

Seattle Pedestrian Advisory Board

December 10, 2014 Minutes

Attendees

Members: Jennifer Olegario, David Goldberg, Devor Barton, Ninona Boujrada, Paul Muldoon, Bevin Wong, Joanne Donahue, Lydia Heard

Public Attendees: Craig Shumate, Adam Dodge, Thomas Noble,

Other Attendees and presenters: Howard Wu, Amanda Tse, Rob Gorman, Meghan Shepard, Michael James, Becky Edmonds

Amendment to agenda: Art Brochet is ill and unable to make it. Presentation will be rescheduled.

Introductions

Welcome Paul Muldoon, newest member of SPAB.

Public Comment: none

November minutes

Approved.

CBD (Central Business District) Curb space & Multimodal Decision Framework Study

Meghan Shepard SDOT, Michael James SDOT

Multimodal Decision Framework Study:

- Looking for our questions and ideas on both frameworks from the board.
- Their presentation matches the Pedestrian Master Plan objectives 4 & 5: complete streets and vibrant public spaces that encourage walking.
- Why are they doing the multimodal decision framework study? Need step by step instructions that will inform how decisions are made.
- Scope of work includes: review of existing plans, peer city review, frame scoping, development of three alternative approaches (urban growth strategy, multi-criteria assessment, hybrid), model 3 multimodal corridors (framework is being run on 23rd ave corridor because decisions have been made. Used as a test).
- David: request copy of context review and peer review. Michael can provide a copy of context review, but not peer review due to other city's request for the info not to be shared.
- The assumption of the frameworks is that any principal arterial will have a moving vehicle of some form and pedestrian mobility.
- Lydia: What about forecasting demands? For example, demands that new Amazon towers would have near Denny triangle were not considered. They put in 5' sidewalks which doesn't allow for increased pedestrian use.
- David. Is this one that someone uses? Chicago has one that works well. Output is the cross section for their model.
- David: So you might not have a cross section but some policy language? Not necessarily. This tool will help us refine and be more transparent about how we are making these decisions. This tool won't help fix everything, just help the public to understand how and why we're making these decisions.
- Devor: were protected bike lanes in Chicago when they did this? No, it was simultaneous. Their using their framework, but doesn't replace community outreach, forecasting, etc.
- Right now all we have is street classification with competing modal plans. This is an effort to wrestle with all these demands.

