



## Seattle Pedestrian Advisory Board

### July 8, 2020 Meeting Minutes

*Stewards of the  
Pedestrian Master Plan*

David Seater, Chair  
Anna Zivarts, Vice Chair  
Bianca Johnson  
Emily Meltzer  
Esti Mintz  
Han-Jung Ko (Koko)  
Maria Sumner

*Pending Confirmation:*  
Emily Davis  
Akshali Gandhi  
Jennifer Lehman  
Emily Mannetti

**Board Members Present:** Akshali Gandhi, Anna Zivarts, Bianca Johnson, David Seater, Debra Kahn, Emily Davis, Emily Mannetti, Emily Meltzer, Esti Mintz, Han-Jung Ko (Koko), Jennifer Lehman, Maria Sumner

**Members of the Public:**

Alex Phillips-White  
Ryan Packer  
Andrew Bell  
Obi Idigo  
Laura Goodfellow  
Mike Hua  
Adrian Eftenie

Mark Ostrow  
Alaina  
Sue Duvall  
Suzanne Walker  
Richard Shwartz  
Doug MacDonald

**City Staff:** Polly Membrino (SDOT), Alyse Nelson (SDOT)

### 6:00 pm - Welcome & Introductions

#### Public Comment

- Richard Shwarz—concerned about safety issues related to the Westlake Cycle track. There was an accident on the track where a pedestrian was hit by a cyclist and had to go to urgent care. What do we need to do to get a response from the committee? Is there a time frame for when we can expect a response from the board?
  - o The issue is not on the agenda for the evening, but the board will see what it can do.
- Doug McDonald—Will the police take record of bicycles hitting pedestrians? I raised the issue with Bradley Topol and SDOT, but there was no response from SDOT. The question is whether or not SDOT considers bicycle collisions with pedestrians in its collisions. Regarding sidewalk cafes, are the new uses of sidewalks for bistros going through an equity analysis? There is no mention of equity in the presentation. The Mayor and Dir. Zimbabwe said there would be an equity component and there has not been an equity analysis for this new program.

*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*

## Sidewalk Café/Streeteries Presentation

- SDOT recently launched a temporary outdoor permitting program for sidewalk cafes
- The permitting program is rooted in equity and mobility for residents
- Public Space Management will be permitting the use of sidewalks for displaying merchandise, outdoor eating areas, etc.
- Public Space Management (PSM) programming includes People Streets (including block parties or Play Street programs), Business Enhancements, Vending, Vibrant Communities, Shoreline Street Ends
- In 2019, the café program was updated to increase program participation and meet the needs of the traveling public (including providing “Streeteries” and related opportunities)
  - This was presented to SPAB in 3/19, the Pedestrian Access Advisory Committee (3/19), and Seattle Commission for People with disabilities (4/19), and went through SEPA public comment (4/19)
- The temporary permits do not change the rules outlined from 2019
- Temporary permit options are up to six months, placed on the sidewalk (frontage or furniture zone) or curb space, outdoor dining, merchandise display, or vending (carts or trucks)
- The permit requires applicants to comply with Streets Illustrated requirements for pedestrian clear zones (8’ minimum standard on downtown streets and 6’ everywhere else unless a deviation is granted)
  - These requirements exceed ADA dimensional requirements
- Temporary fencing or diverters such as planters with locking wheels or storage bench are required
- Regarding equity, the program aims to reduce barriers by making the permitting free and working with businesses to figure out how to implement the temporary space
- For more information, please contact Alyse Nelson - [Alyse.nelson@seattle.gov](mailto:Alyse.nelson@seattle.gov)

## Presentation Q&A

- Jennifer: Do businesses pay for the use of public space? If so, where does the permit revenue go?
  - The temporary permitting is free
- David: How does SDOT educate businesses about the permits? How does SDOT enforce the spaces?
  - There were SDOT blogs, working with the Office of Economic Development to get the word out, and there is a website for applicants with directions on how to apply.

- o There are conditions for the permit, which are clearly highlighted, so applicants know what to expect in terms of compliance.
- o SDOT sends out inspectors to ensure compliance and help permitted businesses comply and encourage social distancing.
- o Regarding complaints related to mobility and safety, these are prioritized by the team versus non-safety or mobility related concerns. Enforcement starts with education and then a warning, but SDOT does have authority to issue citations, fees, and/or revoke permits if the business does not comply.
- Akshali: Where do Stay Healthy Streets fit in?
  - o A different group at SDOT works on Stay Healthy Streets. Street Use works more with communities and businesses directly when people want to use the right-of-way. Stay Healthy Streets and the permitting program may work together in the future for neighborhood-focused block parties, play streets, etc.
- Anna: Can your application process require some ADA/access education, like you do for construction permits? Photos or videos could be helpful so that businesses don't gloss over technical specs. I would encourage you to include personal stories, video, etc. in the permitting program for the education component.
  - o There is a standard condition that all permits require ADA compliance. The reviewer always checks to make sure that the sidewalk meets ADA standards, including minimum width sidewalks, cane detection, etc.
  - o Including video with personal stories related to accessibility is a good comment. It is the cafe's responsibility to meet ADA requirements within the café, but it is a good idea to provide better education for temporary permits and all permits that the team issues.
- Anna: The educational materials related to ADA accessibility and bike share was impactful. There are concerns around handing over public sidewalks to private businesses and ADA sidewalk access.
  - o It would be good to get short term wins around education such as photos and move toward long term video or other collaboration. Inspectors should also be on the lookout for barriers to accessibility.
- Alaina: Is there any work on making Pike Place car-free to better support social distancing?
  - o Not sure of anything that is in the works regarding this.
- Anna: What is the geographic/demographic equity of where applicants are coming from?
  - o It is a little too early to tell. SDOT made an effort to translate materials and make the program flexible for a variety of different businesses.

