

## Seattle Pedestrian Advisory Board Meeting Minutes – December 13, 2017

Members In Attendance: David Seater, Gordon Padelford, Hannah Keyes, Hayley Bonsteel, Janine Blaeloch, Patricia Chapman

November minutes: not approved. To approve at December meeting.

Janine - Equity discussion: Question about gaps, how SDOT would develop a way to take a closer look to avoid missing things like Lake City project. Would like to see the Board continue to push that .

Public Comment:

- Downtown Resident: Developments near pike se intersection of 1<sup>st</sup> and pike
  - Hostel building planning to demolish and build high rise, no parking.
    - Will be 14 story hotel
    - Will have rideshare/taxi load zone (cut in)
      - Will create congestion, will interfere with pedestrian traffic and create safety issues
  - Concerned that there aren't enough car spots, will reduce sidewalk width
- Mark: Greenways – Adaptive signals issue:
  - Only adapt to demand from cars, not pedestrians
  - Makes people need to “chance it” to cross the street, not possible for those not able-bodied
- Doug: bikes on sidewalks (see handout)
  - Bikes on sidewalks are dangerous
    - For pedestrians (hit by bike)
    - For bicyclists: hitting bumps and cracks on sidewalks (liability for homeowners)
  - People can walk bikes on sidewalks
  - ROWIM Specification: ROW in “Pedestrian Zone” reserved for pedestrian travel
  - BMP doesn't mention bikes on sidewalks
  - PMP doesn't mention bikes on sidewalks
  - Bikes not allowed on sidewalks in many cities in the country (full list on handout)

Signal Timing: Ahmed Darrat (SDOT Signal Operations Manager)

- APS=Accessible Pedestrian Signal
- Advocacy Campaigns:
  - Give Peds the Green: peds get the green in all business districts automatically
  - “Beg” button stickers
  - Met with Gordon, others to address
  - APS Policy: only tried and true technology for blind and deaf/blind is a push button (federal requirement)
    - Will be putting in more in more locations (whether signal is pre-timed or actuated)
      - Button does not always need to be pressed, only in actuated zones
    - See slide for new requirements
    - Coming up with ideas for new signage to tell people why push buttons are there in pre-timed areas, still in draft form (see slide), looking for better idea

- Passive Pedestrian Detection Test
  - Thermal camera, recognized heat of human body.
  - Results: makes us think differently about measure of success
    - Failure of passive detector: detects everyone in the zone, regardless of direction
    - 39% of people never pressed push button at test location
    - 16% of people were accidentally detected who shouldn't
      - Passive detector was overall successful
- Right Treatment, Right Place
  - Want to look at all signals and potential signals in city to choose appropriate treatment for the location
  - 5 Categories
    - Walk Times
      - Walk time vs clearance time
      - Some locations need slower walk speeds (based on nearby facilities)
      - Longer Walk time upon request
        - Push and hold for longer crossing time (Elliot and mercer/elliot and roy)
        - Hold 1-2 seconds, get vibration when activated
      - By time of day
    - Cycle Length
      - High end cycle length is 2-2.5 minutes
      - Half cycles: can stay on same cycle "clock" with the rest of a corridor, but busy intersections can have shorter but more frequent cycles (half the length of cycle, double number)
    - Detection Methods
      - Passive Detection
      - Vehicle call = pedestrian call
        - When vehicle goes over detector, ped call is automatically put in with vehicle call
      - Pedestrian recall: call every cycle for pedestrians
      - Dual Coord[inated] Phase: walk phase every time in both directions
        - Fixed time in perpendicular collection, always have a walk at an intersection (either one or the other)
      - Pedestrian Reservice: Allow late push button to trigger green for ped
      - Late call: allow late pedestrian push button, would also extend the green
      - Separate Phases: (See slide for full list) Definitions available online
        - All walk vs. all way walk (all walk where there is not enough time to allow the diagonal crossing, but all peds can walk at same time)
        - Protected Walk:
          - If a ped presses the button, car can only take a protected turn, not a permissive turn
    - Next Steps:
      - APS: finalizing signal changes
      - Passive Ped Detection: actual application at an intersection

