

## Seattle Bicycle Advisory Board Meeting Minutes

Date: November 3, 2021  
Time: 6:00 p.m. – 8:00 p.m.  
Location: Virtual via Cisco Webex  
Co-chairs: Patrick Taylor and Sarah Udelhofen  
Recorder: Simon Blenski, SDOT

### Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Kashina Groves		X
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	✓	
12	Jose Nino, Get Engaged Member	✓	

**Meeting Call to Order:** The meeting was called to order at 6:03 p.m. by co-chair Patrick Taylor.

### Public Comment:

- Email from Matthew Saunders on 10/13/21: My name is Matthew and I've lived in Seattle since 2009. I'm a longtime bike commuter and bike enthusiast. I'm not sure the extend the board has to make recommendations to how the city should invest in bicycle infrastructure in the city. Either way, I'm emailing anyone where I can to address the need for better safety along the Rainier Ave S corridor, but one section stands out in my mind. There is a section along Rainier Ave south of Henderson St that connects to the Lake Washington route. I'd like for the city to fund a study of this short corridor that would make street crossing safer and for protected bike lanes. This corridor stands out because its along so many community services; health clinic, dental office, library, community center, small businesses, grocery store, and many others. The corridor is also next to Rainier Beach High School and along where a new affordable housing complex is being built. Bicycle infrastructure is necessary here since it does connect to existing bicycle facilities like the LW bike route, bike lanes along Henderson St and the neighborhood greenway that ends at the public library. Lastly, I'd like to highlight that people have died along this corridor and a young girl was struck here a few years ago and hardly anything has changed. The only significant change was the crosswalk signal, but nothing physical has changed. This neighborhood needs more bicycle facilities for safety, mobility, health, leisure, and equity. The

neighborhood is wildly underutilized by the rest of the city. The people of Rainier Beach need safer streets and equitable investments. I'm only asking for a feasibility study to understand the possibilities of a safer Rainier Ave. Thank you for your time.

- Max Baker, West Seattle resident: The Delridge Multimodal Project is mostly complete, and I wanted to highlight one issue at the intersection of SW Genesee St and 26<sup>th</sup> Ave SW. There was supposed to be a partial closure to reduce traffic on the 26<sup>th</sup> Ave SW neighborhood greenway, but SDOT removed it from the project after community pushback. The compromise is a 10-foot southbound bike lane approaching SW Genesee St. I don't think it serves cyclists well and it is unsafe for bikes especially now that it is getting darker. I also noticed that many northbound bikes are riding in the southbound bike lane on Delridge Way SW. I know there was a decision not to install a northbound bike lane, which was not great, but wanted to make you aware of these issues.

### **Presentations:**

#### Ballard Multimodal Corridor Update

Presenters: Louisa Miller, SDOT

Presentation: None

Time: 6:10 p.m.

Presentation:

- Louisa:
  - We put out a press release on Monday that we made design refinements in order to advance the project and start construction as early as 2022.
  - There is limited time tonight, but I wanted to stop by and see if there were any pressing questions. I can come back to a future meeting and provide a more detailed update.

Discussion:

- Patrick: It would be great to have you back at a future meeting. My takeaway is that the project removed a lot of the "nice to haves", but kept all the core trail elements and bike protection. Is that correct?
  - Louisa: The major items removed from the scope include railroad track relocation and the additional paving on the Shilshole Ave NW. By removing that paving and reducing the track relocation we were able to reduce the construction schedule and avoid issues with litigation. All design amendments allow us to avoid full State Environmental Protection Act (SEPA) review, which has been at the center of litigation and holding up the project for over 10 years. They can still appeal our decision, but will be much easier to defend.
- Meredith: Are you staying within the existing roadway to avoid SEPA? What is the typical trail design?
  - Louisa: The revised scope has less than five acres of disturbed area, which is the threshold for full SEPA review. The trail has been reduced from 12 feet to 10 feet. The buffer was reduced from 5 feet to 3 feet. The trail will be raised and fully protected similar to the Westlake bike facility.

#### Georgetown to South Park Trail 90% Design

Presenter: Tonnie Roberts and Hallie O'Brien, SDOT

Presentation: See attached

Time: 6:18 p.m.

Presentation:

- Tonnie:
  - We reached 90% design in October.
  - The project is fully funded and we are planning to start construction in August of 2022.
  - Since the last presentation at 60% design, we added pedestrian scale lighting, new trees, and are evaluating opportunities for artwork along S Hardy St to through the King County Airport.