Central Business District Curb Space Study

- We're seeing increasing competition for curb space and want to look at it cumulatively. Need clearer policies, decision making criteria and procedures. We tend to treat parking and loading as the same, when in fact it isn't. Loading is growing. Currently there are over 280 policies in all the different plans that speak to curb space, but even those don't speak to everything.
- Focused between Denny and King, between water and i-5. Not looking at stadium or south lake union at this time, but expect it to be applicable once developed.
- Scope of work: existing conditions, curb space policy recommendations, CBD curb space decision-making framework, future conditions scenarios.
- Right now they bucket curb use into mobility (bike, bus, auto), access (bus stop, load zone, parking space), and activation.
- Current makeup of curb space in central business district is 33% allocated for short term parking mostly in residential areas; 25% allocated for travel and turn lanes, on/off freeway ramps; 24% no standing zones, driveways, hydrants, bike share, curbside activation, parklet; 9% loading for passenger, commercial, taxi; 6.5% surface transit like bus stops, layover (layover is challenging); 3% of it changes during the day for instances like food truck vendors, carpool parking, school bus access; 2% bike facilities like bike lane, 2-way protected bike lane. Overall that's 40% mobility 60% access now.
- Conducting a lot of targeted community outreach and relying on neighborhood groups. Stakeholder interviews were held in November. Intercept surveys with people while they were parking (before or after) have been conducted but do not have results yet. An online survey (Howard will have link to send to us) will be available as well as briefings with boards/commissions, neighborhood groups.
- When will SPAB be engaging on the comprehensive plan? Late Spring/early summer, though hopefully it's already vetted from us before that.
- David: how does this interact/relate with other things: freight access, right of way improvement manual, etc. Everything is woven together. Several of those are key ingredients, so they are moving in lock step (like street typographies). Freight Master Plan is working together as well. Input from those plans are informing this work too. This plan will not be adopted by council, it will recommend policy language.
- Devor: One concern we have issues with infringements on sidewalks and public areas. As things get developed it should be considered. Food trucks for example with a-frame signs and long lines that block the walkways. Bus stop same thing with lines of people in the way of pedestrian flow. Anything that can be done to still allow people to get through the curb space.
- Guest question: Didn't see crosswalks as part of it? They are included as a curb space use. In addition are curb bulbs as well.
- Jacob: on 5th and 3rd have large openings that drop people diagonally into the street. Not acceptable for pedestrians. Need to be four corners. Alley usage could be used better. Right of way for transit on different modes. If we have a street for transit, keep it consistent all the way through.
- Guest: With the development of the new streetcar is there any talk for 1st Ave making it only for pedestrians? For center city connector, they're not looking to impact pedestrians/sidewalks. They're only looking at the center of the street. Less is more: less we can impact the infrastructure (in Pioneer Square and the market area) the better because of historical significance. Part of it is also budget constraints. More curb less alternatives being considered for 3rd Ave. For example load zones on third: maybe switch it to a rolled curb where they could be used for load zone at parts of the day and pedestrians can wait for bus there during others. Looking to do that at the new light rail station as well so that they can have the farmers market and then allow for parking when the market isn't there.
- Jacob: another concern is light poles or electrical boxes are inconsistent as well as signs in the right of way that shouldn't be there. There's no enforcement. In general, shouldn't be in the sidewalk. On 6th (Lenora) only five feet because of outdoor cafe with new buildings. Trees in

the right of way or curb space (on 4th and 5th) in Belltown are inconsistent and unsafe. 1st and 2nd have sandwich boards everywhere which impacts the pedestrians. A lot of those concerns fall into Right of Way Improvement Project. Susan has come in the past, but we don't have her scheduled yet to come to SPAB.

- Lydia: they're talking about expanding car2go. Are they going to have priority over personal cars? Some have recommended they should have priority, but not sure if it will be a recommendation of the study.
- Jacob: Need to make bus lanes on some of these arterials like Olive/Stewart. Cars should be moved off street completely into parking garages/lots. That's consistent with feedback that we're hearing from several sources. We think it's likely a change we'll see in the future with less and less on street parking in the downtown area.
- David: Principle policies for how to allocate street space. In terms of the decision tree for deciding when we're ready for a transit lane, is this decision framework going to get us there? Or do we wait for metro? Transit master plan helps to short circuit this. Part of what we're working on with the center street connector is the Stewart/olive connection piece. They can bring it back that buses are a priority to get through this. Haven't decided if buses will share exclusive lane with street car. It could be a good start to increase the idea of metro only going further eastbound.

Action Items:

- Context Review to be sent to board (via Michael James).
- Online survey link from curbside study to be distributed to the board.
- Schedule a follow-up visit for both projects to the board in February.

