



Stewards of the
Pedestrian Master Plan

Delaney Lind, Co-Chair
Wes Mills, Co-Chair
Chris Grgich
Fallon Boyle
Stevie Rae Brown
Kelsey Nyland
Lily Anduaem
Robi Ganguly
Chris Mackay
Jeremy Knapp, Get Engaged

Annual Report 2025

Who We Are

The Seattle Pedestrian Advisory Board, or SPAB, is a group of 12 people (including a Get Engaged member) who serve as stewards of what once was called the Pedestrian Master Plan and is now the component of the overall Seattle Transportation Plan that focuses on the needs of people walking and rolling. SPAB routinely says that “everyone is a pedestrian” at some point in their journey, regardless of how they arrived.

Overview

2025 was an exciting time for Seattle and the Pedestrian Advisory Board. Voters gave a lot of input and public participation on the Seattle Transportation Levy and ultimately passed a major renewal by a large margin. SPAB members and the board spent a lot of time on the levy, diving deep into the details and providing multiple points of feedback that helped shape the package, resulting in improvements that acknowledge the needs of people walking and rolling.

What We’ve Done

Presentations and meetings

Alongside the Levy, we heard from the Seattle Department of Transportation (SDOT), met with fellow modal advisory boards, and were joined by members of the community. Every month was something new, reflecting the big push SDOT was making to finalize projects at the end of the previous levy. (**Bold** items are ones on which the board gave written or extensive verbal feedback to the project delivery teams.)

- January is our usual board retreat where we work on priorities for the coming year, which in 2025 was the Levy, pedestrian lighting, and sidewalks.
- February we got an update from the **New Sidewalks Program** team.
- March we received our first look at the **Seattle Transportation Plan’s implementation plan** and the **delivery plan for the Seattle Transportation Levy**.

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

- In April, we were pleased to host and meet with SDOT's interim Director Adiam Emery.
- May brought an update from the Vision Zero team and new information about Automated Traffic Safety Camera use.
- Vision Zero is always a major focus for SPAB as all pedestrians are vulnerable road users and even one death is too many.
- We met jointly with the Seattle Bicycle Advisory Board in June, continuing this annual tradition and one we want to expand to other modal boards like the Transit Advisory Board and Seattle Freight Advisory Board.
- In July, SPAB member Chris Grgich gave a presentation about pedestrian lighting standards, how lighting is designed and implemented, and we discussed how we can **push for more and better lighting** for safety and comfort.
- August featured a joint meeting with the Transit Advisory Board and presentation about the Aurora Avenue Corridor study that SDOT has been working on, another area board members are very interested in.
- For September, we heard about the **East Marginal Way paving and safety** improvement project as well as a similar project for **Roosevelt and Pinehurst Way Northeast** in the Northgate area.
- Finally in October, we heard about the South Holgate Crossing Study and how it interacts with changes Amtrak and other rail companies want to make in the area.

Bringing in priorities

As mentioned, Vision Zero is a major priority for SPAB considering what it means for people who are walking and rolling. In late 2024, we started working with our staff liaison and SDOT to return rapid-update Vision Zero safety statistics¹ to the Board. We believe that acknowledging these incidents, whether injury or death, is important for remembering the people who are behind the numbers and why we push for what we need. Starting in early 2025, we're pleased that SDOT has agreed to provide preliminary data that we can use as a foundation.

Building on a priority from 2024, we asked SDOT and staff if projects could be brought to the Board earlier in the design phase, around the 10-30% mark, instead of the 60-90% that had been the practice in the past. We made sure to make space on our agenda for multiple presentations since SDOT always has many irons in the fire. The Board is pleased to see this bearing fruit, with almost all of this year's new project meetings coming much earlier in the process where board members can give effective feedback and push for improvements.

We also took up the offer and are continuing to send a representative from SPAB to the new Levy Oversight Committee, which replaced the previous LOC. This member has worked with the new LOC to set up its revised governance structure, pass by laws, set standards for how the Committee will work over the next several years, and elect leadership to be effective stewards.

¹ When referencing this early Vision Zero data, we are asked to indicate that the data we receive is preliminary until it's published in the following year's traffic report. There may be updates to these reports as SDOT receives more information from partner agencies.

Going Forward

2026 is already shaping up to be a similarly busy year. While the new Levy has passed, its implementation is just beginning, and many exciting projects are already queued up. Alongside this, a new Mayoral administration means more items beyond the usual project lifecycle. Our major priorities for this year are:

- Coordinating with new elected officials on SDOT leadership, including working with the Mayor's office on the SDOT Director hiring process
- Outreach with the City Council's Transportation, Waterfront, and Seattle Center committee to be able to work more closely with the Committee on issues of concern to pedestrians
- Tracking the levy delivery plan, independently and through our representative on the Levy Oversight Committee
- Pedestrian access to transit and Seattle Transit Measure renewal feedback in partnership with the TAB
- New sidewalks and walkways, pedestrian crossings, and Safe Routes to School delivery through the new Levy
- Shared Streets policy and removable Pike Place Market barriers
- The ADA Transition Plan
- Micromobility and all-roadway-user safety in collaboration with SBAB
- Highlighting and emphasizing Vision Zero

It's been an exciting 2025 and here's to an even better 2026!

Delaney Lind, Co-Chair; Wes Mills, Co-Chair; Chris Grgich, Fallon Boyle, Stevie Rae Brown, Kelsey Nyland; Lily Anduaem; Robi Ganguly; Chris Mackay; and Jeremy Knapp

Seattle Pedestrian Advisory Board members