

Seattle Bicycle Advisory Board Meeting Minutes

Joint meeting with the Seattle Transit Advisory Board

Date: February 25, 2026
Time: 6:00-8:00 PM
Location: City Hall 370
Recorder: Quinn Kelly

Bicycle Advisory Board Members Present

Seat	Members	Present	Absent
		✓	X
1	Ksenia Ershova		X
2	Kathryn Ricchiuto, Co-chair	✓	
3	Nia Ransom	✓	
4	VACANT	-	-
5	Taylor Hom	✓	
6	VACANT	-	-
7	Joan Chen	✓	
8	Rafael Ronquillo, Secretary & Levy Oversight Committee Representative	✓	
9	Molly McNeely	✓	
10	Max Baker	✓	
11	Joseph Roberts, Co-Chair	✓	
12	Naomi Cutler, Get Engaged Member		X

Approval of January Minutes

- Rafi motions, Nia seconds
- Unanimously approved

Presentations

Sound Transit Station Area Planning 101

Josh Steiner & Erik Rundell, SDOT

Introduction

- Most Station Area planning is led by OPCD, but there's also a substantial transportation element that SDOT works on
- Sound Transit 3 (ST3)
 - o Passed in 2016 by 70% of voters
 - o Seattle improvements include
 - Graham St Station
 - West Seattle Link (2032)

- Ballard Link Extension (2039)

Ballard Link Extension

- Draft Environmental Impact Statement (DEIS) will be released later in 2026
- Will include new information and alternatives not included in the 2022 DEIS
 - Two stations north and south of C-ID rather than one in C-ID
 - Seattle Center station moved two blocks to the west
- DEIS will include previous alternatives as well

Sound Transit Enterprise Initiative

- Evaluating cost saving “levers”
 - Evaluating “minimal operable segments” for project phasing
- Next steps
 - Updated ST3 System Plan at end of Q2 2026
 - New Regional Transit Long-Range Plan in Q3 2026
 - Updated Long Range Financial Plan in Q4 2026
- *Discussion*
 - Is DEIS just for Ballard?
 - Yes, West Seattle has already gotten federal approval
 - Cost overrun due to lots of factors; do we know how much 4-year delay led to cost increases?
 - No, they haven’t shifted back their design / construction timeline
 - Does DEIS make decisions re: station locations?
 - It includes “preferred” options, but Final Environmental Impact Statement (FEIS) will consider feedback from DEIS
 - Would existing C-ID stop move?
 - No, existing station would stay, transfer points would be available at Dearborn, SODO, or Westlake
 - Ballard alternatives: would elevated option include a better bike path to get folks to Ballard?
 - Bridge would have to be very high in the air, so probably wouldn’t be great for biking

Non-Motorized Station Access Allowance

- ST has an evaluation process
- Projects must be approved for funding by ST Board
- Nearly \$100M in ST3 for access funding in Seattle
 - \$60M for Ballard
 - \$30M for West Seattle
- Starts with a project list from the City
 - Screening > prioritization > advance high scoring projects for 100% design
 - Draw on Seattle Transportation Plan
- For West Seattle, we’ve already done screening and design
 - Prioritization in 2026
 - Board approval in 2029
- Graham Station
 - Screen projects in Q1 2026
 - Prioritized project list in Q4 2026
- Ballard Link Extension

- Develop initial list in 2026
- Developing street concept plans

Station Area Planning

- OPCD + ST work to develop community goals, vision, priorities
- City also works with ST on the Station Context, immediately around their station buildings
- May include large corridor projects as well as small spot improvements
- Starts with community engagement
- Station Area Plans implemented through
 - Non-Motorized Access Allowance
 - SDOT projects and programs
 - Capital project for future Levy or grant opportunities
- *Discussion*
 - How does Station Area Planning fit into station alternatives?
 - Don't start until ST has settled on station locations
 - So, we're doing West Seattle and Graham, but won't start on Ballard until those station locations are finalized
 - Do station area improvements need to go through their own EIS process?
 - Typically no, most of our projects aren't large enough to trigger
 - But we still include opportunities for public engagement
 - Does the City plan for federal grants to help with station area planning or bike/ped access?
 - It's often State programs that are a better fit
 - But we do get some Federal funds through the Puget Sound Regional Council (PSRC)

