

Seattle Pedestrian Advisory Board

Feb 11, 2015 Minutes

Attendees

Members: David Goldberg, Jacob Struiksma, Devor Barton, Joanne Donohue, Lydia Heard, Lorena Kaplan, Jeffrey Linn, Paul Muldoon, Bevin Wong

Public Attendees: Thomas Noble, Craig Shumate, Adam Dodge, Lakeya M Johnson, Audrey Riddell

Other Attendees and presenters: Dawn Shellenberg, Paul Elliott, Tracy Krawczyk, Michelle Marx, Gordon Padelford (Seattle Neighborhood Greenways), Howard Wu, Sarah Zora

Public Comment: Can we please ask the presenters to explain the acronyms used?

January minutes:

Approved.

PMP (Pedestrian Master Plan) Update

Michelle Marx, SDOT

- Came last November, she's leading the update to the Pedestrian Master Plan. Last time they let us know that they were about to undertake an update, a technical update for the most part. See handout for more details.
- They're also updating pedestrian toolbox and implementation measures to make sure they're up to date.
- Five year implementation plan, outlining the projects they're hoping to accomplish in that time frame.
- Working with SVR Design Company and currently in scope negotiations. Hoping next time they'll be able to outline timeline and what we can expect. At the end of the month the project is officially kicking off. Most of the work will be completed by year end.
- They'll be using the SPAB as primary review board. Implications are attending the meetings every month, sometimes updates are quick, other times more intense. It would entail a lot of time in 2015 so wants to make sure the board is comfortable with that level of involvement?
- David: Yes, we're eager to do so. Might take some time outside of our meetings once negotiations are ironed out. We should schedule those once you're further along to dig into data and what not. In order to do the things in this scope and update there's a lot of data to be collected and associated. I imagine this data is already collected for the most part. It would be helpful to know which data sets we can expect and start looking at it early on. A: One of the early tasks the consultant will have will be to look at data sets and whether there are better data sets to be looking at. That's one of the earlier deliverables we expect to see.
- Jeffrey: Particularly interested in spatial analysis. A: great.
- Lydia: GIS analysis was used initially right? A: yes. Jeffrey is an expert in this, so he should be looking at that as soon as possible. A: yes.
- Jacob: We should be walking the streets and seeing the problems first hand. The conditions are quite bad out there and not apparent while looking at maps. Hard for me to report things because you want a photo of it, which I'm not great at. Find it, fix it app doesn't allow for all the fixes that are needed for sidewalk. A: I hear what you're saying. Particularly what you're talking about are internal SDOT policies which will be reflected in our updated toolbox. The items you mentioned should be engrained into our implementation process.
- Jacob: All departments in the city should be following the Pedestrian Master Plan, but they're not.
- Lydia: Problem reporting is not currently a data input for this project but it could be? A: It's not something that we use to direct projects. I think we used claims data around trips and falls was one of the inputs. The find it, fix it app is interesting that it doesn't take into account any pedestrian

problems. Our access Seattle program is focused on increased construction management processes. We are trying to make it easier for people with high construction to have a single point of contact to identify issues.

- Joanne: Supposedly there's a list of projects that were identified in the last plan. Where is that document? We get a lot of presentations, but I don't know how they relate. Were they identified years ago? A: That's one of the first tasks we hope to tackle. Cataloging all improvements we've made since 2009. One of the measures we'll use to measure success of last PMP. Hopefully we'll have that info by April meeting if not March.
- Joanne: New plan doesn't identify exact plans? A: We're struggling with that. Right now it's just high needs areas but internally there's some desire to identify exact projects.
- Lorena: How do we partner with you to make sure they're implemented with pedestrian needs? We'd like to know how to best support you with these projects but we don't see them coming. A: We want to set performance targets as part of this plan. 09 just established trends, but there's more info now about what makes a good pedestrian environment.
- Lorena: Any part we can be a part of those decisions? A: yes
- Joanne: Any other big differences? A: toolbox, prioritization scheme, setting targets, creating discreet list of improvements/projects.
- Lydia: Most of funding from PMP is out of bridge the gap. Is there enough info there now to inform the new levy because we don't know what to ask for? A: We're in discussion with the mayor's office about shaping the proposal. The ball is in the mayor's court now. Drafting a letter to the mayor isn't a bad idea. Going on record with what you think the critical needs are and the ask. The timing might be right.
- David: Move Seattle is being developed at the same time. At what degree is the PMP informing that? How do they interact? A: Tentative release date for move Seattle is..? There will be a 10-15 list of projects that are multi-modal. All needs are figuring heavily into the projects we've selected for that list.
- David: We also have Vision Zero that could adopt a bunch of things from the PMP, but curious about how these integrate? A: We're working closely. Jim will be on the technical advisory team. Vision Zero and PMP will be married.
- David: It seems like the methodology is really being determined now. Is there any way for us to get involved now? A: No decisions about methodology will be determined, only scope. SDOT will be doing the collection of data and analyzing in house.
- Paul: The consultants schedule and scope is already negotiated? A: We're still working on it now. Ironing out the details at this point.
- Jeffrey: Who is the SVR Project manager? A: Amalia Leighton. She did most of the heavy lifting on the existing PMP.
- Jacob: We have the walkable zone as 6-8 feet. I think it should be 12, a lot of places it is much smaller and shorter. How are we looking with this plan, tools, goals that aren't being actualized on the streets? A: Sounds like lots of questions about enforcement. I want the PMP to map out a trajectory for getting there, not just a dream. As we get to toolbox portion I want to hash it out with you and get it on paper to address maintenance needs and enforcement issues.
- Joanne: I do a little bit of urban reforestation and there are young people who do trail restoration. Has the city ever employed those people? A: I don't know, but I'll follow up.
- See you in a month with detailed scope, budget.
- David: Let's work on getting a special session on the calendars.

