

Seattle Bicycle Advisory Board Meeting Minutes

AGENDA:

Date: September 1, 2021
Time: 6:00 p.m. – 8:00 p.m.
Location: Virtual via Cisco Webex
Co-chairs: Patrick Taylor and Sarah Udelhofen
Recorder: Tyler Vasquez, SDOT

Minutes Distribution List:

See Attachment A

Bicycle Advisory Board Members Present:

Members	Present	Absent
	✓	X
Andrea Lai, Secretary	✓	
Andrew Dannenberg		X
Jose Nino, Get Engaged Member	✓	
Kashina Groves	✓	
Maimoona Rahim	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair		X
Sarah Udelhofen, Co-Chair	✓	
Yasir Alfarag	✓	
Seat 3 (vacant)		
Seat 5 (vacant)		
Seat 6 (vacant)		

City Staff:

- Ann Sutphin, SDOT
- Edie Gilliss, Office of Sustainability and Environment
- Eleen Trang, SDOT
- Radcliffe, Dacanay, SDOT
- Simon Blenski, SDOT
- Tyler Vasquez, Recorder, SDOT

Members of the Public:

- Allen Gown
- David Shaw

- Ed Pottharst
- Jakob Ward, Toole Design Group, Westlake
- Karen Wolfe
- Mark Florentino

Meeting Call to Order: The meeting was called to order at 6:02 p.m. by co-chair Sarah Udelhofen.

Public Comment:

Email from Jordan Van Voast on 07/23/21

Please take a look at the bike lane on 31st Ave. S. (northbound), which begins at McClellan St. (near Franklin High School) and abruptly ends right before Massachusetts Street. This has always struck me as incredibly dangerous. I live on 31st and am observing more and more bikers (like me!), especially the number of e-bikers is growing exponentially. Some of these folks do 15 to 25 mph. No problem. The problem is that car drivers rarely pay attention to the 25 mph speed limit and seem oblivious to the safety of cyclists. I witnessed a car this morning doing ~50 miles per hour. I live in the middle of this straightaway and see someone like this almost every day. When the bike lane suddenly ends, it often catches bikers by surprise, forcing them out into traffic when cars may be speeding past. It's an accident waiting to happen. Thanks for checking it out. It would be great if you could lobby the City to install some speed bumps near Dose Terrace/Hill Street (right in the middle of the straightaway). There are a few speed bumps already, but they are all the way at the south end of the drag strip.

Email from Matthew Higgins on 08/10/21

There's a two block disconnect between the new greenlake PLB and the [NE 70th I5 Crossing](#). Many riders use this NE 71st route to get over to Roosevelt, and usage will increase with the Roosevelt station opening soon. Additionally, this is the best route to access the [upcoming greenway on NE 68th](#). During commute hour, bike riders are weaving between cars. I recommend checking the street out at around 4:30pm on a weekday. It is somewhat of a shame that fixing these two blocks is not part of the 2024 master plan, given how small a distance it is. Ironically, this section passes by Gregg's Greenlake Cycles where customers take bikes for test rides. See photos below. I'm not well versed in how I can help further, and am happy to put further effort into this if there's something I can do.



Email From Meredith Hall on 08/25/21

As I've been biking to work more regularly, I've encountered a small issue in the design of the paving on the waterfront that needs to be addressed. I'm sharing it now so we can figure out how to elevate it with

SDOT/waterfront team.

In the attached photo you can see the paver band that separates the concrete at the curb edge of the waterfront sidewalk from the glass-block embedded walk (which is actually over the water! There are supposed to be salmon migrating down there!). This band of pavers has settled quite badly and when bikes are on the sidewalk with pedestrians (both legal and necessary depending on the stretch of the waterfront and the traffic) we find ourselves cutting back and forth across this band to weave through the people. I've caught my tire a couple times on this and it's quite dangerous - especially in a busy area!

While the sidewalk will be mostly bike free once the new waterfront bike path is complete, it will not be wheel-free. Tourists who aren't familiar with the conditions, especially those on scooters, are really at risk with these pavers!

My question for SBAB is whether I'm alone in noticing this...

My question for SDOT is whether these pavers are going to be permanent or are a temporary condition that will be removed with the completion of the waterfront. If not, they MUST be fixed to prevent serious injuries.

Presentations:

King County Open Space Levy & Green River Trail North Extension

Presenters: Warren Jimenez and David Shaw, King County Parks

Presentation: See attached

Time: 6:15 p.m.

Discussion and Q&A:

- MH: Can you say more about the roundabouts?
 - DS: The north end of the trail has a roundabout. Earlier iterations had a second roundabout in the south section between West Marginal PI S and S 102nd St. The southern roundabout will no longer be needed due to new development. Northern roundabout will allow vehicle from SR 99 to move more efficiently than the 3-way intersection.
- MH: I am concerned that the width of the constrained is too wide and the permeable buffer will not slow down cars. I question the need for the break down lane and ask for a permanent barrier between the bike lane and vehicles.
 - WJ: We appreciate that feedback . We are having real-time conversations with colleagues and attempting to address this and other issues.
- SU: Agree with MH. A slower posted speed limit will not slow vehicle.
- YA: What does the trail look like when the trail ends?
 - DS: Clean transitions on both end of the trail. Trail lines up with the Duwamish Trail. On the south end we will rebuild the existing trail to full width.