Yesler Bridge Rehabilitation

Amanda Tse, SDOT; Rob Gorman, HDR

- Bridge was built back in 1910 and one of the first permanent steel bridges in the city. Rehabilitation is needed because a lot of elements are deteriorating. Girders have been hit repeatedly by trucks and now the bridge is a "fractured critical bridge" which means there's potential of collapse.
- Goals are to have the bridge meet safety standards while preserving historic elements.
- See slides for new design which will include reconstructing the stairs from bridge down to 4th by the Prefontaine building. Main change is raising the northern portion of the bridge by 1.5' to add clearance.
- Pedestrian railings currently have large openings. They will add to them to reduce the size of the openings making it safer for pedestrians as well as replace the vehicle railings to bring them up to code.
- The crosswalk on Terrace Street is quite long as it stands now. They are proposing to install curb bulbs out to reduce crossing distance across Terrace, as well as driver safety/visibility.
- Jacob: what's the sidewalk width on the street? Variable 10' to 12' only because they're not straight. Fairly wide for the amount of pedestrian use that it gets.
- Jennifer: what about lighting? There will be increased lighting.
- Jennifer: what about steps? Lots of dangerous activity occurs there causing pedestrians to avoid it. Will you be doing anything to address that? Looking at adequate lighting everywhere, throughout all sidewalks.
- Joanne: Are there any specific pieces of this project that address any pieces of the Pedestrian Master plan beyond safety? 1. safety and 2. enhance walkability (improving sidewalks and railings).
- Still working out construction details. On 4th Ave, two lanes will be closed at a time along with the adjacent sidewalk, but alternate so one sidewalk stays open except for some overnight closures of entire street. Pedestrians will be detoured to close by streets. Signs posted to guide pedestrians to detour routes.

- Public outreach has been conducted at union station and Prefontaine building for community drop-in. Giving briefings to stakeholders. Working closely with historical preservation boards.
- Jennifer: what was the turnout for drop-in sessions? Union Station - 10 people. Prefontaine - 30 people showed up. A couple of exhibits and fact sheets were distributed.
- Jacob: if you have signs for detour, make sure that there is a kicker board at the bottom so that my cane doesn't go through it. Work with metro and transit because it's a main route on 4th Ave. Working with them now to make sure all the detour routes (king county, community, para, sound transit) to make sure all are accommodated for street closures. Will they go down 3rd Ave? Work in progress because 4th Ave. will be 2 lanes instead of 4 for most of construction. Talking about dedicating one lane for transit only, supplementing one lane on 5th Ave. but that is still in the works.
- Schedule: Nov. 2015 begin construction; Fall 2016 complete 10-12 month project length.
- Jennifer: The residents from the building on 6th and Yesler will need access to transit. Problem with the detour is the grade of the sidewalks is quite steep in some of the areas.
- Joanne: does complete streets apply to this? Yes, did the checklist at the beginning of the project. Any insights come from it? It allowed them to see concerns of pedestrians with Yesler as well as some of the concerns that they were already aware of.
- Jacob: Will there be new sidewalks on all the bridge? No. New sidewalks on the north side of Terrace, from Yesler midway up through 5th Ave. and on the south side of Terrace they're not touching because it's an area way sidewalk.
- Devor: what's an areaway sidewalk? Sidewalks were a lot lower back in the day in Pioneer Square. In an area way sidewalk you can see the sidewalk above, to the left a structural wall and to the right a business front. It's structural and a lot of issues that could arise if they were to replace.
- Lydia: curious about the brick ramp that goes left on Yesler with a stone post. What is that? Will it be preserved? I think you're talking about the brick driveway that goes under the park on the northwest side of Yesler. It's not in great shape; caving in on one side. Part of the project is to reconstruct it. They'll pull bricks out, reuse those bricks as much as possible. It goes to an underground parking area under the park.
- Jacob: when is 90% design? In march. We'd like to see the presentation at the 90% to see constructions impact.

Action Items:

- Send SPAB the slides that include construction closure and detour routes. (Howard sent on 12/11)
- Invite back to SPAB March meeting to see 90% design and construction impacts.
- Keep tabs on Right of Way improvement manual to be sure time is scheduled with us.

Board updates:

- Joanne: Presentation guidelines for the presenters. Howard, are you getting them out to people? Howard tries to send them out to all presenters beforehand so they're aware of it. We believe it's a constant education process that we'll need to keep reinforcing with presenters. Recommends we keep the last 30 minutes for board updates at the end of every meeting.
- Devor: Sound neighborhood greenway had 2015 priority meeting. They are focused on MLK and Rainier Ave. They'd like to be involved in Pedestrian Master Plan Revision. Westlake Cycle Track had an open house. There's an actual plan putting out there by SDOT. It's similar to their plan A which adds a bike lane between sidewalk and parking lot on the eastside of parking lot. Open house was a way to get feedback. Not as constructive as the previous one. Things are moving forward but Devor is going to continue to go to the meetings. 8' sidewalk. 10' bikeway.
- Ninona/Devor: met with co-chair of bike board. They'd be interested in partnering more with us.

