

Seattle Pedestrian Advisory Board and Bicycle Advisory Board Joint Meeting Minutes

AGENDA:

Date: January 6, 2021
Time: 6:00 p.m. – 8:00 p.m.
Location: Virtual via Microsoft Teams
Chairs: Anna Zivarts, SPAB Chair and Jennifer Lehman, SPAB Vice-Chair
 Patrick Taylor and Sarah Udelhofen, SBAB Co-Chairs
Recorder: Simon Blenski, SDOT SBAB Liaison

Minutes Distribution List:

See Attachment A

Pedestrian Advisory Board Members Present:

Members	Present ✓	Absent X
Anna Zivarts, Chair	✓	
Akshali Gandhi	✓	
Bianca Johnson	✓	
David Seater	✓	
Emily Davis, Secretary	✓	
Jennifer Lehman, Vice-Chair	✓	
Ori Brian	✓	
Maria Sumner	✓	
Esti Mintz	✓	
Han-Jung “Koko” Ko		X
Emily Mannetti		X

Bicycle Advisory Board Members Present:

Members	Present ✓	Absent X
Alexander Lew	✓	
Andrea Lai, Secretary	✓	
Andrew Dannenberg	✓	
Benjamin Estes		X
Emily Paine		X
Jose Nino, Get Engaged Member	✓	
Kashina Groves	✓	
Maimoona Rahim	✓	
Meredith Hall	✓	
Patrick Taylor, Co-Chair	✓	
Sarah Udelhofen, Co-Chair	✓	
Yasir Alfarag	✓	

City Staff

- Dawn Schellenberg, SDOT
- Dongho Chang, SDOT
- Jennifer Meulenberg, SDOT
- Jim Curtin, SDOT
- Polly Membrino, SPAB staff liaison
- Simon Blenski, SBAB staff liaison
- Summer Jawson, SDOT

Members of the Public

- Andrew Koved
- Barbara Richter
- Christopher Roberson
- Clara Cantor
- Dave Mozer
- Diane Nelson
- George Riddell
- Inga Manskopf
- Jakob Ward
- Jean Amick
- Loren Schwartz
- Maria Sumner
- Mollie Means
- Richard Gelb
- Samuel Ferrara

MEETING CALL TO ORDER

- SBAB Co-Chair Sarah Udelhofen called the meeting to order at 6:02 p.m.

PUBLIC COMMENT

- Clara Cantor, Seattle Neighborhood Greenway. I have a comment on Stay Healthy Streets. It is an extremely beneficial program and we want it to continue. However, we do not support the proposed funding sources. We do not want to pit Stay Healthy Streets against other walking and biking projects. We also think this program should be expanded to non-neighborhood greenway streets.
- Barb Richter, Alki Point resident. The Alki Stay Healthy Street has been unbelievably beneficial. It has opened up our Alki Point and Constellation Park to more of the community. Thank you, SDOT for your work. We would like it to continue.
- Diane Nelson: I do not like the Alki Safe Healthy Street. It has cut off Alki parking and when I try to walk through that area it does not feel welcoming. Also, it seems that the residents there seem to police the area. I would also argue that other areas around Alki are far less safe.

- Loren Schwartz: SDOT’s survey showed that Alki and was most popular of all Stay Healthy Streets. There was also a lot of support from the community petition. On the survey when asked to describe Stay Healthy Streets in one word, people said “safety”. This shows the benefits of the program and it should continue.

