



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

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December 12, 2018 Meeting Minutes

Members present: David, Gordon, Manette, Chetan, Jennifer, Bunnie, Patricia, Angela

Introductions

- Doug MacDonald
- Meghan Shepard
- Neil Abbott (sp?)
- Mary Kiler (sp?)
- Evian Horton (sp?)
- Ryan Packer
- Alison (sp?)

November Minutes

- Patricia moves to approve, board approved

Public Comment

- Doug: Feels like citizen staff. Two items:
 - 2017 traffic report issued. 70 pages. Coverage of pedestrian issues is superficial and unhelpful. Most collisions are downtown, 62% of serious injury collisions are in marked crosswalks. Connection between infrastructure maintenance and safety. Speeding in places (e.g. Aurora) is unenforced. Ped injuries are driving vision zero into "vision not-zero." Elderly are disproportionately injured. News is almost all bad for peds and unremarked upon. Peds are about 20% of trips, but SDOT collects no data on incidents on sidewalks.
 - Bike Share: Expects superficial presentation. Has read the permit. Submitted questions he has for Joel based on issues in the permit. Lots of promises, but no way to see what's actually happening. Has to be a climate of transparency and accountability. This program has shown the least data of all at SDOT. Concerned about electric bikes on sidewalks, public is entitled to accountability.
- Ryan: Move Seattle workplan:
 - New sidewalks: disappointing to see only 120 blocks of "permanent" sidewalks in the work plan. Should be to get up to 150 blocks at minimum to maintain spirit of what was passed at the ballot. Need to be honest about what's actually being done. Submitted example of a "completed" block that added only curb stops. Yesler stair climb is counted as a low cost sidewalk

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*

- Vision Zero corridors: List is in workplan. Would like to see a definition of what a Vision Zero Corridor is. Dashboard updated and no longer includes statistics about injuries.

Period of Maximum Constraint (Meghan)

- Here to spread info about the Viaduct closure on Friday January 11th
- City is looking at the next 5 years of impacts, not just January, will need to come back to talk more about pedestrian concerns
- 5-6 weeks of significant region-wide traffic impacts in January will affect buses, bikes, cars, ubers, etc.
- Longest highway closure that Puget Sound has experienced
- Really concerned about safety
- DSTT becomes light rail only in March, buses move to 3rd, 2nd/4th, or 5th/6th
- Looking at the needs of people who will need to get to new stops (e.g. up hills)
- Commitments from WSDOT to maintain ped/bike access along Alaskan Way during viaduct demolition
- Construction impacts from Key Arena and Convention Center expansion
- A lot of constraints on mobility in downtown
- **Angela:** Biggest concern is individuals with disabilities. What outreach is being done?
- **Meghan:** 100 briefing and engagement events since September including people with disabilities and those who work with them, mobility coalition, ped access committee. Probably haven't reached all, open to ideas and help in reaching out. Going to Renton next week w/HSDS homecare staff.
- **Gordon:** PMAX used to go through 2021. Why is it now 2023-2024? Project delays like Madison BRT?
- **Meghan:** Will cover that as we go through presentation
- Upcoming improvements: Pike Pine Renaissance, Waterfront redevelopment, Convention Center, Key Arena, light rail extensions opening through 2024
- 2019 is busiest year, 2020 "some things get done"
- 2021 northgate light rail opens, should reduce traffic (and buses) into downtown
- 2023 is eastside light rail, similar effect (more in 2024)
- Project delays can impact, we're tracking those
- Mayor Durkan is very concerned, tasked SDOT with finding ways to keep things moving

