

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** December 4, 2019 / 6:00 p.m. – 8:00 p.m.  
**Chairs:** Emily Paine, Patrick Taylor  
**Recorder:** Andrea Lai  
**Location:** Seattle City Hall, Room 370

### Minutes Distribution List:

See Attachment A

	Present <input type="checkbox"/>	Absent <input type="checkbox"/>
Andrew Dannenberg	<input type="checkbox"/>	
Meredith Hall	<input type="checkbox"/>	
Kashina Groves	<input type="checkbox"/>	
Alexander Lew	<input type="checkbox"/>	
Emily Paine	<input type="checkbox"/>	
Patrick Taylor	<input type="checkbox"/>	
Andrea Lai	<input type="checkbox"/>	
Ben Estes		<input type="checkbox"/>
Gunnar Colleen	<input type="checkbox"/>	

### Guests:

See attached sign-in sheet.

### MEETING CALL TO ORDER

Chair Emily Paine called the meeting to order at 6:03.

### INTRODUCTIONS

#### PUBLIC COMMENT

Mark Ostrow, Queen Anne Greenways: Commented on the Thomas St Project to thank SDOT for turning it into a fantastic project, give credit for opening the streetscape project, engaging with stakeholders, and setting a standard. He has four asks of SBAB: (1) keep it on the agenda, (2) make sure its a functional bike lane -- 36' to work with, and keep it separate, straight, useful for people on bikes, (3) make sure the intersections work especially where bikes and pedestrians mix, and (4) make sure the project is not watered down. The plan as it exists now looks very great, including a half block closure at 5th/6th. Very hard, expect lots of pressure, ask for help resisting it.

Gorden Padelford, Seattle Neighborhood Greenways: Pat on the back to SBAB for securing funding for South Seattle bike projects, Thomas Street. Echoing what Mark said, thank you for having it on the agenda and ensuring it doesn't get watered down. Commenting on connections going uptown that jog through Queen Anne are a little challenging. Constraints that the design team are working under have resulted in a design that is not intuitive and not particularly convenient for people biking. Maybe that's a trade-off the City is okay and intentionally making for transit, but as SBAB, consider continuing to ask the question. Concern is the jog at Thomas as you get to Mercer.

Ryan Packer, Urbanist: Comment on issues covering NODOMAP. It has been very hard to get information on this project as a member of the public. Challenges include sidewalk mixing of bikes and pedestrians, the jog at Thomas to avoid high-traffic areas. Similarly, there is \$10M investment for adaptive signals on Denny Ave, but no website for the project yet. Already have examples of how adaptive signals work for people biking on Mercer Street.

## **ANNOUNCEMENTS**

None

## **MEETING MINUTES**

- Meredith noted that the response to a question about why the infrastructure was flush with no curb was not recorded in the minutes. Response was because of GIS and utilities.
- October minutes were approved with the change, and November minutes were approved as is.

## **SBAB UPDATES AND NEXT STEPS**

- Letter on 43rd approved.
- January meeting confirmed moved to January 8, exploring a joint meeting with the Pedestrian Board.
- SBAB Retreat on vision and goals for 2020. Patrick and Kashina will work on it. Andrew also to help think through content as a subcommittee.
- The Levy Oversight Committee elected a new co-chair.
- Gunnar asked about letters to new council members? SBAB will plan to assign to members in January and develop talking points at the retreat.

## **PRESENTATIONS**

### **North Downtown Mobility Action Program: Upcoming Bicycle-Related Projects**

*Time: 6:24*

*Presenters: Kay Yesuwan, Sara Zora*

#### Arena Redevelopment

- All about impact mitigation and how SDOT can manage congestion while maintaining mobility for other transit modes.
- The EIS-preferred alternative is the design moving forward, under construction.
- Final EIS findings include congestion, ridehailing, and localized impact to transit, people riding bikes, people walking. Estimated up to 15% of people looking to take rideshare home after an event (900 TNC vehicles circulating after an arena event). They are still working on the TNC plan.
- Mitigation strategies for post-event transit crowding include that the Arena will pay for extra bus service after events to Ballard (until Link opens there).
- Modal conflicts are a concern caused by people circulating for parking. Arena team is looking for partnerships with private entity partnerships to make available parking space that isn't blocking the arena. Arena team required to use a parking reservation system; people know where they're parking before they leave home. Lots of attention on controlling parking flow. 1000 parking spaces at front of venue allowed.

