



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

Jennifer Lehman, Co-Chair
Emily Davis, Co-Chair
Ori Brian, Comms
Erin Fitzpatrick
Akshali Gandhi
Bianca Johnson
Han-Jung Ko (Koko)
Emily Mannetti
Esti Mintz
Hang Nguyen
Greyson Simon
Maria Sumner

Seattle Pedestrian Advisory Board Meeting Minutes

October 13, 2021 - Virtual Remote Meeting

Attendees:

Board Members:

Jennifer Lehman
Emily Davis
Emily Mannetti
Han-Jung Ko (Koko)
Erin Fitzpatrick

Maria Sumner
Akshali Gandhi
Bianca Johnson
Ori Brian
Hang Nguyen

Non-board members:

Polly Membrino, SDOT
David Burgess, SDOT
Brian Dougherty, SDOT
Leanna Ross Marans, SDOT

Doug MacDonald
Ray Warrick
Ryan Packer
Sarah Udelhofen
S. Reynolds

Approximately 1 other members of the public joining by phone

Public Comment – 5 min

- Doug MacDonald: There is some good news for pedestrians in the budget. There are some other things that are more problematic. The documentation for the PMP report was not posted until this afternoon, which is unfortunate because that means that people did not have time to read it. A lot of it is good, especially near the end, but there are also some problems related to delays. Also, the person making the presentation on Safe Start has been hostile to pedestrian access in the past. I do not think he is sympathetic to pedestrian access and safety. People must be very cautious to make sure that the program is mindful of pedestrian interest and not just thinking about the benefits for restaurants or bike shares. Those things are not necessarily bad, but there needs to be protections for pedestrians in these programs.

Recognizing pedestrians killed in Seattle traffic crashes

- Maria Sumner: We have 24 total lives lost in traffic crashes, including one person who was killed on an e-scooter in the past week. 14 people walking, 3 people biking, 3 people on motorcycles/moped, 3 people on vehicles, and 1 person on an e-scooter have been killed in traffic collisions. These numbers are aligned with rates seen across the country regarding traffic fatalities.

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*

Engineering Toolkit

- Presentation on the new Pedestrian Master Plan program Engineering Toolkit, which can be found on the SPAB website in draft form. This plan highlights some of the most commonly used infrastructure for pedestrian safety and traffic calming. Each tool or infrastructure component is represented with an approximate timeline, estimated cost, access features, general description, and data on collision reduction, speed reduction, and/or yield increases.
- Questions from the board:
 - Akshali: How can this be used internally?
 - Polly: Can be used by SDOT employees when meeting communities to improve communication and/or quickly show opportunities for improvement options when particular concerns are raised (I.e. uncomfortable intersections)
 - Helpful for employees unfamiliar with concepts/ new employees
 - Akshali: Also interested in similar books / additional chapters from other departments
 - Erin: Does the RRFB include tactile and sound elements?
 - Brian: Should include sound, uncertain about tactile. Announces location and crossing when the button is pressed.
 - Erin: RRFB of limited use to people with disabilities because cars frequently fail to come to a full stop at intersections. Any safety improvements installed should be fully accessible for all pedestrians.
 - Erin: What is the actual timeline for the Accessible Pedestrian Signal? My experience has been that getting an APS was a prolonged process (in queue for extended period)
 - Brian and Polly: We will see what the timeline is for APS installation and if there are plans to bring more of those to intersections in the near future beyond those that are community requested.
 - Akshali: Can we include -
 - Program / funding sources
 - Polly: We considered this and it is still a topic of discussion. Funding sources should not be the responsibility of community members to figure out as it puts too much work on residents and possibly gives too much information if residents just want specific infrastructure installed regardless of who funds it.
 - Stop signs
 - Locations and/or number of projects that have already been installed
 - David: Yes, this is a good segue to the PMP Implementation Plan, which includes updates and maps of projects that have been recently installed.

Pedestrian Master Plan Implementation Plan and Update

- Draft plan and appendix found on SPAB website.
- David Burgesser: We are here this year with a full Implementation Plan update after an abbreviated version last year due to Covid. We have two parts this year—a main report including background information about the program and the appendices which are the meat of the update, including a project list and other information for this version of the plan.
- The Pedestrian Master Plan sets up a Priority Investment Network, which sets up plans for priority destinations including K-12 schools and public transit.

