

**Seattle Bicycle Advisory Board Meeting Minutes
Joint Meeting with Seattle Pedestrian Advisory Board**

Date: February 7, 2024
 Time: 6:00 p.m. – 8:00 p.m.
 Location: Seattle Municipal Tower, 700 5th Ave, Room 4050/4060
 Recorders: Sarah Udelhofen, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Max Green		X
3	Nia Ransom	✓	
4	Amy Conroy	✓	
5	Vacant		
6	Doug Midgen	✓	
7	Donna McBain Evans, LOC Rep	✓	
8	Christine Stawitz		X
9	Vacant		
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary	✓	
12	Eli Davis, Get Engaged Member		X

Presentations:

Transportation Levy Renewal Update

Greg Spotts, SDOT

- We want to prioritize bold safety designs on arterials, address safety concerns at intersections, & reimagine our street design to prioritize safety.
- One theme I'd like to share with you is the idea of maintaining and modernizing together. How can we make sure that if we're doing a maintenance project, we're also considering the inclusion of safety & other measures that might be supportive of walking, biking, transit? We have done several projects this year where we took that approach, adding multimodal and safety elements to what had originally been scoped as pure maintenance.
- Renewing the transportation levy is absolutely critical. Two of our priorities going forward are to finish strong on the existing levy and set up a new levy for success in November.
- We'd like you to surface your ideas for the levy package that we're working on.

Dan Anderson, Engagement Manager at SDOT
 See presentation attached

Discussion:

- Chris Grgich (SPAB): You mentioned bridge maintenance was a top priority, how do you balance that with saving funds for replacement?
- Dan Anderson: Bridges are such big-ticket items. You almost take a different approach with funding these types of large items than with just a levy. We've updated some of the ways our bridges operate - for major, movable spans over the ship canal (Fremont, Ballard, and University bridges) we're looking at how to do repair and rehab projects during our levies – part of the answer relies on a bigger funding plan. Through our levy work we can do the preliminary planning about whether a replacement is needed long term, which can plant the seed for what is needed in a longer-term funding plan.
- Francisca Stefan, Senior Deputy Director at SDOT: Your description is accurate, that is a key part of it. The bridge asset management plan did look comprehensively at the bridges and components in them and ask: How can we be smart stewards? How can we think about improving the way the bridges serve multiple modes? When we know a bridge is reaching the end of its life and the cost to improve it is more than 60% of its total value, we spend some time preparing those designs up to 30% and also partner with outside agencies. These projects are good candidates for federal funds and other types of funding mechanisms that can make generational investments.
- Emilie Szeto (SPAB): For funding shortages, what other avenues is/has SDOT exploring/ed?
- Francisca: One of the things that's exciting about our current Levy to Move Seattle delivery is that we've committed to our targets. A few years back, we forecasted how we were going to land in 2024 to meet voter commitments and stretch as much as we could to meet those targets. That has meant that we've brought a lot of resources to bear on SDOT's current \$930 million levy. We're closer to \$200 million on what's been delivered with it. Partnerships such as KCM, the Port of Seattle, and others – along with state and federal funds have helped. We are working to be nimble. We've been open to creative funding mechanisms. The Transportation Benefits District is another large way that we bring funds in.
- SPAB Member: You mentioned you were getting mixed feedback about slowing people down as a safety measure – could you clarify that?
- Dan Anderson: We all understand that it's critically important to slow people down to get the safety measures we are looking for. It's all part of behavior change campaigns – part of it is understanding how to reach people. There are different ways of communicating the message to educate folks on how to be as safe as possible. Our challenging safety outcomes include folks in multi-lane arterials, driver speeds, and people driving under the influence. Part of what we want to learn is how to talk about these areas to make sure that they continue to rise in our priority – to make sure safety is first. When we share different messages/approaches for a levy renewal, we're trying to listen to what resonates with Seattleites.
- Joseph Roberts: Avalon might be a good positive example. 35th Ave NE might be the opposite, a rebuild opportunity that didn't deliver the benefits you described. How will SDOT do more Avalon and less 35th Ave NE?
- Dan: 35th Ave NE comes up regularly, one of the things I like to mention is that this situation really has not been repeating. We haven't seen a situation like that happen again since then. Lessons learned are very important – we heard loud and clear that was a frustrating project. We want to do our best to implement what you all are asking us to do. That's a tough one because we have a lot of lessons learned from it. Our goal has been to do our best to bring communities together – sometimes it can divide folks and pit people on other sides of the table. We never want to be divisive. We want to bring people together around safety and maintenance of Seattle streets. Avalon was really hard. I spoke with many folks who said you can't build bike lanes here;

