



## Seattle Pedestrian Advisory Board

*Stewards of the  
Pedestrian Master Plan*

Jennifer Lehman, Co-Chair  
Emily Davis, Co-Chair  
Ori Brian, Communications  
Akshali Gandhi  
Bianca Johnson  
Emily Mannetti  
Esti Mintz  
Han-Jung Ko (Koko)  
Maria Sumner

May 12, 2021

### Seattle Pedestrian Advisory Board

#### May 2021 Meeting Minutes

**Board Members Present:** Jennifer Lehman, Emily Davis, Ori Brian, Bianca Johnson, Emily Mannetti, Esti Mintz, Maria Sumner, Han-Jung Ko (Koko)

**Public Attendees:** Jane Dunkel, Owain James, Ray Warrick, Doug MacDonald, Brian Townley, Kashina Groves, + approximately three members of the public joined by phone

**SDOT Staff Present:** Polly Membrino, Brian Dougherty, Kadie Bell Sata, David Burgess

**Public Comment:** No public comment

#### Pedestrian Master Plan Racial Equity Assessment

- REA is a framework to center racial equity and guide pedestrian investments
- REA Goals:
  - Build and sustain partnerships with community orgs and internal partners
  - Work with BIPOC communities to identify challenges and barriers
- Audience is BIPOC communities, including refugees, those living with disabilities, low-income residents
- REA Steering Committee includes internal SDOT stakeholders focusing on RSJI, ADA, and Vision Zero programs
- REA has a two-pronged approach—citywide and neighborhood focused
- Citywide Approach
  - Works with community to understand barriers to walking and rolling
  - Community Partners include:
    - NorthStar Cycling Club--BIPOC-led community cycling organization)
    - Young Women Empowered (Y+WE)—mentorship-based empowerment for young women
    - Mentoring Urban Students and Teens (MUST)—Black youth and mentors in Seattle
  - Community Partner Outreach and Assessment:
    - Surveys, trip audits, gap analysis, etc.
  - Timeline—Starts in Q2 2021 with community-based event

*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*

- Neighborhood Approach
  - Focuses on two high need areas: Chinatown-International District and Rainier Beach
  - Neighborhoods selected based on pedestrian collisions, % foreign born, % people of color, % people of color living below poverty line, % people of color living with disabilities, % seniors of color, % people with limited English proficiency
  - Can collaborate with SDOT Home Zone program, ReSET program, and Community Liaison programs
  - Working with community partners in CID and Rainier Beach to engage residents
  - Timeline begins in Q2 of 2021 with identifying community partnerships
  - Goal is to focus on CID and Rainier Beach for 2021-2022, but the goal is to expand to other neighborhoods in future years
- PMP Implementation overlap
  - Progress report only published in 2020
  - SDOT will publish new progress report in 2021 based on existing prioritization
  - 2022-2024 work plan to align with Levy to Move Seattle schedule
  - Incorporate community-informed projects into workplan following REA neighborhood level engagement with CID and Rainier Beach
  - PMP incorporates Priority Investment Network (PIN) identified in 2017
    - Network based on distance to transit and schools, including 13k+ street segments
    - Implementation Plan narrows down vast PIN
  - Along the Roadway (arterials, non-arterials) prioritization: traditional process has been data driven based on a scoring system and factors such as safety, health/equity, age-friendly, urban villages, and distance scores
  - Crossing the roadway (signalized and unsignalized intersections) prioritization based on similar factors
- Project Delivery Status
  - In 2020, completed 27.5 blocks of new sidewalks
  - 15 new crossing improvements
  - 150 customer requested programs
  - 18 blocks of sidewalk repair projects
- 2020 delayed sidewalk projects due to COVID and West Seattle Bridge emergency closure
  - Several crew-delivered projects, Lake City Way NE sidewalks, funding for Sand Point Way NE, and 32<sup>nd</sup> Ave S sidewalk projects (funding has since been restored)
- 2021 Planned Accomplishments
  - 24-44 new blocks of sidewalks (mixed of traditional and cost-effective walkways)
  - 16 crossing improvements
  - 5-15 blocks of sidewalk repair
  - Other pedestrian focused project
- Discussion Questions:
  - Thoughts on how the PMP is doing to date on racial equity and identify opportunities
  - Feedback on the approach and SPAB would like to be involved
  - Recommendations on how to use this information to continue to enact change
- Comments/Discussion Question Response/Q&A:
  - Jennifer Lehman: Fantastic presentation. This is an important analysis and interesting approach. How did the community inform projects and the timeline for which they are funded? How easily can community projects be implemented? I would encourage accelerating community investments and hopefully it wouldn't go beyond the current Levy period.