- There is a large network, about 12,000 street segments and 4,000 intersections included in this network
- The PIN helps us determine priority for these street segments and intersections
- The current process includes two categories for improvement: along the roadway (arterials and non-arterials) and crossing the roadway (signalized and unsignalized intersections)
 - There are two buckets of funding related to these and scoring factors for priority including safety, health/equity, age-friendly, urban villages, and distance score (off-street only)
- This scoring determines what is the highest priority to invest in. We are having discussions about how to better align this with Vision Zero prioritization, possibly looking at a greater weighting for high crash locations. We would like to get the SPAB feedback about willingness to revise this scoring to add VZ prioritization in future years.
- Jennifer: Can you talk more about how the health/equity scoring is determined?
 - David: That came out of the original Pedestrian Master Plan, and it includes a number of factors from King County Public Health including obesity rates, activity rates, diabetes rates and then on the equity side it looks at communities of color, income levels, and other factors that are weighted.
- Emily Davis: How might the prioritization process change if we are also talking about implementing modal plans?
 - David: This is still a question for us as well. The Seattle Transportation Plan will be a more unified plan that replaces existing modal plans. This prioritization process is still being determined and there is more community engagement that needs to happen before we wrap up this plan in approximately 2023. In the meantime, there is still time to shape projects before the end of the Levy to Move Seattle.
- Jennifer: Do you have a sense of how Vision Zero information would be incorporated and possibly shift the prioritization?
 - David: We still need to work this out, but it would likely be particularly focused on crossing projects and intersections where we see more pedestrian collisions. There are similar factors that we already have but incorporating VZ data would likely prioritize investments in high crash locations.
- Akshali: Do you have an idea of approximately how many projects this program funds every year?
 - David: I will get into this later in the presentation. For sidewalks and walkways, we usually average around 20-30 blocks per year and about 16 or more crossings per year, usually averaging about 15-20. That's just what is funded by our programs, but there are other SDOT programs that fund crossing improvements including the ADA program, Vision Zero, or even private development which funds new sidewalks.
- Maria: I have seen this slide before and it makes sense from a weighting perspective, but when we talk about the weights or the points, it's hard to understand how we get from the points to which specific projects SDOT is funding. Understanding more specifically what this process is would clarify how it impacts which projects are selected.
 - David: This is good feedback and when we talk to the board about this we can talk about where specifically the priority is being shifted.
- The PMP Implementation Plan is published annually and each year it is updated to provide accomplishments, performance metrics, and programmatic initiatives.
- Workplan horizon through 2024 based on current budget and funding

- Funding categories include ADA Accessibility, Crossing Improvements, New Sidewalks, SPU Drainage Partnership-Broadview Pedestrian Improvements, Safe Routes to School, Sidewalk Repair, and Stairway Rehabilitation.
 - Different categories have funding from some different sources, for example Safe Routes to School is largely funded by school zone traffic camera tickets.
- Regarding 2020 performance highlights, we have seen a decrease in the number of pedestrian fatalities and crash rate, but also a drop in pedestrian activity.
- However, in 2021, we have seen an uptick in pedestrian crashes.
- 2020 Programmatic Highlights include:
 - Stay Healthy Streets
 - Safe Start Permits
 - Reconnect West Seattle program
 - New signal timing policy to encourage pedestrian recall (automatic walk signals) and increased pedestrian crossing times
 - Reoptimized 800 signals city-wide for pedestrians to improve signal timing for pedestrians
 - Speed limit reductions to 25 MPG on most arterials
 - Hardened centerline pilot
- 2020 accomplishments
 - 27.25 blocks completed (out of 34-58 planned), due to COVID restrictions and crew availability
 - 15 crossing improvements out of 16 planned improvements
- 3-Year Workplan at a glance
 - 49 blocks of cost-effective walkways
 - 36 blocks of traditional sidewalks
 - 139 crossings to improve or evaluate
 - On track to reach target of 250 new blocks of sidewalk by 2024 (end of Levy to Move Seattle)
- Recent project highlights:
 - Sidewalk connections on Sand Point Way NE (part of a larger safety corridor from Sand Point Village to NE 125th St)
 - Also included spot improvements and bringing speed limits down
 - Made substantial investments at NE 74th St to reduce ped collisions and left turn collisions
 - Rainier Ave S and S Rose St
 - New crosswalk, full 4-way signal, extended sidewalk corners, curb ramps, and left turn lanes
 - This location has a history of pedestrian collisions
 - 8th Ave NE and NE Northgate
 - Pedestrian collision history here
 - Project includes new traffic signals with protected left turn, new crosswalk and curb ramps, median island with space for bike crossing, and other improvements
- Major upcoming program initiatives:
 - PMP Racial Equity Assessment
 - Will come back to the board with some of the finding from that analysis
 - Aurora Ave N Planning and Design Study—includes new design alternatives
 - NE 130th St and Shoreline South/148th Stations: Multimodal Access Study
- Next Steps