- Limiting construction closures
- Adding transit seats
- Monitor trouble spots and make changes as needed
- Developed a tool kit for people to send messages to their own community groups
- Tunnel is pretty much ready to go, some wrap-up work is happening
- Aiming for the week of February 4th (?)
- 90k vehicles/day will be displaced from Viaduct
- Expect impacts similar to 2016 9-day closure
 - Travel times into Seattle from Bellevue (I-90) and Federal Way (I-5) double
 - Impacts on everyone, not just SR99 users
- Pushing employers to develop alternate commute / flex-work plans (Challenge Seattle)
- After tunnel opens, no downtown exits
- Alaskan Way won't be done for another 2 years
- Tunnel tolling will start in the summer of 2019
- Harrison street will open in two-directions to connect SLU and Uptown
- **Gordon:** When do John and Thomas open?
- Meghan: WSDOT is saying an additional 12-15 months (early 2021? 2020?)
- 6th Ave N is a new street to connect Harrison to the tunnel
- Tunnel ramp comes out at Republican and Dexter, SDOT is concerned
- S Dearborn will become anew street to connect at the south end
- About 2 years to decommission Battery Street Tunnel
- Staffing operations center 24x7
- Uniformed police officers at intersections preventing blocking the box
- Metro doubling Water Taxi service (new boat, P&R, shuttle services)
- Uber/Lyft will give discounts to trips to transit stations
- ReachNow may too
- Revoked construction permits on key arterials downtown
- Sending out reports in mornings and afternoons
- Starting a "new normal," changes happening every few months through September 2019
- Fun run/walk February 2, bike ride February 3rd
- **Angela:** Messaging is that everyone needs to be more vigilant in how they yield to pedestrians and bicycles. Panic and concern is one thing, but need consistency about being super vigilant. New timing, new mindset. Crucial in light of the report on number of crashes.

- Meghan: Agreed, we need to bring that to the forefront.
- Off-board fare payment in March for all routes on 3rd
- Street teams with interpreters to help people find their new bus stops
- Asking people to plan and prepare, avoid driving alone during congested times
- Scoop and Waze offering discounts for on-demand carpooling
- **Bunnie:** Have you done any work reaching out to Seattle PD about prioritizing traffic patrols?
- Meghan: They are part of our team, as are Seattle Fire Dept. Transit enforcement on 3rd will be top priority.
- **Audience:** Sees recommendations for people to take Sounder. Travel times through downtown could lengthen commute. Is there discussion of longer schedules? Sundays?
- Meghan: Not aware of any changes to Sounder schedule. No changes to Link schedule but will run as many 3 car trains as possible
- Planning pedestrian changes 2019 as One Center City

Bike Share (Joel)

- Got a letter from Doug earlier, happy to respond to Doug and SPAB
- Bike share will continue to change over the next year(s)
- Short presentation, wants to leave time for discussion
- Brief history (see slides)
- New Mobility team has goal to shape new technologies to meet the city's goals; regulate but not over-regulate
- Jump has already started with about 300 bikes
- Lyft permit will be approved "any day now," bikes probably arrive in January
- Lime will convert to new permit next year
- Lessons learned in pilot:
 - More bikes needed, didn't have critical mass in some areas (e.g. easy to find at UW, hard to find at Othello)
 - Needed to do more to focus on equity, companies required to rebalance bikes daily if under certain thresholds in areas
 - Bike share demographics generally reflected city demographics
 - Barriers to payment, both methods (smart phone, credit cards) and costs
 - Tighter compliance and parking oversight

- Most parked correctly, but small percentage blocking cause a large challenge
 - Didn't have good tools to address, complaint based
 - Not effective to help the person making the complaint
 - Needed more authority to enforce permit conditions
 - Needed more bike parking capacity citywide
- **Angela:** What about education on bike/road safety? Is that part of the new permit?
- Joel: Yes, looking for companies to do more education on rules of the road
- Fleets will be mostly e-bikes
- Fleet size increase from 10k to 20k around spring/summer
- Jump and Lyft bikes will have "lock-to" bikes with integrated U-lock to attach to a rack
 - Currently not required (users will not be fined)
 - Figuring out how to control where bikes are locked
- **David:** What about residential neighborhoods with no racks?
- Joel: We've brought that up with companies. They understand that challenge. Figuring it out.
- **David:** What about Lime? No legal places to park in residential neighborhoods
- Joel: We won't solve that in the first year. Might have to walk a few blocks to find a legal spot. We don't have answer today.
- **Chetan:** Is there an enforcement mechanism?
- Joel: In a coming slide.
- **Gordon:** Is there a reason not to allow parking in planting strips if just grass? Better than on the sidewalk?
- Joel: There are a couple levels of infraction, we'll cover in the compliance section.
- **Angela:** Will there be other bike designs for people?
- Joel: Adaptive bikes for people that can't ride a traditional 2-wheeled bike. Permit accounts for that. Working with Outdoors For All in Magnuson Park who have a big adaptive fleet, working with them to increase reach. Added incentive to permit to let companies go above permitted max number of bikes (1.5x). Expecting bike share companies to fill that gap, though at a small scale.
- Low income programs are required from each vendor (details in slides)
- Lowering barriers to access, cash payment through PayNearMe at 7-11, text-to-unlock

