

SPAB Meeting Minutes 10/11/17

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

UW class attendees in public.

Public Comment

Doug – two topics on agenda are both very important. Asset report gets an A or A-. Written document includes tweaks for improvement. Suggests all prioritization fits into Comp Plan. Also recommends survey be used to pull out and update the 2015 sidewalk asset data. On PMP, B+/A- - suggests looking at performance measures as none are where they should be. Should lead to candor and insight as to what can be better. If performance measures aren't happening, that's when to make course corrections. Forthcoming budget is not clear on what is for pedestrians. What is in budget (separating from operating and capital) with uses, objectives and sources clear. How can citizens comment on a budget that we can't understand? SPAB may want to comment on the budget so need to understand what it is.

Minutes from September meeting have not been seen and cannot be moved on. Agenda item for November.

Sidewalk Repair Prioritization Update (Emily Burns, Michael Davis)

Field portion of condition assessment is finished. College interns and their detailed and diligent work helped project stay under budget and ahead of schedule.

- What was found: debris, vegetation, uplifts, trash receptacles
- 156,000 observations – but feedback can be incorporated
- 3 over the counter sidewalk repair requests per day
- 92,000 uplifts – grinding can take care of some (<2 inches of thickness underneath the upheaval), asphalt shims for others as mitigation until final repair – 2/3 of these can be mitigated.
- 38,000 surface conditions such as water main damage, poorly built sidewalks, can be costly.
- 20,000 obstructions – very costly, depending on what's sitting in ROW, such as poles
- 3,500 isolated cross slopes can be very expensive because full replacement is needed
- \$500M-\$1B in repair to bring backlog sidewalks to good condition
- 10 encampments encountered
- Timeline:
 - November: prioritization model for proactive repairs with \$2M budget
 - December: final report, evaluation and recommendations for a proactive sidewalk program and education/outreach to abutting property owners/occupants
 - January: database and map of observation updates, published external web maps with observation
 - December 2018: update to status and condition report
 - In 2018: policy work and implementing new programs
- Repair budgets will focus on areas with trees and those that are city responsibility
- Prioritization model will fund and funnel the \$2M one-time sidewalk repair budget

- Budget savings from this project can be put back into sidewalk repairs - \$60,000-70,000
- City for All Hackathon in September – developed a tool for data visualization, https://gngu.shinyapps.io/seattle_sidewalks (best viewed in Firefox or Chrome). Group won prize money for best use of open data and best data visualization. Includes potential cost of repair.

Scoring criteria: usage scoring has changed the most

- Risk score difficult to quantify – lighting, weather
- Mobility impairment score – high/medium/low framework for quantifying obstructions
- Cost scores are best estimate in a high/medium/low framework
- Usage score – how likely is a sidewalk to be used by a pedestrian? Basing score on proximity to facilities such as government facilities, transit stops, schools, senior housing, hospitals, employment centers, goods and services. Usage score is still being tweaked.
- Next step is to groundtruth the usage score in November with subject matter experts (operations and maintenance folks, claims/risk management folks, and ADA coordinator)
- The PIN is based on streets and focuses more on *missing* sidewalks. Usage score does have similar criteria. PIN could be used as another lens after usage score yields a pared down list. Usage score is from ADA; curb ramp decree requires usage information – SPAB will hear more about this in November.
- Average pedestrian volume data does not exist; this is a first cut at getting some sense of the usage and can apply other factors on top of this
- Draft priority screening tool developed to rank priorities such as equity, SDOT responsibility, etc.
- Sound Transit wants to know the data along their corridors
- SDOT can be proactive now rather than reactive, and focus on highest value maintenance, repair and replacement
- SDOT exploring models for cost share, set prices with contractors, permit streamlining
- Businesses/goods and services – hard to parse the data. Employment is one type. Places of public accommodation are another type. Michael still working on getting a different level of specificity or choosing a specific business type.
- Board members will be invited to some of the upcoming meetings to provide input.

