



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

Emily Davis, Chair
Maria Sumner, Co-Chair
Rohit Ammanamanchi
Fallon Boyle
Erin Fitzpatrick
David Frantz
Chris Grgich
Holt Hafer, Get Engaged
Wes Mills
Chelsea Morrison
Natasha Riveron
Emilie Szeto

Seattle Pedestrian Advisory Board (SPAB) Meeting Minutes

November 9, 2022 - Virtual:MS Teams, In-Person: City Hall 370

Attendees:

Board Members

Emily Davis
Maria Sumner
Fallon Boyle
David Frantz
Wes Mills

Chelsea Morrison
Natasha Riveron
Emilie Szeto
Chris Grgich
Rohit Ammanamanchi

Non-Board Members

Belén Herrera, SDOT
Brian Dougherty, SDOT
Elizabeth Sheldon, SDOT
Venu Nemani, SDOT
Chris Steele, SDOT

Doug McDonald
Kiko Cvetanovski
Bryan Townley
1 phone number call in

Welcome, Roll Call, and Vision Zero Update

- Year to date in 2022, 22 people have lost their lives to traffic violence.
- This includes 12 people walking
- 6 people as drivers

Public Comment

- Doug: I'm interested in discussion by new SDOT director to lead with data. Casualty data and Vision Zero data is inadequate because it is only reported if there is a police report. Iceberg under the water, relating to bicycle and scooters accidents that are not reported thus not included in data. I have finished a paper and will circulate – accounts for SDOT audits of scooter parking – 15% mobility device parked as obstructions compared to the 3% stated goal of SDOT. There were 250,000 sidewalk obstructions in 2022. I'm also involved in a sidewalk project in Aurora and have interesting developments. We have a long way to go. Some of this data will have to come from us as citizens; historically SDOT has not been good about data transparency

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*

Pedestrian Mobility In and Around Work Zones Presentation

Elizabeth Sheldon, SDOT Street Use Director

Q: What's the most usual exception projects get?

- A: Hard question to answer; most of what I see are two items: need to close ROW for actual repairs like install a sidewalk and fairly typical; also typical for utility when working under the sidewalk. Often it's shorter in duration, when existing buildings are being demoed to reduce hazards.
- Q: Does the city have to go ask for these exemptions for their own work? (RR or utilities)
- A: I monitor through permits, all work before we issue a permit – let us know they are rerouting or keep open – need to show in a checklist and justify why.
- Q: Closures near each other – SLU tons of construction and hop between the zones – how do you coordinate?
- A: Yes, we do monitor as construction hubs and those get special attention and assign a coordinator. We make sure that the traffic control plan is not just good in isolation, we want to ensure that signs are not in conflict and task as a coordinator that closures and those projects are working well together. We try to avoid that as much as possible
- Q: Question related to short temporary impacts; How do you manage that and signs? Another way to explore like construction for geofencing.
- A: Everyone should be getting a permit and annual permit. There are some restrictions like residential vs arterial with appropriate hours and traffic control. We do have the ability to cite private contractors. Geofencing would be difficult to enforce other than visually.
- Q: Does the City look at ways to be proactive for snow and ice, in addition to the enforcement? What about other than the light communication?
- A: Around communication, property owners responsibility and finished first round of activity with inspections groups with leaves and overgrowth. Focused on the same routes – we left door hangers or do mailers for the proactive work. Per city code, it's the property owners responsibility. We do have the ability to issue a citation and enforcement. Timing varies.
- Q: Equity consideration when prioritizing those corridors and property owners adjacent to well traveled Ped Routes can't afford – any programs at the city to help those who cannot do it themselves?
- A: We've considered but do not have at this time. Balance as we talk about it – cost for a property owner vs City to create a program. Think about a way to strike that balance. Primary focus – take a look at what we developed meet the needs of the City and throughout the City access to transit and saw the most pedestrians. I can share the map and hits the key corridors. Can send current map, and Metro is re-adjustment and therefore there will be an update for re-alignment
- Q: Dept keep communication of business you have to routinely contact to repeat offenders?
- A: We do send out reminders and emails. It's been very different and our analysis of locations. Around 24,000 people for events coming – from my division about the storm coming.
- Q: Find it Fix It appropriate way for alerting about blockages.
- A: Yeah or call 684-ROAD

Board Business Part I

- Meeting Minutes Approval (Oct 2022)
 - Motion by David, second by Wes.
 - Meeting minutes are approved.

