the LPN
 - Max: Would encourage you to also open up to the general population
- Doug: Are you collecting any data on how much air pollution is reduced by a speed limit reduction? Effect of a general policy versus a focus on particular neighborhoods?
 - Radcliffe: We are working with the Office of Sustainability and Environment and Puget Sound Regional Clear Air Agency; Air monitoring tools are limited at present; Difficult to measure impacts; May need to consider adding additional monitoring tools
- Doug: Any existing modeling?
 - Radcliffe: There are some tools
- Doug: Does city have the data?
 - Radcliffe: Data is there, but it's a combination of modeled and collected data

Public Comment

Re: Delmar Drive

Otto Lucas

Delmar Drive needs better protection or at least better paint. Debris blocks safe passage; cars encroach into the bike lane because markings are faded.

Re: U-District Bike Improvements

Noa Resnikoff

Are there any bike improvements planned for the U-District?

- Dave Rodgers: Recommend connecting with U-District Greenways Group (<https://university.seattlegreenways.org/>)

Concern about distracted drivers and lack of connectivity between protected bike lanes

Re: Aurora Ave

Ben McDonald

Crossing Aurora is the least fun part of my bike ride; Necessary to access light rail and get to other destinations; Any plans for crossings across Aurora Ave?; Pedestrian bridges are not great, not accessible

Comments Received via Email

Re: Lake Wa Blvd

Laurie Foster, Seattle driver and cyclist

When will you start policing Lake WA Blvd to ticket drivers who speed? I'm done riding on the lake road. Once again on a week day I had a driver pass me speeding and missing me by inches. This was at 10 am! What happened to plans for traffic calming work there? And why isn't the Blvd closed to traffic on holiday weekend through the Mondays? Holiday weekends include Mondays. I read the blog about how you want consistency on the schedule. How stupid do you think people are that they can't adjust to the additional Monday closures? Quit pandering to the wealthy resident car drivers. Remove it as an arterial and reduce the speed limit to 20. And police it so walkers and cyclists and law abiding car drivers are safe. I am appalled to read that people drive up to 70 MPR down there!!! It's often 40 to 50 in my experience. Listen to your constituents with fairness and not political bribery from the highest bidder.

Board Business

Recruitment and Appointment Update

We had 55 candidates for 7 spots

We interviewed 12 candidates

- Nia, Pete, and Eli joined us for most of the interviews and provided useful feedback to guide our selection

We brought these candidates to our appointing authorities: Mayor's office and Council Member Saka's office

They have selected a tentative list of candidates

Other Updates

Hallie: June will be in-person meeting

- Try to make it in person next month

Approval of minutes from March and April

Max motioned, Joseph seconded

Both unanimously approved by the Board

Meeting Adjournment

The meeting was adjourned by Joseph, Nia seconded