



## Seattle Pedestrian Advisory Board

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*Stewards of the  
Pedestrian Master Plan*

David Seater, Chair  
Anna Zivarts, Vice Chair  
Jennifer Tippins, Secretary  
Carol Kachadoorian  
Han-Jung Ko (Koko)  
Bunnie Lee  
Beau Morton  
Chaitanya Sharma  
Emily Meltzer (Get Engaged)

### December 11, 2019 Meeting Minutes

In attendance: Kadie Bell Sata (staff), Emily Meltzer, David Seater, Chaitanya Sharma, Bunnie Lee (phone), Beau Morton (phone), Anna Zivarts

Others in attendance: Ryan Packer, Doug MacDonald, Elliot Helbrecht - Mayor's Office, Laura Wojcicki - SDOT, Dusty Rasmussen - SDOT, Sara Zora - SDOT

#### Public Comment #1

Ryan Packer - Opposes Denny project, feels the purpose of the project is to move cars and does not prioritize pedestrians. Concern around environmental/carbon impact. No SEPA requirement. Cited the Montlake project as an example, which resulted in an expected 20% reduction in travel time, and only 4% in carbon impact, which is opposite of walkable city.

Doug MacDonald - Appreciated the recognition from the mayor's office of the pedestrian crisis. We need to press for automated cameras to make it safer. Westlake cycle track - no data collected from SDOT for Westlake cycle track. This is unaddressed. Sue Byers appears to have a contract to get sidewalks repaired. SDOT has not informed the public about the scooter share. No opportunity for bike/ped. board to provide comment on SEPA checklist review. Checklist is flawed.

**October and November minutes** - unanimously approved

#### Sara Zora - Seattle Center Arena redevelopment project

For any private development in city, SDOT has applicant do an environmental impact statement

*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*

EIS Phases - What will it do for impacts, what does mitigation look like (includes physical), management plans. How can we influence mode share goals?

Ride hailing is a big consideration, as up to 15% could be using this as a mode of transportation

By 2021, light rail service will be open to the UDistrict. Additional bus service will be needed to Ballard until 2023 or when ST3 opens.

New arena will have 8 loading berths underneath the arena

Growth of our city would have increased congestion in this area regardless of arena

Increase of events from 100/year to up to 200-250/year

Potential to use monorail for last mile connection to parking garages and other transit

There is a requirement of parking reservation system

A projected 8-10% will using walking as mode to get to/from arena

At intersection of Warren and Thomas, there will be a raised crosswalk, with ADA accessible parking on the other side

Thomas will be closed at 1st and 2nd on Warren for events 10,000 people and above. Will allow for better pedestrian access.

**Anna** asked about needing to pay for ADA parking, which raises the question of whether or not there will be enough supply - Sara will follow up with the arena team.

Protected bike lane on 1st Ave N

There will be 2 new signals at 1st Ave N/Thomas and Queen Anne Ave N / Thomas

Transit only lanes on Queen Anne and 1st

Curbside bulb outs/widened sidewalks to account for post-event surge

**David** asked about plans to widen the sidewalk at 2nd and Denny - may be able to make tree planting area a bit smaller, but right now not plan to add space for pedestrians and

bikes. Concerned that we are prioritizing cars attending event and not people rolling, walking, and biking every day. Will be mixed together (bikes and pedestrians).

**Anna** - Flagged issue of pedestrians with cyclists on the sidewalks. Not acceptable for disability community and seems to prioritize event-goers.

Mode share goals from now to 2035: 8% to 10% for pedestrians, bike 1% to 2% 63% to 40% for cars. **Chaitanya** interested to learn what the goals are for the rest of the stadiums. Sara will follow up with Kadie.

**Chaitanya:** Is there a temporary 2nd avenue plan? SDOT does not have funding or capacity for interim design. There will be a long-term negative impact on pedestrians. Concern about overemphasis on cars and not enough emphasis on connection to other transportation hubs.

Parking reservation system for all Seattle Center, arena, and other partner garages. Dictates where you go and how you will get there to prevent cars circling around. Ticket bundling will help to incentivize.

