



*Stewards of the
Pedestrian Master Plan*

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May 10, 2023

Staff and Guests:

Belén Herrera, SDOT
Becky Edmonds, SDOT
Stefan Winkler, SDOT
Linda Julien
Alex Dikelsky
Avery

6:00 pm – Welcome, Roll Call, and Vision Zero Update – 10 min

- 10 people have been killed in a crash; 4 – walking, 1 biking, 1 motorcycle, 4 driving

6:10 pm – Public Comment – 5 min

- Emailed submitted public comment – see attachment.
- Glenn – Scooters getting worse especially in Belltown, I don't see any enforcement from the program and emailing Emily. Feels like we are only helping the vendors. What are we doing to change it? Nothing has changed.
- Doug – I sent you a lot of comments via email. There's no safety data. I finally chased down the question for the study of Harbor View? There was never a study conducted. Everything SDOT committed to is not happening. What's happening? Survey of the users with folks who experienced injuries? PT – get scooter injuries – 3 falling off and 1 pedestrian run down by a scooter. Vision Zero report statement – there's no evidence of injuries from scooters. Every serious study has data. SF new safety campaign handout from member. I think this program is unaccountable, if it could be fixed then it should be fine – fix the program or do something else.

6:15 PM – Micromobility Parking Plan – 30 min

Q: How much have you looked at what other people do and balance it?

A: We have ongoing conversations directly about what they're doing. It's all over the board. It's more common to have hubs or Lock-To. We are trying this model of hubs.

Q: Student at UW – What do some or relationships look like – how and if work in this specific area to address hubs near light rail station and campus rules – accessible but within preferred guidelines?

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*

A: UW has not permitted on their campus, specifically – getting scooter corrals. We are waiting for that. We can be more proactive near the light rail itself.

Q: Curious how the geofencing works? Tickets/Fines - how are you tying back to the user or just company?

A: It's a map and users get notified. If you try to end your ride or Slow Riding areas it will slow you down. The system marks down and sends to vendors and matches the last riders – if it does then the rider gets the fine but if not, the company takes on the fine.

Q: IS there data/ size and frequency of point to point travel? Balance of micromobility to events/destinations vs transit.

A: I don't know if there is specific data, but I can look at other cities. In the case of some events – it's helpful to disburse people. Our hope is that it supplements and does not pull away from transit.

Q: If the path forward we intend to pursue is on corrals and parking – how are we thinking about – how many of those are in locations/neighborhoods?

A: We continue to look at real time distribution of devices. Some of what is driving this is finding space in the right of way. Somewhere in each block – we should think about density. We are doing a phased approach. Suggested vs required parking/geofencing.

Q: Is the future vision – a hybrid model or corrals?

A: Still something we are creating an overall vision. A hub model in denser areas and other models in other areas are being created. We are looking at the local context given the various neighborhood characteristics and available infrastructure.

Q: Are there any blockers in these dense hubs?

A: Our typical processes are slow. We are working on ways to expedite. We are looking at realistic space near curb ramps, loading zones, etc. We can do relatively quickly is more a pilot and explore more permanent longer

Q: We've seen the parking spots in the vehicle spots – what's the process?

A: Requires more physical infrastructure to separate from vehicles. We can formalize the no parking within 20' we put bike corrals. If there's not a curb lane – it's an idea and takes us longer to get there at scale.

Q: Event Parking - Stadium we plan for vehicle spots, but are we looking at a forecast for developers of arenas they develop parking for micromobility?

A: ST is looking at this. Right now it's not a requirement for private development. We look where we can fit on their property and nearby locations. Challenging – a lot of people use it and being run by private companies, the future is unclear – it's the dance we are currently in and we're trying to be flexible.

Q: Enforcement – is it strictly user reported or are there officers reporting?

A: Staff will have to be out and issue the fine. Not just based on user reporting and hold to response time of customer service channels and Find it Fix It within 2 hours – we fine them and find other ways to keep them accountable.

Q: Staff enforcing: how many?

A: 1 staff we are funded. Other cities use parking enforcement to aid but we are also looking at additional options during peak season.

Question: Has there been any micromobility language included in the Slow Down the Flock engagement campaign?

A: We have not been engaged in that messaging.

Q: Is there an opportunity for community requests - I see a problem here, can I get a corral? Love the option to be available in Find It Fix It or Customer Service.

A: We would like to set something up, but haven't done yet. People are always welcome to reach out through customer service or reach out to me.

Q: Are we evaluating keeping both bikes and scooters?

A: We are tracking a lot of data about it including safety. We are not in a place to reduce or change the fleet make up. Staying where we are for now. Yes, we do evaluate and are happy to continue that conversation.

Q: Is there any way people can report they've been struck by micromobility separate from crash data?

A: It's where we hear about near-misses through customer service and have done surveys of users. Still working out future feedback would look like and have gotten a handful of police reports of scooter collisions.

Q: Struggle – Catch 22 – Not safe road vs sidewalk. What do you think of that?

A: We honestly struggle and can see this being reflected in our education campaigns. We are working on building out infrastructure other than for vehicles. We work with our bike team. A big population who are using this are visitors, we've had some meetings with concierges with hotels but folks are using sidewalks who don't know where the bike lanes are.

Q: Do you work with downtown ambassadors?

A: We would like to work with them. We have done pop-ups.

Q: Have you worked with transit groups within SDOT ?

A: We do work with the transit team, trying to connect to transit + discounts.

6:53 pm – Board Business – 60 min

- Meeting Minutes Approval (April 2023)
 - I would like it to be on our letterhead
 - Motion to approve: Maria
 - Second: Chris
 - Approved

- Letter to SDOT Director Regarding Pedestrian Plaza and Design
 - We have not met in the last month, will reach out to schedule and follow from Chris
 - Space should not welcome or allow cars
 - The mall in Northgate near the iceplex – example of bollards
 - Support in front of roastery to shut down to cars – it's not friendly to pedestrians right now, it's worse
 - Comprehensive Plan + SDOT Staffer from Pedestrianize This Event at a future joint meeting
 - Pedestrian-ish plazas that share space with vehicles and separate space for pedestrians only
 - Who designed Melrose St?
 - Action Items: Focus on pedestrian streets with vehicles
 - Action Item: Bell St + Harrison St & 8th Ave N field trip subgroup
 - Action Item: Liaison send design guidelines to Chris & Chelsea
- LOC Updates – Natasha
 - No updates today
- Micromobility Presentation Discussion
 - Permit cost should go up to fund more staff
 - MO push to revitalize downtown this needs to be part of that
 - Propose: Letter together for this topic – lead by Chris – support from Maria, Emily, Fallon, and Natasha
 - Add: we should take a stance on the parking hub from pilot to permanent and fast track implementation
 - We would like for them to come back
- Ideas for next meeting what field trip – usually around September
- Considering taking December break

7:30 pm – Public Comment – 5 min

- Doug – is that 1 person doing only enforcement? No, they do a little in addition to their other duties. There is no parking enforcement program. If you look at SF, it has parking EO go out and cite the bike. Issues 13,000 citations. They have a wonderful manual with illustrations and it's co-issued from the MO and disability group. Ticket \$100 to vendors, crack down on geofencing. Bird quit, Lime is working with the city. If you want to write a letter, part of the letter is to highlight enforcement. Two e-scooter fatalities, they do have data on serious injuries. We have to ask ourselves about bringing in a program that's a convenience for some people.

- Glenn – Shocking. It's disturbing the bias the staff has. It's not a priority of sidewalk riding. Who can we talk to get some change? I don't get it. Can I add you to this emailing list?

7:38 pm – Meeting Adjourn

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