- David: Good questions. It depends on what we hear from the community, specifically based on scope and scale of projects. Ideally, we can come up with solutions that are relatively easy to implement and not too expensive. We want to have fluidity to change projects as we hear from the community. We often hear requests for what can be delivered in a year or two, but we want to hear all of the concerns and see if we can come up with cost effective solutions. We can also take note of concerns for larger projects and seek grant funding or other ways to deliver these projects.
- Bianca Johnson: It was interesting to see how you identified these two areas. Is there anything that came up in your research that stood out? What community-based organizations are already doing work out in these neighborhoods and how can you collaborate?
  - David: The committee helped decide how to select the criteria. The first step before we engage is to identify the community-based organizations and community partners and also to document and revisit what community members have already asked for over the past several years. We are compiling lists and maps of past project requests and will share those with the communities to see if they are still priorities as we move forward.
  - Kadie: If folks have recommendations for which organizations to partner with, we would love to hear those recommendations.
- Maria Sumner: When we look at the specific racial equity framework, do we ever look at equity frameworks for people in Seattle across transit improvements. Do you look at community modes (driving, walking, transit) to determine how much you are spending per person based on different modes?
  - Kadie: It would be interesting to look at public investment per trip. There is a group looking at new mobility. This has not been directly addressed or framed in this way at SDOT.
  - David: Sometimes we will look at vehicle ownership in certain neighborhoods to see how transit-reliant different people are in different neighborhoods. This was not directly factored in for the committee's analysis to determine priority neighborhoods.
- Jennifer: One idea for how SPAB could be involved is to incorporate it into the next Implementation Plan that the board receives and possibly used as a metric. It would be good to see the projects that are accomplished that fall within the REA criteria to make sure that the assessment is being used and informing decisions.
  - David: Great feedback. The Implementation Plan is updated annually, usually around September. Given the timeline for analysis, this year's plan likely won't include a lot of the information based on the timeline, but the following update will include more information on what is/was prioritized based on the REA.
  - Kadie: I would invite members of the board to attend events that we host such as walking audits to see what SDOT is doing. Let us know if you are interested in being involved on the ground in that effort.
  - Emily Davis: That's great. I would love to take part in that.
- Emily Davis: The two-pronged approach sounds wonderful. Will there be some sort of postmortem in two years or so to see how effective it was?
  - Kadie: We can adjust accordingly and have the humility to change course. We hope that the approach will be useful and that we can tailor and expand it to different neighborhoods. With the new census data coming out, we may see some new shifts and that can guide us as well. We want to avoid going into a

community that planners continue to ask what they need and then perpetuate the cycle of not responding to or funding the needs. We want to create better networks and not just spot improvements like one block of sidewalk that stands alone. We don't have a prescription for whether or not we would move into new neighborhoods or stick with these neighborhoods in future years. We're also looking to other cities such as Portland which hosted a "Walking While Black" focus group which identified lighting as a concern and SDOT does not have a lighting department, so we want to see if things like that are a concern in Seattle as well.

- o Esti Mintz: How much thought was given to who you are consulting with and who you are talking to, and how you determine what the neighborhood wants?
  - David: It is something we are working on now to compile trusted community organizations that are in touch with people of color that we are trying to hear from. We will work with community organizations and also work with City Community Liaisons to reach out to folks that we don't normally hear from traditionally. We don't have the contact list of everyone at this point, but we want to form and maintain strong partnerships in these communities.
  - Esti: Very often, you get the same people who always respond, and their priorities are addressed. The rest of the neighborhoods' needs often go to the wayside and SDOT should be careful about that.
  - Kadie: That's true and this is one way that we are approaching this project differently. Normally we look for a breadth of responses, but this time we are looking at depth to get responses from folks we don't always hear from. That is a good call to action for us. Thank you, Esti.
- o Maria: Kadie, you mentioned the lighting program. If you are working with a community and you hear a concern about something like lighting, how can you prioritize the work plan to integrate the asks that are not necessarily small or small budget?
  - Kadie: I think about it as going through a matrix to see if we have existing programs or new programs and whether it is in SDOT or out of SDOT. As it stands, new lighting requests need to go through the Police Department, and we are looking at a new policy that bypasses SPD to allow SDOT to do lighting investments so that communities don't need to go through SPD to get lighting.
  - David: Not every project or need we hear about is something we can address immediately. There are some things we can more easily add like crosswalks or walkways, but other things don't have funding or don't easily fit within our existing programs. We do document these concerns and see what departments we can work with to resolve these issues. We are excited to get this work underway and report back to the board. We appreciate the board's involvement.
- o Doug MacDonald: The biggest problem with the Pedestrian Master Plan is that it neglects existing sidewalk conditions and instead focuses on adding new sidewalks. It would be relevant for SDOT to make a list of sidewalk repairs and align those repair locations to areas with people of color. If that was done, we would learn more about what SDOT is doing for people of color in the different areas in the city. If the racial equity lens is applied to PMP, it has to look at what neighborhoods are dealing with in regard to repairing existing sidewalks, so people aren't tripping and falling on existing sidewalks. This program sounds like it will only focus on new sidewalks and it should look more at existing sidewalk conditions everywhere in the city and should

specifically look at neighborhoods with more people of color and see if SDOT has prioritized repair and if it will be accountable to repairing sidewalks.

