



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

David Seater, Chair
Gordon Padelford, Vice
Chair Hannah Keyes, Secretary
Hayley Bonsteel
Patricia Chapman
Angela Davis
Beau Morton
Chaitanya Sharma
Andrea Clinkscales
Bunnie Lee
Jennifer Tippins
Manette Stamm (Get
Engaged)

September 12, 2018 Meeting Minutes

Attendees: Hannah Keyes, David Seater, Patricia Chapman, Chaitanya Sharma, Beau Morton, Hayley Bonsteel, Gordon Padelford, Manette Stamm, Angela Davis

SDOT Liaison: Belén Herrera

Public: Doug McDonald, John Pearson, Rich Brown (SBAB), Ryan Packer (The Urbanist), Jessica Chana, Alex White, Todd Burley, Aditi Kambuj, Gabriel Seo

Minutes Approval:

- Minutes approved with amendment to Patricia Chapman’s comments in the Board Business section regarding bikeshare.
- Motion to Approve (Patricia), Second (Gordon)
- Minutes approved (8 of 8 Present Members)

Public Comment:

- Belen: Shared about two events, Jackson Hub Market and [Imagine Greater Downtown](#) event.
- Rich Brown: About riding bikes on sidewalks. People choose to do this because of safety, convenience, or in the downtown environment for ease of access to destinations. People often do not abide the law that required them to vocalize their actions to pedestrians and signal as they are required to on the road.
- Doug McDonald: There needs to be an opportunity for an in-depth discussion about bikes riding on sidewalks in Seattle.
- John Pearson: Market to MOHAI has a goal of creating a safe, comfortable and engaging corridor from the Pike Place Market to MOHAI. Connects key destinations in Seattle. Have completed design, developed a branding system, prototyped in Belltown and SLU. Plan to claim corridor in September 2019. Details on the website.
- Ryan Packer: I came to talk about protected permissive left turns. SDOT is installing these signals. This means pedestrians are waiting to cross, then have cars trying to turn into them as they are crossing. On Labor Day a car went over the curb. I would like the SPAB to take a stance on why these are being installed and what the method behind this is.

The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the

Multi-Use Trail Pilot Project: Todd Burley

- Own and manage multi-use trails
- Have heard issues of safety, lack of clarity about the rules on the trails, and had limited to no enforcement of the trails.
- What Parks can do:
 - regulate speed
 - determine user types
- What Parks can't do:
 - enforcement
- On June 7 a statewide regulation allowed e-bikes on trails. The effects all trails except SPR's.
- National Regulatory Landscape:
 - Washington is now model legislation.
- Pilot:
 - Speed Limit set at 15 MPH for all users
 - Allow e-bikes: class I and class II
 - Education: safety campaign with SDOT and community partners
 - 5 Locations:
 - Burke Gilman, Duwamish, Elliot Bay, Melrose Connector, Mountains to Sound Trails.
 - Timeframe: August 1, 2018-August 2019
 - Outreach: Contacted 40+ presentations, got public comment and letters of support. Outreach will continue.
 - Data Collection and Research: Utilizing SDOT bike counters + 1 to be installed. Will collect accident data from SDOT and SPD. Will conduct surveys (online and intercept) and focus groups.
 - Quantitative Eval: Reduced accidents, decreased speed, increased use.
 - Qualitative Eval: Increased perception of safety, positive response to pilot, increased understanding of trail etiquette.
- Angela: Consider working with schools along the corridor.
- Patricia: Is this lowering the speed limit on the trails?
 - A: There was not a speed limit before. This would establish a speed limit.
 - Patricia: What is the purpose of this? To see if e-bikes should be allowed?
 - A: We are working to learn from this because this type of research has not been done before. Good way to learn about conditions and use of the trail. We only manage a small chunk of the trail system, so we need to work in coordination with

other management agencies. Part of why we did this and did this now is because of the state law.

- Hayley: Has there been any consideration for congestion on the trails? As more and more people move to non-motorized it would be interesting to track.
 - We are going to try to do intercept surveys in more congested areas as well as at bike counter locations.
- David: Do your signs give the non-emergency number for SPD on the signs?
 - We have the Parks number on the signs and list the non-emergency number. SPD will enforce on a complaint-based system, so if there are a lot of complaints at key locations they may send someone out.
 - We will make a report to the board of park commissioners at the end.
- Chaitanya: Where is accident data coming from?
 - SPD and SDOT. Will be a mix of complaints and accidents where SPD is actually called in.
 - Chaitanya: Will you compare accident data to accident data on adjacent roadways?
 - I will leave that analysis to SDOT. The goal is to make this safer and more comfortable for everyone. Trying to shift behavior on a multi-use trail.
- Angela: You should reach out to bike shops to have them share the information.
 - I have compiled a list of bike shops, especially those that rent. Am also trying to put together a list of pedestrian oriented shops.
- Patricia: You should reach out to the bike share organizations to have this information be part of what is shared with users.