### **Dusty/ Laura: Denny ITS Project**

Adaptive signal - pedestrian accessibility

Infrastructure (majority) + adaptive system make up the budget

Bus signal going in at 3rd and Denny next year

Will be evaluating pedestrian clearance times

Looking at changing to 3 feet per second instead of 3.5 ft per second

Will increase pedestrian intervals to end concurrently with vehicle movement

Intent is to install pedestrian interval signal at all intersections

Looking into signage to show when it is not necessary to push the button

Maintain pedestrian recall on Denny Way (automatic signal, no need to push button)

Most likely recalls will be put in at additional locations

**Anna:** Anytime you make it easier for more cars to move through an area more quickly, it makes it easier and more convenient for cars. There is no way currently to measure pedestrians on an ongoing basis, so system is based on measuring movement of cars. May not reduce greenhouse gasses. Concerned raised about spending funding for ITS on moving cars more efficiently.

**Chaitanya:** On Mercer, adaptive signals have not been used to improve conditions for pedestrians. What data sources are being used to make it different for Denny?

ITS system is to make it easier to see and communicate, improve infrastructure. A lot of cost is going into concrete restoration and push buttons due to lack of infrastructure. Adaptive signals will help with the shoulders of high traffic times. This project will allow us to prioritize busses that are behind schedule. Working with King County on this aspect.

Pedestrian surge - look at blobs of pedestrians on corners and increase crossing time. Testing on university area project.

Conventional signal number for pedestrian walk time - will be reducing the speed by  $\frac{1}{2}$  foot to 3 feet per second. Looking to implement this city-wide and in locations where people need more walk time. In 2003, walk time used was 4 feet per second.

## **Public Comment #2**

**Ryan** - can you set adaptive signal so it changes before the box is blocked?

Option would be to hold the whole signal. No way to push more traffic through there. Having it hold red is not a dynamic function in the system, it is programmed.

**Doug** - do you know in the course of a day how many people transit in car vs. on foot in high traffic areas?

12 hour turning movement counts. Some data is collected, but not sure when it was last counted. SDOT is aware. New policy will help with this data collection.

Alternatives to ITS system?

Has been in the works for many years. It is a pretty straightforward suite of technologies for traffic management. The program goal is not to transform right of way, the idea is for system to monitor and mitigate successfully. Looked into improvement of route 8.

## **Board Business**

Patricia Chapman resigned from the board last month

January joint meeting with SBAB. Focus conversation on Vision Zero. Was planned prior to mayor's announcement yesterday so conversation may shift. Let David/Anna know if there are agenda items to add. Other proposed items: joint workplan, micromobility and impending announcements. SBAB has some ideas for scooter program.

Annual Report: Koko said it looked good to her, as did Anna, Emily, Chaitanya. Anna motioned, Chaitanya second, Emily in favor. May need to vote at a later time with quorum (members on phone dropped off).

Officer Nominations: Chair, Vice Chair, Secretary. David self-nominate to continue as chair. Anna is willing to continue as co-chair but also willing to step aside. Can let David know later. Try to vote at Jan meeting if logistically challenging, vote at Feb meeting.

## **Group Discussion - What drew you to the board? What are your values?**

Chaitanya: work as transportation engineer. This country has 4x traffic deaths than rest of industrialized world. Desire to figure out why and change it.

David: Has a background and volunteer work with greenway groups. David saw that important streets felt uncomfortable and dangerous to walk on due to cars barreling through. Found his way into greenways and started hearing about bike and ped board and how they to help shape and direct policy. David values are equity and safety. He sees that there are some neighborhoods that are better off than others, and believes that all neighborhoods should be safe.

Anna: Is not sure that in NY there were groups like this that existed. Moving to Seattle, she sees this as an opportunity to learn about policy, focus at work has shifted to be on

transportation policy. For many disabled folks, driving isn't possible. Most disability orgs do not prioritize this. Learn ropes and bring other folks into the process, help to break down barriers to get people with lived experience into the room. Would like to see different kinds of disabilities represented.

Emily: Works for youth serving organization. There are so many barriers that prevent kids from getting to school such involvement in foster care, juvenile justice system, experiencing homelessness, not having safe routes to school should never be on the list. Emily is a commuter along Rainier Avenue, and has seen the differences between pedestrian access here and in old neighborhood in Fremont.

Can childcare be an option at board meetings? City can do some kind of reimbursement. City cannot provide childcare due to liability.

Meeting out in community instead of city hall. Will need to determine how Skype is working out for people dialing in. A request for podium, microphone, speakers, was made but declined.

We can do more to send letters in support/against certain topics. 2nd and Denny could be one of those projects. Colorful crosswalks, superblock on Pike/Pine (Theresa Mosqueda proposal), signal policy development. Can tell David if there is anyone we would like to come and present to us, and he will ask Kadie. Figure out a balance of discussion and presentations.