- Congestion will increase without the arena project; arena project will worsen congestion. Event frequency can potentially increase from 100 per year to 200-250 events per year.
- Construction management did not want trucks, transit, and bike/ped mixing on 1st Ave. Analysis estimated high truck traffic during construction. SDOT had Arena team develop temporary 1-way protected bike lane (1st Ave N) and temporary signal (1st & Thomas).
- Arena team designing and funding the 1st and Queen Ave redesign.
- More adaptive signal management to help with vehicle timing, maybe enhance bus timing.
- The far left lane of Thomas St to Republican St is kept as a “flex lane” to enable more mobility; this is the cause of the jog of bike infrastructure to QA Ave N. SDOT has always planned on having this jog; does not want people crossing QA and Denny. The intersection on 1st and Denny doesn’t have a pedestrian crossing and wanted to prioritize the crossing. Constraint on Thomas to maintain KC Metro bus layovers.
- 2nd Ave and Denny way: plan has bike lane shifting into the sidewalk, mixing with pedestrians to share the signal for crossing. Design to accommodate “traffic flushing” for cars existing arena. Previously not needed when arena parking was less (650 vs. 1000 lots).
- Bike parking on 1st and John, with some racks along 1st Ave corridor. Planning a bike valet system for large events. Meeting bike parking requirements through valet process.

#### NODO MAP (7:01)

- Prioritize multimodal mobility for North Downtown neighborhoods. Funding negotiated for transportation projects around the arena as part of its development.
- NODO includes: Belltown, Uptown, SLU.
- Community engagement to identify priority projects and seeking partnerships to obtain additional funding for projects.
- In very early design right now, looking at how to make the connection off the 2nd ave PBL to 1st Ave back to Denny. Also looking at how to get on the Thomas Street Overpass.

#### SBAB questions & comments

Q: Do you know much about the types of audiences different types of events attract? E.g., lots of bikes, lots of wheelchairs?

A: Largely sports games (hockey, basketball); events of focus by the arena developers. SDOT focusing on worst-case/highest attendance scenarios.

Q: Thinking about the removal of bike lane at 2nd and Denny. These pre/post event hours are maybe max 8 hours a week, but there is so much changing infrastructure to accommodate this. Is there a way to use temporary restrictions instead to keep existing infrastructure for the majority of time there is no event?

A: Haven’t done flex design, do not have skill set or operational capacity.

SBAB comment: The stop sign on 3rd and Thomas would enhance bicycle access.

SBAB comment: The detour on Broad Street - we would like to get presentations on those changes in the design phase so we can comment and provide input.

Q: Figuring out how people would plan parking in advance. How do you incentivize that? For example, promoting purchase of pre-parking at purchase of event ticket?

A: Arena Team is the lead on that. Definitely want parking best practices, including intro and exit traffic control.

Q: What about pricing structures to disincentivize parking at the arena?

A: Exploration of parking pricing as well on surrounding streets is a part of the analysis.

Q: Understand SDOT has lots of balancing priorities, but elements of the new bike infrastructure look problematic. Jogs, challenging turns, unprotected PBLs become very liable to become TNC pickup zones. SBAB would love to see more about how the transitions actually happen. Confusing, can potentially introduce less safe interactions with reduced legibility of the infrastructure.

A: Uber and Lyft will have a geofence. They also desire that the Arena Team get an offsite location to stage TNC vehicles. Arena Team doing a lot of surveys. Seeing more people say they'll take TNC than estimated in analysis. Might even exceed the 900 vehicle estimate in the EIS.

On the bike lanes, though twists and turns are not ideal, they really looked at different ways to connect from 2nd Ave to get to 1st. Thought it was better to divert bikes than to have them mix with cars going uphill that are turning for parking. On Thomas Street connection, limited ROW prevented a two-way PBL. The one-way PBL on each side instead makes the movements a little better. Less reliant on a bike-only signal phase at each of those to make a crossing.

### **Thomas Street Redefined**

*Time:* 7:21 pm

*Presenter(s):* Summer Jawson

- The presentation focuses on the end vision--there are lots of interim steps to get there.
- BMP identifies Thomas St as priority for bike/ped, and Harrison as the street for transit. Big push from community to revisit 2013 concept, with a design charrette in 2019.
- End vision is a multimodal, two-way promenade from Seattle Center through to Dexter Ave, and connect Dexter through to the Eastlake PBL.
- Project has funding and will enter design in 2020.

SBAB comment: Looks really great. We'd love to see more 2-way PBLs.

