



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

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Carol Kachadoorian
Han-Jung Ko (Koko)
Bunnie Lee
Beau Morton
Chaitanya Sharma
Emily Meltzer (Get Engaged)

2019 Annual Report

2019 Highlights

During 2019, the Seattle Pedestrian Advisory Board (SPAB) heard and provided feedback on 16 issues / projects during regular meetings. The Board wrote five letters throughout the year, four in support of various projects and one expressing concerns about the lack of direct Board involvement in SDOT's development of a citywide traffic signal policy. Members of the Board also toured several Safe Routes to School projects in northeast Seattle during our annual field trip. The Board also reviewed and approved the 2020 - 2024 update to the Pedestrian Master Plan (PMP) Implementation Plan.

Projects and Policy Issues Presented to the SPAB during Regular Monthly Meetings

- Jackson Hub Project
- Bikes, E-bikes, and E-Mobility on Seattle's sidewalks
- Imagine Greater Downtown
- NE 43rd Streetscape Improvements
- Adaptive Signals
- Sidewalk Cafe Legislation
- PMP Implementation Plan & Progress Report
- Vision Zero Update
- Sidewalk Repair Program
- 2020 - 2024 PMP Implementation Plan Update
- Scooter Share Pilot
- Adaptive Signals Update
- Title 15 & Street Use Permits
- 3rd Avenue Vision
- Arena Redevelopment Project, Pedestrian Improvements
- Denny Way ITS (Intelligent Transportation System)

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*

Discussions of the Board

- PMP funding options
- Walk signals in pedestrian overlay zones

- Goals of the Board
- Multi-modal response to the Bike Master Plan Implementation Plan
- E-scooter, bike share, and sidewalk use
- Sidewalk maintenance and repair funding
- Green Transportation Package / Green New Deal support
- SPAB onboarding curriculum
- Scooter share position
- 2020 goals

Annual Field Trip

SPAB members visited SDOT project sites near John Rogers ES, Jane Addams MS, and the intersection of NE 117th St & Pinehurst Way NE. At each location we heard from staff about the problems that were/are being addressed as well as the built/proposed solutions.

Advisory Remarks and Comment Letters

- Traffic Enforcement Cameras letter of support (January)
- NE 43rd Streetscape Changes letter of support (March)
- Funding for Sidewalk Maintenance & Repair letter of support (July)
- USDOT BUILD Grant letter of support (July)
- Signal Policy letter of concerns and recommendations (September)

Summary and Conclusions

- Vision Zero: In 2019 the number of people seriously injured or killed in traffic collisions in Seattle increased, continuing the trend of recent years. SPAB is planning a joint meeting with the Seattle Bicycle Advisory Board (SBAB) in January of 2020 to discuss actions that SDOT may take to reverse this trend.
- Sidewalk Maintenance: SPAB requested that the Mayor and Council increase funding for sidewalk maintenance and repair to address a growing backlog of hazardous, damaged, or inaccessible sidewalks throughout the city. The Board was pleased to see that Council passed a resolution directing SDOT to assess strategies to develop an equitable cost-sharing program to fund sidewalk maintenance.
- Sidewalk Construction: The addition of \$4 million for sidewalk construction and \$7 million for accessibility improvements in the 2020 budget is welcome,

though still falls far short of what is needed to make all of Seattle's streets safe for people walking and rolling.

- Signals Policy: The Board remains concerned about the lack of direct involvement in SDOT's development of a citywide traffic signal policy. For most of the year we were told that an advisory group would be formed with members from the modal advisory boards and the advocacy community. That hasn't happened. SDOT was also directed by Council to provide a draft signals policy by December 1st. SPAB has not received a copy of the policy. The Board remains concerned that this policy will perpetuate the pedestrian-hostile signal implementations seen in recent projects that require the use of "beg buttons," shorten or skip walk phases, or allow turning vehicles to move through occupied crosswalks.

Submitted by David Seater, Chair
Seattle Pedestrian Advisory Board

Note: In January 2020 SDOT announced the creation of the "Policy & Operations Advisory Group" and requested applications from members of the modal boards. As of March 11, 2020, members of the group have been selected. A meeting that was planned for later in the month has been postponed due to COVID-19 precautions.