- Citywide coverage requirement starts May 1, 2019
- Ongoing outreach with Dept of Neighborhoods
- Moving to shared data spec (see slides)
- On street compliance audits to find where bikes are misparked
- Going to competitive bid for 3rd party to design audit program
- At least every couple of months, ideally ongoing
- Someone on street collecting data on blocking bikes (% threshold, lose 1k bikes from fleet), maintenance, data accuracy, ADA violations (per instance penalties, lose 20 bikes)
- Expects permit fees to fund this work
- SDOT staff also collecting on a regular basis
- **Chetan:** Why a penalty on # of bikes instead of financial?
- Joel: Pilot had financial penalty, but it wasn't effective. Heard from a now-departed bike share CEO that "the money doesn't matter." Fleet size may compel better behavior, if bikes are continually not in compliance then their fleet will be "audited off the streets."
- **Bunnie:** What sort of data is being collected around safety, like rates of collisions or increased disturbances, malfunctions?
- Joel: In pilot we collected safety data from companies and submitted complaints, read Seattle PD bike incident reports. 5 total incidents. Looking at more places to gather data, e.g. many collisions "bumps and scrapes" aren't reported. Don't have answer on how to gather that information. Statistically valid survey during pilot, will be repeated.
- Centralized reporting tool. In pilot it was done by company, wasn't easy for people to find the right phone number or address, data wasn't being collected by SDOT. Now will be reported directly to City (ideally via Find It, Fix It).
- Building a lot of bike parking citywide
- In street corrals with racks on one side and open space on the other to give more room
- More sidewalk racks near access to transit
- **David:** Will in-street racks fit into single family zones?
- Joel: Yes, looking at doing that near stop signs where parking is illegal already
- **Gordon:** Would like to see more information about numbers of racks when available
- Joel: We expect about 800 racks (20% increase) in first year, city crews have availability in winter

- **Patricia:** SDOT will be doing quarterly reports on parking of bikes. How do you anticipate those reports to look? Can they be made available to SPAB?
- Joel: Need to look through presentation at Council, would be a report on bike parking construction and progress on that, not compliance.
- **Patricia:** What about compliance reports/ How will they be made available?
- Joel: Another full evaluation will be done, will be public. No reason that ongoing compliance audit results couldn't be made public to show how each company did.
- **Patricia:** Can they be available SPAB?
- Joel: Yes, will also be on the website.
- **Patricia:** Council is looking for more data requirements and visibility. Would like to have it submitted directly to the committee members
- Joel: Will work with Belen.
- **Patricia:** Council asked for "written sidewalk management plan." I know you're not responsible. Who is? Can we talk to them?
- Joel: Department memo, all the way up to the Director to sign off on it. Being worked on right now by a lot of teams.
- **Patricia:** Who is in charge of it?
- Joel: I don't know
- **Belen:** It's not a single program. Once Director finalizes the memo then a specific individual will be assigned.
- **Patricia:** Can someone come tell us what the scope of that project is? I would like to know what they're doing and give feedback before it's all done
- Joel: I'm making a note, we'll bring it up with leadership. In terms of safety, the next iteration of bike share (e.g. e-bikes) we'll be looking for more ways to collect data about safety implications for sidewalk management.

