



## Seattle Pedestrian Advisory Board

*Stewards of the  
Pedestrian Master Plan*

Emily Davis, Chair  
Maria Sumner, Vice Chair  
Erin Fitzpatrick  
David Flasterstein  
Bianca Johnson

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### Seattle Pedestrian Advisory Board (SPAB) Meeting Minutes

**April 13, 2022 - Virtual Remote Meeting**

#### Attendees:

#### Board Members Present

Emily Davis  
Erin Fitzpatrick  
Bianca Johnson

Maria Sumner  
David Flasterstein, Get Engaged Member

#### Members of the Public

Polly Membrino, SDOT  
Belén Herrera, SDOT  
Ching Chan, SDOT  
Elisabeth Wooton, SDOT  
Iona Mckenzie, SDOT  
Brian Dougherty, SDOT  
Lei Wu, SDOT  
Joanna Valencia, SDOT

Ankur  
Bob Svercl  
Jon Morgan  
Laurence Idos  
Michelle Auster  
Natasha  
Robin Briggs  
Brian Townley  
Doug MacDonald

*The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the city's planning insofar as they relate to the pedestrian safety and access.*

*-City Council Resolution  
28791*

#### Welcome, Introductions, and Vision Zero Update

- So far in 2022, there have been 6 traffic collision fatalities. This includes two people walking, one person biking, and three people driving or in vehicles as passengers.

#### Public Comment

- Doug MacDonald: I sent material to Emily about injuries on sidewalks with scooters. There are some staggering statistics from other places. About two hours ago, I finally got a spreadsheet with 400 comments from a survey about how riders have been injured. SDOT did not report this in their report, but there are many comments. There is clear evidence that there is a danger to pedestrians and scooter riders who ride on the sidewalk. I'm on the hunt for more information and discovered that SDOT says scooters aren't allowed to ride on sidewalks. Are sidewalks for people or for micromobility? We will have to see how the City Council feels about this. I know there are a lot of concerns on the board and there is more to come. I also ride the 48 and am very interested in that presentation.

## Public Comment (cont.)

- Godon Padelford (Seattle Neighborhood Greenways): I'm the Executive Director for Seattle Neighborhood Greenways and I was on the SPAB a few years ago. Back when we passed the Pedestrian Master Plan it was very tailored to pedestrians and sidewalks. I think there is a great opportunity now for the SPAB to help bolder visions with the Seattle Transportation Plan, including things like 15 minute neighborhood, district traffic calming, Home Zones, and other strategies. I would encourage you all to think big with the STP and help it be a big win for pedestrians in the city.

## Route 48 Transit Plus Multimodal Corridor Presentation

Elisabeth Wooton, Ching Chan, Iona Mckenzie – SDOT

- Ching: We are here to share information about the Route 48 Multimodal Corridor Plan. We will go over team introductions, project background scope overview, and next steps.
- Elisabeth: The Route 48 bus runs north-south from the UW area down to the Mt. Baker light rail station. It provides key connections to high frequency transit lines, schools, medical centers, and other locations. Our project is mostly focused on the 23<sup>rd</sup> and 24<sup>th</sup> Avenue area of the project between Montlake and Rainier Avenue.
  - There are many projects happening along the corridor including the 23<sup>rd</sup> Ave Vision Zero project, Rapid Ride G Line, Rt 44 and Rt 7 Transit-Plus Multimodal Corridor plans, Judkins Park Station planning, and others. We are working with these other teams and the plan is for Metro to electrify Route 48 in the future.
  - Prior to 2019, ridership was steadily increasing to 6,000 riders per day. Ridership decreased slightly in 2019 due to construction and congestion. In 2020, ridership took a significant dip in line with the Covid-19 pandemic. As of spring this year, ridership is roughly 60% of pre-covid riders, which is higher than the average Metro bus route.
  - The route does not serve the downtown core, but provides first and last mile connection and other destinations outside of downtown. Along the Rt 48 corridor, there are more BIPOC residents, more people who speak a language other than English, more households with no vehicles, and more renter-occupied households compared to citywide data.
  - Iona: Objectives of the project include: make bus trips faster and more reliable, make it safer and easier to get to and on the bus, advance program objectives in a way that responds to community needs and priorities, fulfill Levy to Move Seattle commitments.
    - The project began in 2019. We are currently in the planning stage and the project should be completed by 2023. The project is funded by the Levy to Move Seattle, Federal Highways Administration grant funding, Congestion Mitigation & Air Quality grant funding, and other sources.
  - Elisabeth: The project scope is heavily focused on transit alignment improvements. Main elements include targeted crossing enhancements, transit-only approach lanes, and bus only lanes. The proposed transit-only approach at Rainier and Hill should improve turning by 30%. Metro is looking to relocate bus stops near the future Judkins station. SDOT is looking at new crossings at Grand Street in anticipation of the improvements.
    - We are also planning Transit Signal Priority will use wireless communications so buses and traffic signals can “talk” to each other. When a bus is approaching, the signal will modify timing to keep transit moving. Curb ramp upgrades may also be required at certain intersections where signals are upgraded.
    - The Vision Zero team is also working to improve safety and transit access at Boyer Avenue to create protected left-turn phases to reduce conflicts with people in crosswalks. Improvements may also include Accessible Pedestrian Signals (APS), curb