- Retreat Planning P1:
 - Send Belen address for retreat location and details
 - Agenda topics brainstorm next
 - Request for a future field trip somewhere within District 2, as this seems to be Vision Zero's Achilles heel.
 - No specific date in mind
 - SDOT staff not needed and board member will take notes – moving approval of meeting minutes to January

Automated Enforcement and Block the Box Updates

Venu Nemani, SDOT City Civil Engineer

- Q: types of vehicles picked up and does this include buses – issue citation to buses? Data – how many violations have been thrown out?
- A: Resolution – this cannot be used for disciplinary action of the drivers. If we capture it then we do send the ticket and does not exclude buses or transit buses. Defer to Chris on that question, it only asks us to not use any other reason only for the violation that it's intended and not make it public. It will show if it happens to be a pedestrian, but only sole for the vehicle use where it is at
- Q: Not capture drivers or passengers' face – example frame. Car had been further back and driver's face visible through the window, can the citation not be issued? What happens if the 14 day period is missed?
- A: The way the cameras are positioned, that type of situation may not be picked up. The camera would be on the opposite side of the street. ADD – We did some testing before turned the cameras on and honor the intent of the legislation and not come across a situation like that. Precautions we have taken have worked thus far. It's a MUST – missed 14 day notice period it is dismissed
- Q: Any subjective feedback, if this is changing driver behavior at these intersections?
- A: One thing is for sure of the pre-pandemic scenario and the post-pandemic; we are 10% off of our peaks. We would want to wait a little bit – view warnings, citations, etc issued. Look at crash performances.
- Q: Is this new technology in Seattle or have other cities tried this?
- A: This is new and working with a vendor
- Q: What kind of signage was put up for the system?
- A: We have explicit signage and install 30 days before the cameras are activated. Do Not Block the Box. Will share image with the board. We have gone beyond the legislation intent – we doubled the time and signs will be maintained while this technology is running
- Q: Process for identifying pilot locations and pilot extension for new locations?
- A: Peak period and number of crosswalks blocked at intersections and short listed a bunch of locations. We did site visibility studies and without impacting signal infrastructure and use what's existing. We will do an after study. In terms of expansion, we are cautious. Vendor has put in a lot of effort; we are still in early stages and want to see more data come in
- Q: Considered doing the placebo test and within the rights of pilot program?
- A: Regulatory signs and law behind it; it's a good idea but we want folks to respect the signage.

- Q: Pilot into law; not re-take drivers test. When talking about pilot goal – how does the general public get informed of new mandates? Where can I go to find this information?
- A: We've done a lot of communications, blog posts, social media channels, in addition to that – warning letter for the first time that explains what the infraction is and locations and general information. Block the Box into Google will take you to our webpage.
- Q: Clarification – you pursue the vehicle violation only?
- A: Positioned cameras in a way to not capture driver or passengers face. We cannot use it for any other purposes and only this vehicle infraction for Block the Box. Examples of vehicles going the wrong direction and we capture the front, we cannot use because it violates the legislation.
- Q: If the program is successful based on your metrics – would you consider extending the time or keeping indefinitely without asking the state?
- A: Final report to state legislature asks for a recommendation. We will include in the report and we do not want to speculate before the report is made.

Board Business Part 2

- Retreat planning P2:
 - Open starting at 5:30pm for mingling and officially start at 6pm
 - Topics:
 - Mission and Values – revisions and see what we want to add or edit
 - Roles: chairs, secretary
 - Subcommittees: Vision Zero, STP
 - General topics for presentations
 - State of plan in the City – Comp Plan
 - History of what this board has done
 - Docs developed in past years: guiding principles and tactics
- Annual Report Conversation
 - See email inbox for samples of previous years
 - Suggestion to create one for next year
 - Suggestion to do one that looks like more of a bulleted list
 - Like the idea of noting and listing previous partners
 - Draft will be reviewed during retreat

Public Comment

Doug – concerns about the quality of data. Worth calling attention to – presentation missed glaring issue– where is the graph that shows over the last 3 years of x number enforcement x dollars in fines. How many staff are working on this and how many inspections, any good government tracks this and report them out. No numbers in the powerpoint – where are the numbers? Second question about data – last year, cluster in annual traffic map of pedestrian collisions – downtown core; simple infrastructure could help this– painted crosswalk. Last year was going to be a big push for downtown marked crosswalks. Crosswalks at 6 th R turn onto freeway – SDOT lasts 4 years, but tires wear out in 4 months with tires eroding. Are your crosswalks painted? There's no data. Quota but where? There's been a revision in the last year with the Mission Values Deal. Equity is now at the top. Where are the BIPOC – Ped Board – people with disabilities are a civil rights ethical equity issue that are equal to BIPOC

communities. I love what this board is doing and don't like the turn over. There's good people at SDOT but we still need to press them hard.

Meeting Adjourn - 7:48 pm

**next meeting/Retreat is December 9, 2022