

Seattle Pedestrian Advisory Board  
March 14, 2018 Meeting Minutes

Attendees: Hannah Keyes, Janine Blaeloch, Gordon Padelford, David Seater, Patricia Chapman, Hayley Bonsteel, Christina Billingsley, Angela Davis

SDOT Liaison: Belén Herrera

**Minutes Approval:**

- Approved based on changes made.

**Public Comment:**

- Metro project will not be presented, handout was given.
- Dick Barron from N. Seattle: Here to see what the SPAB does, interested in pedestrian access and use for sidewalks.
- Laura Goodfellow: Comment on Rainier Rapid Ride. "During peak period you don't need traffic calming" from SBAB meeting -- alarmed by this comment by
- Ryan (Urbanist): Also on Rainier RR. Waiting for safety analysis need to override concerns from survey (survey had very leading questions). Recommend protected bike lanes and traffic calming.
- Doug: Express appreciation from PAC mtg at presence and interaction at meeting of two SPAB members. Had to present PMP to hearing adviser. We have to get pedestrian issues presented into the mix of projects.

**Rapid Ride (RR) H & Rainier: Dawn Schellenberg, Therese Casper, Jenna Franklin, Alison Townsend, James Le**

- RR mission is to provide high quality transit.
- Overview:
  - Simple, frequent, always there.
  - Longer service, 7-days/week. Early morning-late evening.
  - "Best of Metro"
  - Improve on/preserve today's travel times.
  - Delivers on Move Seattle: goal of 76 of households have this service w/in 10 minutes. Additional goals in presentation.
- RR H Options:
  - Currently Route 120 (Burien to Downtown Seattle)
  - Some parts of alignment still under discussion. (See map in presentation)
  - Public Outreach in Seattle:
    - Support from online survey for consolidated bus stops. Spacing will be every  $\frac{1}{3}$  mile (from every  $\frac{1}{4}$  mile).
    - Neighborhood wanted a boulevard-type treatment on Delridge.
    - Prioritizing busses on Delridge Way SW.

- Created a hybrid option: more new greenway connections and 2.1 miles of protected bike lane, no widened sidewalk. (See presentation for full option details).
  - Pedestrian Improvements will be at the RR Stations. New curb ramps wherever they do more curb ramps. New pedestrian crossings on Delridge. Crossings at all RR stations.
  - Trying to reduce conflict between modes of travel.
  - Angela: Will the crossings be for people of all ages and abilities? A: Was covered in the engagement work (950+ people engaged), was part of analysis. Considered ease of access and safety of crossing with station locations.
  - Angela: Are you replacing every covered station that will be moved? A: The goal is a fully enhanced, fully featured station (real time arrival, off-board payment, weather protection). Try to minimize undesired impacts on the ROW. It is the intent to create the comfortable experience everywhere.
  - Gordon: What percentage of Delridge will be accessible to walk on after this project? A: Need to wait until we are further into design. Will be more than the 17 currently listed. Assume due to recent paving that many curb ramps were recently installed.
  - Gordon: What percentage of the stops will have crosswalks? A: Aiming for 100%. Unsure about Holly (?). Intention was to install a crossing at each stop. Gordon: Please keep the SPAB in the loop about this.
  - Gordon: Have you figured out how to get people from the Highpoint Community down to this route? A: Have been focused on Delridge, connections to N'hood Greenway. Something we can look at but is not in the plans now. Some improvements b/w Delridge and Highpoint may improve people's use of NE corner access into that community.
  - Christina: This area is significant for where tribes were moved. Is there any chance for public art along the corridor to speak to the tribal history? Especially using and hiring the native artists to incorporate cultural heritage stories. A: Can't speak to the public art now. But there is always a launch event, that may be an opportunity to engage the tribal culture. Did commission an artist team (1% for the Arts), met with community and are doing a lot of research into the history of the area. Would love to get connections to organizations. The public art will not be at the RR stations.
  - Christina: There is currently very limited access to the Duwamish River. Are there any plans to connect better there? A: Knowing now where the RR will go can help plan future connections.
- RR Rainier Options
    - Overview:
      - Gave packet of material for SPAB review. Online Open House launches on Monday. Have a robust public engagement process planned.

