

# Seattle Pedestrian Advisory Board

## April 8, 2015 Minutes

### Attendees:

Members: David Goldberg, David Amiton, Joanne Donohue, Lydia Heard, Lorena Kaplan, April Kelley, Jeffrey Linn, Catherine Morrison, Paul Muldoon, Gordon Padelford, Bevin Wong

Public Attendees: Devor Barton, Jon Morgan, Adam Dodge, Larry Leveen, Fred Young, Jacqueline Sorgen

Other Attendees and presenters: Michael Shaw, Michelle Marx, Ian Macek, Art Brochet, Scott Kubly, Howard Wu

### Public Comment:

N/A

### March minutes:

Approved.

### Board business:

- With Jacob's board term expired, we need a vice chair. Please submit nominations by email to David and we'll vote in May. Self-nominations are encouraged
- One board vacancy is open. We'd like to try to fill it with someone from the disability community, or someone from SE Seattle and a person of color would be great. If you have someone in mind, send them to Howard and he can coordinate with Tom Rasmussen's office to coordinate. The position is a city council appointment.
- PMP homework based on SDOT's feedback of outputs/focus. What other areas do we want to see emphasized?
- Lydia: Huge gap between access and mobility. I think that stops short. Why are we just looking at local access? All the focus is on mobility and pedestrians aren't considered as mobility.
- Jeffrey: At the very least between adjacent neighborhoods.

### ADA Coordinator Introduction

Michael Shaw, SDOT

- Michael came from Chicago's DOT and he sees his role to help SDOT and the public maintain a right-of way. He hopes to learn what he can do to help (beyond lowering and flattening the hills).
- Lydia: When you talk about title 2 and title 3, city gov't is supposed to meet title 2. It seems like we're trying to meet some of the title 3 standards. What's your view on that? A: Title 3 pertains to public facilities, for example hotels. Primarily our work at SDOT pertains to sidewalks. We'll be surveying 30,000 curb cuts in the next year. Finding out priorities, finding areas that don't have curb cuts at all.
- Jeffrey: Do we already know where all the curb cuts are? A: We have a GIS map that shows all the existing curb cuts out there as well as all the locations that don't have the existing curb cuts. We'll have a team go out this summer/end of fall to assess the 30,000 we know about. Then we'll have an idea of what condition they're in.
- David G: When you say unsafe or unacceptable curb ramps, the ones that point into the middle of the intersection. Are those some of the ones you'll be addressing? A: I can't call those unsafe so to speak. I do have opinions about them. Those types are a tool in our toolbox when we have to, when other conditions exist. Is it preferred? Absolutely not. I'm focused on aligning pedestrian routes. Better ways to keep the movement in line. I think that alignment and consistency is key. We'll see what we can do to mitigate.
- Gordon: We have some of the highest cost in the nation to install curb ramps. Do you have thoughts on what we can do about that? A: We don't have a sound policy in place that allows a curb ramp to be installed that goes over the above tolerance at all. I don't want to see things getting ripped out if they're

still functional because that adds to cost. When you have crews that build repetitively the same design it helps the crew to be more efficient.

- Lydia: Do you find a lot of controversy over truncated domes? A: Yes, I hear more bad things than good. From what I understand the research has led us to this point. The access board has put their foot down. This is the way we're going to go for now. We'll probably never have a place where everyone is happy.
- David: Thanks for coming.