you have to keep street parking. We worked with the council member, businesses, property owners – and ultimately, we achieved the goals, and we really changed the space there. We are trying to do more transformative work.

- Yasir Alfarag: Serious collisions involving cyclists and pedestrians remain high, especially surrounding major arterials that Director Spotts mentioned (Rainier Ave S, Aurora). How will SDOT ensure that the new levy prioritizes those streets to drastically improve safety on those high-collision streets? As a cyclist, I dream of riding on a protected bike lane on Rainier.
- Dan: As staff, we talk about these streets every day. They are the toughest issues to work through. First, I want to say that we see this as our greatest challenge as well. Multilane arterials that move all of our different modes are the ones we spend our time trying to figure out. It needs to be a lot of things for a lot of different people. In our planning process we start at a high altitude then get closer and closer – but we're not at ground level yet. We're using the input we've gotten over all these years, and we're going to start getting there.
- Francisca: One of the things that is really new and exciting happening at SDOT is around the leadership that our chief safety officer, Venu, has been doing – following the vision zero top to bottom review. This includes strategies like better marked crosswalks, leading pedestrian intervals (LPIs), shorter crossings, etc. He is in a unique position to prioritize these systematic improvements throughout the city. In this next levy, we are looking for ways we can provide resources to go with that vision.
- Comment from Donna: First, I hope the city will "go big" with the Levy Package. City's own asset plan shows a huge deficit in maintenance of roads, bridges, sidewalks, etc. And this will only get worse as we electrify our buses which means heavier vehicles. Second voters must see something in the Levy that makes their lives better. All of us on the Ped and Bike boards have heard how important it is to bridge gaps in the bike network, expand Safe routes to schools to include safe routes to community centers, plazas, transit hub, etc. Finally, the city must use citizen support to identify projects but also must lead, especially in terms of climate and making a dent in reducing use of single occupancy vehicles.

Seattle Transportation Plan

Radcliffe Dacanay and Ben Rosenblatt, SDOT

See presentation attached

Discussion:

- Joseph Roberts: Expanding "who uses the bike network" is a fine idea. Will Streets Illustrated call for wider lanes to accommodate increased volume and need for overtaking space due to differing speeds?
- Jonathan Lewis, SDOT: We have identified that as an opportunity in terms of the Streets Illustrated update. It gets tricky in implementing a wider bike lane – the 5+3 width is the same size as the parking lane. It's certainly a known issue and one we hope to tackle in the Streets Illustrated update.
- Wes Mills (SPAB): You mentioned modeling Vehicle Miles Traveled (VMT) reduction is part of development. Is there a goal for VMT reduction or mode shifts to walking, biking, and transit?
- Radcliffe Dacanay: Our VMT goals are still very much tied to our climate action plan goals from 2013. There's been ongoing measurement of GHG emissions and VMT that we've wanted to track to. We've updated our baseline year – instead of 2008, now it's 2018 as our baseline. Our Climate Change Response Framework (CCRF) informs where we could be. We're figuring out

how we could get to 2044 and the corresponding mode shift we're targeting. In the past, we've had 20% reduction in VMT.

