

Seattle Bicycle Advisory Board & Pedestrian Advisory Board Joint Meeting Minutes

Date: March 8, 2023
 Time: 6:00 p.m. – 8:00 p.m.
 Location: City Hall Room 370 and Virtual via Microsoft Teams
 Recorders: Simon Blenski and Belen Herrera, SDOT

Bicycle Advisory Board Members Present:

Seat	Members	Present	Absent
		✓	X
1	Yasir Alfarag	✓	
2	Max Green	✓	
3	Jose Nino	✓	
4	Andrea Lai	✓	
5	Ty Bottorff	✓	
6	Doug Midgen	✓	
7	Donna McBain Evans, Co-Chair	✓	
8	Christine Stawitz	✓	
9	Quinn Kelly		X
10	Peter Bryan, Co-Chair	✓	
11	Joseph Roberts, Secretary	✓	
12	Arya Blourchian, Get Engaged Member		X

Pedestrian Advisory Board Members Present: Chris Grgich, Maria Summer, Rohit Ammanamanchi, Fallon Boyle, Emily Davis, Erin Fitzpatrick, David Frantz, Holt Hafer, Wes Mills, Chelsea Morrison, Natasha Riveron, Emilie Szeto

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

Vision Zero Update:

- Maria: This month five people have died from collisions on our streets. Two people were walking, two people were in vehicles, and one person was riding a motorcycle.

Public Comment:

- Steve Cuddy: My wife Linda and I are two representatives from Alki. Seattle Public Schools is proposing to remodel Alki Elementary School, which will double the student enrollment, eliminate parking, and have only one ADA parking spot. Parking is already hard in the neighborhood and people park on the grass right next to Alki playfield. We are looking for people who will work with us as we work with SCDI. The school needs to apply for waivers, which is understandable in an urban residential environment. However, the traffic study was done in November and December of 2021 which was done during winter, during the pandemic, and while the West Seattle Bridge was closed.

- Linda Cuddy: I am with Steve. We have worked on many neighborhood projects including nearby sidewalk and parks improvements. We are asking for the Alki project to be delayed or changed. If you are interested in joining our effort you can call me at 206-799-1338.
- Doug McDonald: There is a lot of good in the recently released Vision Zero report. However, I read the report four times and there are also a lot of gaps. But I'm here for a different reason. For transportation issues it is always bikes and pedestrians versus the world. Bikes and pedestrians are often grouped together, but the pedestrian crisis is more severe and it is important to understand the issues and nuances. It is also important to focus on the ultimate goal of reducing single occupancy vehicles which can only be done by improving transit.
- Gordon Padelford: Hi, I use he/him pronouns and I'm with Seattle Neighborhood Greenways. We do walking and biking advocacy in the city. I'm really heartened by the Vision Zero report as an internal reflection with recommendations to change the structure of SDOT. That's the exciting part of this report that will make a difference. However, I want to focus on what I call the 80-9 rule: 80 percent of pedestrian collisions occur on nine of our streets. One way to focus on the Vision Zero crisis is to focus on those streets. Otherwise, all this effort will not make a difference. Aurora Ave is one good example, but we need that for all nine corridors.

Presentations:

Vision Zero Update

Greg Spotts, Francisca Stefan, Dusty Rasmussen, Jon Layzer, SDOT

Presentation: See attached

- Greg:
 - Happy to be here tonight. Before we start, I want you to remember that I commissioned this report to provide recommendations to me for how we can achieve Vision Zero.
 - Now it's my role to decide which recommendations to advance or consider other recommendations that are not in the report. This is not the 10 commandments for what we will do. It can be altered as we go forward.
 - One idea that we've already heard is to analyze and understand the effectiveness of our citywide posted speed limit reductions.
 - Eventually we will be updating the Vision Zero Action Plan and that's where you will see these recommendations solidified.
 - For now, we have put forward five momentum-building actions that we can do this year with existing funding.
 - I'm also excited that we got a large grant focused on safe systems approach. We put forward \$37M of improvements, mostly in underserved communities, and we received \$26.5M.
- Francisca:
 - Since we adopted our Vision Zero in 2015, 1,400 people have been seriously injured and 199 people have been killed. Together we hold space for them.
 - Safety is our top priority. We are continuing to grow, acting with urgency, and want to hear from you.
 - Our process was first to learn and gather the findings in the report. We are currently in our second phase which is to engage and hear your feedback. And third is to act by updating our Vision Zero Action Plan. This report reflects existing issues, which will directly inform the Action Plan.