Board Business

- Elections:
 - Chair: David
 - Patricia moves, approved unanimously
 - Vice chair: Hannah
 - David moves, approved unanimously
 - Secretary: Jennifer
 - Gordon moves, approved unanimously
 - Approved motion to start new roles in January
- Recruitment flyers available in many languages
 - Posted in several ethnic media

- Angela: Wants to make sure the East African communities are reached, not sure which medium to use.
- Belen: Only budget to do 3 languages, picked top 3. Also advertising in English in other medias. Interns are making list of community organizations to contact and distribute flyers/posters.
- Jennifer: Advertising in other languages. What happens in meetings?
- Belen: Funding for the year includes a translator for 1 individual
- Jennifer: Is that information in the flyer too?
- Belen: Interview/vetting process will cover that
- Applications close January 26th, will check if translators are needed
- 3 open positions, will interview 15
- Translators available during application process too
- Camera enforcement letter
 - Minor edits, moved and approved to send
- Angela's project
 - Starting as a project for her block, but would like it to be a template to integrate apartment construction/residents into their neighborhood
 - Coordinating with apartments that have seniors and fixed income residents, speaks to equity, RSJI
 - Meeting Friday 2-3 with DON at Los Compadres near Mt. Baker Station
 - Angela hoping to engage the apartment complexes (management teams)
 - Goal is to connect the apartment residents with City concerns and issues. People may be able to get to DON but not City Hall.
 - This particular street has lighting and pedestrian issues (e.g. no "yield to pedestrians" signs, no stop signs at some corners)
 - People in these apartments feel that their voices don't matter / aren't being heard
 - Rainier Valley improvements have excluded this area, new apartments coming
 - Symptomatic of the whole city, building apartments without considering dynamics of engaging those residents (different from homeowners)
 - Sent letter to Bruce Harrell (Council rep)
 - Concerns about shopping center lot (Safeway) as well
 - Got a response from Jennifer Samuels about the issue
 - Leaving SPAB soon, but wants to keep us informed and involved

- Sharrow in the street for bikes on the Greenway (part of the block)
- Childcare center on the block
- How do we come together and mobilize in an area that's going to become more dense? What does that look like city wide? Brings together residents, city, businesses, etc.
- Doing this for the bigger picture, not just her block
- Looking for input from the Board
- David: What can we, as a group, do to help?
- Angela: Look at how the PMP integrates into these goals. Use that to build something citywide related to transportation. Need to figure out how to get all the pieces.
- Gordon: What does this street need? Sidewalk? Crosswalk?
- Angela: It needs everything! The lighting is terrible. Haven't been able to reach management for the shopping center (was built before the apartments existed). Have done no redesigns, even after adding a gas station.
- Gordon: Trying to find a way to make this bigger scale. Relate to Move Seattle promises being scaled back from 150 to 120. Ped board has said that it wants to prioritize arterials. Should we say, officially as a Board, that our priority should be arterials? Most businesses and collisions happen there.
- Angela: That would be great.
- Ryan: Work plan only has 11 blocks of arterials in SE Seattle over 9 years
- Gordon: Here's a perfect example of why we need to increase that number. Angela's block is a great story tell about why we need to increase that equity investment.
- Angela: That's helpful to move this forward.
- Gordon: Let's talk about a letter in January to that effect
- Chetan: In that letter, specify that low cost sidewalks are fine but arterials are needed
- Gordon: Seems that priorities are being shifted to match the politics
- Chetan: The 150 blocks should stay
- Angela: Lots of moving pieces. Seattle Housing Authority.
- Gordon: Did you apply for a Neighborhood Street Fund grant?
- Angela: I chose not to, because I don't want it to be me. I want it to be someone that wouldn't even be considered in my community, that wouldn't have that voice. I want to be able to put out the big picture of

why only certain people are able to get what they ask for, if we're talking about equity.

- Followup: Letter in January, send David thoughts; Angela to report back on Friday
- Chetan: Adaptive signal letter seems to have had some effect. Would like to hear about the adaptive signals program and plans at a future meeting.
- Chetan: Belena had sent ST3 alternatives analysis info
- Belen: Sound Transit and Planning Commission meeting is tomorrow afternoon 3:15 - 5:00 in L280
- Chetan: Would be useful for SPAB to provide input on walkshed and bus/rail transfers, station locations, and removal of E-3 busway trail for ped/bikes (might be safe)
- Gordon: Move to empower Chetan to represent SPAB with Sound Transit, approved unanimously
- PMP funding:
 - David to send summary of options to the Board
 - Gordon: Staff looked into the options and none were great, looking to SPAB for advice about which to pursue
 - Gordon: We need more funding, most likely to be implemented seems to be impact fees, specific to infrastructure around that development. O'Brien looking into that next year (pending HALA/MHA lawsuit resolution)