INTRODUCTIONS

- See above

PRESENTATIONS

Staff Healthy Streets

Presenters: Dawn Schellenberg and Summer Jawson, SDOT

Presentation: See attached

Time: 6:26pm

Discussion and Q&A:

- Diane Nelson: What day of the week were the measurements taken?
 - Dawn: Bike and car trends are averages over 7 days, so they include both weekends and weekdays. Pedestrian observations were taken on weekdays only. Data was collected between June and August.
- Yasir: You mentioned that some users experienced racism while using Stay Healthy Streets. Was that pedestrians or drivers? Were there specific streets? And has SDOT looked into it?
 - Dawn: We mostly heard experiences from people driving in the Central District. People of color were driving to their own street and people who were white did not step aside or looked down on them. Going forward, we are thinking beyond just traffic safety and how people can feel safe and welcome in these spaces.
- Akshali: There are currently 26 miles of Stay Healthy Streets. Can you clarify if we are making 20 miles of that permanent, or is the 20 miles is new? Does that include any Keep Moving Streets?
 - Summer: We have 26 miles of Stay Healthy Streets. In the spring the Mayor’s Office announced that we will install 20 miles of permanent Stay Healthy Streets. The 20 permanent miles does not necessarily have to be part of the existing 26 miles. At this time, we are not considering making any Keep Moving Streets permanent since they are arterials.
- Patrick: There are gaps in the Stay Healthy Street network in some of our densest areas like Capitol Hill and Belltown. Are you thinking of adding any new segments in those areas?
 - Summer: We are looking at that, but we are also very focused on underserved communities such as Little Brook in North Seattle. Little Brook is also very dense and has limited green space for people to spread out.
- Meredith: How much does a permanent Stay Healthy Street cost relative to the current designs that are out there?
 - Summer: That is still to be determined. We will have signs and other infrastructure to deter through traffic. There will also be other elements to make sure community feels like it is their own place. This could include murals to tell their own story or an expanded P-Patch that goes into the street.

- Meredith: Stay Healthy Streets are really just better greenways and things we have been asking for a long time. I'm really curious about and what "permanent" means and what scale of improvements this funding will get us.
 - Summer: We are very focused on outreach and that costs a lot. Compared to other projects, a larger share of the budget is being allocated for outreach for translation and paying community liaisons. Also, the design elements themselves are not necessarily expensive, but the mobilization and coordination are expensive. For example, ecology blocks are not expensive, but installing or having community paint them is.
- Andy: It would help to have signage and wayfinding so people within a few blocks of a Stay Healthy Street know they are near one and can head toward it.
- Anna: I am concerned with what cars are supposed to do when they cross a Stay Healthy Street and the consistency of stop signs. I have noticed a lot of different behavior from drivers and want to make sure all people feel safe traveling along these streets.
- Akshali: Part of the success is the physical signage and markers, but have you thought about programming to better activate these spaces?
 - Dawn: That is challenging because we want them to be successful, but currently we do not want to attract people due to the pandemic. Post-Covid we can consider that. We are talking with the Seattle Housing Authority about some options.
- Patrick: At the last Levy Oversight Committee (LOC) meeting, we were asked to approve a proposal to fund permanent Stay Healthy Streets using funds from other Bike Master Plan projects. We are interested in hearing from the boards about what they think about this proposal.
 - Sam Ferrara: This is Sam and I am a LOC member. The LOC was torn on this proposal, so it would be great to hear from the board members about this.
 - Inga Manskopf: This is Inga, also with the LOC. The LOC was specifically asked if we approve of SDOT's proposal "to adjust the Bicycle Safety Program Levy deliverables to incorporate 20 miles of permanent Stay Healthy Streets." Bike projects that would be impacted include (not completed): (1) Thomas Street; (2) Central Ridge Phase 2; (3) Lincoln High School Connection. Is the Bike Board okay with this?
 - David: I do like the program, but I am concerned about the funding source. The proposal is to take funds from other walking and biking projects, which are programs that are already short funding. I want to know if SDOT has looked at other funding sources, what are they, and why they cannot be used?
 - Kashina: I think back 10 years ago to the first neighborhood greenway. Stay Healthy Streets are sort of the promise of what we thought we were getting. It's a question of whether we want to expand the network or improve the quality of the existing network. However, it's a hard question because we don't yet know if what we are getting is actually better quality.
 - Meredith: Yes, I am struggling because I want these greenways to be complete and live up to their original promise, but I also want to expand the network.
 - Alex: I agree with Meredith that the standard for greenways should be Stay Healthy Streets. That investment should have been done upfront.
 - Jim Curtin: This is Jim Curtin, Director of the Project Development Division at SDOT. Unfortunately, 2020 was a hard year and we don't have a lot of flexibly

