

Faculty Meeting Agenda

Urban Design and Planning

April 2, 2024

Noon - 1:20

In person: Gould 208J

<https://washington.zoom.us/j/96471410721>

12-12:10	Welcome, bagels, and approve 3/5 meeting minutes. Brief announcements: <ul style="list-style-type: none"> • admissions • peer review (check the templates) • thanks to students and staff for prospective student day 	Born/All
12:10-12:40	Curriculum: <ul style="list-style-type: none"> • GIS/Qual (10 min) • Capstone (10 min) and • updates on committee activities (10 min) 	All
12:40-1:00	Update from College (Faculty) Council	Whittington
1:00-1:15	Workload discussion II: measuring teaching and expectations	Born/All
1:15-1:20	Announcements (committees, individuals, programs), new CBE messages, good of the order	Born/All

Papers of our Peers:

Osterhage DR, Acolin J, Fishman PA, Dannenberg AL. Economic impact on local businesses of road safety improvements in Seattle: Implications for Vision Zero projects. *Injury Prevention*. Published Online First: 20 February 2024. <http://doi.org/10.1136/ip-2023-044934>

Local transportation agencies implementing Vision Zero road safety improvement projects often face opposition from business owners concerned about the potential negative impact on their sales. Few studies have documented the economic impact of these projects. We examined baseline and up to 3 years of post-improvement taxable sales data for retail, food and service-based businesses adjacent to seven road safety projects begun between 2006 and 2014 in Seattle. We used hierarchical linear models to test whether the change in annual taxable sales differed between the 7 intervention sites and 18 nearby matched comparison sites that had no road safety improvements within the study time frame.

Average annual taxable sales at baseline were comparable at the 7 intervention sites (US\$44.7 million) and the 18 comparison sites (US\$56.8 million). Regression analysis suggests that each additional year following baseline was associated with US\$1.20 million more in taxable sales among intervention sites and US\$1.14 million more among comparison sites. This difference is not statistically significant (p=0.64). Results suggest that road safety improvement projects such as those in Vision Zero plans are not associated with adverse economic impacts on adjacent businesses. The absence of negative economic impacts associated with pedestrian and bicycle road safety projects should reassure local business owners and may encourage them to work with transportation agencies to implement Vision Zero road safety projects designed to eliminate traffic-related injuries.

Future topics:

- “Budget 201” CBE and UDP
- “Budget 301” Enrollment management and faculty utilization
- Growing the Minor in Urban Design and Planning
- YARs and dashboard
- Proviso spending ideas--courses, internships...?

- Possible workforce development grant opportunities: working with tribes on indigenous planning? Build on PC Lecture Series possible symposium in Fall?
- Planetizen Courses?
- Tech and AI in the classroom and courses
- Feedback from exit interviews