



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

David Seater, Chair
Jennifer Tippins, Secretary
Andres Arjona
Carol Catcahdoorian
Patricia Chapman
Andrea Clinkscales
Koko Kim
Bunnie Lee
Beau Morton
Chaitanya Sharma
Manette Stamm (Get Engaged)
Anna Zivarts

May 2019 SPAB Minutes

In attendance

Board Members present: Jennifer, Patricia, Carol, Beau, David, Chitan, Bunnie, Anna, Annette, Andrea

Staff:

- Belen Herrera
- Sam Zimbabwe SDOT
- April Berg
- Brad Topal
- Jim Curtan

Board Business

Approval of March Minutes due to the lack of a quorum at the April Meeting, motion passes.

April Minutes approval with additional spelling updates by Carol.

Public Comments:

Richard Barron with SAFE seattle sidewalk access, asking to table or disprove SDOT efforts for bikeshare vendors as well as scooters on sidewalks

Cory advocating for guarantee streamlined updates to Brooklyn Ave to make it compatible with more buses and transit options. Requesting board support for the call to action. Website: busestobrooklyn.org

Ryan from the Urbanist adding data points to the vision zero presentation: if you add up fatalities and serious injuries from the last 5 years and compare it to the previous 5 years, there's only a 3% decrease. There's a staggering number of 2017 injuries involving left turns by drivers. Boren and Pike is one of the highest incidence intersections, but at the point of installation, it was still a free left turn area, and should have been a protected left area.

SDOT Director Sam Zimbabwe

Personal introduction: Started in January right before the major viaduct closure and snow issues. Came from WA DC Dept of Transportation..

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*

As far as current priorities, downtown mobility is going to be a top agency priority, the first phase of the viaduct closure and 'Seattle squeeze' has been completed, and second priority is building out transit investments, particularly to/from the region, through sound transit and Metro. Third, filling out safe multimodal options city-wide.

Anna asked about yesterday's collision between a delivery truck and a wheelchaired individual. Updates were unavailable.

Patricia asked about Sam's views on the SPAB role in the policy making process and the greater transportation infrastructure. WA DC had similar types of councils, the mission was similar in advising the mayor and agencies about policy.

Chitan asked about adding to the list of top priorities a priority of finishing existing projects and bringing them to completion and asked about Sam's experience in this. Sam pointed out the idea of flagging engagement and changing demands over the course of existing projects.

Bunnie asked about an update to Joel's request for feedback on bike on sidewalk policy, and also about where fixing broken roads and sidewalks fits into the top priorities. SDOT is continuing to discuss with bikeshares about bikes on sidewalks, but there are no updates on policy. As far as basic service needs such as fixing potholes and sidewalk repairs and installations, as well as ADA modifications, it is a high priority and they are working on the turnaround for potholes especially, but sidewalk fixes as well.

Anna asked about improving pedestrian safety and access in Seattle. Sam says there have been discussions on treatments at intersections and evolving our policy to increase intersection safety. What are going to be the hardest things to get are long term capital investments and being able to change conditions mid project with existing fixed costs.

Beau asked about director's rule, particularly enforcement in relation to covered walkways.

Changing how the permitting and construction works in regards to improving the situation has been difficult, and too slow to keep up with the construction process.

Patricia asked about the best way to communicate with SDOT, because we currently do talks at meetings and letters to who we think most appropriate, but she requested more info about the best Spab point of contact to send feedback and letters to directly. Sam gave his consent to send him letters directly on board issues or as individuals. Including requests for departmental action.

Jim Curtan and Brad Topal from Vision Zero

Jim argues in opposition to public comment from Jacob that the lowest year of fatalities and injuries in Seattle prior to vision zero, 2011, was a signal more for the recession and historically low traffic volumes. However, considering the growth in both traffic volumes and

the city itself over the last five years is a testament to the success of vision zero's commitment because we haven't seen a comparable growth in injuries.

Most collisions and injuries are happening at signalised intersections. The conclusion is that vehicles going straight are not stopping for pedestrians. Left turns are also a huge issue. In the future, projects will be including protected only left phases. Drivers have a particularly difficult time gauging permissive turns in rain and winter conditions, increasing the likelihood of missing a crossing pedestrian. These crashes make up a significant % of injuries and fatalities.

