

Seattle Bicycle Advisory Board Meeting Minutes

Date: July 6, 2022
Time: 6:00 p.m. – 8:00 p.m.
Location: City Hall Room 370 and Virtual via Microsoft Teams
SBAB Chair: Sarah Udelhofen
Recorders: Simon Blenski, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Kashina Groves		X
3	Jose Nino	✓	
4	Andrea Lai, Secretary	✓	
5	Vacant		
6	Doug Midgen	✓	
7	Andrew Dannenberg	✓	
8	Meredith Hall	✓	
9	Sarah Udelhofen, Co-Chair	✓	
10	Patrick Taylor, Co-Chair		X
11	Maimoona Rahim	✓	
12	Yacoov Tarko, Get Engaged Member	✓	

Meeting Call to Order: The meeting was called to order at 6:04 p.m. by SBAB Chair Sarah Udelhofen

Public Comment:

- Clara Cantor, Seattle Neighborhood Greenways: I am very excited about the Better Barriers for Bikes Lanes presentation. The board has talked about better protection for bike lanes for a while and I'm happy to see that SDOT is looking to provide more protection, especially on busy streets with higher speeds and freight traffic.

Presentations:

Aurora Corridor Planning Study

Presenters: Brian Dougherty, SDOT

Presentation: Attached

Time: 6:10 p.m.

Presentation:

- We are very early in the planning process, so this is a great time to provide feedback.
- This is a joint planning study between SDOT and Metro focused on Aurora Ave N from downtown to Shoreline.
- Primary focus is to address safety needs, pedestrian and bike improvements, and E Line improvements.

- Key challenges along this corridor are missing sidewalks, high collisions, long gaps between the signalized crossings, inadequate drainage, and inconsistent right-of-way width ranging from 90 to 105 feet.
- Aurora Ave N is one of the deadliest streets in the city with 17% of all fatalities occurring along the street.
- The BMP does not recommend any bike improvements on Aurora Ave N, but includes many BMP crossings including at N 41st St, N 77th St, N 83rd St, N 92nd St, N 100th St, and N 135th St.
- There were prior efforts in 2009 to improve Aurora Ave N, but they stalled due to business opposition.
- Our end goal is to complete a planning study and develop vision for the corridor, develop 90% plans for spot improvements, and build some of the spot improvements.
- I encourage everyone to go to our project website, sign up for email updates, and take the project survey.

Discussion:

- Yasir: You mentioned there was prior business opposition. Are you prepared for that with this current effort?
 - Brian: That prior opposition came from the North Aurora Business Alliance led by Faye Garneau, who are not around anymore. We are hopeful that a new generation is open to improvements. We are still working to maintain business access including some light industrial businesses that rely on freight.
- Meredith: I'm confused about the schedule and deliverables. Can you go over that again?
 - Brian: Original plan was to just finish the planning study and develop 90% plans. Now that we have an additional \$50M from the State, so we can start to build spot improvements, too. Timeline for spot improvements could be 3-5 years out and a full corridor rebuild could be 15 years out or more.
- Sarah: If there is business opposition, who educates the businesses about the benefits of safer streets: SDOT or community advocates?
 - Brian: Ideally both. We have a strong outreach team with SDOT staff, a consultant, and Department of Neighborhoods community liaisons.
- Sarah: What do you think is the biggest opportunity here? What improvements do you want?
 - Brian: I really want to hear from the community first, but it's clear we need basic improvements like new sidewalks. We just had another pedestrian killed along the street and we need to improve safety for people walking along here.
- Doug: Give that this is a 15-year plan, have you thought about how there could be more scooters and e-bikes using the street? There has been such a rapid increase over the past few years, and it will likely increase more.
 - Brian: We have not yet, but we will. Thanks for your comment.
- Yasir: Since Aurora Ave N is the deadliest street in the city, is there any way to push up the timeline? The longer we wait, the more people will get killed.
 - Brian: We are going as fast as we can and working to implement quick improvements like leading pedestrian intervals.

Better Barriers for Bike Lanes

Presenter: Jonathan Frazier, SDOT

Presentation: Attached

Time: 6:40 p.m.

Presentation:

- Jonathan: We are approaching the tenth anniversary of the Linden Ave N PBL, which is one of the first modern PBL installations in Seattle.
- While we have seen the system expand greatly over the last decade, most PBLs are installed with paint and posts.
- While these treatments are less expensive, we have found that paint and posts need replacement every 1-2 years and perceived safety of the facilities is lower.
- We plan to pilot some new separation materials that are more durable than posts.
- We plan to upgrade at least two bike lane locations that only have paint as separation and replace at least two PBL locations that have existing post separation with more durable barriers.
- Preferred materials to test include precast barriers, precast parking stop, extruded curb, and manufactured polymer barriers.
- We secured funding for at least two locations and plan to install by the end of 2022.
- We will evaluate the pilot by monitoring material and labor costs, bike lane blocking by vehicles, wear and tear of materials, collisions, and feedback from users.
- We are still selecting the locations and would like to hear input from the board.

