



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

Emily Davis, Chair
Maria Sumner, Vice Chair
Erin Fitzpatrick
David Flasterstein

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*

Seattle Pedestrian Advisory Board (SPAB) Meeting Minutes

June 8, 2022 - Virtual Remote Meeting

Attendees:

Board Members

Emily Davis
Maria Sumner

Erin Fitzpatrick

Non-Board Members

Belén Herrera, SDOT
Brian Dougherty, SDOT
Adiam Emery, Chief Equity Officer
Ed Pottharst, SDOT
Christa Dumpys, SDOT
Marilyn Yim, SDOT
Brian Kellogg
Ankur
Marcela Diaz
Lee Bruch
Trilce Villalobos
Doug MacDonald

Tom Donnelly
Tom Lang
Susan Strenk
Ryan Packer
Robin Randels
Gordon Padelford
Bryan Townley
Cory Dude
Ben Scott
Teresa Damaske
Seth Amrhein

Welcome, Roll Call, and Vision Zero Update

- Latest 2022 traffic fatalities: 10 people have been killed in a collision this year, including:
 - 4 people walking
 - 2 people biking
 - 4 people in vehicles

Meet and Greet with Adiam Emery, Chief Equity Officer

- Talked about the priorities of the administration as it relates to the Pedestrian realm and reminder that everyone is a pedestrian
- Mentioned how the Transportation Equity Framework was a foundation of her role
- Hope that the Ped Board will be involved in the STP
- Q/A:
 - What is the Harrell Administration's vision for transportation?
 - Interested in ensuring STP what brings to the table is well rounded, including the environmental impact. Mode shift is super important, and figuring out the goods movement. Understand multimodal considerations.

- Q/A (cont):
 - Is Seattle going to apply for federal funds to fix our most dangerous streets (Aurora, MLK, SODO)?
 - Yes, we plan to take advantage of the infrastructure bill and position Seattle to apply for the grants.
 - The last administration made a formal commitment to Vision Zero, can we expect the same from Harrell?
 - I'm doing a deep dive with SDOT to understand VZ methodology. Are the tools giving the return on investment we need?. VZ will be presenting soon. We would like to reflect what additional work needs to be done. Give us a couple of more months to get a firming understanding moving forward.
 - How are you accounting for pedestrians with disabilities in your planning?
 - Hand-in-Hand. Anna opened up my eyes to center the lens of disabilities and pedestrians.

Public Comment

- Lee – Aurora Action Coalition. Excited to see work come to fruition. Hope to see a difference.
- Doug – Thrilled about Adiam's role and approach at the MO and working with SDOT. I'm concerned about VZ. One problem is recognized is based on junk data. We are simply relying on traffic reports which is a data flaw. Aurora – friendly reminder that if we have public engagement then we need input from SDOT on what we can engage on. This Ped Board that's small is not enough.
- Gordon – I would just encourage SPAB to push the city to aggressively apply for state and federal funding to fix our most dangerous streets (Aurora, MLK, Rainier, streets in SODO). (we have missed some opportunities in the past:
<https://www.theurbanist.org/2022/05/05/seattle-passes-on-big-transportation-grant-opportunities-for-2022/>)

Aurora Corridor Planning Study and Q&A

Brian Dougherty, Strategic Advisor

- There's an updated presentation available. This is the soft roll out for outreach and will not be the last time we visit the Ped Board.
- Focus of the project is pedestrian and bicycle and transit safety improvements;
- Partnering with Metro who is doing a similar corridor E line study and SPU study to understand existing drainage improvement north of Green Lake
- Aurora Ave N varies widely along and we need to know it's dimensions
- Requires approval by WSDOT since this is a highway
- Other agency partners of coordination include: OPCD, City Light, and City of Shoreline
- Q/A:
 - Isn't this WSDOT responsibility since it's their ROW?
 - A: WSDOT delegates to local authorities for operations at the local level; WSDOT repaves. They're not responsible for items outside the curb to curb (ie sidewalks)
 - Q: Aligning with WSDOT on operations assumptions of how road is used – elaborate? Can we push for additional things?
 - A: 2003 disagreements, there's been changes since then. That will be a discussion, including Dongho who is there and identified other people to talk to.
 - Q: Businesses benefit from low cost rent and increased car traffic, are you prepared for pushback?

- A: We did a walk a month ago, a parent from Ingraham HS due to gentrification concerns. There will be pushback but long term vision will make for fewer or smaller driveways. There's a lot of collisions at unsignalized intersections – explore a way to reduce collisions or turns.
 - Q: How do you engage the drivers who commute through the area?
 - A: We don't do specific outreach outside of the city limits. At events if we engage with folks who live outside city limits we would like to hear. Mode-shift: I will circle back.
 - Q: Is WSDOT thinking about designs that can slow cars down?
 - A: appreciate the comment and suggestion
 - Q: Can you share the funding of where additional money to speed up treatments?
 - A: Marilyn is the PM in capital projects group adds – As we collect the data the stories are also showing up in the data. While we are setting up for the long term, we are also looking at the impact we can have in the near term. We're having those conversations to distill what needs to be accomplished and what can we accomplish that needs more funding.
 - Q: Does this include the Aurora Bridge
 - A: Yes, given the project limits. We broke down in segments for clarity
 - Q: Projects don't seem to include ADA folks during or before planning, will or how will you include this community earlier?
 - A: This is an early phase of the project and we don't yet have anything decided. We do have them in the forefront of our thinking for outreach and engagement
 - Q: Is there an equivalent road/similar that has been improved to serve as an example?
 - A: Downtown part of Lake City Way. It is a state highway, It's now got slower traffic and more safety

Board Business

- Meeting Minutes
 - April and May 2022
 - Motion to approve by Emily
 - Approved!
- Return to in-person meeting/hybrid options
 - In-person meetings offered in CH 370
- Vision Zero Discussion
 - Discussion pushed when new members on board
- New member onboarding discussion
 - Would like to participate in the World Day of Remembrance
 - Review items to be sent by Emily
 - One member not available in July
 - Motion to break in July by Emily – Quorum – Approved!
- Future SPAB topics brainstorming
 - Sound Transit topic
 - 15th Ave NW/Ballard Paving Project
 - Field trip could be done in September
 - Idea: check out Aurora with the project team and the Aurora Reimagined community group

Public Comment

- Doug: Fantastic meeting. WSDOT and SDOT agreements – it's a huge can of worms that made me laugh. Questions about speed will be sensitive and haven't historically been friendly. Not touched upon but interesting, since SDOT/WSDOT built the tunnel designed to move traffic through Seattle – Alternative to I-5, doesn't give an option into downtown, straight to Aurora. North Seattle is heavily reliant on Aurora. It's a regional transportation facility and trying to make it safer is a big problem and excited that SDOT put together an A-Team. Public engagement will need a lot of public support for changes. Hope people read my email. Keep SDOT and everyone to a quality outcome.
- Ankur – Noticed in the original presentation on the website, slide 13 – removal suggestion has been removed and wanted to ask about it.
 - A: Presentation is sent ahead of the meeting and made edits since published. An at-grade crossing is still on the table.
- Lee – Problem of at-grade crossing is that drivers ignore it. Aurora Reimagine Coalition has walked it several times. We would invite the board around your timeline and can show 3 locations for an at-grade crossing that works well.

7:40 pm – Meeting Adjourn Early