Discussion:

- Meredith: What are the locations for the lighting?
  - Hallie: From our lighting analysis, we are putting pedestrian scale lights on the south side of S Albro Pl and through the Flume property. For the remainder of project, we are upgrading existing street lighting to LED which will provide coverage to the trail.
- Sarah: Last time we had some questions about bus stop designs. Are there any updates?
  - Tonnie: We don't have any updates on bus stops at this time.
- Meredith: Has art been selected yet? Are there opportunities to provide feedback? I think Duwamish Valley Safe Streets would like to be involved.
  - Tonnie: No, but there are opportunities for input.
  - Hallie: Meredith can you please provide the latest contacts for Duwamish Valley Safe Streets so we can get in touch with them.
- Patrick: This is a great project and we are excited for construction to start. I did want to say that the presentation was limited and it would have been helpful to have a better overview at the beginning. Can you please provide us with an email update with more information about the lighting, bus stops, and art opportunities?

### Seattle Transportation Plan Introduction

Presenter: Joanna Valencia and Jonathan Lewis, SDOT

Presentation: See attached

Time: 6:30 p.m.

Presentation:

- Jonathan:
  - The Seattle Transportation Plan will bring the four existing modal plans together: pedestrian, bike, transit, and freight.
  - Our city is growing fast and a good transportation network is key to an equitable city.
  - We know our streets are not getting bigger and we have a fixed right-of-way.
  - We are also thinking how this plan can advance our climate goals.
  - The existing Bike Master Plan had a goal of increasing biking by fourfold. We have not met that goal and know that an incomplete network is still a barrier for people to bike more. We have been doing a lot but there is a lot more to do.
  - Our first step is building this plan from existing policies like our Complete Streets Policy and Vision Zero commitment. We are folding in the Race and Social Justice Initiative and our Climate Action Plan. We are also coordinating the plan development with the Comprehensive Plan update, which you will be hearing about next month.

- Joanna:
  - Our second step is to grow the discussion. We are coordinating outreach with the Comprehensive Plan to ask people about how they get around and not only have mode-specific discussions.
  - We are looking to more consistently include equity in this planning process.
  - We want to align with values of safety, equity, and sustainability and think about new ways of using our streets.
  - And our third step is to build relationships working with community liaisons, community groups, and the Transportation Equity Workgroup. We specifically want to hear from people where investments have historically been lacking.
  - We are developing a scope for the plan and getting input on our approach. Then we will spend about 18 months having community conversations and developing draft policies.

Discussion:

- Patrick: Will this plan replace the modal plans?
  - Jonathan: Yes, you can sort of say that. The modal informational will all be incorporated into one planning document. However, there will still be a bike chapter and include a bike network map and bike policies.
- Sarah: How does this relate to the modal integration work that we were briefed on earlier this year? Is this different?
  - Jonathan: It is different, but we are using the modal integration and critical bike segments to inform this plan.
- Andy: What do you do when the modal plans conflict? How do you resolve them?
  - Jonathan: I think you are familiar with that process because you often see how we have to make tradeoff at the project level. Previously all the modal networks were static and it was hard to make changes to them in response to other modal priorities.
- Maimoona: How does this plan relate to the Vision Zero plan? I didn't see Vision Zero mentioned in your presentation.
  - Jonathan: We will definitely be including Vision Zero and have safety at the center of this plan. We apologize for not explicitly including that in the presentation.
- Sarah: Will the plan include metrics and monitoring strategies? I'm just thinking how to report out on our progress as we think about things like funding a new levy.
  - Joanna: That is something we want to include to help with those community conversations. There are some existing tools and dashboards.
- Patrick: How extensively will the existing 2014 Bike Master Plan network be reexamined? I want to note that recent projects, such as NE 45 St were canceled because they were not explicitly included in the 2014 Bike Master Plan.
  - Jonathan: A lot of work went into the 2014 map, so that is our starting point. From there we will talk about how we want to grow the network. We've heard about some connections don't make sense anymore or other important connections were never included. We have analyzed some choke points in the system and will be using those results to update the network as well.
- Jose: How does this relate to the executive order Mayor Durkan issued at the Climate Action Summit? Is that the same as this?
  - Joanna: Yes, that is the same thing.

- Patrick: I've asked you this before, but will this plan include a section about general purpose traffic and policies to deprioritize single occupancy vehicles? We hear about challenges on all our projects such as NE 45<sup>th</sup> St and Eastlake, and it doesn't seem like we will ever make real change without having a shift in how we think about general purpose traffic.
  - Jonathan: We are looking at making explicit policies statements about general purpose traffic.
  - Meredith: On all our projects the base line assumption is that cars will be accommodated. It is like white privilege – people see it as the baseline. This is an opportunity to challenge that base assumption.
- Jonathan: We want to know more about how the modal boards would like to be engaged. We can continue to come to these meetings. We were also thinking of holding a joint workshop with all the modal boards. Please think about that and let Simon know what you would like.
  - Patrick: We will think about that look forward to working with you going forward.