- Develop final PMP Implementation plan with SPAB feedback
- Provide update on Aurora Planning Study to SPAB – Winter/Spring 2022
- Provide proposal on VZ coordination by 2022
- Other outreach to SPAB
- Questions and comments: David.Burgesser@seattle.gov
- Q&A
 - Akshali: What years does the three-year work plan cover?
 - David: The project list covers 2022-2024, but 2021 is included for context
 - Jennifer: It looks like in 2020 there was a deficit of about 16-31 blocks of sidewalks and in 2021 we're on track to construct about 24 blocks, which does not make up the deficit from 2020. At the Move Seattle Levy Oversight Committee, it said that the new sidewalk program was experiencing challenges in 2021. Can you talk about this more?
 - David: We have several projects completing construction in Q4 this year, such as Sand Point Wy and Lake City Wy (coordinating with WSDOT). These will get us closer to this goal, but there are several projects that have been pushed forward for a year, such as a project on Greenwood Ave N, which has been split into two projects. A lot of these blocks are within substantial capital project packages. I would be happy to provide a breakdown for where we are making up for this shortfall. With the projects we are delivering in Q3 and Q4, it does equate to over 250 blocks for the Levy cycle. The 2023 plan has a lot of cost-effective projects and includes a substantial number of blocks. I can provide a breakdown of how we get to the 250 blocks.
 - David: All of these details and more are in the implementation plan itself. Feel free to reach out with thoughts or comments.
 - Jennifer: I've seen several maps and project lists that answer some of the board's questions about where throughout the city we have these projects.

Safe Start Permit Program

- Joel Miller: I am the program development supervisor in Public Space Management, and I am here to talk about Safe Start 2.0 to talk about what's next for this program, which started during the pandemic. Any questions or guidance from the board before I get started?
- SDOT's vision, mission, and core values are important to implementing Safe Start 2.0, especially including equity, safety, mobility, and livability. We also want to make sure that people can access business and navigate the sidewalks safely.
- Public Space Management is a team within the Street Use team, and we work with residents, businesses, and organizations to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality.
 - Programs include: People Streets, Business Enhancements, Vending (food trucks, pop-ups, etc.), Vibrant Communities, and Shoreline Street Ends
 - Before the pandemic, we had permitting for sidewalk cafes, streateries, merchandise display, and vending. Prior to Covid, we had:
 - 420 cafes, including eight streateries
 - 115 vendors
 - 20 merchandise displays
 - Permits cost \$300-4,000 annually
- Once the pandemic hit, a team at SDOT began to look at Safe Start 1.0 in Summer 2020.

- Public Space Management streamlined permits and made them free until May 2022, included new types and locations for vending and outdoor eating
- To date, the program has issued 260 Safe Start permits
 - City Council asked SDOT to put together a plan to make this program permanent
 - SDOT received positive feedback from businesses and the community
- Safe Start 2.0 Process and Update
 - Phase 1 (July-August)
 - Surveys with permit holders, other business owners, general public; community conversation
 - Phase 2 (August-October)
 - Phase 1 Evaluation and expanded community conversations
 - Phase 3 (November-December)
 - Develop draft plan and present to City Council and community partners
 - Phase 4 (Q1 2022)
 - Develop final plan, perform SEPA analysis if necessary, and present final plan and legislation to City Council
 - Current sidewalk café regulations include:
 - 608 ft minimum clear sidewalk width
 - 3 ft minimum straight pedestrian path
 - 8 ft minimum overhead clearance for weather protection
 - Cane-detectable diverters required for sidewalk cafes without table service
 - Some deviations were allowed in certain locations during COVID
- Questions and prompts:
 - **Fees**—How do we value and charge for space in the right of way?
 - Emily Mannetti: There could be a sunset date and/or an option for infrastructure improvements in lieu of fees.
 - Greyson: I'm in Columbia City and there is a lot of support for The Patio. There is also a sidewalk-based hangout space in Beacon Hill that is regularly frequented. What are the fees for these shared spaces? Would the businesses have to pool money for the fees related to these spaces?
 - Joel: If there are things that we would make free, it would include public spaces like The Patio. We are trying to figure out how to expand this and create more of these areas. The Patio takes a lot to maintain, and the BIA and overall management and cleaning is burdensome. How do we make these spaces accessible to neighborhoods that don't have access to management? We also need to think about where these spaces can be comfortable, such as on side streets perpendicular to an arterial.
 - **Right of Way priority**—How do we balance access needs and vibrancy?
 - **Design Standards**—How do we balance safety and high-quality design with increased burden on businesses?
 - Emily Mannetti: How are these things enforced when everyone is short staffed?
 - Joel: Right now, enforcement is complaint based, but there are equity problems here depending on who files complaints and in what geographic location.
 - Erin Fitzpatrick: Thank you for including cane detectors, which is important to accessibility, but often excluded from infrastructure.