Action Items:

- Draft a letter to the mayor to go on record with what the board thinks are the critical needs was suggested to the board, though not assigned.

Multimodal Corridors Analysis

Sara Zora, SDOT

- What do you think multi-modal means? Sidewalks, buses, freight, bike, general purpose traffic, more about street scape. Places for people to have a place to be in the street.
- What could this be called so general public might know what we're talking about? L: Streets for people. Streets for everyone. Complete streets. We're open to ideas. Streets for all.
David: Are you thinking about that because there might be a sales job for the public? A: yes.
- Goal: How are we going to reallocate space on principle corridors to make them healthier and safer public spaces? We have a lot more people moving to the city, but we aren't creating wider streets so how are going to reallocate to move people and goods. SDOT wants to strive towards predictability of movement (dedicated bike lanes, streets for transit).
- We only have funding to go 3-5% of design, so very high level projections. This will help us get to a preferred vision for the city and community. Help us get some quick wins, grant funding, etc. that would allow us to get started before we're fully funded. Outcome is a preferred vision for the street and then they'll try to do some phased implementation. They won't be doing a detailed design of street until they get funding.
- David: What's the genesis? A: We have all these plans, some of which are getting updated. We're trying to position ourselves so that when funding becomes available we can get started on them. Trying to get first phase of the project done now so we can move forward once funding comes up. This is about modal integration. How do we think about tradeoffs on what do we give up to move more people through.
- Lorena: Have you worked with other offices in the city to figure out in 30 years or however long to determine where we expect the most growth and which corridors will carry most people. A: Puget Sound regional council model has been updated already. DPD comprehensive model has been developed as well. We're striving to get to 2035 as well taking that information into account.
- Paul: You're saying that you're using the comprehensive plan but does it go down to this level? A: We'll go further into detail. The comp plan will inform jobs, places of growth, etc. We'll be more data driven.
- Why: Seattle is growing. More good and people. Street choices design life choices. Think through health and other factors should be taken into account. Bring in additional ideas beyond traditional transit data like demographic data, etc. Factors that the PMP (Pedestrian Master Plan) and BMP (Bike Master Plan) have used to inform their plans.
- Lorena: Will you look at crime statistics as well? A: No, we don't have it on our list. We will look at crime prevention through environmental design to make sure we're not creating dark corners, etc. I haven't thought about crime statistics. I'll write it down.
- Jacob: What about ramps. A: I think we have standards in place now to have 90 degree ramps. We will add. It's very important.
- How: 10 corridors in 2015. Goal is to have complete design for all of them by end of year. There are going to be some corridors that the pedestrian board might not be happy about (for example where railways are, Lake City way with dangerous sidewalks) but all will be in play when we get to the design phase.
- Where: See handout for two groups. When we get into more specifics on corridor projects we can come back in and talk specifics.
- When: First six corridors are launching right now. We want to be sure all projects are using the same standard methodology. Once conceptual design begins they'll hold their first open house. They'll try to get some new stakeholder input for these corridors. Group two launches quarter two (April). Ultimately they'll have high level cost estimates at the preferred design phase (at year end) plus prioritization for the corridors on which ones should move first for funding.
- Jacob: Are we looking at turn radius of sidewalk curbs for speed and width of lane, etc.? A: Some different situations if it's along major truck streets. We also want to be sure pedestrians are safe in

that. We might not get into that level of detail, but in our design we'll note and allow those trucks to make those turns.

