



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master
Plan*

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

Pending Confirmation:
Ori Brian
Emily Davis
Akshali Gandhi
Jennifer Lehman
Emily Mannetti

October 14, 2020 Meeting Minutes

Board Members Present: David Seater, Esti Mintz, Akshali Gandhi, Emily Mannetti, Maria Sumner, Emily Davis, Jennifer Lehman, Ori Brian

SDOT Staff: Polly Membrino, Kadie Bell Sata, Brian Dougherty

Presenters: Kay Yesuwan (SDOT), Andrew Netzel (SDOT), and Virginie Nadimi (King County Metro)

Members of the Public: Dillon Zang, Krystal Miller, Bryan Townley, Doug MacDonald

Call to order: 6:01

Welcome and Introductions

Ori (he/him), is the new Get Engaged member. He is interested in racial equity and is looking forward to the upcoming work with the board and hopefully engaging more young people. In his spare time he likes to make crosswords.

Public Comment

Doug: Get an updated list on the website of SPAB members, the website needs some help. Concerned about information on Move Seattle levy. Need more access to resources and information. The budget is depressing because it goes back on pedestrian issues, in particular with sidewalk infrastructure and other infrastructure. Bicyclists have to travel on sidewalks. The budget is dire. Disappointed with the reality of the situation.

*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*

Route 40 Transit-Plus Multimodal Corridor - (Kay Yesuwan, SDOT, Andrew Netzel, SDOT, Virginie Nadimi, King County Metro)

- Highest ridership route in the system, 13.5 mile route, stops approx 1/4 mile, over 95,000 live within a 1/2 mile of the corridor.
- This project focuses on the areas with the most severe service delays.
- After extensive outreach, the asks focused on improved crossings, ramps, etc
 - Several improvements proposed in specific segments
 - Continuously refining concepts based on feedback
- 30% design by Q1, 2021 visit <http://www.seattle.gov/transportation/route40> for more info

Board Comments/Questions:

Jennifer: Funding amounts listed based on recent reductions or the original assumptions? We have been adjusting the budget all along and the current budget does reflect the reduction. We are currently working to right size the project based on available budget

Maria: Is there a chance that the route changes could impact the segments to be improved? The current plan is to use the improvements list until construction (2023-2024) and we anticipate continuing to move forward. In terms of ridership since quarantine, the project is still a priority. It was about 13,000 riders daily pre-covid, it is now 4,000 daily riders, which is still high. Early implementation is possible, but not likely.

Public Comment

Doug: Budget constraints and right sizing - if there is so much uncertainty, the project should create a tier/hierarchy so people understand what is likely to happen versus maybe not and sooner rather than later. Projects should be more transparent about what can be accomplished given the budget.

There is a certain amount of funding that is secure, and some that requires securing grants which will be more certain this summer. The additional funding will be able to expand the scope. There are opportunities to describe the priorities in terms of funding. There is an evaluation framework that ranks concepts based on operations, community, and many other factors.

Board Business

Approval of September meeting minutes

- No changes - Esti moves to approve, seconded, all approved

SDOT budget discussion

- \$337M (this year) + \$185M (2021) short this year
- Values: Equity centered recovery process, preserve staff capacity, safety (bridge operations and maint. programs), climate change federal and state grants, flexibility
- What position should SPAB take? Levy oversight will send a letter indicating agreement with the values guiding decisions and generally supportive of the Safe Routes shifts.
- Route 7 improvement cuts are concerning
- Urge council to propose allocation of funds for first responders in need of public transport to essential jobs.
- Would like to see more funding than planned for sidewalk maintenance.
- Existing funding could be directed toward sidewalks that are near public transportation stops, schools, and other frequently trafficked areas.
- What is the plan to make Stay Healthy Streets permanent and how is it being funded? SHS program is conducting public outreach to see which will be made permanent and also considering different options for better infrastructure to make SHS permanent without increased maintenance.
- SPAB could make a statement on the budget focusing on Seattle's goal to be a walkable city and what SPAB considers priorities. This could be challenging because the Council is continuing discussions on Tuesday and a letter would ideally be sent by the end of October. Maria volunteered to draft the letter and will distribute to SPAB for review.

SPAB officers elections discussion

- David Seater's term on the Board ends in March and Anna Zivarts is happy to let someone else take over as Vice Chair after her term ends. Secretary role would proofread minutes and SPAB letters.
- Emily Davis volunteered for the Secretary role or possible other roles.
- SPAB members will let David, Anna, and Polly know if they are interested in serving as Chair/Vice Chair roles with the goal of nominating in November.

Recruitment discussion

- SPAB members will advertise to their personal networks. SPAB could reach out to past candidates and Planners of Color groups. Posting on LinkedIn or reaching out to personal networks may not bring in diversity that SPAB is looking for. Could work with Farmers' Markets, community organizations, community newsletters, Department of Neighborhoods, South Seattle Emerald, etc. to get the word out.
- Should focus on recruiting people from neighborhoods not represented yet on the board, older residents, etc.

- SDOT previously advertised on Facebook, SDOT blog, flyers at community centers, NextDoor, etc.
- Most current board members found out about SPAB via word of mouth, on Twitter, by attending SPAB meetings.
- Relying on word of mouth can over prioritize people similar to the current SPAB board
- SPAB does want to focus on people who regularly walk/roll
- Esti will reach out to AARP
- Small business owners would be good to have on the board and outreach could focus on this group as well
- SPAB/SDOT should make sure that the language around joining the board reduces barriers and emphasizes the smaller time commitment per month

Policy and Operations Advisory Group updates

- POAG is meeting monthly and most recently met at the end of September. Next meeting is pushed out to mid-November. The SDOT multi-modal policy team needs more time, which is why it was pushed back.
- POAG has a general consensus to move away from car-centric society and prioritizes transit, walking, biking, and rolling. Questions about if SDOT should focus on urban centers and urban villages or if it's better to focus on other areas as well. Interest in making policy that can be relied on so that projects are driven by policy goals and community outreach and not caught up in last minute pressure from the community.
- POAG should wrap up around January.

SPAB retreat discussion

Retreat has been discussed, but no decision has been made. Equity discussions could continue in the retreat. Retreat could happen in January, after holidays and when new chair and co-chair are identified.

SPAB November meeting discussion

Next meeting falls on Veteran's Day, so City offices will be closed and the meeting will need to be postponed. SPAB supports moving the meeting to November 18th. PMP updates will be discussed at that meeting along with a presentation for Find It, Fix It.

8:00 pm - Meeting Adjourn