ramps, Leading Pedestrian Intervals (LPIs), and new signal heads for better visibility and compliance.

- Near term next steps: meeting with other modal boards throughout spring, aiming for 30% design and estimate by July, and doing broader public outreach in summer and fall.
- Questions from the board:
  - Emily: Someone asked about why public outreach hasn't started yet, but it sounds like that's coming later in the year. You talked about upgrading the signal at 24<sup>th</sup> and Boyer including Leading Pedestrian Intervals. Will signal technology and LPIs also be included in the other intersection upgrades?
    - Elisabeth: Yes, we've already installed several LPIs along the corridor and we will see if timing allows for it at the other intersections.
  - Erin: No questions, but thank you for presenting.
  - Maria: Did you look at sidewalk conditions around the corridor?
    - Elisabeth: Yes, Vision Zero looked at the corridor and everything south of John street has been updated. North of Madison, there will be targeted sidewalk improvements and some have already been implemented. We are also working with our sidewalk repair program and they are doing inspections in the area this week. Many sidewalk deficiencies are being addressed through Vision Zero.
  - Maria: You mentioned this was a smaller scope project overall. Are there any tradeoffs that you had to make since it's a smaller project?
    - Elisabeth: It's a smaller project mostly because investments have already been made. We did a conceptual study to determine what improvements to make and that's what we based our grant off of. Because other projects have looked at this area, there is not a lot that we couldn't fit into the limitations of our budget.
  - Emily: I used to live by this corridor but I moved before they did the improvements north of Madison. I'm interested to see what improvements were made because there were very old sidewalks and no ADA curb ramps in that area.
    - Elisabeth: That is true and it is not being addressed through the Vision Zero project. We are working with our ADA program to see if we can get curb ramps here. Some of these are challenging because of the grade.
  - Emily: You said you are changing signals to benefit buses and that it won't affect crossing time, but will it affect waiting times for pedestrians?
    - Elisabeth: We can talk to our Operations teams, but I think it should only add an extra three seconds or so, so it shouldn't be noticeable from a pedestrian perspective.
  - Maria: Are there going to be bike lanes or is there a nearby greenway where bikes can travel?
    - Elisabeth: The corridor is not included in our Bicycle Master Plan. There are some bike facilities crossing the area. The alternative path is the MLK protected bike lane project which is parallel to the corridor and a few blocks away.
  - Emily: There is a comment in the chat asking when Route 48 will be electrified.
    - Elisabeth: Our Metro rep is on vacation and not able to make it today, but they are aiming for 2026 electrification. They do not have specifics, but that is the plan.

