



Seattle Pedestrian Advisory Board

September 9, 2020 Meeting Minutes

Stewards of the Pedestrian Master Plan

David Seater, Chair
Anna Zivarts, Vice Chair
Bianca Johnson
Emily Meltzer
Esti Mintz
Han-Jung Ko (Koko)
Maria Sumner

Pending Confirmation:
Emily Davis
Akshali Gandhi
Jennifer Lehman
Emily Mannetti

Board Members Present: Jennifer Lehman, Emily Meltzer, Han-Jung Ko (Koko), David Seater, Esti Mintz, Emily Meltzer, Anna Zivarts, Maria Sumner, Akshali Gandhi, Emily Davis

Members of the Public:

Alex Atchison	Molly Spetalnik
Doug MacDonald	Michaela W
Trinh Duong	Shirley
Laura Goodfellow	One Unknown Caller

City Staff: Polly Membrino (SDOT), David Burgess (SDOT), Colin Drake (SDOT), Stefan Winkler (SDOT), Danielle Friedman (DON)

6:00 Welcome & Introductions - 5 min

Public Comment - 5 min

- Doug MacDonald—The scooter share is disappointing because SDOT decided that there will be no enforcement for keeping people from riding on the sidewalk. Also disappointed that the permit writes out mandatory things important for pedestrians including bells on scooters for safety and kickstands for parking. There has not been progress from SDOT on speed limits on Lake City and Aurora, which SDOT should focus on.

West Seattle Bridge: Impacts on Pedestrians and Projects in South Park and Georgetown

Background and Context

- West Seattle Bridge closed on March 23
- SDOT created an emergency contingency plan with City and Agency partners
- HNTB selected to design High-Rise Bridge Replacement Option

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*

- SDOT is looking into all possible federal, state, and local ways to fund repairs or replacement of the bridge
- City Council approved legislation for an interfund loan to cover expenses into Q1 of 2021
- Decision tree highlights repair (earliest bridge opening in 2022) or replace (earliest bridge opening in 2024-2026)
- SDOT has restricted access to the low bridge—anyone can use between 9PM and 5AM and select users with blue bridge access placards can use the low bridge any time
 - Bicyclists and pedestrians can use the low bridge path
 - All essential worker van pools can now use the low bridge
 - When the bridge opens to all users at 9PM it is more difficult for emergency vehicles to access due to high volumes of traffic, which is why the low bridge is not always open to all users
- Over 175+ traffic projects are underway to mitigate traffic including
 - Cameras, detours, rechannelization and re-signaling, and the launch of Reconnect West Seattle
- There have been 75+ meetings with members of the public and different stakeholders

Reconnect West Seattle

- Plan to allow similar levels of travel across the Duwamish to those seen before the High-Rise Bridge closure
- Aims to reduce the impact of environmental injustice in the Duwamish Valley
- Public Input Into Reconnect West Seattle
 - 15,074 survey responses (72 completed in languages other than English), approximately 22% of West Seattle households
 - Neighborhood Prioritization—1,651 surveys completed (60 in other languages); partnered with Community Liaisons
- Before social distancing (2019) 82% of people drove alone in cars and 17% took buses; goal is to shift to 35% in cars alone and 30% for buses
- Key Findings
 - 29% of respondents would take the bus at least one day per week and would be more likely to bus if the trip was faster, buses came more frequently, or buses went closer to destinations
 - 16% of respondents would bike at least one day per week and would be more likely to bike with better access to weather gear, e-bikes, and if there was better bike infrastructure
 - Now, users are more interested in biking and water taxi

- Neighborhood Mitigation Ballots showed that people in Highland Park, Georgetown, South Park, and other neighborhoods are most concerned about traffic, congestion, and pollution
 - All neighborhoods are interested in traffic calming and pedestrian safety
 - Home Zone projects make residential streets more walkable through traffic circles, speed humps, access management, cost-effective walkways, activation and beautification
- Next steps include implementing Reconnect West Seattle Implementation Plan and working with communities on feedback and establishing project priorities, reporting back on implementation plans