- Emily Mannetti: I have been a big fan of this program. There are concerns for access and keeping sidewalks clear for pedestrians, but they also do a lot for public safety regarding eyes on the street and having that vibrancy at night to keep streets safer for pedestrians.
- Jennifer: What are the distributions of these in different neighborhoods?
 - Joel: We're seeing a lot in popular nightlife destinations like Ballard and Capitol Hill. We're not seeing as many in urban villages in areas adjacent to arterials. We are trying to figure out how to increase in these areas.
- Jennifer: Are there considerations to close down the street so that the streets are just for bicyclists and pedestrians?
 - Joel: Yes, we have partial closures like in Ballard, Columbia City (the patio), etc. We are looking into that, but the tools are a little different because it is larger than just permitting.
- Greyson: You mentioned in the calendar of phases that you were planning on making a web dashboard for data? Are you also releasing that in a long form report because some web dashboards have accessibility problems?
 - Joel: Yes. If our Tableau dashboards are not accessible, then we will have that same information available in text/long form.

Board Business

- September meeting minutes approval—Maria motions to approve the minutes, the board unanimously approves the September meeting minutes
- Vision Zero subcommittee update
 - Maria: We met at 5:30 before this meeting. We shared the fatality numbers at the beginning of the meeting. We also talked about sharing these numbers on Twitter, so I will send the information with Ori.
 - Ori: Yes, that sounds great, and we can connect after the meeting.
 - Akshali: We thought it was a good idea to write a letter to the new mayor asking for a recommitment to Vision Zero in the new year. We would also like further clarification on the context behind crashes and ask for more context for the racial equity framework and that that be applied to new investments from the PMP program. We would also like to ask the bike board to co-sign our letter next year.
 - Jennifer: I think the letter sounds like a great idea, so thanks for taking that on. Perhaps in the next two meetings or so you could share the letter for our group to sign off on.
- Get Engaged update
 - Polly: The YMCA program completed its outreach and there is one person who is interested in being the Get Engaged member for SPAB. I will interview this person along with the Get Engaged coordinator and someone from the Mayor's Office and keep you all posted on that recruitment process.
- November Day of Remembrance
 - Emily: There was a meeting last week to talk about The Day of Remembrance. At our last meeting, we decided that we will set a table with places for the number of people who have died in traffic collisions. We are potentially going to set this up along Aurora and we need volunteers to help set up. We are hoping to get the media involved in this too to get the word out. The Day of Remembrance is November 21st, which is a Sunday.
 - The idea behind the big table with place settings is because it highlights the people who are missing from our gatherings with Thanksgiving coming up soon after the Day of Remembrance.

Aurora has many pedestrian and bicycle injuries and fatalities compared to other streets, which is why it is favored as the location.

- Sound Transit Meeting Update
 - Jennifer: In November, we will have Sound Transit members come talk about the pedestrian fatalities at the Columbia City station. We will hear more about what considerations go into the pedestrian safety.
 - Akshali: I will send a reminder to the person presenting, but I am not planning the content for what we want them to talk about specifically. They are available at the November 11th meeting.
 - Jennifer: Emily, Polly, and I can reach out to them during our agenda planning meeting next week.
 - Akshali: Once you figure out what you want from them then I can follow up with them to convey that information.
 - Jennifer: Did anyone on the board have specific questions or topics they want Sound Transit to address? I would like them to hear more about what investments can go into pedestrian safety and access.
 - Akshali: It sounds like we might want more of a conversation with them rather than a presentation. We could also ask about pedestrian considerations for the opening of the new stations to prevent additional injuries and death.
 - Greyson: People in my neighborhood want to know if there are more things that can be done at this intersection at the Columbia City station. We also want to know what kind of community connections they have made to better understand how that intersection should be laid out.
 - Jennifer: We've also talked about how the SODO station has the bars that come down to prevent cars from crossing, but we don't see that at Columbia City. We can have questions to send to Sound Transit, so they are prepared for the discussion.

Public Comment

No public comment.

Meeting adjourned at 8:00 pm.