## Seattle Transportation Plan Presentation

Lei Wu, Joanna Valencia – SDOT

- Joanna: We are back to present to you about what is going on with the Seattle Transportation Plan (STP) and some upcoming opportunities. Lei is our new Deputy Project Manager for the Seattle Transportation Plan and a new Strategic Advisor. She will be your main point of contact related to the project and Jonathan Lewis and I will be here to support as well.
- Lei: Tonight we will share an overview of the plan and a timeline of STP activities. The STP is our commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities.
  - This plan will: collectively reimagine our transportation vision, plan for people first, and remain grounded in our steadfast values (equity, mobility, safety, sustainability, livability, and excellence.)
  - Key STP aspects included addressing urgent and emerging challenges, building on modal plans and ongoing work, considering our entire transportation system and how it serves communities of Seattle, informing the development of a new transportation funding package, aligning with the 2024 Comp Plan growth strategy, and co-creating with the community. We are inviting the voices of everyone to come to the table and look at all transportation systems in an integrated way.
  - The STP will be related to the Comprehensive Plan, the Complete Streets Ordinance, Climate Action Plan, Race and Social Justice Initiative, past modal plans (bike, pedestrian, freight, and transit), and others
  - By 2024, the Seattle Transportation Plan will be a 20-year plan that tells the story of Seattle's shared transportation and public space visions with steps to achieve it.
  - Functional elements included in the STP: pedestrian, bicycle, transit, freight, people streets and public spaces, curbside management, emerging and new mobility, and vehicular.
  - The STP content will include policy frameworks, performance measures, Priority Investment Networks (PINS), program and project needs, prioritization frameworks, and funding strategy.
  - The STP is led by SDOT in partnership with: city departments, Transportation Equity Workgroup, Community-based organizations, community liaisons (Department of Neighborhoods), SDOT modal boards, Planning Commission, general public, and agency partners.
  - This project began in the second quarter of 2021. We now have a consulting team on board and we launched the first major task this year. We aim to complete this project in June 2023 and transmit the plan to the Mayor's Office and City Council. Multiple tasks are underway. There are three phases of community engagement and we plan to launch the first phase in late May or early June to co-create policy frameworks with the community.
  - How will SPAB be involved? We are proposing nine meetings between now and June 2023 including briefings (like tonight's meeting) and workshops where people work together and participate in the co-creation process. The next workshop would be around late May. These workshops would be outside of SPAB regular meeting times, but hopefully many of you could attend the workshops.
    - The workshop participants include modal advisory boards, planning commission, Transportation Equity Workgroup, advocacy groups, and labor groups. The underlying goal is to collectively discuss, inform and co-create key deliverables of the STP in a holistic manner. Any members from these organizations can participate and the workshops would likely be around two hours. We will send the invites out soon.

- The community engagement approach will include goals such as citywide and neighborhood level engagement, centering race and equity, effective communication, and meaningful engagement.
  - We will prioritize resources to engage with BIPOC communities, limited-English populations, LGBTQ communities, people with disabilities, and others.
- We aim to create a clear and consistent policy frameworks by creating a plan vision, informed by goals, objectives, strategies and actions, and performance measures.
- We have compiled policy statements from a variety of plans, including 250 policy statements. We have identified key policy gaps and conflicts and are co-creating policy framework.
- Discussion circle process—To you, what does an ideal integrated transportation network look like?
  - Emily: An ideal integrated transportation network is functional, safe, and protects the most vulnerable people.
  - Bianca: It looks like a transportation network that you don't have to think about—you don't have to think about timing to get to school or about whether or not you can go to an event due to safety with the transportation network.
  - David: An ideal system would enable people who don't own or want to own cars to access all their own needs through transit and walking safely in reasonable amounts of time and not double the amount of time it takes to drive or take rideshare.
  - Erin: A transportation network where I can get anywhere I need to go in the city at around the same time it takes to drive there. It should be safe and accessible to everyone who is using it. You can get from your door to the bus stop without having to go out of your way to find a curb ramp or accessible pedestrian signal.
  - Maria: I would love the integrated network to support the priorities that are good for us and healthy for us. We should know the north star and be able to put it into the plan and have it be unshakable.
- Lei: Thank you for that. We are tracking your comments and feedback. That concludes our presentation, but please reach out if you have any questions or additional comments ([Lei.Wu@seattle.gov](mailto:Lei.Wu@seattle.gov)). Our first joint workshop is coming in late May and first round of community feedback is coming in May/June.
- Questions from the board
  - Emily: Thank you for coming and talking about this. I'm happy to see all of the modal plans combined and on the same page as the cars. I'm excited to see one big plan integrated together. We didn't achieve many of the goals of the Pedestrian Master Plan, but maybe there is more accountability with the STP.
  - Maria: To clarify, will there no longer be new Pedestrian Master Plans going forward? Will this fully replace those plans?
    - Lei: We do not know for sure yet. The elements from the current PMP will be incorporated into the STP, but there may not be a separate plan in the future.
  - Emily: Maybe the timeline should be pushed out until June because many modal boards are recruiting, but I am excited to be involved.
  - Maria: Looking at the functional elements, it lists things like people streets and public spaces. Has this been codified before or is it a new thing that we are bringing into the STP plan?
    - Lei: Right now, the urban design group is creating something new related to people streets and public spaces. We will see some new ideas, but also incorporating and implementing these spaces throughout the city. We want to be intentional about creating great places.