## **Move Seattle Levy**

### **Scott Kubly, SDOT**

- Draft proposal for the levy is currently out for public comment. Tonight we'll talk through what's in it and then through the process.
- Levy: Based on the document rolled out by the Mayor, Move Seattle. This lays groundwork by talking about local and national trends; lays out our core values. Organizes our work around those actions and integrates our modal plans. It also describes how a plan leads to a project.
- The city is growing at rapid rates and we have to think about the future as well as now.
- Bridge the Gap levy is coming to an end at 2015 and represents 25% of our funding. It was focused on maintenance backlog; nuts and bolts.
- Move Seattle will
  - Address basic needs
  - Expand transportation for tomorrow's needs
  - Safer, more connected, interconnected city and corridors.
- Annual cost to median household: \$275. The key components are:
- A safe city: focused on keeping bridges safe; 12-15 corridor safety projects (like 75th St NE or Rainier Ave); build 50 miles bike lanes, 60 miles greenways; improve curb ramps at 750 intersections (plus any repaving projects, etc. this is above and beyond that work); 225 blocks of damaged sidewalks; complete Burke-Gilman missing link.
- Affordable city: reduce out of pocket costs by building more affordable transit options; maintaining streets (focused on arterials carrying buses and trucks because those do the most damage).
- Interconnected city: modernize outdated streets to give people convenient and affordable travel options; make bus service reliable; better connections to light rail (for pedestrians and bicycle connections); funding for link station at Graham street (contingent on matching funds from Sound Transit); build 100 new blocks sidewalks; pilot new design solutions for sidewalks. Of this level, 10% is going into sidewalks and pedestrians improvements. We need to think about different ways to improve walkability that are more cost effective than new sidewalks. Half the cost of sidewalks are installing drainage. Are there ways to build them without drainage? Can we pilot new treatments and think of different ways.
- Vibrant City: important for freight and delivery; Lander street overpass (contingent on state money); build E Marginal way out; freight spot improvement program; 20-35 projects submitted by neighborhoods like Bell Street; drainage work in South Park (in coordination with Seattle Public Utilities).
- Guest: Wedgewood has an issue with drainage too. A: Yes. These were two areas that were identified that we could piggy back on.
- Accountability: will be creating a public dashboard and soliciting input through end of April. We'll incorporate it into the final draft that will be submitted to council.
- At the end of July, City Council will take an action and if they like what they see, they'll vote to put it on the November ballot.
- Public involvement opportunities: survey (<http://www.moveSeattleSurvey.com/>), website, 3 open houses, drop-in sessions, coffee meetings, media and email.

- Lydia: Crosswalk markings. These are on a 4-year schedule? And you're using a new material? A: Yes: thermo plastic or mma, which is highly reflective. This material should last over 7 years.
- Lorena: For your last traditional partners, are you looking to King County Public Health to partner with? A: No, good idea. Not yet.
- Guest: I appreciate the high costs, I'm frustrated that the proposal funds 50% of the bike master plan and this only funds 11% of the pedestrian master plan. Why the discrepancy? A: I walk to work every day. This is the mode that is near and dear. It's roughly the same amount of money going into it. The need is just so much higher for pedestrians, and the cost to put in the infrastructure is so much higher. Walkability is one of the big things we continue to hear back from.
- Also will you be publishing the survey response back somewhere? A: Yes, I imagine that we would.
- David G.: Do you have a sense of how much would be earmarked for pilot solutions for sidewalks? A: Let me get back to you. I didn't come with my dollar amounts. It's trying to do roughly 100 blocks of non-traditional pilots.
- David: If we have a PMP that's so ambitious that we can't fund it, and we're going through an update. Would you anticipate/suggest that we'd scale it back? Or somehow alter so it's aligned with resources? A: It's not that the plan is ambitious; it's that the starting point is so far behind. The revision of the PMP is looking into alternatives to help funding (partnerships with property owners to cover costs, or look at policies that other cities are exploring). It's about a third of high-priority transit corridors that are being funded.
- April: Appreciate and am excited about a different model of sidewalk. What I'm wondering about is when you talk about these pilot projects, where do the implementations happen? At what stage is the new sidewalk adopted? Is there any room in this levy to implement those? Or is that a different levy? A: For the pilot stuff it would be implementing it in this levy. The 100 blocks and the money that the levy is allocating is just one of the pools of funding. I don't want you to have the misconception that these are the only sidewalk improvements from the levy that we'll see. There will be additional that are funded other ways.
- Kevin: In my mind the neighborhood greenways funding should be counted for bikes and pedestrians.
- Scott: This is a tension we have. The PMP prioritizes by demand of how many people are walking on them. One of the things that should be discussed as part of the master plan revision is, is it more important to put a new one in than repair one? Whatever comes out of the PMP will shape how the levy dollars get spent.
- Guest: Several sidewalks coming in and out of adult family homes and senior homes are not always best. A: Yes.
- Joanne: Are there any considerations for what Paris, Bogota, Columbia are doing like blocking an entire street for pedestrians? A: Pavement to parks program we're looking at. Doing one on first hill that is part of that is pilot programs.
- Kate: From a public health perspective, my concern with the pilot programs is that street calming measures don't always mean the best for pedestrians. A: Absolutely
- April: What percentage of un-sidewalked area does 100 blocks cover? A: It's a pretty small amount.
- April: I believe there's something cheaper and probably environmentally friendly.
- David G: We've talked about it and haven't done anything yet. Can we lock in the funds? A: Yes
- Jon: In 2009, Licata said there were 12,262 unpaved streets in Seattle.
- Joanne: What's the polling saying about likelihood of passing? A: Pretty favorable response. Most people are saying "wow, big number." Generally they want to see more but don't want to pay more. The one recurring theme is walkability