## Hardened Centerline

- What is a hardened center line?
  - It is a low-profile speed bump placed along the centerline and sometimes with a nose in front of the crosswalk
  - Installing a hardened centerline encourages more square turns and slower turns, rather than obtuse and higher speed turns
  - Hardened center lines can also reduce pedestrian conflict
  - Three cities have done robust before and after studies including NYC, Washington, DC, and Portland
    - In NYC, harp turns dropped by 78.9% with hardened center lines
    - Washington D.C. found a 20% reduction in left turn speeds
    - Portland found that hardened centerlines consistently reduced turning speeds
  - Cost can be as low as about \$5,000 per site
- Where will SDOT install hardened center lines?
  - SDOT looked at high priority locations:
    - Pedestrian phase conflicts, evidence of minor/serious/fatal collisions, equate space for the “nose”, and close to transit/schools/other pedestrian generators
  - SDOT looked at low priority locations which have frequent transit turns, frequent freight turns, bike conflicts, and tight turn radii
  - SDOT is investigating to see if skewed intersections are good candidates for hardened centerlines
  - SDOT is installing four hardened centerlines along Rainier Avenue for phase 1 of the project (installed late 2021/early 2022) and several more for phase two, also along Rainier Avenue
  - After phase 2, SDOT will install hardened centerlines at several locations on other streets throughout the city
- Questions for the board:
  - Should this tool be in the front or back of the toolbox? Or not at all?
  - What additional outreach should we do?
    - SDOT will post flyers at the locations, reach out to the freight board, and do traditional blogs/social media outreach
  - How should we prioritize locations?
  - What did we miss?
- Q&A and Responses
  - Emily: Is there a risk of this causing a hazard to bikes or pedestrians if the crosswalk is blocked by a car? For example, if you are in a wheelchair and the crosswalk is blocked and you have to go around—would the nose get in the way?
    - We met with other cities and asked many questions, but this did not come up. We talked to the ADA team and they did not see many issues. Portland also tested the low-profile speed bump as pedestrians, people in wheelchairs, and cyclists and it did not present challenges. We are refreshing crosswalks and stop lines as we install these to encourage people to stop at stop lines, although that does not always happen. This may be something we study.
  - Esti: Are you presenting this to the bike board? Where I live, I’m near the Burke Gilman trail and as soon as the other light turns red, the bikes get into the intersection and crosswalks and I’ve seen pedestrians in real trouble when that

happens. I think you need to talk to the bike board about this to make sure they get the message.

- Kadie: Is the concern that the cyclists are creating a hazard for pedestrians?
  - Esti: Yes, when the cyclists see the light change, they take off and can endanger pedestrians.
- Jennifer: I'm always a fan of low-cost engineering improvements that can help regulate speeds. We discussed this last month with the Vision Zero team. This seems like a great opportunity. What elements made Rainier Avenue the main area to pilot? Does it have to do with the size of the crosswalk, collisions?
  - Kadie: We selected Rainier because it is a high collision corridor. Many of the intersections were suitable for the treatment. On other roads, we see more collisions with vehicles going straight, but Rainier has a lot of left turning collisions. I collected data at Rainier and Massachusetts and there are a lot of people going left at high speeds and people treat that turn as if it's an on ramp. All of the turns were harp turns unless a car was at the stop line. We also discussed having spot improvements across the city, but we thought that if you are trying to create driver behavior change, it may be more effective to blanket a corridor.
- Emily Davis: Do you have funding to implement this and a plan or is it still in the idea stages?
  - Kadie: Yes, we are working with Vision Zero and we are paying for the investments to go in. In Portland, they did 42 intersections for \$52,000, which is really low-cost. If we can get even close to that cost, this is a great investment. After they are installed, we will decide if this is a candidate for ongoing investments or not based on the data.
- Emily Mannetti: From the driver's perspective, it seems like the hardened center line could create conflict for two left turning cars if they are both in the intersection.
  - Kadie: A big cause for pedestrian injuries is if drivers feel pressure from other pedestrians. We made sure that if there are two large vehicles turning in opposite directions, it would still be ok. Larger freight vehicles can go over the hardened centerline if necessary. We calculated these scenarios using software called auto-turn.
- Koko: How have you taken racial equity into consideration for this plan?
  - Kadie: In a couple of ways—we looked through an equity lens and a race lens. There are different tools in the toolbox that are better than others for pedestrians and we wanted to focus on this rather than enforcement or other tools. We are trying to engineer the solution rather than looking at enforcement. This intervention benefits pedestrians, so we looked at areas that were more transit dependent. Also, this is not a pilot project. We know this intervention works based on data from other cities.
- Jennifer: Great point. Also, looking at the racial equity analysis and community input, I'm glad to hear there will be community outreach and education so that it isn't something that's being done to the community, but rather something that makes everyone in the community safer.