## Board Business

- March meeting minutes approval vote: Maria moved to approve the minutes, Emily seconds. Board members unanimously approve meeting minutes.
- Recruitment update:
  - Polly: I will be moving to the Street Use team at SDOT, so starting at the end of this month, Belén Herrera will be the new SPAB liaison. She has experience working as the liaison in the past and will help onboard new members and keep the board running smoothly.
  - We received over 25 applications for the board. We will be interviewing people next week with the goal of recommending candidates to Council and the Mayor's Office the following week. We hope to have candidates come to the May meeting and receive confirmation soon after, but this timeline could change. The applications were very strong and there should be some people with a range of experiences and identities joining the board soon. Are any SPAB members interested in being on the interview panels next week? Maria may be able to join some and if you do want to help with interviewing then we would hope you could commit to at least half of the interviews so you can compare candidates.
- Leadership vote:
  - Emily: We were thinking of moving from Co-Chairs to Chair and Vice Chair. I am volunteering to be Chair and Maria has volunteered to be Vice Chair. Does anyone have any thoughts about that?
  - Board unanimously votes Emily Davis as SPAB Chair and Maria Sumner as Vice Chair.
- Onboarding new members discussion
  - Emily: I think we should talk about what SPAB is and how to participate at the next meeting that new members attend. Does anyone have thoughts or ideas for onboarding and orientation discussion?
    - Maria: When I started, we did some intros and talked about what got people interested in the board. It would be nice to do something like a round robin discussion.
    - Emily: I agree. It would be great to have someone talk about the Seattle Transportation Plan and what else is coming up in the future. We could do an internal overview of the Pedestrian Master Plan.
    - Maria: It would be great to have Vision Zero come and also do some onboarding for new members.
    - Emily: I can work on updating some of our SPAB documents and do a loose presentation or share past ideas.
    - Maria: It would also be good to have Belen give a short overview of the board and what board members do.
    - Erin: It might be a good idea to record a video to talk about what the board does for future members and the public. We could work on it with our future liaison.
    - Emily: Someone mentioned in the chat that we could do gatherings of past and present members, which could be a good idea.
- Public Comment
  - Doug MacDonald: I will be sending a strong letter to SDOT following the Seattle Transportation Plan presentation. The problem is that we cannot have a transportation plan that does not take into account the condition of assets. We need to look into the conditions of stairways, sidewalks, potholes, light fixtures. The asset management group is apparently entirely ignored. We will have a new house and not know the condition of the roof. We need to know the condition of assets like roads, trolley wires, etc. The second problem is that Seattle is probably the largest city in the country that does not have data that tracks things like how many cars

travel the roads, how many people use different intersections, or travel patterns and where people want to go. We have a new bridge, but we don't know if pedestrians or cyclists use it. Ask Allison Schwartz how she has tried to get data. How will you have performance measures if you don't know how many people are traveling? We can continue to plan the same way, but it lacks condition of assets and availability to gather and share data about how we use the transportation system. I will write a letter to Lei about this and say that you cannot make this plan without knowing how many people are walking or biking. Planning has to be grounded in data and knowing where we are. Emily Burns presented on sidewalk mapping and she said we know that sidewalk conditions are getting worse, but we're not sure because we do not know the current conditions. We need to know the condition of our transportation systems and we need to know how we use it.

No other public comment. Meeting adjourned at 7:53.

Next SPAB meeting is Wednesday, May 11 from 6-8pm on Microsoft Teams.