

Seattle Bicycle Advisory Board Meeting Minutes

Date: July 5, 2023
Time: 6:00 p.m. – 8:00 p.m.
Location: City Hall Room 370 and Virtual via Microsoft Teams
Recorders: Simon Blenski, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Max Green		X
3	Jose Nino		X
4	Andrea Lai	✓	
5	Ty Bottorff		X
6	Doug Midgen	✓	
7	Donna McBain Evans, Co-Chair	✓	
8	Christine Stawitz	✓	
9	Vacant		
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary	✓	
12	Arya Blourchian, Get Engaged Member		X

Meeting Call to Order: The meeting was called to order by SBAB Co-chair Donna McBain Evans.

Public Comment:

- Email from Billy Roh on 6/2/23, “Biking accident in Capitol Hill”: Hello, My name is Billy and I'm a Seattle resident. I would like to advocate for more protected bike lanes in Seattle, in particular along Broadway in Capitol Hill, between Denny and Mercer. I was in a biking accident yesterday due to the lack of protected bike lanes. It occurred at 6:30 pm today while I was northbound near 536 Broadway E, on Broadway between Republican and Mercer. A driver got out of their car without looking and doored me, causing me to fall off my bike and scrape my hands and knees. Along Broadway between Thomas and Mercer, there are effectively three lanes dedicated to parking. There's parking on either side of the street and people illegally park in the middle lane meant for turning. It seems reasonable to take away one of those lanes and turn it into a bike lane. Please put people over parking and make biking safe and accessible for more people. Thank you, Billy Roh
- Email from Ksenia Ershova on 6/8/23, “Burke Gilman trail improvement suggestion”: Hi, I read the trail upgrade plan (<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/trails-upgrade-plan>) and didn't see there any plans on installing street lights along Burke-Gilman trail. It is a major safety issue because even the strongest bike headlight is not enough to light up the path at night. I'm specifically talking about the part of the trail between 39th Ave NE and 65th Ave NE. It's pitch dark and I can't tell you

how many times I ran into a median where the trail splits. One time I run into a pedestrian who walked there being completely invisible in the dark despite my headlamp. I also saw in that document that Seattle does not usually install lights. However, I believe this area can qualify as an exception given how dangerous it is without lights there. I hope you can address this problem. Sincerely, Ksenia Ershova

- Email from Stafford and Kristin on 6/12/23, "Great job": My wife and I recently moved to Seattle on Lake Union - just bought some bikes - and took a trip downtown to Pike Place. You all have done such a terrific job on the bike paths... some of them are just gorgeous. Just wanted to say thank you for what you do; it is appreciated. Stafford & Kristin
- Email from Liam Bradshaw on 6/15/23, "Please review plans for 11th/12th ave NE PBL, recommend against switching sides of the street": Dear SBAB-As you are likely aware, SDOT is planning to include a protected bike lane when they repave 11th/12th ave NE from NE 43rd st. to NE 67th st in the near future. This is the northbound one-way couplet to Roosevelt ave, and provides a crucial spine of the bike network linking north seattle to downtown/SLU, as well as feeding into the light rail system. This project is very exciting and will likely see very high usage. The current design has the PBL switch from the east side of the street to the west side of the street at NE 43rd street, and then back to the east side of the street at 67th street to connect to the existing unprotected bike lane. This switch was originally designed to reduce conflicts with the rapidride bus line that was going to use this street up to northgate, but the rapidride project has since been scaled back to terminate at 43rd. With Rapidride-J now terminating in the U-district, making the PBL switch sides of the street is completely unnecessary. At best, it will be an inconvenience for all users due to the need for a dedicated signal phase at the two intersections where the PBL switches sides of the street. At worst, it will add substantial safety risks, either from confusion from drivers or because people on bikes will likely just merge with car traffic instead of waiting for a whole light cycle to do this unnecessary switch. I strongly urge SBAB to take a closer look at the proposed design for this project and to request that SDOT revise their design to put the PBL on the east side of the street instead of having it switch back and forth. SDOT has mentioned that a funding deadline is rapidly approaching for this project, so there may not be much time to act. Thank you so much for all of the hard work you do to make our transportation system safer, more sustainable, and more equitable. Yours, Liam Bradshaw
- Rachel Schaeffer: Hi, I'm with Cascade Bicycle Club. Cascade has been involved in the project for the past year. The updated design is definitely an improvement over the previous design that included a year-round bike detour. The updated design provides a continuous PBL with a detour only on sailing days. Going forward we want to ensure that this design beefs up the protection and the west side and the east side detour. Overall, this a great update, but we know it took a long time to get here. Hoping SDOT can work quickly to design and build the project so that it aligns with the construction of the new bike path to the south.