## Board Business

- Kashina Groves, Seattle Bicycle Advisory Board: The bike board had its retreat and talked about the Stay Healthy Street and making them permanent using funding for bike projects. At our recent retreat, we drafted a letter to have it officially on the record and thought the Pedestrian Advisory Board might want to sign on in support. The letter is not necessarily

about the funding but reiterates that Stay Healthy Streets are what Neighborhood Greenways were supposed to be and asking for that to be the standard. We also advocate for the boards to give feedback on the design and help shape future designs. Does the board want to be involved in collaborating?

- Emily Davis: I will ask the board if they want to be involved with the letter.
  - Unanimous support from the board in favor of working with the bike board on writing the letter
  - Esti: It is important to have someone on the ped board be involved.
  - Ori: Yes, and we should have someone bring the letter back to the board next meeting.
  - Kashina: We could have someone from your board helping out with writing or the bike board could write it and then bring it to the ped board for support and to vote on it.
  - Emily: It sounds like we would just like to review the letter.
  - Kashina: That sounds great. Any other feedback about the Stay Healthy Streets? So far, we have on record from our last meeting that we like Stay Healthy Streets, want them to be permanent, believe that they carry out the original intent of the Neighborhood Greenways, don't want them to take money from bike improvements, and would like to be involved in future design considerations. Anything else from the pedestrian standpoint?
- Discussion on SPAB Leadership
  - Emily Davis: Since Anna left, this is something that needs to be rehashed. Jennifer and I discussed being co-chairs, but there is a burden for doing outside work. Ori has also offered to help, and we would like that help. Are there other ideas as well?
  - Jennifer: I am committed to this board, but what is difficult is also serving on the Move Seattle Levy. I volunteered to take David's seat on that before volunteering to be Vice Chair and it is a big commitment. That board meets monthly as well and there is pre-work that goes into that. If there needs to be a co-chair, I can do that, but would hope that there would be additional support from other board members like taking on other actions such as letter writing. Perhaps between Ori, Emily, and I we can rotate who facilitates the meeting to help ease some of the responsibilities.
  - Ori: I can definitely help take on some of the follow up action items. What do you have in mind? Should we be volunteering to take on items or are there some things we can volunteer up front for now as recurring items?
  - Emily: You offered to help with Twitter, so that would be great. I am fine with editing the meeting minutes and continuing to do that. Is anyone else interested in leading the meetings or should we keep it between two or three people?
  - Emily Mannetti: I wouldn't mind being an alternate, but while we're still meeting virtually it is hard to be fully present with kids. I am happy to be an alternate if someone is not able to facilitate.
  - Emily Davis: That is understandable and great. Even coming to an evening meeting can be hard sometimes.
  - Emily Mannetti: If there are action items, it might be better to help in between meetings rather than during the meetings.
  - Bianca Johnson: Thank you to Jennifer and Emily for taking charge. I also appreciate Ori asking people to be prepared to take on more things. I am happy to help where I can, which I know is also vague. I'm in school right now and next fall I have to take a class which happens on Wednesday nights. If we want to rotate facilitators, I think that would be good since not all meetings have action items. I'm happy to rotate as a facilitator.

- Emily Mannetti: Is there an element of preparing the agenda with Polly? I can also help with that.
- Emily Davis: That is an interesting thought and we do have a meeting where we talk about the agenda. Can we open that up to those who are interested?
- Emily Mannetti: It would be helpful to have more voices.
- Polly: Email me if you want to come to the planning meetings. We can invite others as long as it is under quorum.
- Maria: I can also help with facilitation
- Emily Davis: Vote to have Emily Davis and Jennifer as Co-Chairs and Ori as Communications Chair
  - All board members vote unanimously in favor
- Vision Zero Partnership
  - Polly: I met with Allison Schwartz and it sounds like the best way to get involved is to set up a committee or group to work on Vision Zero and see how the board can support the VZ team.
  - Maria Sumner: I would like to be involved. I think we should push in this direction as a board. This is really important, and we are not on track.
  - Ori Brian: I am interested as well, but if interest from new board members pushes us over quorum, then I can take a step back.
  - Emily Davis: I like the idea of bringing it up next time and seeing if others are interested in being involved too.
  - Jennifer: I also heard that Allison presented to the bike board as well.
- Meeting Minutes
  - Esti: Motion to approve April meeting minutes
  - Emily Davis: Second
  - Board unanimously votes to approve meeting minutes

**Public Comment:**

- No public comment

Meeting adjourned at 7:56 pm.