There are about 50 applications in so far, but Alyse has not yet seen a map of geographic distribution.

- David: For scooter and bike share, it was helpful to have contact information if there is a problem. Could the sidewalk barriers have contact information in case residents need to report accessibility problems related to the temporary permitted areas?
  - That is a possibility. Applicants are required to have their permits on site, which could be an opportunity for residents to report service requests or other problems.
- Jennifer: Can SDOT provide the map when you gather permit information?
  - SDOT will have a map online or can provide this to the board.
- Sue: What is the timeframe for the rollout?
  - It has been rolled as of about two weeks ago when the program was announced. There have been 50 applications so far, but not very many have been issued yet. There is an effort to get the permits out quickly while the weather is nice. SDOT wants to see the applications first and make sure there is a dialog around mobility and ADA before permits are issued.
- Debra: I've heard stories about recent car collisions at CHOP on Capitol Hill and on I-5 and if a street is closed for the café, I'm not sure about where the cafes are located and what kinds of barricades are set up to protect people from cars at the café.
  - Right now, the cafes are only allowed on the sidewalk or where there is parking, so the café will not be in the street. SDOT is working with the Transportation Operations Division and engineers to figure out how to make the spaces safer for pedestrians, including large cones or other high visibility barriers. Applicants can submit their own barrier ideas, which SDOT can approve or reject. These are also temporary spaces, which are taken down when the business is not open.
- Debra: Some restaurants don't use the full sidewalk for their business, so they will use part of the sidewalk for the café, is that correct?
  - Yes, restaurants will use only parts of the sidewalk for cafes, but not all restaurants will have the space to put a café on the sidewalk or in a parking space. SDOT will work with permit applicants to see if they can fit a café on the sidewalk or parking space near their property while maintaining ADA accessibility.
- Is there consideration of closing streets to help restaurants since sidewalk seating will be limited?
  - Seattle is looking to see what other cities are doing and there is discussion around closing some streets for café space to improve social distancing, but that is not part of the current permitting program.

- Esti: What is the connection between parking spots and the way to enter the sidewalks and going around streeteries? Are any of the parking spots being removed for streeteries disabled parking spots? Will there be any way for a wheelchair to get around the streeteries to access the curb cuts?
  - No disabled parking will be removed for the programs. If there are disabled parking stalls on the block, they will not be allowed to be used for streeteries. Loading zones are also not allowed to be used for this purpose. Furniture zones have requirements to keep clearance from the curb so there is space for people to be able to exit cars and access sidewalks.
- Anna: Are cafes required to provide ramps down to the street level? There are many restaurants that don't provide accessible access or bathrooms.
  - Cafés must comply with ADA for their establishments. If there is an alternative that meets the requirements then they might not have to have a ramp down to street level, but it is case specific.
  - SDOT is open to collaborating on education for restaurant owners on making sure restrooms are accessible.

## **Board Business**

### **Approving May and June Minutes**

- The board approved the May and June minutes

### **Update on POAG**

- The POAG meeting was very introductory with foundational information. Most representatives are on other advisory boards.
- POAG focuses on how to meet the needs of all of the modal boards and will meet about six times per year.
- There was a discussion on how signals work differently around the city.
- Anna and Emily can share presentations from the meetings. All are welcome to attend and route questions through Anna or Emily.

### **Proposed Budget Discussion**

- There are many projects likely getting cut in the 2020/2021/2022 budgets
- The Levy Oversight Committee shared some reasoning behind which projects were being cut—there was preference given to projects already underway, projects that have external funding, and projects that have grants.
- City Council had a meeting today to go over budget proposals and Council will deliberate
- Jennifer Lehman can draft a letter from SPAB regarding the budget