- o Will develop guideline for application
    - Go through pro-con for each treatment
    - Bronze-> platinum treatment for corridors
- Performance Metrics/Measurement:
  - o Pedestrian is tough, can't detect properly yet
    - Want ped wait time
  - o Measure collisions
  - o Working with city of Bellevue, use PBSA
- Write blog post about each step in this process
- Will return with draft guideline
  - o First of it's kind
  - o Will probably be draft for a long time (min 1 year most likely)
- Gordon: Low Hanging Fruit?
  - Want to do more than 5 corridor levy annual commitment
    - o Levy will have a very large impact, will use guideline to determine best treatment on each corridor
  - Protected turns use different safety analysis, have own program

#### Dockless Bikeshare: Joel Miller (Bikeshare Program Manager)

- Will share both benefits and challenges
- Potential for bikeshare can address all 5 SDOT core values
  - o Safe, interconnected, affordable, vibrant, innovative
- Bikes can be parked anywhere: good and bad
- Regulatory Framework:
  - o Hadn't been brought into a city at this scale before July 2017
  - o This is a pilot
  - o Collecting 6 months of data (ending this month)
    - Want a responsible data set, across seasons
  - o Evaluation period through feb, lots of data, public comment, public survey
    - Will use evaluation to inform if there will be a permanent program, what it might look like
- Permit Covers:
  - o Safety
  - o Parking
  - o Operations
    - Set necessary goals (time for bike to be moved out of ROW, etc)
    - Complaint time response (SDOT spot check), working on way for public to report
    - Bikes need contact information written on bike
  - o Data Sharing
    - Data about origin, destination, etc is very exciting
    - SDOT hasn't been able to get this volume of data in the past
  - o Fees
    - Private companies pay any SDOT cost

- Bike Parking
  - Has to be in landscape/furniture zone
  - Permit gave SDOT ability to create “stations”
    - Marked area for bikes, doesn’t need to have lock
    - No more than 340 bikes/mi sq
      - No always triggered (ie. lake union no accounted)
  - Permit doesn’t address complaints/concerns from public about bad user behavior. Not sure how to balance against standards for people using personal bikes.
- Patricia: Is there data about drop off once the weather turned? A: We have data, not evaluated yet. Q: Are people switching from cars to bikes? A: Survey will try to assess that. Distinguishing recreation vs. transportation.
- UW is collecting the data from the operators. New process, NDAs, a lot to process in different forms. Will be more advanced assessment in future years as process matures.
- Equity: Some steps have been taken for users w/o smartphones or cards, work still needs to be done on bike availability. Equity will be a large part of the future permitting process.
- Parking: City staff have done some in-person evaluations, generally riders have been compliant but there have been problems. Permanent program will likely be more stringent. Worked with companies in November to develop compliance plans (incentives/disincentives, gamification). SDOT tracking response times to complaints w/data provided by operators. Penalties are generally reduction in fleet size. Aiming for 75% compliance, can be revisited but 100% is unreasonable.
- Companies are not currently at the max allowed so that they have enough staffing to address complaints.
  - Janine: Why are there three companies? A: For a pilot, hard to limit number of companies (bidding, RFPs). For future, discussions about # of companies, fleet size, etc. Will be covered by the evaluation.
- Audience: How are you tracking safety? A: Companies required to report any collisions. Tangentially, UW studying brain injuries related to bikes at Harborview. Heard of 2 collisions to date.
- Stations: Rolling out designated bike “stations” in January, assess
  - Hannah: Taking street parking? A: Not not considering that. Generally looking at “no parking” areas near intersections (where curb bulbs might otherwise go). Brainstorming tactical ideas, neighborhood involvement.
  - Gordon: App integration? Incentive to park there? A: Companies will suggest parking at “stations” in the app. Hard to incentivize because bike GPS isn’t accurate enough to verify.
- Patricia: Surveys online when? A: Probably January. Q: How will people know. A: Blog posts, haven’t discussed with communications team yet.