Q&A

- How does the Implementation Plan overlap with priorities from the communities?
 - Top 10 priorities to be implemented were supported by the community; each community wanted pedestrian safety and traffic calming, so that is a priority including the Home Zone program
- Did the mode shift data represent in and out of Seattle?
 - The mode shift data shows cross-Duwamish trips during the AM peak hours
- There have been recent collisions and increased traffic in Georgetown. What can the City do to make these projects happen more quickly and how can communities help SDOT make these projects happen more quickly?
 - SDOT can install speed radars in South Park, Georgetown, Highland Park, West Marginal, etc. right away
 - SDOT needs to know more if there is community buy in and more specifically what the community needs. SDOT is in favor of funding and prioritizing projects but still needs to further define some of the pedestrian projects. The Home Zone program is doing outreach now, so the SPAB can advocate for those projects to happen as soon as possible.
- How is SDOT ensuring that all communities are represented in project prioritization? How is SDOT recognizing that some projects may not be widely popular but are still very important for smaller segments of the community (e.g. curb ramps for wheelchair users, etc.)?
 - The Department of Neighborhoods worked with Community Liaisons to help people fill out the surveys and ballots, but the only surveys did skew more white and older.
 - Community Liaisons also provided feedback that was not necessarily captured in the surveys

- How are the community projects going to be funded if it is not clear how the projects are defined?
 - If most people are driving and want car-oriented projects then it wouldn't benefit pedestrians necessarily. SDOT is focusing on pedestrian projects, but the timeline is longer because of community input. It is a valid concern that pedestrian projects will take longer because they are not as well defined as vehicle-focused projects. There is funding available for pedestrian projects that are not fully defined or scoped.
- As people are taking more back roads, what kinds of pedestrian improvements are planned so people can cross safely at the bottleneck points?
 - Signal crossing for 10th Ave S and S Cloverdale and 12th Ave S and S Cloverdale will likely be Rapid Flashing Beacons to better allow pedestrians to cross at these intersections which now have more vehicle traffic.
- Are there general SDOT frameworks or principles for detours that are not open to public input or comment?
 - There are some streets approved for freight. SDOT can't control all vehicles, but can offer recommendations such as freight using specific freight routes. Legally all roads are open to all vehicles. SDOT will install traffic calming infrastructure in response to communities.
 - Part of implementing Home Zones is going into communities and collecting traffic volumes to determine highest volumes of cut through traffic and speeding. Implementing Home Zones also involves reaching out to communities to get their feedback. SDOT is trying to get new infrastructure installed as soon as possible.

Pedestrian Master Plan and Progress Report Update

- PMP's vision is to make Seattle the most walkable and accessible city in the nation
 - Plan updated in 2017
 - Plan establishes new system for prioritizing pedestrian investments
 - Priority Investment Network (PIN)
 - Proximity to transit and schools
 - Establishes base scoring using safety and health/equity factors which looks at race, income, etc.
 - Made up of several thousand street segments and intersections
- PMP Implementation Plan is a 5-year work plan and project list
 - Includes project prioritization framework

- Progress report
 - Updated on an annual bases, includes performance measures, strategy and action progress, and project delivery updates
- Prioritization Process
 - Includes Along the Roadway (arterials and non-arterials) and Crossing the Roadway (signalized intersections and unsignalized intersections)
 - Scored based on safety, health/equity, age-friendly, urban villages, and distance variables
 - Projects can also be prioritized based on community interest, partnering with other government agencies, etc.
- 2020 PMP Progress Report
 - Due to impacts of COVID-19 on delivery capacity and budgets, planning progress-report only update to discuss what's been delivered in 2019 and 2020 and a status update on the program
 - Will present progress report to SPAB in October with more information
 - Full PMP Implementation Plan to be delivered in 2021

Q&A

- In typical years are there implementation plans in addition to the progress report?
 - Normally the implementation plan says what SDOT will deliver in the next 5 years, but doesn't typically change significantly year to year.
 - The progress report component says where SDOT is with programmatic strategies, delivered projects, etc.
- Will there be updates to the prioritization scoring rubric given changing modes of transportation due to COVID-19
 - SDOT has not planned to change the scoring, but does have the ability to do that and relies on Ped Board to provide additional variables for scoring
- For Crossing the Roadway projects, for unsignalized and no crosswalk streets, how does SDOT detect areas that are missing signals altogether?
 - These projects fall into the unsignalized bucket and are assigned scoring. There are several strategies to improve the crosswalk including Leading Pedestrian Intervals, protected turns, restricted turns, curb bulbs, median islands, marking the crosswalks, signaling the crosswalks, etc.
 - SDOT will go out to each unsignalized intersection to see how many pedestrians are crossing, vehicle volumes, etc. to determine treatment for crosswalks

- In October, SDOT will present more on the projects and ideally some preliminary budgeting (but likely not enough to craft a new project list) and start conversations on what else to consider regarding upcoming projects given the budgeting shortfalls.