Vision Zero Update:

- Simon: Each month, the Pedestrian Advisory Board provides an update on fatal collisions in the city. There was interest in doing this at SBAB meetings. We are trying it out this month and may continue it going forward. The following is data provided by our Chief Safety Officer and City Traffic Engineer, Venu Nemani.

- Since the start of the year, there have been 14 people killed in traffic collisions including five people walking, two people biking, two people riding motorcycles, and five people driving or passengers in motor vehicles.
- From mid-May to mid-June there have been four people killed including one person walking, one person biking, one person riding a motorcycle, and one person driving.
- Yasir: Thanks for the update. Can you share more information about the location of the collisions, especially for collisions involving people walking and biking?
 - Simon: I have collision location information and can forward that to the board.
- Doug: I also appreciate the update, but do not think we will see significant improvements without automated enforcement. I look forward to talking about that at future meetings.

Presentations:

Alaskan Way Safety Project

Simon Blenski, SDOT

Discussion:

- Joseph: How many sailing days are there each year? Is the Port really using the space for 10 hours each day?
 - Simon: There are about 100 sailing days each year. The space is used for most of the 10-hour period. There is morning embarkation where thousands of passengers get of the boat. From late morning into the early afternoon, thousands of new passengers get on the ship before departure in the late afternoon.
- Pete: What kind of bollards will be used?
 - Simon: We are still working on the details of the bollard design and operation. Trying to narrow down options by 60% design.
- Pete: Are there opportunities to add speed cushions or other speed reduction measures?
 - Simon: We anticipate that redesigning the street to one lane in each direction will reduce speeding. We can monitor the project after opening and see if additional measures are needed.
- Yasir: There is a new stairway being built to connect to Pike Place Market. Does this conflict with the east side bike detour?
 - Simon: That new stairway will be south of this project by the Aquarium. There are stairways and elevators on the east side at Bell St and Lenora St, but those are lower volume locations.
- Joseph: Are there bollard designs that have proven to work?
 - Simon: This is a unique condition and there are limited examples for bike facilities. We are looking at examples used for pedestrian streets or plazas where the space is primarily for pedestrians, but occasional access is needed for vehicles.
- Doug: This is a signature project. Does SDOT consider this a priority?
 - Simon: Yes, this project along with all the waterfront improvements are a big priority for SDOT.
- Pete: Will more bike and scooter parking be added?
 - Simon: That is something we can look at adding. Most bike share and scooter parking occur on the west sidewalk. There may be opportunities to add or relocate some of that in the west parking lane.
- Christine: Is the left turn lane needed for the whole project area?

- Simon: We have found that adding left turn lanes has a safety benefit. While many intersections on this project are T-intersections, there is a need for turn space at Wall St , several driveways, as well as at the railroad crossings.