**Action Item:** Howard will get back to you on all the data points, specifically the dollar amount earmarked for sidewalk pilot programs.

## Broadway Streetcar Extension

Art Brochet, SDOT

- First hill street car line has been built. We're waiting for completion of the cars. Planning on startup of operations this summer but no date is set yet.
- Think of this as an extension of first hill line. Street car comes up currently, ends at Olive and John. The new section starts there and goes until Roy and Broadway.
- This is one of the densest neighborhoods in all of the west coast. Pedestrian volumes are only going to get bigger given sound transits light rail station.
- Olive/John, one by SCCC and one by Cal Anderson at the light rail stop for pedestrians to dump onto streets.
- David: What's the total length? A: A little over half mile.
- Transit oriented development plan at John and Olive. Station will operate next March. Development will continue after that.
- We're concerned about physically having enough room on the corner for peds to congregate while light changes. Looking at other places along Broadway we're looking at extending sidewalks into lanes. Build the curb out so there's more room for peds. We'll be shifting where the bus stops are located. Moving them to the eastside of Broadway. All of this info is up on the website.
- In the business core are they will eliminate left hand turns/center turn pockets; building curbs out, providing shorter distances.
- Loading islands will be used for buses and street car. They'll concentrate traffic towards one end at the crosswalk instead of intermediate places on the island.
- Roy street jog: Will add a pronto bike stop at the end of the line. Protected bike lane will be on the eastside of Broadway. Asking Bike board where they want bike traffic going south to cross over to the eastside. Haven't decided yet.
- At 30% design. If funding comes into place we'll be in construction in 2016. Secured \$13.3M so far, need \$11.7M in local funds to complete. Might ask property owners in the area through a business improvement district. We haven't floated that idea yet. Not sure if that's what we're going to do or not.
- Makers Architecture who did the design for Broadway in 1970s came up with an updated design for the street. Preserve all existing artwork; minimize poles – which compete with overhead poles from metro on that line already, going to try to mount those lines on light poles; looking at slightly elevated bike lane to distinguish; increased ped lighting
- Guest: I'm originally from NY and familiar in the 30s they stopped permitting cars to make right turns. Have we ever thought of that in Seattle? A: I don't have the history of where we'd consider it. I think there are intersections where there is no free right turn when ped traffic is high (University Ave. and 45th)
- David: Part of vision zero is to implement it downtown.
- Guest: On Broadway right now, they put a bunch of no right turn on red that people ignore. Is there anything to force people to obey that law? A: Other than enforcement, I don't know. There are techniques that we use with the timing of the signals, with bikes so there's less opportunity for them to do that, but other than that I'll take that back. I wasn't aware that was prevalent on Broadway.
- David A.: How'd you decide where it terminated? A: We looked at Aloha first. Deal killer was extending the line that much further was the breakpoint of whether we had to buy an additional street car. For almost no increase in ridership, the bill was too big.
- Are crossing connecting sidewalks to platforms? Will they be raised where bike track? A: Have to double check. I think we're going to maintain the elevation on the bike track so it would cover the sidewalk. Not positive we've decided that.
- David: So if we want to take a closer look at the sidewalk/bike conflict? How would we do that? A: I'm your best channel through to the design team. I can channel you materials through Howard or I can

come back. Any way you'd like to, over the next 6 months. Before we get to 60% we should have your feedback.