Board Business:

- 2018 plan (See other doc)
- 2017 Draft Goals:

- 1. Advocate for and monitor the implementation of the Pedestrian Master Plan and Vision Zero
- 2. Develop and advocate for funding options for unfunded need
- 3. Monitor the substantial completion of the City of Seattle Sidewalk Condition Assessment as well as the development of an ongoing funded database maintenance program for the Sidewalk Asset Database
  - Gordon: Can remove, has happened.
- 4. Monitor sidewalk closings due to construction to help assure they are minimized without compromising safety. Review SDOT's monthly report on sidewalk closings. Ongoing discussion with staff of strategies for reducing sidewalk closings.
- 5. Expand coordination with other City of Seattle Advisory Boards and community groups.
- 6. Establish a monthly outreach report as part of the monthly meeting.
- 7. Discuss/develop short (2 year)/mid (5 year) long term (15 - 20 year) vision of success.
- 2018 New Ideas:
  - Support and advocate for the "Give Peds the Green" campaign to automatically give a walk sign to people walking when cars are given a green light.
  - Advocate for better enforcement around "blocking the box" especially around rush hour downtown/in urban villages.

Haley: Guidance for the Board to balance specific projects vs. citywide about how to engage. Subcommittee? How to respond?

Janine: Potential Board role. If we can't address specific issue, provide tips on who to talk to, advice about next steps.

Hannah: Resources to suggest or point to on website.

Haley: Provide ideas about how to engage with the Board

*Action Item: Develop resource list to help public find the right person/dept. to talk to about issues brought to the board.*

Gordon: Helpful to have input from city about projects

Hannah: One Center City. We should have a role in that process. Ties in to Sidewalk closures?

Gordon: No modal boards have a spot on the committee. Can we request a seat?

*Hannah interested in attending.*

*Action Item: Secure board position on One Center City advisory group.*

Patricia: We hear about so many issues, hard to be able to engage.

Hannah: If public comments are clear, can we pass along to SDOT?

Gordon: Suggest next steps?

Audience: Tie comments to Board priorities

Hannah: Make sure focus is citywide, not just downtown. Make a clear goal to track and pursue that.

Hannah: Future speakers. Smart City coordinator.

Patricia: Goals should follow from long term measures for success. PMP Implementation plan goes into

great detail about ramps, curbs, etc. Board may not have large influence in that process so may not be worth a lot of time.

Janine: Board has spent a lot of time on PMP in the past, but “we do a lot of other stuff.” Have gotten good results with advocacy work, e.g. sidewalk assessment. Another example: funding mechanisms. Board encouraged SDOT to look at other cities. This probably needs follow up.

*Action Item: Follow up on SPAB request that SDOT look into other cities funding mechanisms.*

Janine: Equity. SDOT should be looking at how other cities are tackling this. RSJI. Not clear how SDOT is applying this. Naomi presentation focused on transit, may not be at project level. *Janine volunteers to lead this effort to ID staff, policy that implements this.*

Howard: SDOT/City looking at funding sources (e.g. MHA). Will follow up.

Gordon: Sidewalk closures. Appoint Doug as unofficial inspector/ombudsman. Doug to consider ;)

Janine: Street near library, community center, service center. Construction closed north side of street, south side is parking, no sidewalks. Reported to Elizabeth Sheldon. Director’s Rule “implies sidewalks” that must be protected. SDOT and contractor discussed with community, led to barrier and walkway, parking removal. Neither SDOT nor contractor were aware that anything needed to be done until community raised the issue. System is not working well.

David: Perhaps Board can work with SDOT to formalize this process?

Hannah: Education is an issue, both for contractors and the public. Follow through on construction impacts for walking space.

*Action Item: Follow up on construction impacts to ROW.*

- January tentative agenda:
  - Pike/Pine Ren
  - NDMAP
  - Hopefully NE 65th
    - Howard still pursuing SDOT speakers
    - Janine concerned that there’s a lot of talk but no design changes.

*Action Item: Gordon: Send a short email to NE 65th team about significant concerns about 4 foot sidewalks. Board approves.*

Election: Janine moves to keep existing officers for 2018. Patricia seconds. Unanimous approval.

- Recruitment: 3 openings now, perhaps more as terms expire. Howard recommends Board members spread the word. High priority to find people with vision or mobility impairments. Application due by end of January. Howard assembling committee for selection (chair, vice chair, Mayor’s Office TBD)

- Patricia: Have we reached out directly to disability groups? Howard: Yes, we've done that in the past and can do so again.
- Hannah's term end in August
- Gordon: Hiring a community organizer for SNG