Discussion:

- Sarah: For the evaluation can you evaluate driver behavior and how they respond to the different treatments?
 - Jonathan: We can compare driver speeds and conduct site visits to observe.
- Jose: Do you know which materials are more effective at protecting from vehicles if they drive in the bike lane?
 - Jonathan: New York City tested these materials pretty extensively. The only one that is potentially risky is extruded curb since that is more used in parking lots and not so much on higher speed roads.
- Doug: Sometimes bike lanes are narrow, and it is hard to pass people. With a hard barrier it may be more difficult to pass. Have you considered that?
 - Jonathan: It would be ideal to install wide bike lanes that allow for passing and social cycling side by side. However, we are very limited for space. The good news is that many of these materials are relatively narrow so they will not take up too much space from the bike lane.
- Maimoona: I think the first three options are best with concrete. The plastic armadillos look like they can be driven over. I have one suggestion for a location on Yesler Way between 12th Ave and 14th Ave. Cars often block the bike lane and bikes need to drive into the adjacent lane which has streetcar tracks.
 - Jonathan: Thanks for that suggestion. And we agree. We are much more excited about the concrete options than the armadillos.
- Meredith: I don't like the armadillos because plastic is less sustainable. The pre-cast barriers from Toronto seem like the real winner, but I'm wondering about cleaning and drainage. I also have a location suggestion on Western Ave below Pike Place Market.
 - Jonathan: Toronto includes large holes on their barrier to help with drainage.
- Sarah: How do the results of this pilot become standard?
 - Jonathan: Right now, the type of barriers is a project-level decision. I think the results of the pilot can help project teams select good treatments.
- Sarah: Is there an opportunity to add art to the barriers?

- Jonathan: Some of these barriers are small and narrow, but there may be opportunities. We plan to finalize the locations later this month and will think about that.

Seattle Transportation Plan Workshop Recap

Presenter: Board discussion

Presentation: n/a

Time: 7:10 p.m.

Discussion:

- Sarah: Meredith, Maimoon, and I attended the joint Seattle Transportation Workshop a few weeks ago. The main goal of this workshop was to review the plan goals and policy framework. Overall, I thought it was facilitated very well for such a large topic. However, we felt that if the plan goals were salsa, they would all be mild because they were very vague or weak. For example, one of the goals was: “We need a high-quality transportation system.” This sounds good, but do not know what it means or how to measure it. The goals need to be more specific. Also, the board and the city are always talking about Vision Zero, but that does not seem to be infused in the goals yet. It still feels very car centric.
- Maimoona: I agree with Sarah. Overall, it was a good workshop, and I was engaged the whole time. However, the project team needs to do a better job of developing goals that are aspirational while being achievable and measurable.
- Meredith: I agree the format was good. One major takeaway is that the whole planning effort and the language that is being used is really focused on traffic and walking and biking are not in the forefront of the conversation. We need to reframe this an effort to move people safely and equitably and move away from car-centric language and planning goals. Also, the consultant developed an interactive map where you can add comments. Please add bike improvements – I feels really good!
- Jose: When is the next workshop?
 - Simon: I'm not sure, but staff plan to come back to the board in the next month or so and share an update.

Public Comments:

- Paul Wirsing: Thanks for the presentation on materials. Can we look for different materials at the ends of blocks since the interaction between bikes and drivers are different from mid-block locations. I also wanted to thank SDOT for starting work on the S Henderson St stairs. This will be an important connection for the Rainier Beach neighborhood.
- Samwise Rowe: I also wanted to say thank you for the presentation on better bike lane barriers. I have watched several videos from New York City that show cars driving in bike lanes. I recommend adding a post at the start of each block to stop cars from driving in them.

Board Business:

- Approval of June meeting minutes:
 - Jose: Move to approve
 - Yasir: Second
 - All: Approve
- LOC Update:

- Maimoona: Diane attended, but she is not here tonight. The LOC does not meet in July, but I plan to attend the August meeting. A reminder that we will need to identify a new LOC representative in September since I will no longer be on the board.
- Recruitment Update
 - Sarah: Diane accepted a new position with SDOT working on safe routes to school projects. Unfortunately, she had to step down from the board. We are really excited for her, but sad to see her go and will need to fill her seat and find a new co-chair.
 - Simon: With Diane stepping down, we are now looking to fill 7 seats for terms starting in September. We received about 25 applications and staff are reviewing them this week. We hope to interview candidates starting next week.
- Future agenda items:
 - Simon: On deck for August, we have a presentation from the Comprehensive Plan team and Seattle Transportation Plan team.
 - Jose: We had a great presentation last year from the Office of Sustainability. Can we have them back for an update?
- Announcements:
 - Sarah: Patrick is not here tonight but he recommended that the board reiterate its support for a PBL on Eastlake Ave. We already wrote a letter last year, but we want to send another one echoing our support. I can write the letter and wanted to see if we can approve that letter in concept tonight.
 - Meredith: Motion to approve
 - Yasir: Second
 - All: Approve
 - Maimoona: With so many of us leaving the board in August, it would be fun to get together for a goodbye party. I can send out an email to coordinate.

Meeting Adjournment

The meeting was adjourned at 7:52 by SBAB Chair Sarah Udelhofen.