

Seattle Bicycle Advisory Board Meeting Minutes

Date: January 3, 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		X
2	Max Green	✓	
3	Nia Ransom		X
4	Amy Conroy	✓	
5	Vacant		
6	Doug Midgen		X
7	Donna McBain Evans, Co-Chair	✓	
8	Christine Stawitz		X
9	Vacant		
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary	✓	
12	Eli Davis, Get Engaged Member	✓	

Meeting Call to Order: The meeting was called to order by SBAB Co-chair Pete Bryan.

Public Comment:

- Rachel Livingston: I'm a bike commuter and have been for the last 10 years - from North Seattle to the University District. I come from Stone Way, go down East Greenlake Drive North, around the lake until I get to Ravenna and Roosevelt. The bike lane along Greenlake was great for a while; within the past 3-6 months, runners have started to use it and are slowly taking it over. It has gotten worse since the Seattle Marathon. I called the Seattle Marathon and asked if they communicated to the runners that after the race, the bike lane is off limits. As far as I know, they haven't done that yet. Runners are using the bike lane in the dark, on both sides of the lane. I've seen a cyclist have to get into oncoming car traffic to avoid runners. I've asked runners not to run in the lane, but they say that they have the right to do it. I know it's not true. Some are aggressive, and some do not seem to care. I have emailed SDOT twice and spoke with someone on the phone but haven't gotten a response. I'm requesting that we put better signage either on the bike lane or near the bike lane and have someone patrolling it or policing it because it's going to get a lot worse.

Presentations:

"Missing Link" Bike Route Study

Christiana Farrell & Jules Posadas, SDOT
See presentation attached

Discussion:

- Pete: The current Northwest Market Street Path is great, but a challenge I have on the existing path is that it's quite open on either end - you often find cars parked or trucks unloading. If you can consider adding bollards at the end of trail entrances, that could be beneficial.
I think on 17th, where there's not space for as much landscaping, having some visual indication there would be great.
At 22nd & Market – many great Ballard events occur in that space, what contingency plans are there if that intersection gets blocked?
Regarding the feedback you got about business impact: we had a great presentation in December by the West Marginal Way team, conveying how they received feedback before the project about the impacts, and were able to follow up with data on the actual impacts post-project. If there's the opportunity to gather specific data like they did about what the specific impacts are of this project, that would be beneficial.
- Donna: Thank you, Christiana. You all are doing a great job with outreach to business, boards, and more. I'm curious what you're hearing from other stakeholders. I heard there was a lot of vocal opposition to this route in the past. I wonder if we're trading one battle for another.
- Christiana: I hear a lot of mixed feedback. There are concerns about turning radiuses for large trucks. We've gone to a lot of businesses to ask if the design provides enough space – asking what trucks they are using, what their loading days are. Now that people have something to look more specifically at, they can provide constructive feedback and we can work together.
- Jules: The slides capture what we've been hearing. A lot of neighbors and businesses just want to see additional bike improvements in the neighborhood. From the business sides, access to the businesses, loading docks, and buildings is a big part of what people are interested in. Often, their main area of concern is regarding the impacts of this project. When we hear input about specific design elements, we can work together going forward.
- Joseph: Could you help us understand what you're thinking in terms of bike volume that you're designing for, and for bike speed?
- Christiana: The volumes anticipated are similar to the volumes on Market just west of 24th - we would hope volumes would increase from that point. I can get back to you on those forecasted numbers. 15 mph is the max speed we would want to see. I know that further questions arise with e-bikes and the different classes.
- Joseph: I would guess that this portion of Market St is liable to have higher bike volumes than the side further to the west due to the businesses on this side - I would encourage SDOT to design for higher bike volumes than you currently see. Designing for a speed of 15 mph is reasonable, but how do we minimize conflicts with pedestrians? Will there be a clear division between bike lanes and pedestrian areas?
- Christiana: A lot of that will come down to the designs that we're still working on. In some areas we are able to use a full landscape strip. Slide 30 shows some examples of ways to visually distinguish – such as tactile strips and different colors. Especially as new design guidelines come out from NACTO this year, we want to use the newest options for these types of materials.

We're making sure that pedestrians feel safe and comfortable walking in the space adjacent to bikes as well – this is top of mind.