- Lydia: There are a lot of parts to this. Mayor said "we can't do all this; we should have done it differently." How should we have done it? A: The first hill line, I don't think we'd change as much as we first thought we would. The blue smurf poop was a bad idea. There are some details we're changing. On the center city segment, we're completely changing our approach. It will have its' dedicated lane.
- On Broadway, we made the choice for the continuity of the First Hill line.
- Gordon: SCCC at Howell/Broadway. It's great to push a button and get a red light. It seems to take a long time. People are running across the street often. Looking at that timing decision. A: It's not part of my project, but I'll pass that along.
- Gordon: 10th and Olive, there's a marked crosswalk that has no signalization. A critical crossing for light rail, already sees a lot of traffic. Very dangerous. A: That one is in my scope. We'll be rebuilding what's now the trail track. Building street car tracks takes a long time; it's complicated and involves a lot. During the period of construction (1 year or so) traffic is going to be very difficult, particularly for vehicles.
- Guest: Comment on station design for current Broadway/Columbia. It drops you at the south side of Columbia. To get to the other side/north, people walk in the bike lane. In future it would be better to have sidewalk instead of landscaping for peds to walk through.
- Jeffrey: In the bike lanes, are you planning on changing the pavement treatment as they approach intersections? A: I haven't heard of anyone asking that? The changing of pavement becomes tricky. We could look at that. Would you see that just at the crosswalks? Jeffrey: Wherever the potential for conflict with pedestrians is higher. A: We use the green now to signify bikes/vehicles.
- David: Might want to look at the Westlake cycle track because there's something in play there. To make it consistent. A: Ok. David: I'd like to get Art to send us more detail and have David and Jeffrey provide additional feedback to him on it.

## **PMP Update**

Michelle Marx, SDOT

- Assessment work being done now. Early summer we're looking at prioritization. That's when we'll hold a workshop with SPAB board.
- We're now laying out our schedule week to week now, so expect to see that coming from Howard soon.
- Mid-summer workshop on toolbox items; what are alternative sidewalk designs and then a late summer workshop on performance measures.
- Assessment phase: Looking at trends to figure out how successful we've been in encouraging walkability, safety, etc.
- Lydia: We don't have a goal that connects to interconnected city. There seems to be an emphasis on city-wide mobility; walkability is dumped into access which isn't true. A: That's a question that comes up. Our other plans define a network. The initial thought was every street is a part of the network. Every street is important.
- Paul: You could say the same thing about a roadway. You have urban sidewalks, no sidewalks, etc.
- Lydia: The truth is not every sidewalk is walkable. We want to be able to walk from neighborhood to neighborhood.
- Jeffrey: If we want to be the best, we need to connect at least adjacent neighborhoods.
- Michelle: What I'm hearing you say is pedestrian demand is a big issue. If we're identifying certain routes, we want to make sure people can get to important places.
- Jeffrey: You can't see the demand for a bridge if no one is crossing a river.
- David: I think without calling it demand. I think we're talking about connectivity, not just demand.