Public Comment

- Doug MacDonald—There should be an update on projects, strategies, and actions from the PMP. Each program will have to advocate for projects. The SPAB will need to know what the funding is for PMP as well as how the funding is divided up and how much of the budget is allocated to pedestrian projects so that they can advocate for projects. There should be an overview of spending for the pedestrian program from SDOT. The budget discussion should include a broader look to show how much is allocated for PMP.
 - SDOT: This information is in the PMP Implementation plan, near the appendices.

Board Business

Approval of July Minutes

- The board does not want to make changes to the July minutes. Koko moved to approve the minutes, Emily seconded approving the minutes. All voting board members approved the minutes.

Remote meeting letter proposal

- The board reviewed the letter proposing virtual meetings.
- The letter should use language like “residents” and “community” rather than “citizens” to avoid citizenship/legality questions.
 - Anna will bring this up with Patrick and move to change “citizen” to “resident” and continue to work with other board members from other boards.
- When there was a call-in option for in-person meetings it was a bad connection, so if the City is providing call-in options then the connections should be improved.
- Video conferencing should be available in future meetings, as stated in the letter.
- In the past the meeting rooms were locked at 6pm which prevented people from coming in later, so that should be addressed in the letter. Meeting rooms should be accessible to people who are running late after 6pm and should be held on the first floor in an easily accessible room. If meetings are up or down

stairs then the elevators should not be locked. Members of the public have dealt with this problem as well.

- Esti moved to approve the letter, Akshali seconded to approve and the board voted in favor of approving the letter.

Move Seattle Levy Oversight Committee Update

- We are halfway through the levy now. The committee contains members from each of the modal boards.
- The committee meets monthly to talk about the program and how things are going
- Some projects are still making progress, including protected bike lanes and pedestrian projects
- The levy is going to wait to see the Mayor's proposed budget (due at the end of September) to make recommendations or suggest priorities
- David's term expires in March, so a new SPAB member will need to take over. Jennifer is interested, has relevant experience, and attended the meeting last week to observe. This member will also attend the committee retreat in November.

Policy Advisory and Operations Group (POAG) Updates

- Anna attended the most recent POAG meeting
- Participation has declined and there is a sense that the City is presenting things that have already been decided and the POAG's involvement is more symbolic
- The City has shared documents to show transparency and how they are responding to POAG
- SPAB members can attend as members of the public and ask questions through Anna
- Recent meeting discussed modal integration
 - Mostly focused on competing users in road space, not sidewalk space
 - Presentation provided options for deciding street allocation for different modal uses
- SDOT Cycle length time policy was discussed and cycle lengths depend on the street type designation (e.g. downtown vs. urban village vs industrial access). SDOT agreed to amend the cycle lengths by street type rather than the area where the street is located.
- SDOT is using new metrics for pedestrian clearance times for pedestrians and users who are slower

- Esti: There are conflicts between bikes and pedestrians crossing at the same or similar times. Anna: there are bikes in some of the other diagrams which show protected bicycle lanes, etc.
- Next POAG meeting is September 24th

Workshop Follow Up

- Overview of workshop
 - SPAB learned about Transportation Equity Workgroup
 - Discussion of history of structural racism in the world and in Seattle
 - Discussion of characteristics of white supremacy in organizations
 - SPAB discussed how to prioritize work to focus on, respond to public comment, conduct recruiting, etc.
 - SPAB broke into racial caucuses (white and people of color)
- Next Steps
 - SPAB can form a separate committee to discuss RSJ and protocols for the board
 - Conversation also needs to be across the modal boards to also include more participants
 - SPAB could also have check ins with the facilitators every few months as a whole board to avoid lack of direction and putting the onus on non-white people
 - SPAB should also have regular informal meetings/social hours to get to know each other
 - SPAB could set goals and check-ins to stay accountable so that there isn't just a training and no follow through
 - SPAB could talk about RSJ goals and priorities at the November meeting, involving the community/general public
 - Would recommend the workshop to other groups, especially other modal boards
- General feedback
 - A lot of time on introductions and icebreakers, etc. which could have been better used on racial discussion (so that not everyone is tired at the end)
 - Avoid explaining and hand holding
 - Providing a chance to debrief soon after on what we can bring back to the board would be helpful.
 - The breakout/caucusing went well, but there should be time for each group to share back about what they talked about