### Levy Portfolio Update: Bike Projects

Presenter: Serena Lehman and Summer Jawson, SDOT

Presentation: See attached

Time: 7:05 p.m.

Presentation:

- Serena/Summer:
  - We heard from Simon that you were interested in getting more information about 7 bike projects proposed to receive funding with the Levy Portfolio Update. I can walk through them tonight so you could be better prepared to provide feedback at the next Levy Oversight Committee meeting.
  - *Georgetown to Downtown Connection* (1.5 miles of PBL/\$3M): This is a priority from our last BMP Implementation Plan update. We are now starting a routing analysis to connect the Georgetown business district to the SODO trail and into downtown. We are starting stakeholder outreach in early 2022 and the project developer, Jonathan Frazier should be in touch with you.
  - *SODO Trail Extension* (0.4 miles of PBL/\$2M): This is related project to the Georgetown to Downtown Connection that would complete the SODO Trail south to S Spokane St. There was previous work that did not advance due to agency coordination, but we are now looking to advance that in coordination with Seattle City Light and ST3 planning.
  - *Little Brook Neighborhood Greenway* (0.4 miles of NGW/\$0.18M): This additional funding will allow us to complete a neighborhood greenway along 32<sup>nd</sup> Ave NE which is a priority from the Lake City Collective. The project will build off the Stay Healthy Street outreach with the community.
  - *Beacon Ave S (S Myrtle to 39<sup>th</sup> Ave S)* (1.39 miles of Trail and PBL/\$2M): We developed 10% designs, but paused work while we focused on the north end alignment. We anticipate the northern segment cost estimate will be higher than originally anticipated, so this funding will likely allow us to complete the full project.
  - *Alaskan Way* (0.38 miles of PBL/\$3M): The project would fill the gap between the new waterfront bike path and existing Elliott Bay Trail. Simon Blenski is the project developer and will likely be talking with you soon about that.
  - *Beacon Ave S (S Spokane St to S Myrtle St)* (Design 2.36 miles of Trail and PBL/\$1M): Similar situation to the other Beacon Ave S project.

- 11<sup>th</sup>/12<sup>th</sup> Ave NE PBL (Design 1.1 miles of PBL/\$0.62M): Since the RapidRide J Line route was shortened, this will allow us to design a PBL from NE 43<sup>rd</sup> St up to NE 65<sup>th</sup> St.

Discussion:

- Meredith: How much funding is available?
  - Serena: Don't know total funding but these funds are coming from cost savings from other projects. Staff in our Levy to Move Seattle Office looked at reallocating the savings to programs that were not on track to meet their original deliverables. This gets us closer to our goals.
- Jose: Is funding secured for all these projects yet or is this a priority list?
  - Serena: Yes, all these projects are proposed to be funded. They are not listed in any priority.

SDOT Director and City Traffic Engineer Drop In

Presenter: Sam Zimbabwe and Venu Nemani, SDOT

Presentation: None

Time: 7:45 p.m.

Presentation:

- Sam:
  - Hi, wanted to drop in and say hi and introduce you to our new City Traffic Engineer, Venu Nemani. Earlier tonight you heard about the Seattle Transportation Plan and our update on the Buke Gillman Trail. We've been making a lot of progress and opened 7 miles of PBLs and neighborhood greenways this year including 4<sup>th</sup> Ave downtown. Looking forward, we are thinking about how we frame our work around climate, equity, and stewardship. With that, I wanted to introduce Venu.
- Venu:
  - Hi everyone. I've been with SDOT for 4 years and worked at all levels of government including as the Chief Traffic Engineer for Montgomery County in Maryland.
  - I echo my predecessor's priority for multimodal projects and am focused on expanding the all ages and abilities network. I've had the opportunity to work on many bike projects at SDOT including the Green Lake PBL and Avalon PBL.
  - If I had to summarize my approach in one sentence, I would say that I base my work in safety, equity, and climate and focus on the most vulnerable users.
  - I look forward to working with the board and welcome an opportunity to get to know you all. I wanted to extend the invitation to have a cup of coffee and understand your priorities. Please reach out to me at: [venu.nemani@seattle.gov](mailto:venu.nemani@seattle.gov) or 206-643-5446.