- Some initial feedback that we've heard since the report came out includes:
 - Interest in analysis of the effectiveness of prior action to reduce speed limits.
 - Desire to see transformational proposals for major north-south arterials.
 - Better understand next steps.
- Dusty:
 - We are taking a Safe Systems Approach which builds multiple layers of protection to reduce crashes and minimize harm when crashes do occur.
 - This approach aligns with the Safe Streets for All grant that were recently awarded. We requested \$30M in federal funding with a \$7.5M match. We received \$25.7M with a \$5.1M match.
 - Over 90 percent of the funded locations are in underserved communities including ADA curb ramp upgrades, curb bulbs, leading pedestrian intervals, and flashing beacons. There are also protected bike lanes and arterial traffic calming.
 - I also want to mention that we received a \$50M State grant for the Aurora Reimaging effort.
- Jon:
 - The report had 100 recommendations organized into twelve themes:
 - Incorporate a safe systems approach into every project and program.
 - Adopt clearer and stronger guidance for facility design.
 - Clarify and streamline internal decision-making process.
 - Be willing to reduce vehicle travel speeds.
 - Implement iterative, ongoing improvements to infrastructure.
 - Accelerate planning for broader or systemwide implementation of proven interventions.
 - Secure funding to incorporate safety improvements in all projects and maintenance.
 - Complete racial equity analysis of automated enforcement.
 - Shift culture and strength support for Vision Zero through the department.
 - Strengthen and resource SDOT Vision Zero core and matrix teams.
 - Improve SDOT customer service response process.
 - Be champions of the SSA as we engage with WSDOT, Port, transit agencies, Legislature, and other organizations.
- Francisca:
 - The report also includes five momentum-building actions:
 - Phase in No Turn on Red restrictions in downtown and beyond. Adding No Turn on Red can reduce conflicts by 92 percent, and No Turn on Red accounts for nine percent of all pedestrian crashes.
 - Accelerate the rollout of leading pedestrian intervals.
 - Partner with Sound Transit to implement a series of improvements along MLK Way to make it easier to access light rail stations.
 - Engage the public on automated enforcement to address equity concerns. Red light cameras can reduce crashes by 20 percent, and we have seen 50 percent reductions for school zone cameras.
 - Elevate City Traffic Engineer to new Chief Safety Officer.
 - Our next steps are to gather public input on the report, and fold in the feedback to the Vision Zero Action Plan and Seattle Transportation Plan later this year.

Discussion:

- Chris: What is the implementation plan for leading pedestrian intervals and is there a study on effectiveness?
 - Dusty: We have added LPI to 500 intersections so far, or over 50 percent of the system. We roll out where they can be the most effective based on our Bike and Pedestrian Safety Analysis. Not all signals can easily add it, and some require equipment upgrades. The new federal grant includes 100 more locations, and we have plans to do 100 more on our own.
- Maria: Pass
- Emily Davis: Per State Law is speed enforcement allowed outside of schools?
 - Dusty: New legislation allows for other pedestrian-friendly areas such as parks, schools, and hospitals. This may allow us to broaden the area where we currently have automated enforcement.
- Rohit: Pass
- Fallon: Pass
- Erin: Pass
- David: Pass
- Holt: Pass
- Wes: Where will you expand No Turn on Red outside of downtown?
 - Francisca: Starting with downtown based on existing collisions and high pedestrian activity, but we are also looking at schools and other locations in urban villages.
- Chelsea: Pass
- Natasha: Ask that you continue to add and expand No Turn on Red.
- Emily Szeto: Is the partnership with Sound Transit coming from a shared pool of funding? I also want to say that I love SDOT's pre-implementation outreach, but also want post-implementation outreach to let people know about improvements after they go in and educate the community.
 - Francisca: We are both picking up different pieces with our respective funding and coordinating on improvements. And that is a great idea.
- Pete: There is no reference in the report to simply having fewer cars on the road. Did you look at that?
 - Jon: We did not go that far, although that is aligned with our environmental role and reducing vehicle miles traveled (VMT). We wanted to look at maintaining capacity on multiple lane arterials, while still lower speeds.
- Donna: I want to second Gordon's comment that we need to change the geometry on our main arterials. Those projects will be difficult, but I hope there can be political will behind them. If all we do is a sprinkle one speed hump here and LPI there, then I feel we will continue to fail and that would be a tragedy.
- Joseph: I'm fascinated by Pete's question about reducing VMT. When do you estimate the timeline for SDOT to meet its goal to reduce VMT and reach its Vision Zero goal. I look forward to SDOT making vehicle trips unattractive.
 - Francisca: Safety and VMT reduction is intertwined. A lot of people don't bike because they don't feel safe. We are also activity working on reducing VMT at SDOT through our trip reduction program and working with employers throughout the city.
- Yasir: Pass
- Ty: Pass
- Max: Pass
- Andrea: Pass