Joanne is the liaison to the bike board. They'd like to see us at their meetings and vice versa. The bike board met with Scott Kubly. Might be a good idea to meet with Kubly with the bike board at the same time?

- David: Do we want to see if Scott Kubly to come to one of our meetings? Or partner with the bike board instead? Or have a smaller contingent meet with him? Howard talked to his secretary and he's willing to come to the board meeting. Maybe Jan or Feb. He'll get confirmation from his secretary and let us know.
- Ninona: went to safe routes to school task force. They are partnering with the school district to implement curriculum for kids and with local police to have a larger presence in school zones. Also talked about expanding school zone speed limits. Ninona will distribute the notes from that meeting when she gets them.
- Jacob: Went to 60% design review for Roosevelt to UW bridge project. There's no money for sidewalks, only money for bulbs. Treacherous sidewalk there. Not ok that they don't have any money for sidewalks. Another project in this city that doesn't have full funding for the sidewalks. Jacob will draft a letter. Last Wednesday walked around with Ken from construction hub to show him issues with walking as a blind person, mostly through Belltown. They took a lot of pictures and hopefully it helped. There are so many streets that have constructions and the way they handle it doesn't work. No appropriate signage for pedestrians. They're not taking a lane of traffic away, but they're taking a lane away for pedestrians.
- Lydia: Last week meeting with groups about 520 interchange. WSDOT refuses to look at suggestions and recommendations from this group. They're meeting again to gain consensus. Yesterday attended the transportation committee meeting where Paul was confirmed. The east hall group was there (presented last march). They got funding to make a better access way, so we were successful with our part. Access Seattle was there; didn't hear anything new. Kubly walked around with Tom Rasmussen. Tom said he would write something that specifies that pedestrian priorities come first. SPAB should ask him to put it in writing. We should respond to the transportation committee and request the support.
Future funding meeting for bridging the gap meeting was scheduled tonight at the same time as our meeting. This will include the pedestrian master plan. Lydia filed a complaint about the scheduling conflict. We need to get our voice heard at that. Mayor's office was there and we were not. These meetings are not regularly scheduled which is part of the problem. Lydia brought up a new idea about funding: create improvement districts so that it's not up to the property owners to be responsible. The system needs to be changed. Joanne, Lydia, Jacob, David will meet and discuss what should be included in SPAB's recommendations.
- David: went to second meeting of freight master plan advisory group. It's really interesting. It was a presentation of the mapping of the freight streets, lot of input and revisions are coming. One meeting per month through Nov.
We have a draft 2015 work plan. Make sure you look at it and provide feedback before saying yes in January.
Annual report: Jennifer will do first round edit and then pass it to David. Most recent letter and tonight's presentations need to be added to it.
Update to Policies and Procedures: In the current document it states that elections are to be held in Feb. We need a vote to move the date and hold elections in November to better align with the work plans. Language changes will be communicated via email and put to a vote in January.
- Howard: This past week we made the formal press release that we're accepting applications for Pedestrian board members. Howard has sent it via email and asked everyone to share it and

help get the word out. There are two city council appointed slots and two mayor appointed slots available.

- Jennifer is leaving the board. Her travel schedule is changing for work and doesn't allow her to continue. Jacob and Devor will be departing in April, as their terms are up.

Action Items:

- Jacob to draft a letter regarding no sidewalk funding for Roosevelt/UW bridge project.
- Lydia to draft letter to transportation committee for resolution confirming Pedestrian Priority in Seattle.
- Joanne, Lydia, Jacob, David will meet and discuss what should be included in SPAB's recommendations for creation of improvement districts (or alternative solution for future funding).
- All board members to review 2015 work plan before January's meeting.
- Jennifer to complete first round of edits to the annual report and add in December's meeting speakers and latest letter.

8:02 Adjourn