- Joseph: Question on slide 29 – I feel businesses underestimate how many patrons could arrive at their business by bike. Arriving at a business by car is expensive, but you can fit a bucketload of bikes in the space that's available. In the designs, do you have space set aside for bike parking so that all those bikes riding through can stop in the businesses and spend money?
- Christiana: We don't have it on the plans yet, but we certainly could. We want to help people park their bikes and shop at local businesses.
- Pete: I would echo Joseph's comments here.
- Joseph: We'd love to see that included in the 30% design. Regarding the design width of 10 feet as a minimum – we understand there are space constraints, but we have an opportunity to build a facility that will last 10 or 20 years. I doubt 20 years from now, the city will want to spend money to make it wider. Given that this is such a compelling environment to ride bikes in, I'd like to push you to be more ambitious than the bare minimum bike lane width. It does make a difference – more people are riding, people are riding different styles of bikes (like cargo family bikes and trailers), plus people moving slightly faster with e-bikes.
- Donna: Joseph, I agree with everything you said. I am hoping for more than 10' width. As you know, on Alaskan Way they just decided to go to 12' width. That's a busy thoroughfare, especially in the summer months. This trail is certain to be popular as well. A wider trail would help ease congestion and lessen the conflict between users. Do I understand correctly that this is a multiuse trail?
- Christiana: Yes, people walking, biking, pushing a stroller, and other modes could be using the facility – and it's also adjacent to the sidewalk where people could choose to be.
- Donna: That speaks even more loudly to making it as wide as possible.
- Max: In all the design and research here, was one car lane ever discussed? Making the street a one way?
- Christina: On Market St, there's one vehicular lane and then bus lanes in either direction. We are already dropping it to one lane in either direction. And with the bus lane that stops at 20th (slide 23), it drops to one lane for vehicular traffic in one direction. We did not look at making Leary one direction, it has pretty high volumes in each direction.
- Pete: You mentioned the center turn lane being important, do you know if there's any data on what would happen if it was removed?
- Christiana: That is as part of the route 40 project. There was a lot of analysis done regarding this center turn lane. There are many garages, loading areas, and people trying to turn. We looked early on to see how we could adjust. It was very impactful to remove the middle turn lane, especially to the transit time and reliability, as buses get stuck behind people trying to turn.
- Joseph: Curious why car parking is placed on the trail side rather than the opposite side on Leary?
- Christiana: When we looked at overall usage of the parking lanes and businesses that were actively using them, especially for loading activities, it was favored to maintain parking on the SW side instead of the NE side.
- [Member of public was called on] Avery: I find that when I'm riding next to people parking, people jump out of their car and start walking without noticing the bike lane. Bus riders don't tend to do that. It would be great to be closer to the bus and farther from the people parking.

- Joseph: I would like to encourage keeping the 5' planting strip. Being doored by cars can be life threatening, so maintaining that is very important. Can you elaborate on the stop light at 20th & Vernon?
- Christiana: This will be a full traffic signal, the route 40 project will be putting that in. This project will narrow everything up, make it separate movements, and include bike signals and a full four-way signal.
- Pete: Is there anything that we can do (other than continue to give feedback on the designs) that could be beneficial to support this project?
- Christiana: You can fill out the feedback form before January 8th and share it with your networks so they can fill it out too. If you want us to come back, we're happy to come back, especially as we hit 30% design. We appreciate you inviting us into this space.

Board Business:

- Approval of December minutes
 - Joseph: Motions to approve
 - Max: 2nds
 - All agree
- Co-chair update
 - Pete: Reminder that Donna has moved to be the LOC representative. Please let me know if you are interested in the Co-Chair role. The commitment is not substantial, but the impact that you have is big in terms of setting the agenda.
- Staffing update
 - Simon will be stepping back and handing his role over to new liaisons.
 - Monica DeWald: I manage some of the bike and pedestrian team for the City of Seattle. I have worked in the bike program for over 20 years in the city of Seattle and I've also been the liaison for the board and bike commute from West Seattle. Since many of you are new, I don't know if you're aware that Simon has taken on this position for 3 years, which is a longer commitment than most do. Simon has done a great job and been dedicated to this role. I wanted to thank him for his time before the role transitions.
 - Simon: Thank you – Hallie O'Brien and Quinn Kelly are going to take over as the Co-Liaisons. Hallie is the Bike Master Plan program manager. She's presented recently on the Beacon Hill bike route. Many of you know Quinn as a former SBAB member, he stepped down from the board to join SDOT, and will also be assisting a co-liaison.
- LOC update
 - Donna: There has not been an LOC meeting yet in January so there is no update currently.
- Board workplan, future agenda items
 - Pete: Next month is a joint meeting with SPAB. I would encourage everyone to try to think of comments and questions in advance, we will need to be quite efficient.
 - Pete: One of the ideas that a lot of people noted as a high priority is the idea of having a Sub-Committee Format. We'll try to keep this relatively lightweight, doing it as a virtual committee empowered to act as they see fit. I will email out a high-level idea for subcommittees.
- Announcements

Public Comment:

- None

Meeting Adjournment: The meeting was adjourned by SBAB Chair Pete Bryan.