Pedestrian Wayfinding Program “Seamless Seattle”: Aditi Kambuj, Gabriel Seo

- Updating the Pedestrian Wayfinding program was a strategy identified in the PMP
- People want more information to walk and explore. Our many transit agencies in the region give conflicting information. Sometime you don’t even know who owns the signage.
- Pedestrian Wayfinding is a way to help people access transit, to show people our assets and spread visitor spending further.
- Chose Applied Wayfinding as the prime consultant.
- Did a scoping workshop a year ago with different stakeholders.
 - Need for a consistent basemap that can be tailored for the agency/organization and for the audience.
 - “Comfortably lost”

- Project kick-off a couple weeks ago. Want to know how often they should come back to the SPAB.
- Google is not good enough for wayfinding for a variety of reasons. Wayfinding allows the city to highlight places they want people to explore more.
- Want to create something that we will be able to maintain.
- PMP sets a goal of 35% Pedestrian modeshare by 2040.
- Will look first at what is in the ROW. But there is also interest from Sound Transit and King County to expand the system beyond SDOT jurisdiction.
- Found some confusing parts of wayfinding in the city.
 - 99 is Aurora Ave, not necessarily clear until they got there.
 - Generally have a consistent grid, but there are some exceptions that can confuse visitors.
 - Google does not always show slope, which can have a big impact on access.
- Think about rules for nomenclature to create consistency and build off of what people already call places.
- Universal design is a key principle for this project.
- Will be easier to get the system right now, and implement at new infrastructure to come.
- Plan to finish summer/fall 2019, implement pilots in following months at westlake hub and jackson hub.
- Angela: I am very excited about this. It's important to think about how people with mobility issues (or with a stroller) can get around dealing with our slopes and stairs, etc.
- Chaitanya: are you trying to use the access through office buildings to get down the hills?
 - A: We want to develop recommendations for how that can better be utilized.
- Gordon: You should work with the UW team (accessible route planner?) since they are already starting to map with accessibility in mind.
- Concept would be designed for the entire city. Detailed design standard would be center city or greater downtown. What to design a scalable system.
- Hayley: If you want to ask for more funding, the Board would be happy to write letters of support.

Board Business

- There will be 2 board positions opening up (Angela and Gordon). Have a goal for more people of color and more from South Seattle.

- There is now a program for board members who need them to get either parking passes or bus passes.
- Angela: I want diverse communities to feel like this city does belong to them. We should break down any barriers to those voices becoming part of city boards and commissions.
- Patricia: I think we need someone who can provide the perspective of people with disabilities. That is a voice missing from the board at the moment.
 - Angela: Different parts of the city have SHAG buildings that have people living there in wheelchairs.
- Board Elections coming up in November.
- We will need to put together an end of year report to give to council (transportation committee).
- Letter of Support for Land Use Code & Curb Ramps: “Providing a safe, accessible environment for people walking in Seattle is a key part of the vision of the Pedestrian Master Plan. The Seattle Pedestrian Advisory Board supports the proposed legislation to include curbs and curbs ramps as part of the pedestrian access and circulation requirements in the land use code, and to require that developments in Urban Centers and Villages comply with current ROWIM standards for sidewalks, curbs, and curb ramps.”
 - Board Moves to Authorize David to send above letter of support.
- David to schedule second board retreat to discuss board priorities.
- Field Trip Follow-Up:
 - Angela: It was a great first time opportunity. I would hope that someday regular (not advocate) people would know that they can use Find-It Fix-It so that they can submit reports themselves. Maybe we can target a more dense pedestrian area next time. It was interesting to see how system-wide there was a lack of coordination (bus stops with crosswalks easily accessible, etc.).
 - Gordon: It seems like the SPAB should writing a letter while the Rainier Corridor project is still ongoing to share these observations.
 - Angela to write the letter regarding Accessible Mt. Baker and Rainier Multimodal Improvements.
- Patricia: Joel Miller said that he was unable to come to talk to us about the bikeshare program. He said that leadership told him to not come to the meeting because they don't have the time to develop a presentation for the board. Suggested to Joel that we don't need a whole presentation, but could discuss what they are doing for a sidewalk management plan. Sidewalk Management Plan is supposed to be done by December 31. Also need to do a parking enforcement plan. Would like to see the board have a bigger role in

these decision points. Joel said the issue of bikes on sidewalks is not in his purview, we would need to reach out to someone higher up in SDOT.

- Gordon: The PMP Implementation Plan was due to Council on September 1, but we did not get a chance to do a final review. The Bike Board is very involved with the BMP Implementation Plan, it seems like the Ped Board should be equally involved. There are major policy decisions being made in this document that we haven't fully weighed in on.
- Angela: I would suggest an onboarding process for new members to really understand the role of the board, the PMP, etc. so we can all be on the same page.
- Chaitanya: Design Commission asked for a person from the SPAB to weigh in on ST3. Commission recommended good station locations for walking. Bike-ped trail on E3 Trail in SODO may need to be torn up with the given alignment. DC has proposed a big rethink of the Jackson Hub area station. Report has been shared with the board for review. DC wants to create a dedicated advisory board for ST3, ST does not want this. There may be a joint letter from the boards and commissions supporting this.
- Angela: Would like to have someone from SPD Traffic Enforcement share what they know about pedestrian safety.