SDOT is working with SPD on a racial equity toolkit, and going into shared trainings.

Speed limits changes in safety corridor projects have contributed to significant reductions in safety issues.

Sam gave the go ahead to work on signal policy revisions for signal timing, an all-inclusive review on signal timing for pedestrians, especially regarding pedestrian push button signals, and increasing the rate of pedestrian crossing frequency.

Seattle's safest driver 2.0 is being released, encouraging behavioral changes and awareness for drivers in the region.

Putting together a progress report for Vision zero that'll come out next month.

Questions:

Chitan asked about lagging signals and people ignoring them during protected turn segments.

The new schedules are meant to mitigate drivers behaving aggressively out of frustration.

Carol asked about a WA DC 2 second lag for reds to allow for turning, an 'all red', and in Seattle it's currently about 1 second for small intersections, 2 seconds for large.

Anna asked regarding crash data, does it detect differences in able bodied vs disabled/blind/less able bodied individuals. Jim says that elderly pedestrians are disproportionately affected. State legislation needs to be adjusted to create a lower speed limit. LPI policy is considering ending right turn on red as an additional pedestrian issue.

Anna asked about non signaled intersections, and Jim talked about marking crosswalks, adding beacons, adding signs to every corner, adding staggered signs for unusual blockages and visual issues. Also looking into speed limits and enforcement.

Greenways in particular are an issue with drivers not stopping for crossings and beacons.

Andrea brought up awareness issues of beacons and lack of driver compliance might be a knowledge issue.

Bunnie asked What about using camera intersections to enforce blocking the box, illegal left turns? Jim says that they've already gone and requested authority to use cameras for additional enforcement procedures.

Ko asked about upgrading flashing signals to countdown signals. Brad responded that the reason we haven't been upgrading it just because old equipment has been lasting that long, and didn't naturally need replacing. But the current national standard is countdowns and those are being replaced.

Chitan brought up the exception of UW campus injuries and fatalities from the map charts and data points. It is out of Seattle city jurisdiction and wasn't counted.

Board Business

Do we want to add the board to the letter from Buses on Brooklyn?

Belen provided an explanation of the Buses on Brooklyn program.

Board vote: approved.

Modal boards collaborating on a letter, has yet to be drafted.

Discussed current tentative ideas in working drafts of the letters.

Hannah took a job in CA and will be leaving us, so there is a new board member opening as well as the vice chair opening.

Subcommittee Updates:

Onboarding:

- Andrea: discussion of putting together onboarding materials for new members, suggested readings. Folks coming onto the board should have a strong background in transportation, but suggested readings of websites and blogs for Seattle transportation issues would be useful.
- Board ground rules: having chairs as facilitators, holding questions until the end, going over time, going around the table in turns. Looking at materials ahead of time. Silencing cell phones. Annual updates to ground rules. If time runs out, questions are collected and forwarded to presenters, along with public comments on the presentations. Chairs working with the presenters to figure out what their ask is, and positioning ourselves to advise rather than receiving info.

- Andrea will send out the document as read only, and we will vote on board rules at the next meeting.

Bikes and e-mobility:

- Carol asked about the ideal deliverable for the subcommittee, suggested a board stanced and an elevator pitch for the board's feeling on mobility and sidewalk issues.
- David suggested bike share and scooter share issues as a starting point, additionally Doug's concerns with sidewalk cafes.
- Anna suggested taking a visionary approach with SDOT issues and being proactive rather than reactive.
- Bunnie suggested bringing a board stance on sidewalk issues as well as a vision statement to bring to a board vote.
- Carol suggested creating a list of board topics regarding SDOT scope issues and transit projects.

Adaptive Signals

David shared a draft of a look at adaptive signal recommendations with the group to assess and refine.

Sidewalk accessibility/access/snow

Anna says that Pedestrian Access Advisory is hosting a meeting in July 22nd 2pm to collect comments from disabled citizens who were reduced in mobility in the snow situation. Anna will be taking point on collecting submissions for this session.

Board business concluded, adjourned