- April: After this Move Seattle, there's a lot of money going into the bridge in Northgate. There's a lot of low-hanging fruit like Maple Leaf and Northgate, that don't have sidewalks to connect them.
- Michelle: I'm hearing people say we want a connectivity goal.
- David: I like the innovative goal as well. This has energy all over the country and world right now. I would hope that we're acknowledging that it's a dynamic framework and we'll be pushing ourselves to be innovative.
- Michelle: I had innovation as an underlying idea. I like calling it out.
- Gordon: Health goal: Really should be increase public health.
- Michelle: Should the health objective and goal be switched? Not all agree on this, general consensus is the health goal isn't enough.
- Lorena: Vision should be stated, not a goal "Seattle is the most walkable city."
- Michelle: They'll formalize all changes to vision, goals, objectives and send it back out to you to approve.
- Lorena: Objective 3: We know from studies that we have to increase the public's perception of safety for walking. Can we introduce that new language so we can put a plan in place? A: That is a performance rating, but we'll note that.
- Performance measures: We'll revisit this again. Data gathering is still happening.
- 2009 to 2014 increased pedestrians downtown. In 2007: 8.3% walk to work in Seattle; #5 (combined non-motorized transport to work) 2011: 8.6% walk to work (#4 )
- Walking to work only decrease relative to other large cities from #5 to #7.
- Mode share is an incomplete picture. PSRC did travel survey (all travel, not just work) in 2006 and 2014. Data is coming in May.
- David: Since it's regional, do we have a large enough sample to make it statistically relevant? A: Yes. City paid to over survey the city. We're confident its' a better sample size. Commute trips are the minority of trips so we are excited for this data. This will provide more robust
- David: These are diary based survey? A: yes.
- David: I know there are other ways to measure like pedometers, are we thinking about doing that to track? A: I don't know of any that are doing.
- David: I know others might know of data sets. Jeffrey: UW did a survey on walking: students, alum, staff, etc.
- Safety: When you look at the five year span, raw numbers. No trends. Pedestrian fatalities (even though it's relatively low at 10 or under) still significant portion of total roadway fatalists
- Lorena: If there was an incentive reporting tool to calculate near misses that would be helpful? A: Like a self-reporting tool? Yes.
- Guest: Cascade Bicycle Club has something similar.
- From Alliance of Bicycle and Walking: (# fatalities/walking commuters) 2007 we were #3 and 11 we were #2. One year to one year snapshot.
- Lorena: Do you know if they listed cause of death or contributing factors? A: I don't think they go into that level of data. More data and information coming on data.
- Next we'll hear on infrastructure: total sidewalk and crossing improvements since 2009 (including beyond BTG funding and tier 1 PMP projects)
- Kate: You may look to public health for data. A: It's not quite comparable baseline for 2006 to now, but we are talking to them and gathering.
- Kate: You might be able to piggy back on surveys public health is already doing and see if you can add onto it. For future use. Build a culture of health centered on walking (proposed Health goal language).
- Dave: You used vehicle speeds as data points, if you want to catch that for pedestrian use, you should be looking at vehicle volumes as well.
- Where does something like land use factor in? We think about it as slow change, but there are lots of examples here that it's changing at faster rates. A: Land use is not something that we've rolled into PMP because it's not something that we can control, but we do account for it in our prioritization

methodology. Demand is almost entirely based on land use, so we're trying to anticipate where the high pedestrian demands are going to be moving forward.

- Paul: In a zoning map, they have pedestrian areas. What's SDOTs involvement in that? A: P zones are where there's impact beyond property line. Susan McLaughlin has been working with DPD to make sure our new street types are tied in, so the right of way design is accommodating for pedestrians in those designs. As we look at our prioritization we might factor that in.
- Jeffrey: Scale, the grain of development along the pedestrian corridor. The frontage has huge impact on pedestrian experience. A: It's hard because that line is the dividing line of where DPD's jurisdiction takes over from ours. We're working closely, but it's a challenge.
- David: If the PMP is where all things pedestrian are going, we should be looking at it all at once. A: I think when we get to the toolbox we'll be able to hone in on these questions. These are all issues that impact walkability.
- David: It'd be great if we could have input into our performance targets. Maybe Feet First helps us, maybe we do it neighborhood by neighborhood. It might be something one of our nonprofit partners might want to take on. A: This micro analysis will get to smaller issues that impact walkability. We're talking to Feet First and I'll bring that up.
- Guest: North King County Mobility Coalition has done surveys that might be useful.

#### **Action Items:**

- Michelle/Howard to send proposed workshop times.

#### **8:21 Adjourn**