Discussion:

- Patrick: Can you speak to the role of City Traffic Engineer?
  - Venu: Good question. I am a manager within our Transportation Operations Division. Municipal code gives this position the unique responsibility to conduct traffic studies, and make all traffic control decisions, produce an annual report, among other things.
  - Sam: The City Traffic Engineer also defends SDOT on litigation.
- Patrick: Someone in the chat wants to know if they can tag you on Twitter?
  - Venu: Unfortunately, I'm not on social media, but I do have a LinkedIn profile. You can always reach me via email or my cell that I shared earlier.

- Sam: I wanted to remind you that can also tag SDOT on Twitter: @seattledot
- Meredith: Earlier we were talking about the lack of planning around general purpose traffic and how it's the baseline assumption to accommodate cars in all the city's projects. What is the role of traffic studies in projects and decision making? It seems like we are always trying to preserve Level of Service (LOS), but need to change that assumption to meet our climate goals.
  - Venu: We are committed to promoting multimodal options. But this work is getting harder and harder because we don't have space to expand. We need to repurpose general purpose lanes to provide bike or transit options. We are not hooked on the LOS concept, especially when we get in to these really challenging projects. We use LOS to understand what impacts we may see, but we use that information come up with solutions to make it work. Sometimes it takes more time to get there, but assure you that we are constantly working to expand the bike network as much as we can.
  - Sam: We do traffic studies because it is important to ground decisions in data. But we also do not want to use that data to close off decisions. Studies have strengths and weaknesses. They don't tell us what to do, but they can help us understand what may happen if we implement changes.
- Andy: In California there is a bill to replace LOS with Vehicle Miles Traveled (VMT) reductions. Are you aware this?
  - Sam: Yes, I heard of those different approaches. I think our local policies are strong already, but I think we will continue to work through tradeoffs at the planning and project levels.

**Public Comments:**

- Anthony Avery: Hi, I'm a West Seattle resident at 2811 SW Nevada St. I wanted to thank Meredith and Patrick for the comments you made about the Seattle Transportation Plan. Projects like the Eastlake PBL and NE 45<sup>th</sup> St are really important opportunities for us to expand the bike network. Now more than ever, we need a bigger shift towards bikes and transit to meet our climate, safety, and equity goals.

**Board Business:**

- Approval of October meeting minutes
  - Approve: All
- LOC Update
  - Maimoona: We don't meet until next week so I don't have any updates.
- NE 45th St and Eastlake letters:
  - Patrick: The NE 45<sup>th</sup> St letter expresses disappointment for lack of bike and pedestrian improvements on NE 45<sup>th</sup> St over I-5. The Eastlake PBL letter expresses concern about the lack of continuous protection on Eastlake south of the University Bridge. We will post them on the SBAB website soon.
  - Sarah: All those in favor to approve?
    - All: Yes.
- Appointment Updates
  - Simon: We heard that the Mayor's Office is advancing two of three of our recommendations for appointment. Jose Nino, our current Get Engaged member, and Diane Walsh are recommended to serve two-year terms through August of 2023. They

We hope to have them formally appointed in December. We are still waiting to here from City Council about the third Council appointed seat. We are also waiting to hear about the new Get Engaged member.

- Future agenda items:
  - Patrick: I'd like to have the Burke Gillman Trail project back for a more detailed presentation. I'd also like an update on bike share and micromobility and also TNC's.
  - Jose: I would be interested in having another joint Bike and Pedestrian Board meeting.
  - Sarah: In early 2022, Pike Pine will be at 100% design and the RapidRide J Line will be at 60% design so we could have them back.
- Co-Chair Opportunity:
  - Sarah: We are still looking for someone to step into Patrick's co-chair position.
  - Meredith: Since I only have one year left, I don't think it would be good to step into this role. However, I was talking with Sarah and we thought it would be a good idea to invite interested board members to attend the agenda planning meetings with Simon to understand what the role is like.
  - Patrick: I like that idea.
  - Sarah: Our next agenda planning meeting is November 18 from 8:30-9:00 a.m. Let me know if you're interested. We can also reschedule it to work for you.
- Announcements:
  - Clara Cantor, Seattle Neighborhood Greenways: World Day of Remembrance for Victims of Traffic Violence is Nov 21. Seattle Neighborhood Greenways is working with SPAB, SDOT, and Cascade to host an art installation and press event. If there is anyone from SBAB interested in joining, please contact me [Clara@SeattleGreenways.org](mailto:Clara@SeattleGreenways.org). So far this year there were 3 people killed on Seattle streets while riding bikes. At intersection of MLK and Othello in morning.

### **Meeting Adjournment**

The meeting was adjourned at 8:01 by Patrick Taylor SBAB Co-Chair.