Green House Gas Inventory and Electrification Blueprint

Presenters: Radcliffe Dacanay, SDOT and Edie Gilliss, Office of Sustainability & Environment

Presentation: See attached

Time: 6:51

Discussion and Q&A:

- SU: The link between personal trips and the quality of infrastructure is important. Do you think that this work will make a strong connection between the important and quality of infrastructure?
 - RD: Within SDOT, there is going to be the Seattle Transportation plan. It will take a few years to do the planning and OSE will focus on this importance during the policy planning phase. Knowing where our gaps are at and where we need to be more aggressive will allow us to bring this information to the new administration.
 - EG: Conversations and collaborative efforts between departments at SDOT are happening.
- YA: Is the city thinking about banning new gas stations? Is the city making it easier for people to buy electric cars? Is the city thinking about making more aggressive environmental and sustainability policies to accomplish 2030 goal?
 - EG: I will get back to you on where the conversation is being held on policies around banning new gas stations. You are on the right path in thinking about helping people buy EV's. The next step is to help individuals who have no other choice to buy EVs.
 - RD: This work supports any policy that will get Seattle out of fossil fuel using habits.
- AL: It is great we are looking into EV, but we are not talking about a behavior change. We are not talking about what it takes for individuals to choose walking and biking.
 - RD: We take leadership from the Mayor. Our message is that we are in a climate emergency and we will bring it to the next administration.
 - EG: In actuality, the focus has been on mode shift for so long, that we haven't thought of pricing and electrification as tools to decrease fossil fuel emission to reach 2030 goal.
- JN: Can you expand what a Green and Healthy Street is? Will the Washington Green Legislation affect Seattle? If mode shift has been the oldest tool that Seattle has used, what is the most effective tool?
 - RD: A Green and Healthy Streets is a street with low or zero emission. In 2024, WA legislation will take effect and will likely have an influx of funding for Seattle. Economics effects people's choices. Investing in bus and rail have had a huge mode-shift impact.
- MH: Emissions from freight in South Park and Georgetown are a huge burden. What kind of partnerships do you have from the Port?
 - EG: OSE has a number of conversations with the port about their pollutants and the equity concerns.
 -

Beacon Hill Bike Route Update

Presenter: Serena Lehman, SDOT

Time: 7:40 p.m.

Discussion and Q&A:

- YS: When does construction start?
 - SL: 2023. Possibly earlier, although the design phase has some constraints which may take longer.
- KG: What is the status of Segment 2? The part by the golf course and Jefferson Park is a priority. Is there a way to add that to Segment 1?
 - SL: Yes, it will depend on the cost. We will have high level cost this week. Our approach is the Prioritize Segment 1, then, Jefferson Park, then the Chief Sealth Trail.
 - SU: Would love for this to be complete prior to 2023.

Public Comments:

- None

Board Business:

- Approval of July's meeting minutes
 - Approval: AL
 - Second: All
- Seattle Public Schools Bike Parking letter
 - Mote to sign onto letter: MH
 - Second: KG
 - Approve: All
- LOC Update
 - None
- Recruitment Update:
 - Simon: Timeline: We received 30 applications before the deadline on 8/27. Sarah, Alex, and I will review applications and conduct interviews. We hope to have recommendations to the Mayor's Office and Council by our next meeting.
- Co-Chair Opportunity:
 - SU: Still looking for co-chair.
- Announcements:
 - AL: I received a message from Rapid Ride J Line project team looking for a new support. Will recirculate our letter from February and see if we can just resubmit that.
 - MH: For a future agenda item, I would like to have an update and discussion on neighborhood greenways and Stay Healthy Streets.
 - KG: Yes, SDOT has solidified their plans to make some permanent and I would like SDOT to come back and talk with us.
 - MR: Starting in October, I am taking Patrick's position on the Levy Oversight Committee.

Meeting Adjournment

The meeting was adjourned at 8:03 by Sarah Udelhofen SBAB Co-Chair.

Attachment A:

Meeting Minutes Distribution List:

- Jenny Durkan, Mayor, City of Seattle
- Brian Hawksford, Office of the Mayor
- Edie Gilliss, Office of the Mayor
- Transportation and Utilities Members
 - City Councilmember Alex Pedersen, Chair
 - City Councilmember Dan Strauss, Vice-Chair
 - City Councilmember Lorena Gonzalez
 - City Councilmember Lisa Herbold
 - City Councilmember Tammy Morales
 - City Councilmember Debra Jaurez
- Sam Zimbabwe, Director, SDOT
- Monica DeWald, Bike Master Plan and Neighborhood Street Fund Manager, SDOT
- Serena Lehman, Senior Transportation Planner, SDOT
- Simon Blenski, SBAB Liaison, SDOT
- Sam Assefa, Director, Office of Planning and Development (OPCD)
- Kathy Nyland, Director, Department of Neighborhoods (DoN)
- Meeting Presenters
- SBAB Members
- Individual Meeting Attendees