Bell St

Joey Aitken, Office of the Waterfront

Discussion:

- Pete: Given that the community prioritized pedestrian and bike space, why did both design options include a vehicle lane and parking?
 - Joey: We need to maintain some vehicle access because there are existing driveways and alleys along the corridor. There is a driveway for 2100 Elliott and a driveway midblock between Elliott and Western.
- Pete: It looks like the vehicle access needs are a half block long of the two-block project. Can we pedestrianize the other one and a half blocks?
 - Joey: We are considering options to reduce vehicle access, and potentially extend the Healthy Street. The grades are also very steep, and we need to think about how the space would be used and activated. Budget is also a limiting factor for doing a pedestrianized street well.
- Joseph: Why is it so expensive to pedestrianize the street? Can't we just put planters to prevent through traffic?
 - Joey: There are other things that go into the design related to accessibility and emergency access. We also want a quality design that could easily be activated when closed to vehicles.
- Joseph: You mentioned that the grades are 10-15%. Unless you have an e-bike, normal people don't follow grades that steep. I have concerns about providing a bike facility on a street that steep.
 - Joey: It is steep, but it is a short but important connection for people biking between the waterfront and Belltown. To make a connection from a flat route to a flat route, there are some short distances that require hills. We hope the connection benefit outweighs the steepness.
- Joseph: If the bike route goes along this steep block, I recommend widening the bike lanes to 6' to allow for passing space.
 - Joey: We can have our design team look into this.
- Donna: I have a couple comments that I already shared with Joey. We need to think about the design of the protected bike lane at the driveway and alley entrances and consider speed bumps or narrow entrances. I do think that the bike path will be a great addition, but will primarily be used by people biking west, downhill. It is important to remember that that this project is more than a two-block bike route. The community overwhelmingly said they wanted the street to be pedestrianized and special gateway for Belltown. From 1st Ave to 5th Ave, the decision was made to restrict through traffic and that makes a big difference. There is even more traffic on Elliott Ave and Western Ave now, so there is even more of need to make the last two blocks local access only.
 - Joey: Thanks Donna. We are considering options for making it local access only.

Missing Link Bike Route Study on NW Market St - Leary Ave NW to 17th Ave NW

Christiana Farrell, SDOT

Discussion:

- Doug: If the other route falls through, I really hope that there is enough space to do this right. Are you going to be able to do something more than flex posts for the bike lane?
 - Christiana: We are still early in design, but the goal is for the bike lane to be at sidewalk level and meet our shared use path design standards. There are pinch points, and we are thinking about how to make everything fit.
- Joseph: Glad you are thinking about other options. Ballard Ave is a beautiful street to ride on. Why is that not being considered?
 - CF: I don't have a solid answer, but the focus of Ballard Ave is more about providing space for pedestrian and street cafes. It also doesn't connect to the bike network in the same way that the other options do.
- Donna: We are limited on time, so I ask that you send out the presentation to the full board and come back when you are further in the design and spend more time.
 - Christiana: We will do that, and I'm happy to come back.

Board Business:

- Approval of May and June meeting minutes:
 - Christine: Motion to approve.
 - Doug: Second.
 - All: Approve.
- Appointment updates
 - Simon: We received 28 applications in June and are in the process of reviewing applications and conducting interviews. We will be making recommendations to Mayor's Office and City Council soon and hope to have three new people on the board by September.
- LOC update
 - Donna: I sent out info to the board in an email, but Quinn has left the board, and we would really like someone to volunteer as a new representative to the LOC. If someone is interested, we can vote tonight. Otherwise, we can discuss at the August meeting.
 - Simon: I know it is a big commitment, but you are welcome to try it out for one or two months and see if you like it. We could also see if any of the new members starting in September are interested.
- Future agenda items:
 - Simon: On deck for August, we will have a presentation on Maintenance Facility Maintenance practices and a presentation on Climate Justice Actions to Reduce Emissions.
 - Christine: I sent an email to the group, but can we also get a presentation on the West Marginal Way SW Phase 2 project?
 - Simon: Yes, I forgot to mention that. I am working to get something scheduled.
- Announcements
 - None

Public Comments:

- None

Meeting Adjournment: The meeting was adjourned by SBAB Co-chair Donna McBain Evans.