

Board Members in Attendance

Ashwin Bhumbra
Art Kuniyuki
McKenna Lux
Michelle Zeidman
Reese McMichael
Chris Miller
Josh Hirschland
Christiano Martinez
Sandro Pani
Erin Tighe
Xander Barbar

SDOT

Matt Yarrow
Becky Edmonds
Francisca Stefan

Introductions

Public Comment, Approval of Previous Minutes

Ashwin votes to approve, McKenna seconds

Vision Zero Top-to-Bottom Review

- Presented by Becky Edmonds and Francisca Stefan
- Acting with urgency because SDOT sees that traffic accident/death numbers are heading in the wrong direction
- Overview
 - Now that report is published, public feedback will be used to update Vision Zero Action Plan
- What we're hearing since publishing the review
 - Interest in analysis of effectiveness of prior action to reduce speed limits
 - Desire to see transformational proposals for major north-south arterials such as Rainier Ave S
 - Better understanding of next steps
 - How the Top-to-Bottom review informs 2023 Vision Zero Action Plan updates
- Safe System Approach
 - Goal
 - Build multiple layers of protection to reduce crashes and minimize harm when crashes occur
 - Source: USDOT and other cities around the world
 - Focus
 - Safer streets
 - Safer speeds

- Methods
 - Engineering controls, i.e. street design
- Administrative controls
 - I.e. regulating speed limits and enforcement
- Grants for safer streets
 - Federal Safe Streets For all
 - 90% of project locations in underserved communities
 - Received \$30.7M, requested \$37.5M
 - State funding for Aurora safety improvement
 - \$50 million
- Key Takeaways: Recommendations
 - Incorporate Safe System approaches into every project and program
 - Adopt clearer and stronger guidance for facility design
 - Clarify and streamline internal decision-making processes
 - Be willing to reduce vehicle travel speeds and convenience to improve safety
 - 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 asset maintenance
 - Complete racial equity analysis of automated enforcement. Address inequities and where appropriate
 - Shift culture and strengthen support for the Safe Systems Approach throughout the department
 - Strengthen and resource SDOT's Vision Zero core and matrix teams
 - Improve SDOT's customer service response process
 - Be champions of the Safe Systems Approach as SDOT engages w/ other transportation organizations
- Five momentum-building actions
 - Phase in additional "no turn on red" restrictions at intersections downtown and beyond
 - Accelerate leading pedestrian interval rollout where existing signal systems can support it
 - Partner w/ Sound Transit to implement a series of improvements along Martin Luther King Jr. Way S to enhance safety
 - Engage the public on automated enforcement to address equity concerns about expansion in neighborhoods with many fatalities and serious injuries
 - Elevate City Traffic Engineer to a new Chief Safety Officer role
- Questions
 - Asks about how to enforce right on red
 - Focus on design, setting the expectation that in downtown you won't be able to turn right on red

- Any thoughts on providing recommendation to the state on how driver's licenses should be issued (should there be re-tests, how do we ensure drivers are capable, etc.)?
 - It's a state by state issue
- How does this relate to building code? Can traffic calming improvements be built into private development code?
- Why does SDOT think traffic fatalities have been moving in the wrong direction?
 - Not explicitly part of the review. It could be due to multiple factors, the pandemic led to less traffic which led to greater capability to speed. Vehicles have gotten larger.
- Is SDOT concerned about a pattern of improving safety by removing pedestrian infrastructure such as a mid-block crossing
 - There is definitely a historic perspective of vehicle-centered design and the momentum is shifting in the other direction. Traffic engineers are also limited by the rule book they are given by the county/state/country