Graham St Station Area Planning

- Study area focuses on a ½ mile and 1 mile walkshed
 - But it's about connectivity, not strictly limited to the boundary
- Some projects extend up toward Columbia City and down to Othello
- Planning to go back to the community to solicit additional feedback on draft project list
- Planning to wrap up work by Q4 2026
- OPCD and SDOT working together closely; our work will be an appendix to Station Area Plan
- Drawing on community-driven Graham Street neighborhood vision, STP, Vision Zero, community requests, ST station engagement
- Existing conditions assessment included missing sidewalks, bike connections, healthy street; Includes N-S Neighborhood Greenway alternatives
- Need for new E-W transit; working with Metro on potential new route
- What we've been hearing
 - Connect to existing community assets
 - E-W connectivity (Seward Park, Beacon Ave future bike lanes)
 - Green the arterials
- Coordination opportunities
 - Station construction
 - RapidRide R
 - Graham Corridor project

- Project List: 21 corridors, 56 total project ideas
 - o Neighborhood Greenways (NGWs)
 - E-W from Swift to Rainier south of Graham St
 - N-S on 32nd Ave and 42nd Ave
 - o Sidewalks
 - o Bike Connections
 - Orcas St, Beacon Ave to Seward park
 - Graham St, Swift to Rainier
 - Switchback down to MLK
 - o Lots of crossing improvements
- What's happening now?
 - o Developing initial project ideas
 - o Confirming through survey (will be available mid-March)
- Discussion
 - o Will station go in existing ROW?
 - Yes
 - o Are bike connections proposed Protected Bike Lanes
 - TBD
 - o How do you anticipate people will use bicycles and light rail? From what radius do you imagine people would bike from? Would people park at station or take bikes onto the train?
 - We hope that people access transit via bike lanes and NGWs
 - Bike parking built by ST as part of station; SDOT will work with them to ensure there is enough space
 - o How is ST addressing risk of people being struck by trains?
 - This is something they are working on throughout the Rainier Valley

West Seattle Station Area Planning

- Public priorities
 - o Improve Duwamish Trail: maintenance, lighting, bike protection
 - o Address speeding
 - o Better E-W connections
 - o Connections to trail systems
 - o More / safer crossings
 - o More sidewalks
 - o Wayfinding to key destinations
- Project included a paid focus group through an FTA grant
- 25 projects in Delridge draft list
 - o Draw on STP
 - o Vetted with field observations and public feedback
 - o Bike facilities / NGW
 - o Corridor projects: comprehensive packages of improvements along a corridor
 - o Intersection designs: safety and accessibility improvements, ped lighting, etc.
 - o New connections: stairwell
 - o Transit, bus stops, mobility hubs: plan for bus service changes

- What's next: Confirm project ideas / policies in Summer 2026
- Discussion
 - o What are future focus groups?
 - Getting additional feedback from the existing focus group
 - o Delridge Way corridor exists in a valley, without good access E-W; Delridge project created a bike lane SB only; need better improvements for bikes/peds to get to station; need a bike connection on Delridge
 - o Why was Fauntleroy shelved but not Delridge, when they are now equally impacted by Sound Transit
 - o People will ride bikes on Delridge whether or not there are bike facilities
 - o What radius is considered when thinking about (bike) wayfinding?
 - Appreciate that feedback; will connect with relevant staff
 - o Does SDOT estimate vehicle traffic decreases based on new ST service?
 - The City has VMT goals that inform our thinking around roadway design
 - o Garbage pickup on Delridge causes backups every Wednesday morning
 - Could we remove parking during that period
 - o 2026 Levy Delivery Plan includes Station Area Plan; where does funding come from for your work?
 - Planning work not funded by the Levy, but Levy has funding for some projects (e.g. SW Alaska St)
 - o What are lessons learned from past stations?
 - No more at-grade stations

Board Collaboration

Ashwin Bhumbla & Zach Burton, TAB co-chairs

- How can our boards work to increase our influence?
 - o We all have similar priorities
- TAB 2026 priorities
 - o Levy Delivery Plan
 - o STM Renewal
 - Sales tax passed in 2020
 - Mostly funds increased transit service
 - Also funds Transportation Access Program (free Orca cards)
 - Streetcar (used to be funded by ST)
 - o ST3: Ballard Link Extension
- SBAB 2026 priorities
 - o South Seattle connections (e.g. Rainier, Lake Washington Blvd)
 - o Burke Gilman improvements
 - o Levy delivery list
 - o High-priority missing connections in citywide bike network
 - o Micromobility and the future of bike infrastructure
- Potential shared interests
 - o RapidRide R
- Collaboration on a letter can be helpful, but not always worth the hassle

- Ongoing coordination can happen through co-chairs
- Next steps
 - o Start doing post-meeting de-brief communications
 - o Also work through LOC as an avenue for collaboration
 - o Maybe collaborate on a 2026 Levy Delivery Plan response letter

Meeting Adjournment