

Seattle Bicycle Advisory Board Meeting Minutes

Date: September 6, 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	✓	
4	Vacant		
5	Ty Bottorff	✓	
6	Doug Midgen	✓	
7	Donna McBain Evans, Co-Chair	✓	
8	Christine Stawitz	✓	
9	Vacant		
10	Peter Bryan, Co-Chair		X
11	Joseph Roberts, Secretary	✓	
12	Vacant, Get Engaged Member		

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

Public Comment:

- Email from Billy Roh on 7/31/23: 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 on June 1 due to the lack of protected bike lanes. It occurred at 6:30 pm 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 as shown below. 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.
- Otto Lucas: I live in Capital Hill and made a public comment last month about improving the bike connection on 10th Ave E and E Roanoke St. The bike lane was recently restriped, but the new line has not stopped cars from driving in the bike lane. I want to keep this location on the board's radar for additional improvements.

Presentations:

Seattle Transportation Plan Update

Radcliffe Dacanay, SDOT
See attached

Discussion:

- Doug: One question I have is, what about day-to-day maintenance like overgrown bushes along trails. The Find It Fix It app needs a bike section, and we need to put things like that in the plan. I would also like the plan to recommend locations for low hanging fruit improvements like speed bumps. I hate to say, but the plan has too many “pie in the sky” ideas.
- Christine: You have so many fantastic goals, but I am interested in metrics. For example, there is a bike-related goal listed in Table 5: Support a well-maintained bike network. How would we measure that goal?
 - Radcliffe: We are still working to define metrics. We would also like to hear from you about that.
- Donna: Like Christine, I am interested in metrics. What are the VMT reduction goals? Also, so much of the bike network requires tradeoffs like removing parking and vehicle lanes. But how does this plan allow that to happen?
 - Radcliffe: We are still evaluating VMT goals and how to measure that, potentially using big data or other sources. And the specific designs of each street will be granular designs informed by community.
- Ty: You mentioned that the plan did not resonate with 10% of the community you talked with. I was curious why it did not resonate with them.
 - Radcliffe: There is a section in the draft plan where we detailed the community feedback. I will have to check on that and get back to you.
- Yasir: What steps does the plan take to make Rainier Ave a safer street for all? Every year it is on the list of the most unsafe streets in the city. What is the STP doing to address all unsafe streets in the city?
 - Radcliffe: There have already been a lot of transit improvements completed along Rainier Ave, but it is a challenging corridor that still needs an ongoing conversation with community. We are exploring adding more cameras to change the culture of driving and speeding along the corridor.
- Doug: I hope this plan takes a deep dive into the topic of micromobility. I personally have a bias against scooters, but I recognize that they may be good solutions in the long term. But right now, it is the wild west out there and we need to have a plan for these vehicles. Also, I think we need to take a serious look at automated enforcement. I know there are some downsides, but that could be a quick way to lower speeds.
- Joseph: As someone who bikes and drives, a 25-mph sign does nothing to slow me or other drivers. It is clear we need to physically redesign streets to slow down vehicles. I also have a question, how does SDOT measure “mobility”?
 - Radcliffe: There are lots of different ways to measure, but it is really about people throughput.
 - Joseph: Does the plan commit to using that as its metric for mobility?
 - Radcliffe: Yes.
- Christine: How does the plan reconcile conflicts? For example, there is a lot of overlap between different modal networks.
 - Radcliffe: We don’t have a magic rubric for that. But we will have to look at each corridor in more detail.

- Donna: Thank you Radcliffe. I think it will be important for the board to write a letter. I can work on it offline then circulate ahead of our October meeting. Based on the feedback tonight I'm thinking the main points will be about metrics, basic maintenance, and resolving conflicts between modal networks.

I-5 Lid Feasibility Study

Scott Bonjukian, Lid I-5

See attached

Discussion:

- Doug: I am supportive of this effort because it will give us new real estate. Do you have an example letter we can use?
 - Scott: I can have Lyle at OPCD send over the template. There is a section where you can add bike-specific language if you like.
- Joseph: This is a great project. I think you should extend the project limits north to Mercer St. And once we actual lid I-5, what are the options to use the space? Would you reconnect all the old streets?
 - Scott: There are a lot of options. Reconnecting some of the streets could be an option.
- Donna: I had the same question. What is to stop people from driving through the area and defeating the purpose of the park?
 - Scott: That will be for us to decide, but hopefully we can create a space that is more for people to use versus vehicles to drive through.
- Donna: Ok, with the September 18 deadline approaching, let's approve the letter in concept. Approval of letter supporting lid I-5 application:
 - Doug: Motion to approve.
 - Ty: Second.
 - All: Approve.

Board Business:

- Approval of August meeting minutes:
 - Christine: Motion to approve.
 - Yasir: Second.
 - All: Approve.
- Appointment updates
 - Simon: We are on track to get 4 new members formally appointed by the October meeting. Three of them are here tonight to listen in: Diane, Amy, and Eli.
- LOC update
 - Christine: I attended Levy Oversight meeting last night. The purpose of the meeting was to start discussing what the next levy should look like. I'm no expert on the current levy but I found that it was valuable to have a bike perspective at the table. Unfortunately, I am not able to serve as SBAB's full-time representative. One interesting thing I learned was the bike program and seismic retrofit programs are the only two programs that are not on track to meet their goals. The LOC is working to draft a letter with recommendations this fall and share with City Council by the end of the year.

- Donna: Christine, thank you for the update and attending. I'm hoping some of our new members can consider this role. We are also planning to get a levy update at our October meeting, which hopefully will generate more interest.
- Future agenda items:
 - Donna: As I mentioned we will have the levy update in October. In November I am hoping we can use that as a planning session to update our priorities, especially with four new members starting.
- Announcements
 - None

Public Comments:

- None

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