



## Seattle Pedestrian Advisory Board

November 13, 2019 Meeting Minutes

*Stewards of the  
Pedestrian Master Plan*

David Seater, Chair  
Anna Zivarts, Vice Chair  
Jennifer Tippins, Secretary  
Patricia Chapman  
Carol Kachadoorian  
Koko Kim  
Bunnie Lee  
Beau Morton  
Chaitanya Sharma  
Emily Meltzer (Get Engaged)

Board Members in Attendance: David Seater, Anna Zivarts, Patricia Chapman, Han-Jung Ko, Bunnie Lee (on phone), Beau Morton, Emily Meltzer

Public attendees: Doug MacDonald, Richard Schwartz

David Seater opened the meeting. Introductions were made. Brian Dougherty introduced Kadie Bell Sata, the new SPAB Board liaison. Approval of the October meeting minutes was postponed until the December meeting.

Richard Schwartz provided public comment. He is concerned about pedestrian issues related to the Westlake cycle track. He said that bicyclists are supposed to follow traffic rules, but they do not. In addition, his neighborhood has repeatedly asked for assistance from SDOT to put up signs regarding speed limits and yielding to pedestrians. Neighborhood petitions to SDOT have not been responded to. The neighborhood is particularly concerned about speeding and yielding to pedestrians at crosswalks. He asked if SPAB would be an advocate for the neighborhood on these pedestrian issues. David responded that the Board would discuss this during the Board business portion of the meeting.

Doug MacDonald provided public comment. He expressed concern about the impacts of I-976 on pedestrian projects. Also, he said that pedestrian deaths were soaring. He commented on the SDOT meeting on e-scooters last week. He said that a representative from the City of Portland spoke and emphasized the need for rules and the enforcement of the rules. He also mentioned that he had seen the Title 15 presentation last week and as concerned that there was no mention of the Pedestrian Master Plan.

*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*

The first presentation was on Title 15 and Street Use Permits. Alma Weber from SDOT made the presentation. She said that this new study was in the information gathering phase. Title 15 is a city code dealing with the private use of streets and sidewalks. There has been a great increase in the number of street use permits. SDOT will be using the Regional Racial Equity Tool. The Title 15 updating process will be done through the guidance of the toolkit. The schedule is for a first phase to be complete by June 2020 and a second, longer term phase completed by June 2021.

Anna Zivarts stated that the plan was very conceptual right now. She expressed concern about closure of sidewalks during construction projects. Pedestrians were not notified of closures.

David said that the length of time for sidewalk closures was not made available.

Beau Morton said that parking restriction signs on sidewalks were a problem. He also asked about the schedule.

Patricia Chapman asked about permits for SDOT sidewalk construction and maintenance. The response was that Title 15 permits were only for private projects. She also questioned reviewing Title 15 with just the equity criteria. It seemed that there should be additional criteria, and that pedestrian issues should be considered. Alyse Nelson said that the purpose of this study was to focus on the racial equity tool kit.

The second presentation was on Third Avenue Vision by Jacqueline Gruber from the Downtown Seattle Association. This work started about three years ago with the One Center City Project. The study is focused on the problem with so many buses on Third Avenue creating an unpleasant street and sidewalk environment. This problem was greatly exacerbated when the downtown transit tunnel was closed to buses this year. There is a large committee of stakeholders addressing the problem. There was a survey of pedestrians in 2017. Some of the lessons from the study include: 1. There is a lot of talk; 2. Fragmented responsibilities; and 3. Lack of vision. The

study is looking at the problem with the following categories: Urban design, Transportation, Retail and private property, Parks and public spaces, and Management and Stewardship. Jacqueline said that there were 290 buses per hour at peak hours, more than any other city in the US. 45.9% of the right of way was for pedestrians, which was below standard, and more space was needed for pedestrians. She expressed some of the ideas that they were looking at, including more electric buses and different lane scenarios. It won't be until 2035 that the problem will likely be resolved on its own with significant buildout of the light rail system. She handed out a report to the Board members.

Beau asked where are the property owners on Third Avenue from. The response was that they are a mix of local and out of town local owners.

Patricia said that it sounded as though the option of spreading buses out over 2nd, 3rd and 4th avenues had been discarded without much discussion or evaluation. She thought the study should be examining this option. The problem on Third Avenue is too many buses and pedestrians riding the buses and not enough space. Jacqueline indicated that this should be brought to SDOT's attention.

Board Business:

David reported that he had attended the Levy Oversight meeting the previous evening. I-976 had been discussed. There was a consensus that the budget process needed to be completed before addressing the impacts of I-976 cuts. Also, Sam Zimbabwe indicated that voter approved projects would be prioritized. David also reported that 8 ½ blocks of traditional sidewalks were completed in the third quarter and that 26 additional blocks would be completed by the end of the year.

David had drafted a letter regarding SPAB's review and discussion of e-scooters. He thought it was important to let the Council and SDOT know that we had discussed the issue and where we agreed and where we disagreed.

Emily Meltzer thought that agreement should be listed first.

Patricia agreed that the letter should focus on where the Board agreed. However, she said that she did not agree with the point that regulations for use of e- scooters and bicycles on sidewalks should be consistent. When asked about why, she said that she didn't think bicycles should be allowed on sidewalks, at least in downtown and urban village areas but that she didn't think this was going to change. She said it was going in the wrong direction to add more vehicles to the sidewalks.

Anna said that clearly there was no consensus and that we should not do a letter to the city council.

Emily said that she had spoken with some of her friends about this issue and none thought e-scooters should be allowed on sidewalks. In addition, many were surprised that bicycles were allowed on sidewalks.

David brought up Richard Schwartz's public comments about problems with bicycles on the Westlake cycle track. Richard emphasized that pedestrians don't feel safe.

Patricia said that this was a larger system issue in that bicycles were supposed to follow traffic rules but that many didn't and there was a lack of enforcement of traffic rules.

Anna said that she wanted more data about where people are getting hurt. Not all groups could come to the SPAB to talk about their issues, so data was necessary.

Ko Han-Jung said that our focus should be on the pedestrian environment, and whether people feel safe, not just on data.

The meeting adjourned at 7:55 p.m.

Minutes submitted by Patricia Chapman, SPAB member