- Mike Lindblom tweeted about the pedestrian access to Duwamish Longhouse and it is unclear if this is related to budget problems.
- The City is anticipating a \$300M budget shortfall including a \$58.3M budget shortfall for SDOT (about 8% of the SDOT budget)
- Projects that will continue include the Lander St Overpass, MLK Jr. Way protected bike lane (north of Rainier), Georgetown to South Park bike facility, Farview Bridge Replacement, Northgate Bike and Pedestrian Bridge, Rapid Ride lines H (Delridge) and G (Madison), bus lane improvements on Rainier Ave S, Safe Routes to School projects, Green Lake and Wallingford Paving Projects.
- Projects that are paused include: Sand Point Way NE sidewalks, 23<sup>rd</sup> Ave E Corridor Phase 3, North 130<sup>th</sup> St and Ashworth Avenue signal work, Bicycle work (Alaskan Way, Georgetown to Downtown, SODO trail), paving on Market St and Ballard, 1-2 bridge stairway maintenance projects, Fauntleroy Boulevard project (originally paused in 2018), new sidewalks on 32<sup>nd</sup> Ave S, several non-levy capital projects (Center City Connector Streetcar, Market to MOHAI pedestrian lighting, Thomas St. Redesign, Fortson Square Redesign, slurry sealing on some roads, Your Voice Your Choice, bike rack installations, Graham St Station planning, Mercer West traffic control to facilitate art installation, SR-520 project paused by WSDOT, some seawall maintenance, and some STBD capital projects).
- It is unclear where the redirection of levy funds is going, based on the Council meeting.
- Money from the levy may be loaned to the general fund.

### **Joint Racial Equity Meeting with other Modal Boards**

- Aiming for a meeting in August or September
- Emily Meltzer: The board should have a discussion around diversity on the board given that SPAB is an extraordinarily white board.
- Emily Meltzer: It could be helpful to have someone from the Race and Social Justice Initiative team at SDOT support this meeting as a facilitator
- Anna: It would be good to do a meeting in conjunction with the other boards, but if we are using internal SDOT resources then maybe we could have a conversation with just the SPAB. Would the group prefer a discussion just with SPAB or in conjunction with the other modal boards?
- Akshali: Sometimes it is difficult with a bigger group, so it might be easier to have a conversation just with SPAB.

### **Future Meeting Topics**

- David: CM Gonzalez is considering ordinances decriminalizing jaywalking—no response from the councilmember or her aides yet
- Jennifer: Interested in getting a briefing on the Transportation Benefit District ballot measure and how that funding can help pedestrian projects.
- Bianca: The presenter talked about reaching out to businesses with materials with different languages and it is interesting to see how materials get distributed to different people. How does the City ensure that everyone gets access to that information?
- Akshali: It is also important for SDOT to explain the benefits to small businesses and why they might want to be involved in the temporary sidewalk program.
- Anna: We talked about a retreat which we can't do in person, but now that we have many new board members it could be good to get together and be more proactive around meeting topics rather than just responding to SDOT presentations. As a board we could discuss how we decide what to talk about and what not to discuss, maybe based on race and social justice.
- Emily Meltzer: I would like to learn more about the Find it Fix it App and how that is affecting pedestrians and what projects are taking place based on the app.
- Akshali: Is it possible to get to know each other since there are new board members?
  - David: We can add that to the agenda for a future meeting when there is more time.
- Emily Meltzer: The Get Engaged term is coming to an end, so SPAB will need to find a new Get Engaged board member (age 18-29) starting in September.
- Jennifer: It could be good to have people get to know each other in a more casual virtual way outside of these meetings.
- David: I will send a poll out for finding a time to get everyone together for a meet and greet, not to discuss board business.
- Akshali: Do we ever get public comments or concerns about manhole covers or potholes?
  - David: We hear about sidewalk problems, but do not recall hearing about problems with manhole covers or potholes.
- Koko: Can we discuss the incident on the Westlake Cycle track that has been brought up in previous meetings? We should talk about how we respond to public comments. As a board, maybe we could have subcommittees to discuss these issues. Is this of interest to anyone on the board?
- Bianca: I wasn't there for the original meeting regarding the bicycle incident, but I am happy to help in whatever way I can.
- Anna: We should have a conversation about a framework around how we decide what is important from the public and SDOT and how to prioritize that.

- Koko: We are all volunteering our time on this board and I agree with Anna about discussing who the board supports. I am concerned that people are coming with concerns around pedestrian casualties and as a public voice and representing pedestrians we should take some action to discuss this and maybe write a letter or take action rather than doing nothing. During that meeting as a board we did not have a consensus and now that six months have passed we should revisit this issue since we have new board members. This is a good opportunity to form a process for how we respond to public comments and concerns.
- David: It sounds like we should come up with a framework about how we respond to the public and we should discuss the Westlake Cycle Track. Maybe Bianca and Koko could discuss the issue and share their ideas with the board. In August we can discuss a framework for responding to public comments. If there are fewer than five people then the public does not need to be invited and a subcommittee could discuss this issue on their own time.
- Emily Meltzer: I am not familiar with the area, so it would be helpful to have maps or photos of the area.
- Emily Mannetti: I would be happy to be looped into the conversation about the incident on the Westlake Cycle Track.

**Meeting adjourned at 8pm.**