- Doug: Glad you are serious about automated enforcement. It would be good to think about how equity concerns fit into decisions about automated enforcement. I think the helmet law roll out was not good although that was a lower priority issue. Can you engage the Seattle Tech community in terms of philanthropy? I think SDOT's org chart is a mess and wish there was more accountability. I can't tell how to raise bike and pedestrian issues and who deals with them.
- Christine: I agree with Donna and need to focus on main arterials. Can you expand on the customer service calls bullet point from earlier in the presentation?
 - Jon: Currently, we don't actively collect info on near misses, and there may be better ways to guide our work. However, we would need to be clear and realistic of how we plan to process comments.
- Jose: Since people are commuting less days a week, there have been statistics that show they default to driving for those few trips. For that reason, we need to make driving a car even less attractive.

Seattle Transportation Plan Comments

Board discussion

- Chris G: First, I'll walk through the Pedestrian Advisory Board's comments:
 - At the last STP workshop, staff presented new options for the Priority Improvement Network (PIN). There were not conclusive maps ready for us to review, but we discussed the criteria.
 - PIN Option A: Proximity based. There would be no major changes over existing approach and locations are either in or out of the PIN.
 - PIN option B: Tiered system approached based on 30 percent for proximity, 30 percent for equity, and 40 percent for safety. This creates tiers of priority and includes sidewalk and crossing locations.
 - The board preference was Option B: Tiered system. We were also interested in including groceries and land use existing and future scoring.
 - We also had comments on the crossing locations:
 - Current maps only consider proximity to other crosswalks.
 - The maps need to identify barriers and vehicle centric corridors.
 - Include a pedestrian level of stress and route directness index in the scoring.
 - Safety needs to be emphasized.
 - Avoid letting the PIN become a reason for not putting something if it is a low priority location.
 - We would like to see a list of the miles of sidewalk and number of crossing improvements for each tier to understand the output of this approach.
- Pete: The Bike Board recently submitted a letter with comments. The key themes in our comments were:
 - There are still key gaps in the map that should be filled.
 - The plan's vision is for transformational change, but that is not reflected on the maps.
 - E-bikes, family/cargo bikes, and motorized scooters should be considered in the plan.
 - Safety and crash data should be used to prioritize the network.
 - The map graphics did not clearly show what bike facilities were existing or proposed. We would like that fixed for the next round of engagement.
 - Lessons from existing usage overlooked. For example, new bike crossings are proposed one block away from existing high use crossings.

