



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

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

Seattle Pedestrian Advisory Board (SPAB) Meeting Minutes

May 11, 2022 - Virtual Remote Meeting

Attendees:

Board Members

Emily Davis
Maria Sumner

Non-Board Members

Belén Herrera, SDOT
Brian Dougherty, SDOT
Kadie Bell Sata, SDOT
Allison Schwartz, SDOT
Annya Pintak, SDOT
Cory Dude
Ryan Packer
Tracy

Doug MacDonald

Amin A

Susan S

Bryan Townley

2 members of the public joined by phone

Welcome & Introductions

Grant Funded Driver Education Campaign—Kadie Bell Sata, SDOT

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*

- Presentation overview of Walker and Roller Grant
- \$250K grant over 2 years and focus on driver education emphasizing two message: 25 MPH speed limits saves lives & every intersection is a legal crossing
- Data collection efforts “report card” and perceived racial bias
- Noticed an improvement after signage was installed
- Shared concept testing questions + 4 graphics
- Feedback from board:
 - Emily D: I think SDOT has a history of successful marketing campaigns. I like both of the proposed ideas, but wonder what audiences would be receptive to them. As you pointed out this isn't a light hearted issue, but I appreciate the humor at play in the signs. I am not a fan of condescending/shame based signs that say “Drive like you live here” or “Drive like your kids live here” - don't really encourage folks to drive slower/driver change.
 - Maria S: I think they're both good; I like the bird one for an edgy take and choice of words are attention grabbing. There's something to be said to enjoy the ride and appeal to folks who like to drive fast. I would tell friends and family about the campaign. Lightheartedness would be worth discussing and approachable to folks not familiar with Vision Zero and to drive slower.

Public Comment

- Cory - I like the Concept 1 (“Slow the flock down”) sign. I like the signs. Re your graphed data, how was the data gathered? Keep Alaskan Way in mind – With all the tourists on scooters it is a hazard. Been trying to raise consciousness of this problem.
- Amin - Would definitely put these in my yard like those “20 is plenty” signs
- Doug M. - last month there was a presentation about the TSP and I have major concerns about it. I got the narrative response from the scooter share (PDR). 60+ (out of 500) comments are serious injuries. This is a staggering number and more than 2020 of last available VZ data. What’s problematic and put this under wraps. The VZ tonight – turns out that VZ reporting is derived from police reports; when we care about safety and there’s more at stake of when a car hits someone. There’s a major disconnect. Is Vision Zero about anything other than old fashion notions of cars? I wonder if people feel safe riding transit, particularly for pedestrians. TSP + Metro and ST will feel safe – do we have any statistics? We know scooters are not allowed on sidewalks, it's the law, but whether or not we enforce it. We need to start thinking about new ways of feeling and being safer.

Vision Zero Update —Allison Schwartz, SDOT

- Provided an overview of current program and the new roll out connection to the Transportation Equity Framework
- Focus on redesigning high injury streets, starting with Rainier Ave S starting in Rainier Beach
- Shared key findings reminder how BIPOC and especially Black men are disproportionately negatively impacted of in-person enforcement and automated enforcement
- Map of fatal and serious crashes overlaid with the RSJ map; with high percentage in District 2 where the most diverse population of Seattle
- Overview of Safe System Approach and proven tools for safety benefits
- Upcoming efforts of addressing high injury network projects, policy discussions, and WTSC grant funded education campaign, and the Aurora corridor planning study
- Spotlight 1 year partnership with East African Community Services in New Holly neighborhood focused on youth traffic safety education
- Board Questions:
 - Question: What are your thoughts on micromobility? Answer: Some of the things you mentioned and touched on – using different forms of mobility, do they feel they have a safe separated, protected place to be. This is the key part to the discussion. We need options for people to get around and have a lot of work to do, including design.
 - Question: Is there any path to reporting in other ways, thinking about my roommate, of near collisions or crashes? A: 2022 budget process – statement of legislative intent (will send information – September deadline) – opening the conversation of how things can be done differently including data/information. A third phase of safety analysis will include near-miss data collection. It happens to all of us. There isn’t a mechanism to report them and find an equitable way to hear from people. We have a limited data set – police reports – who feels comfortable engaging with law enforcement is a factor. We will continue this work.
 - Question: When it comes to DUIs – this seems like a big cause of fatalities – is there something that SDOT can do that’s not enforcement or is it just an enforcement issue? A: Design still matters in this instance, that would encourage slower speeds and we cannot control individuals. Some of the other Safe Systems circles – not in our direct wheelhouse like Driver Safety embedded car technology. No single solution – multi-facet solutions

- Question: Last MO made a commitment to VZ, what's Bruce Harrel's approach and how can SPAB support? A: Engaging with leadership & officials are important to the work. I have not briefed the MO on VZ and we hope to publish an updated report with leadership. Other ways to work together feedback on examples of what Kadie shared earlier, being a soundboard, a VZ subcommittee on the board, find ways to be in touch more frequently. Looking forward to building awareness and taking time to remember the people who have lost their lives and it doesn't have to be this way.
- Q: Are you connecting/collaborating with King County? A: Seattle KC Public Health – they've got an injury prevention group. State has Target 0 and City has Vision Zero. They have been meeting monthly and embarked on a new strategic planning process and expanded to include community partners, advocates, engineers. Recently hired a new helmet coordinator and will collaborate on helmet distribution. Project Level – community engagement with DON + RB; combed through old docs of previous crashes and projects and doing a participatory budgeting process and prioritization. Rethinking Rainier Ave S and 57th Project scale.

Board Business

- New liaison intro (Belén Herrera)
- April meeting minutes approval
 - Hold until next meeting for quorum, unclear if 2 out of 4 rules.
- Recruitment update
 - CM & MO hands to review recommended candidates and lead to confirmation
- Levy Oversight Committee update
 - Last Tuesday was the first meeting; well attended. Topics are familiar in the last year.
- June new member onboarding discussion
 - May be pushed to August
 - Will be given PMP, basic docs of expectation, and get folks up to speed. Revising documents we've made more than a year ago – Vision and focus. Tactics document. Policy document.
 - Emily will share out documents to board members for review and edits. Revisit revamping subcommittees with new members.
 - Would like to write a letter to the MO to recommit to Vision Zero
 - Like an idea of acknowledging on World Day of Remembrance
- Future SPAB topics brainstorming
 - Aurora Corridor Planning study – very interested
 - OCR 2022 Racial Equity Plans

Public Comment

- Doug MacDonald: Will email to share with Board letter. Allison is trying and a good person, Emily your point on DUI is powerful and disappointed in response. Cities across the country are switching to enforcement. Happy to learn about the statement of legislative intent. General survey data from CDC is by surveying people. One thing I want to caution is that a perception that Vision Zero is not working, lot of new techniques will have to be explored and not so sure of what we will be doing on 2x up on VZ. I want to see the attention to be drilled out on what are we doing, what we hope for, and this businesses on Aurora is complicated (2 studies – SDOT and Senator's), hope to see them line up on what should happen on Aurora.
- Cory: Glad to see focus on pedestrian experience with scooters on the sidewalk.

Meeting Adjourned at 7:54