- Will replace the Route 7. One of the highest ridership routes in the system. High percentage of POC, people with low-income, and people without car access.
  - At minimum will preserve the pedestrian zone.
  - Will be built before Accessible Mt. Baker.
  - Curb locations will remain, no budget to buy additional ROW.
  - Working with Vision Zero, KC Metro.
  - Looking at PMP PIN, distance between controlled stops.
- Chinatown International District
  - Propose allowing RR to skip some stops (some transfer stops, some stops in corridor would be skipped), retaining other routes for short trips. Alternative would be reducing total number of stops.
    - Angela: Consider people trying to make transfers.
    - Hayley: Inclined towards stop consolidation to improve pedestrian realm. A: Consolidation would mean larger stops. H: Comment rescinded.
    - Gordon: Recommend consultation with CID Public Realm Working Group. A: Have a plan to engage.
    - David: Would like to see numbers/time saved/cost for each option.
    - Christina: Suggest SCIDpda, they have a youth group. Good to get youth engagement. Want to make this less disruptive for those with limited English. Moving stops could make it more difficult for people to get accustomed to the new locations. A: Have some strategies to deal with rider behavior change, in many languages, different media. Have travel instruction, travel training program.
- CID to Columbia City
  - Willing to mix and match different treatments along corridor.
  - Fourth option was considered. Option has a 5' bike lane, bus only lane, one general purpose lane. SDOT does not feel comfortable having this on the ground. 4th option will be in the online open house. Tables and maps will be available online. **Link below.**
  - Working on Plum St intersection. Located near Lighthouse for the Blind. Opportunity to make pedestrian improvements at this intersection.
    - Angela: Lighting. Along the whole corridor.
  - Option 1 had more transit facilities. Option 2 has more bike facilities, Option 3 is a hybrid.
- Rainier RR is pretty early in the process, so the details have not been fully figured out.
- Gordon: Want to know how accessible the entire Rainier corridor will be. A: Pedestrian improvements are often figured out further along the process. Want to find out where people want improvements.
- Hayley: Add accurate detail to pedestrian realm in section diagrams. A: Will do.
- Vision Zero and Rainier Ave S.

- See presentation for initial alternatives shown to community.
      - Sent out 33,000 mailers. Heard disproportionately from white people based on demographic spread.
    - Found significantly higher traffic delay in alt. 2.
    - Need to balance technical analysis and outreach.
    - Should be safer. One lane so the speed limit is more likely to be followed. Only need to look out for one lane of traffic when taking a left from the center turn lane.
  - Henderson Section:
    - Considering extending the route down Henderson to connect to Light Rail.
  - Bus Stops:
    - Balancing desire for fast and frequent service with concerns about walking distance.
- Next Steps
  - Rainier Open House launches March 19
  - Link will be available via [SDOT Website](#)

#### **Ship Canal Water Quality Project: Brian Michaelson**

- Ship Canal and Burke Gilman will be impacted.
- Tunnel will go under Ballard, Fremont, Wallingford
- N Transfer Site will be end of the tunnel.
- Will be detouring the Burke Gilman trail as needed during construction. Will coordinate construction will missing link.
- Will send detour routes to the SPAB.

#### **Board Business**

- Angela: got information from other boards regarding SDOT director letter. Will get letter to the board next week.
- Patricia & Angela: Went to Pedestrian Access Committee meeting with Angela. Curb ramps were a big topic. Will meet four times per year. Focusing on 300 curb ramps within ADA budget. Based on requests from disabled community, prioritizing where ramps should go. Recommend majority in District 2. Other presentation was on bike share project. SDOT presented on how they are responding to moving bikes from accessways, enforcement, working with the companies. Many deaf-blind people there. Next meeting will be in June.