Covid Recovery Transit Lanes - Update

- Presented by James Le and Christine Alar from SDOT
- Overview
 - Cross division SDOT team identified initial set of transit lane projects based on highest ridership routes overlaid w/ equity index
 - Prioritized projects that had some previous design work completed for a Bus Only lane
 - Goals
 - Support essential workers and living-wage jobs w/ improved transit service
 - Make steps toward reaching climate goals by reducing SOV
 - Result
 - Added bus only lane for Route 7 on Rainier Ave S
 - Expanded on Aurora
 - Expanded time of bus only lane on Elliott Ave W/15th Ave W (RapidRide D Line)
- Elliott Ave W/15th Ave W (D-Line)
 - Bus-only hour restrictions varied throughout corridor
 - Project expands operating hours and makes them consistent throughout the corridor
 - Replaced vehicle detection at 15th and Dravus which was faulty
 - Will be installed Spring 2023
 - Bus lane hours modified based on early outreach and parking study
 - Additional outreach w/ freight community and property owners
 - Signs installed Jan 2023
 - Curb lane will be for parking outside of bus only hours
- Aurora Ave N (E-line)
 - Convert northbound curb lane to BAT lane on Aurora between Roy and Halladay

- WSDOT approves project
- Coordinating w/ Aurora Corridor Planning Study and implemented 2023-2024
- Rainier Ave S (Rt 7)
 - Convert NB travel lane to bus only lane between Alaska and I-90
 - Occurs in 2 phases
 - 1st phase was in July 2022. Second phase will be in 2024-2025
 - Purpose is to create more consistent and transit service for Rt 7
 - Builds on outreach conducted in 2017-2020 for RapidRide R
 - Outreach aims to address barriers to taking transit
 - Monitoring traffic volumes on Rainier and other streets
- Rainier Phase 1
 - Early data shows 5-7% improvement NB; 105% improvement SB
 - Making improvements for pedestrians between S Dearborn and S Walden
 - Southbound BAT lanes installed on Rainier Ave S for three blocks. Finishing in April 2023
- Phase 2
 - Alternative 1
 - NB bus lane from Walden to Grand with a two way center turn lane the whole time
 - 5 mins transit travel time savings and adds 9 min for general purpose at most congested AM times
 - Alternative 2
 - NB bus lane from Walden to Grand with no center turn lane between College and Grand
 - 5 mins transit travel time savings and adds 9 min for general purpose at most congested AM times
 - 5 mins transit travel time savings and adds 5 min for general purpose at most congested AM times
- Rainier Ave S - Outreach
 - Traffic and safety are top concerns. People think Option 1 is safer and Option 2 is better for traffic flow.
 - Heard from diverse group of people
- Questions

Board Business

- Any follow-ups
 - Potentially in the future when the Rainier Ave S second phase design is more ironed out, can follow up on that
 - Making sure momentum from Vision Zero review doesn't go away.
- Sub-committee updates
 - Bridge funding proviso committee
 - Writing two letters. SDOT letter which will respond to whatever SDOT presents. Another one to city council expressing our views on the proviso and the process around it.

- Matt giving an update from the SDOT side.
 - Can't comment on too much publicly yet. But working on aligning internally
- Tour w/ Greg Spotts planning
 - Going to request a tour in South Seattle during a weekday morning.
 - Looking for a tour on the 7
 - Ask for board members to take the 7 on their own time during the day and see the pain points on Rainier Avenue S.
- Major Items Updates
 - STM investments
 - <https://sdotblog.seattle.gov/2023/03/17/seattle-transit-measure-thank-you-seattle-we-are-adding-250-more-bus-trips-citywide-starting-march-18/>
 - RapidRide H line has launched
 - RapidRide G line has reached the halfway point
 - Ben Smith from SDOT notes that Employer Shuttle program launched in March
 - Formal shared stop application process will launch in Q2
 - STP
 - Nearing first draft by summer. Two more rounds of public engagement.
 - Requesting feedback from TAB directly in a single document.
 - Looking at updating Frequent Transit Network (FTN). Been an aspirational yet useful tool for STM service purchases.
 - There is an updated draft of that and requesting a subcommittee on TAB to give feedback.
 - Interested subcommittee members? Would like to form the committee and schedule a briefing from SDOT within the next 2 weeks, ideally on March 31
 - Art
 - Michelle
 - Ashwin
 - Sound Transit updates: new WSBLE station proposals
 - Josh can provide a briefing to TAB on what the proposals are at our next meeting.
 - Presentation on rollout of NextGen Orca?
 - This is on officers radar and on our list!
 - Can we hear about how the rollout has gone, even without big updates?

Announcements