- Chris Grgich (SPAB): Curious in the modal integration section, how are you informing the decision of how space can be reallocated to active modes?
- Jonathan Lewis: There are several different layers. The comprehensive plan has high level right of way allocation policies - there you'll find policies that prioritize safety and moving people and goods. People biking and walking are an important part of people using the streets. We've done a lot of work in this process to layer the networks on top of each other and see where we have greater confidence in certain networks. There are some new policy directions and pieces of guidance in this plan, especially in the intro to part 2 you'll see in a few weeks. The VMT target is a really important policy for us and opens a lot of opportunity for how we think about streets, and how we're able to 'shake the etch a sketch' more often. We've set up a framework to be creative and encourage that.
- Jonathan Lewis: Our next step will be to bring the STP to city council. That's a public forum, public comment can be taken in there for any final tweaks. What we'll be sharing with council is the mayor's recommended plan.

Public Comment:

- Public Comment 1: Crosswalk safety – I was expecting to see as a line item in the 2 presentations. Could folks talk about that - has there been any discussion about how to mitigate or fix crosswalks?
 - Jonathan Lewis: We have tried to advance policy to become more supportive of enhanced crossings – there is a large section of that in this plan.
 - Chris Kartheiser, SDOT: I will also mention we do have a crossing improvements program, which is a levy funded program. If the levy were to move forward in the way that was discussed tonight, that is one way in which we invest in crossing improvements specifically.
- Tyler Vasquez: I'm the new Policy and Advocacy Manager with Cascade Bike Club. In terms of 2024 priorities, I am going to be working on the levy, making sure it's strong, bold, that bike/ped safety is also spoken for. I'll be focusing on the STP – and making sure Cascade helps contribute to move that forward. Alaskan Way, Beacon hill, Sodo to Georgetown, Burke Gilman are priorities. Thank you SDOT for all the presentations on the levy and STP tonight.
- Loren Schwartz: Regarding the Bike+ definition you have and the Alki point healthy street – that street is adding a walking/rolling path on beach drive, which is awesome. There was a single block missing link that wasn't included on the final design due to stormwater improvement. I'm advocating for making that walking/rolling lane be included in the design. Will the Alki Point Healthy Street Final design be funded as part of the Levy or STP?
 - Jonathan Schwartz: We can follow up on this question.
- Doug MacDonal: The numbers for Vision Zero speaks for itself for 2023 – it's disappointing. The new issue that's beginning to catch attention is whether SDOT remembers Seattle's Director's Rule 10-2015 which was to do with safety around work zones and construction sites. It was a strong policy, but it seems to be neglected, that would be a great thing to keep an eye on.

Emailed public comments:

- Adam Brown: Hello Bicycle and Pedestrian Advisory Boards, my name is Adam and I am a resident of Seattle in the Wallingford neighborhood. I would like to first thank you for your consideration. I have a few topics that I would like to bring to your attention.

1. I would like to ask the Bicycle Advisory Board to support a two-way cycling lane on the north side of N 45th St. between Stone Way N and 5th Ave NE in Wallingford. At present, this incredible public space is being mostly used as 1 and 2-hour free private car parking. Although there is a neighborhood greenway one block south on 44th St and part of 43rd St., the greenway is inadequate for bike traffic coming from the U District on NE 45th St. and wishes to continue to the intersection of Stone Way N and N 45th St.

2. I would like the Bicycle Advisory Board to consider recommending an upgrade of the cycle facility on Phinney Ave N (from N 43rd St to N 67th St) and Greenwood Ave N (from N 67th St to N 105th St) in both directions. At present, these lanes are unprotected. I ask that the board consider upgrading these lanes to buffered bike lanes or protected lanes.

3. I would like to ask the Pedestrian Advisory Board to consider recommending the use of raised crosswalks on neighborhood streets next to arterials across Seattle. In alignment with Vision Zero, these incursion points should be designed to force all car traffic to slow when entering a neighborhood. Pedestrians should not have to descend to car level via a curb cut but rather cars should have to briefly come to pedestrian level to remind them of the appropriate speed to drive in neighborhoods.

Meeting Adjournment: The meeting was adjourned by SPAB Chair Chris Grgich.