PMP Implementation Plan (David Burgess)

- City Council by December 1st
- Progress since 2016 includes several different types of “pathways” or shared spaces for multiple modes
- Plan calls out other programs contributing to pedestrian network, including greenways, school walking routes, safety corridors through vision zero, stairway rehabs, etc.
- Bulk of report is project list and what is planned for delivery over 5 years
- Project list will be updated annually based on what has and has not been completed, see if safety data shifts, community feedback
- List is ambitious and more substantial segments will be dependent on project leveraging and potential grant funding

- Performance measures from PMP (2016 most up to date information)
 - Pedestrian fatalities and serious injury collisions went up
 - Rates of crashes involving peds at or above previous reporting period
 - Ped mode share went down (based on PSRC travel survey, smaller sample size than previous years)
 - Ped activity went down
 - Children walking or biking to school has increased slightly! Only positive trend on performance measurement
 - High collision locations from BPSA data are being prioritized for implementation, plus fatalities are looked at individually
 - Geographic balancing is a qualitative factor and did not cause adjustments to the project list so that it wouldn't undermine equity. It was listed in the plan but urban villages was a better layer to add to prioritization so nothing specific in the prioritization. Wording to be clarified.
 - Discussion of urban villages and how PIN uses urban village as criteria
 - Vision zero has goal of no fatalities by 2030; PMP has goal year at 2035; David to look into what true goal year is.
 - Funding mechanisms listed in appendix, and benefits and drawbacks are being analyzed
 - Tight timeline so SPAB comments would be needed ASAP
 - SPAB letter of support for adoption would be nice for SDOT staff
 - Funding next steps will depend on what Council's reaction is since some options have legal impediments
 - SPAB would like to take a closer look and participate in task force on evaluating preferred funding options

Action item: David to send map of urban villages and the overlay map of urban villages+PIN to SPAB.

Burke-Gilman Trail Missing Link 60% Design (Louisa Galassini)

- Safety is first priority, access for industrial businesses is second priority
- Appeal still pending on FEIS; hearing examiner at end of November
- Preferred alternative goes along Market and Shilshole Ave NW to NW 45th. South side of all streets. Original plan did not go to Market.
- Shortest, most direct, flattest route, with the least intersection crossings and rail crossings
- 28 outreach events in the last 6 months
- Design concept for three segments
 - General concept: 5' buffer and 12' multi-use path, in addition to 6' sidewalk. 18' lanes become 13' lanes (major truck route + reverse curve). Left turn pocket shifting and rechannelizing parking at west end of project (54th).
 - Market Street – dropping one travel lane, maintaining parking on either side of multi-use path where possible. Relocating bus stop and working with Nordic Museum on the frontage plans to maintain landscaping plans (trail bends out around frontage). Extending bike lanes down 24th to Market Street. Mountable curbs for larger trucks.

Asphalt paving for the most part, but Market Street will be grey-tinted concrete, saw-cut, no rumbling.

- Shilshole segment – crossing at 24th is key, so 24th will be closed and rail area will be paved. Two lanes at 13', regain legal parking, and trail can continue straight. Signalized intersection at Vernon Pl. LED flashing signs at high volume truck driveways. Trail is elevated 6". Rail relocation gives better trail crossing geometry.
- 45th Street segment – existing cycle track will be replaced by the trail. 11' lanes. Original configuration of 2-way street (has been 1-way for some length of time).
- Two full new signals, two new RRFs, one new half-signal.
- Discussion of how much peds and bikes are separated or are encouraged to mix.
- Zebra striping is a new way of doing a mixing zone.
- Removing a few trees on Market but more than replacing at 2:1 required.
- Construction in May 2018, will take one year
- SPAB interested in hearing details about design before construction begins.

Board Business

- David's letter re: light rail. Unanimous support for sending the letter. Howard will help us determine who the recipients should be.
- Fautleroy letter, we already sent, Howard to resend
- Transit Board writing letter about One Center City update and how transit reroutes will affect peds.

Action item: Beau to share copy of letter.

- Angela's concerns about South Seattle location where sidewalk is missing on one side and many senior citizens reside nearby. David and Brian have agreed to come look at the site.

Action item: Angela to invite other board members when SDOT sets a date for a walk.

Action item: Howard to see what planning staff can come give Comprehensive Plan overview at a future meeting.

Action item: Sidewalk café code amendment comments requested (no deadline given).

Action item: Hannah to draft letter to Council regarding pedestrian fatality uptick; other board members to contribute edits and suggestions.

- **Board moves unanimously to empower Hannah to send letter.**

Action item: Gordon to email board members with list of locations of collisions.

- **Board moves unanimously to elect David as chair and Hannah as secretary.**