- for this program and programs across the board. We thought a lot about these projects, the budget, and this proposal.
- Summer: In 2020, SDOT took a huge hit. At the same time, Stay Healthy Streets was added onto our work plan. I want to reiterate that the four projects we are proposing to shift funds from are at a very high risk of getting delayed. The projects are not scheduled until 2024+ and/or are dependent on outside funding that have not come through yet.
 - Maimoona: If the money is shifted, does SDOT estimate when we could get funding?
 - Summer: The current Move Levy sunsets in 2024, so hopefully there will be funding after that.
 - David: I think we all want to see the program extended, but I think SDOT should consider other funding sources.
 - Patrick: I agree.
 - Jennifer: To help the LOC decide, let's take a count of how many people support David's recommendations [for continuing and extending the Stay Healthy Streets program, but using funding from other sources rather than BMP projects]. (15 hands raised) Any objections? (None). Seeing none, our recommendation to the LOC is to continue the Stay Healthy Streets Program, but to have SDOT consider other funding sources.

Discussion

Time: 7:42 pm

- SPAB Race and social justice training report back
 - Akshali:
 - In August 2020, SPAB had a two-part training led by SDOT social equity staff, Barbie-Dannielle DeCarlo and Annya Pintak.
 - We started by introducing ourselves far more deeply than we normally do during SPAB meetings. Then we broke into two groups for discussion: those who identified as people of color and those who were white. We talked about unconscious bias, white supremacy, and how have we experienced that. We discussed the areas we can overcome that in the spaces we work and on our board.
 - Overall, we thought it was really useful and will continue reflecting on it. A lot of us were new, so it was an opportunity to get to know each other better. Also, being on a board takes up time and we discussed the barriers to participating in a group like this.
 - Jennifer: For next steps, we are looking at how we can improve the recruitment process and the current composition of the board. We also talked about how we engage and respond to public comments. We have a retreat next week and we are hoping to talk more about those issues.
 - Patrick: We started a diversity subgroup and are very interested in this topic. Was there anything you discussed that could help make our boards more inclusive?
 - Esti: We think that focusing more on areas of the city that we have not done much work in.

- Bianca: Just having the training was great. Knowing we can discuss these issues opening creates a welcoming space.
- Sarah: One question I have is how can we infuse equity into all of our work. This training sounded like a good way to start that discussion.
 - Yasir: I wonder as we vote on projects going forward, could we consider how they impact racial equity?
 - Bianca: I like the idea of explicitly calling it out because it is something present on all projects.

PUBLIC COMMENT

- None

MEETING ADJOURNMENT

The meeting was adjourned at 7:57 p.m. by Jennifer Lehman, SPAB Co-Chair.

ATTACHMENT A

Meeting Minutes Distribution List:

- Jenny Durkan, Mayor, City of Seattle
- Brian Hawksford, Office of the Mayor
- Edie Gilliss, Office of the Mayor
- Transportation and Utilities Members
 - City Councilmember Alex Pedersen, Chair
 - City Councilmember Dan Strauss, Vice-Chair
 - City Councilmember Lorena Gonzalez
 - City Councilmember Lisa Herbold
 - City Councilmember Tammy Morales
 - City Councilmember Debra Jaurez
- Sam Zimbabwe, Director, SDOT
- Dongho Chang, City Traffic Engineer, SDOT
- Monica DeWald, Bike Master Plan and Neighborhood Street Fund Manager, SDOT
- Serena Lehman, Senior Transportation Planner, SDOT
- Simon Blenski, SBAB Liaison, SDOT
- Sam Assefa, Director, Office of Planning and Development (OPCD)
- Kathy Nyland, Director, Department of Neighborhoods (DoN)
- Meeting Presenters
- SBAB Members
- Individual Meeting Attendees