SBAB comment: As with other presentations, we'd love to be involved when it enters design, particularly around conversations about how to extend the two-way PBLs. Opportunities for SBAB to support.

Q: Will they continue the PBL beyond 5th, or change to a more traditional greenway? Streetcar tracks are a constraint.

A: Lots of community support for promenade from 5th to Dexter.

Q: Is this a good juncture for a letter of support?

A: Yes. Funding is not for construction through Fairview, but SDOT understands it is important. First step is to get to 9th Ave PBL (to get to Westlake cycle track). How to go from 9th ave to Eastlake? In process of thinking it through.

Comment: 5th to Mercer connection is also very important to consider.

SBAB action: Emily and Patrick will draft a letter to support. SBAB would like to see a two-way facility extended east of Dexter to Fairview and we would like SDOT to push for funding to complete it. Letter also to incorporate the comment from Mark at the beginning of the meeting, which is to implement as proposed.

Q: How funded?

A: As a Capital Improvement Project. Partially from the megablock sale, partially the LCLIP fund, some general fund, and some TNC fund. Street concept plans are voluntary for developers. Some opportunities SDOT can push for, but strategy about steps and timing also needed.

Q: What about the lines drawn on the map over I-5 in the BMP?

A: They are “catalyst projects” that would totally transform things that are indicated in the bike master plan. They are not funded. Serena clarified: some catalyst projects are being funded like the Missing Link.

### **BMP Implementation Plan & Mercer Megablock Update**

*Time: 7:48 pm*

*Presenter: Serena Lehman*

- City Council has passed the final budget, including \$4M for Thomas Street and \$10.3 M for 3 key South End projects. Have to spend on 1 of a combination of 3 projects:
  - Beacon Hill, South 39th near Cloverdale to the bridge in 3 segments. They have a current plan for construction. It is a plan only, community engagement beginning.
  - MLK in 2 segments from I-90 to Rainier Ave. They have funding for a study planned for south of Rainier.
  - Georgetown to South Park Connection. Already had \$600k for a study, planning, and early design, and an earmark for \$1.8M (but no source for this portion yet).
- No projects except MLK from I-90 to Rainier have a timeline. With new funding source, estimated construction is 2022-2023. This funding will not fund all three projects.
- We know they're priority projects, but there are different priorities based on volumes of facility users, impact, feasibility

Q: Is there BMP Implementation funding impact from I-976?

A: Council budget based on existing conditions (in November).

Q: Update from the Uber tax?

A: It adds funding to mobility projects, but after the short-term plans for housing and street car.

Q: Questions about 3 South End projects and \$10.3M. Do you know why in the budget process it wasn't done as a complete project package? Can see potential risk that only the easiest segments will be funded.

A: Can't speak to why.

SBAB comment: There's an opportunity for community (SBAB and advocacy groups) to communicate and recommend funding for specific projects and mitigate risk of piecemeal implementation.

Q: Did the KC Parks Levy have money in it for trails that could also support trails in Seattle City Limits?

A: Do not know.

## **SECOND PUBLIC COMMENT**

None

## **MEETING ADJOURNMENT**

The meeting was adjourned at 8:00

## **ATTACHMENT A**

### **Meeting Minutes Distribution List:**

Jenny Durkan, Mayor, City of Seattle

Brian Hawksford, Office of the Mayor

Edie Gilliss, Office of the Mayor

City Councilmember Alex Pedersen, Transportation & Utilities Committee Chair

City Councilmember Dan Strauss, Transportation & Utilities Committee Vice-Chair

City Councilmember Lorena González, Transportation & Utilities Committee Member

City Councilmember Lisa Herbold, Transportation & Utilities Committee Member

City Councilmember Tammy J. Morales, Transportation & Utilities Committee Member

City Councilmember Debora Juarez, Transportation & Utilities Committee Alternate

Sam Zimbabwe, Director, Seattle Department of Transportation (SDOT)

Serena Lehman, SBAB Liaison, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Kevin O'Neill, Planning Manager, SDOT

Monica DeWald, Strategic Advisor Bicycle Program, SDOT

Sam Assefa, Director, Office of Planning and Development (OPCD)

Griffen Schwiesow, SDOT Communications

Kathy Nyland, Director, Department of Neighborhoods (DoN)

DoN Neighborhood District Coordinators:

Karen Ko

Thomas Whittemore

Yun Pitre

Laura Jenkins

Meeting Presenters

SBAB Members

Individual Meeting Attendees