- Donna: Pass
- Joseph: Pass
- Yasir: Pass
- Ty: Pass
- Max: Pass
- Andrea: Pass
- Doug: I'm curious to hear what the Pedestrian Advisory Board thinks of e-bikes and e-scooters.
- Jose: What is the Pedestrian Advisory Board's opinion on the large swatch of North Seattle without sidewalks? It may not always be equitable to prioritize improvements in some of these areas.
 - Chris: We asked SDOT to consider equity in the PIN prioritization.
- Christine: Looks like the pedestrian network has a PIN but did not see the equivalent for Bike section in the STP. Did I miss something?
 - Chris: The PIN is a priority of investment, not a priority of where it should go.
- Chris: Pass
- Maria: Interesting to see the presentations side by side and see overlap like ungap the map and misalignment with desire lines.
- Emily Davis: E-bikes and scooters are what I am most conflicted. Happy that they are not cars, but hard to ignore the safety issues with scooters. We don't allow them on sidewalks, but don't provide sufficient infrastructure for scooters to ride.
- Rohit: I want to respond to Doug's comments on enforcement cameras. Let's not let the tail wag the dog. Most speeding issue areas may also be the most underserved areas. Let's not blindly put the cameras in. For e-bikes, the value is that someone who may not be able to ride a regular bike can ride an e-bike, and that is a win.
- Fallon: I agree with adding pedestrian level of stress because it's important to make sure people are comfortable. Regarding e-bikes, I see a lot of people shuttling kids around on cargo e-bikes and that is a cool choice and should be prioritized.
- Erin: Rohit, awesome comment. We don't want to blindly enforce and modernize enforcement in these areas without giving people resources to get around differently.
- David: I liked Chris' point about developing a toolkit for solutions that are readily available. And I support Maria's comments about crowd sourcing ideas. Lastly, I support e-bikes for a variety of reasons.
- Holt: I think there is an opportunity to think about the Bike Boards' comments about prioritizing safety and crash data. If they hear from multiple boards on the same comments, that will reinforce the message.
 - Chris: Good idea. That is something we could add.
- Wes: I like both letters. If we must take lanes on roads to make bike lanes that are separate from pedestrian space, then we should do it. Cars get go everywhere and all other users just gets thrown where there is extra space.
- Chelsea: I agree with a lot of the statements. One thing to add is to provide separation between bikes and pedestrians at intersections. I've been to other countries and they do a good job of marking space for bikes and peds. The Westlake cycle track is considered a low-stress route, but my boyfriend shattered his arm due to a bike-pedestrian conflict.
 - Doug: I'm concerned with e-bikes and scooters. On the Burke Gillman there is a speed limit of 15 mph, but motorized vehicles go higher than that. I like the concept have these vehicles, but we need the infrastructure to support them.

- Erin: I agree, this is why I asked SDOT about the post-implementation education. People with limitations have challenges learning about changes in their environment.
- Chris: Want to pause our letter to further develop our letter based on this discussion.
 - Holt: Agree, it makes sense to pause.

2023 Board Priorities & Coordination

Board discussion

- Maria: Since we don't have a lot of time, I recommend having open discussion.
- Wes: I loved hearing that SDOT is interested in removing lanes to build bike and pedestrian facilities. We don't want to have to bulldoze buildings to make more room.
- Doug: I think we need to think more about e-bikes and e-scooters. It is very easy for these motorized vehicles to move fast without thinking.
- Christine: E-bikes and scooters are obviously topics we enjoy debating. But we need to prioritize our issues. People are not getting killed by e-bikes on the Burke Gillman, but they are getting killed by vehicles on Aurora. It would be nice to have it all, but we need to prioritize.
- Wes: There are instances where you have no choice but to ride on the sidewalk. Maybe we could have a subcommittee to explore solutions? We love to debate the issue, but what are our recommendations to SDOT and Council?
- Pete: What are our next steps for staying in touch? Meet jointly quarter or maybe the chairs meet regularly? We get the same presentations so it would be a way to align.
- Emily Davis: A good first step could be just more communication between boards.
- Chris: We should coordinate on the Vision Zero Action Plan when it comes out.
- Pete: Donna and I will reach out to the other co-chairs to discuss more.

Public Comments:

- Doug McDonald: I have four thoughts: First, there is too little right-of-way for too many uses. We need to figure out how to share right-of-way and manage speed difference. Second, no one mentioned ADA as a federal compliance. We need to bring that into the Seattle Transportation Plan. Third is resilience. Our bridges, systems, signals, and pavement are falling apart. We can't have all new things. We also need to maintain existing things. Lastly, if SDOT would require bike and scooter share users to pay a \$1 fine if they park wrong, that will solve the issue. SDOT has not fined any user or company to date for a scooter parked incorrectly. There is technology available to do this right.

Meeting Adjournment: The meeting was adjourned at 8:03 p.m. by SPAB co-chair Chris Grgich.