- Susan McLaughlin is updating the right of way manual now—good time to hear from her? This will address these types of questions.
- David: What does the product look like for each corridor? A: A readable and friendly for all people to read, not just engineering types. It will include all the information, input from public, from all parties. It will be a document with appendices to have all the full details incorporated into it.
- Jacob: And this will be in different formats other than PDFs? A: Like word docs? Yes I can do that.
- David: If you'd like to use us as guinea pigs on the first corridor, we can provide feedback. A: ok, works for me.
- Paul: Could you get us your schedule for public involvement? A: Consultants are doing the month to month schedule now. Probably third and fourth week of April is likely for open house. They'll have surveys for both phases of public engagement.
- Jacob: Any way to work with metro or sound transit to have things at bus stations. A: great idea, writing it down.
- Joanne: Will you have the new name? A: if you think of one, yes. Inclusive corridors? Vision corridors. Email her ideas: sara.zora@seattle.gov
- Jacob: how are you going to do street parking, transit, etc.? A: It's going to be so difficult.

Roosevelt Way NE AAC

Paul Elliott, Dawn Schellenberg, SDOT

- Project goes from 65th to bridge and it started as a maintenance project. We'll start by milling, removing top two inches of road, doing base repairs and then put another two inches down of asphalt. This should give us 10-12 additional years of use. We're looking to add additional features.
- We're adding in-lane bus zones. One advantage to Roosevelt is that we have two south bound lanes, so cars will have the opportunity to go around.
- 65, 55, 50, 45, 42 and Ravenna will all have in lane bus stops.
- They're going to eliminate the stops at 63, 58 and 53 and moving 56 down to 55 to consolidate.
- Adding curb bulbs at virtually every intersection along the corridor. Curb bulbs shorten crossing distance making it safer. They will also make them more visible to cars and vice versa. We have a problem with people parking too close to the cross walks making visibility challenging. Curb bulbs should help with that.
- 65, 64, 63, Ravenna, 58, 57, 53, 50, 47, 45, 43 and 42 will all get curb bulbs. On the east side of the street it will be 6 feet, west side 3 feet out because of the protected bike lane on the west side.
- Just south of racer cafe, east side of Roosevelt, we have three t intersections. As part of project, we'll do curb bulbs at 57 and 58, plus curb ramps on east side of the streets corresponding and remove the parking that's there now. On 59th we won't be doing this because to the north side is an ally.
- Jeffrey: How do you make the decision to put curb ramps on the opposite side of 57 and 58 instead of curb bulb? A: There isn't a corner. Technically we could bulb out that piece. I'll raise that issue. I'm making a note and will get back to Howard.
- Lydia: Will four corners have implied or striped cross walks? A: Plan is not to add any new striped crosswalks as a part of this project.
- Another issue is the amount of buckled and broken sidewalks from tree roots. When we first rolled this out we didn't have funding, but now we do. We won't be replacing all of it, but will replace where there's significant damage. It will probably mean removal of trees in certain places.
- Jacob: Do you have a list of the ones you'll be fixing? A: I have not seen such a list yet. I can see about getting the list for you.

- One exception where we won't be doing that is if developers are coming in and putting in buildings. There are a number of places: apartments on 62, new building from LIHI (Low Income Housing Institute) north of library, 65 where Trader Joe's will begin building up. In those cases we won't be making any changes.
- Current cost is \$9.1M majority coming from BTG (Bridging the Gap). Includes \$1.5M federal highway. 90% design by end of this month. April 24th 100% design. Completed by end of May 2016.
- David: What's the source of the federal dollars? A: I don't know, but I can find out and let you know.
- Jeffrey: On 53 and 52 you have sidewalk extensions. A: That has changed since the decision to put in the protected bike lane. I got confused on that change, so I'll double check and let you know.
- Jeffrey: The treatment should be the same on every t-intersection for traffic calming and pedestrian safety.
- Where there's a seven foot parking lane now, plus five foot bike lane. I'm going to focus on how the transit islands will work with the protected bike lanes. Ours will be developed similar to the image from Portland. We're looking at different options: marking it green to signal mixing zone, bumpers on the ground to warn them, the area will narrow to indicate a slower space. Still reviewing ideas for this.
- Jacob: I can't hear bikes. Is there a way to put a strip on the ground throughout so that it can create a noise? A: Maybe? Great suggestions.
- David: We could find some creative people to design something visually appealing that also makes noise when you go over it in a bike.
- The rub is the parking spaces on the west side that will be lost and the merchants are very upset and concerned about it.
- Jacob: Any change to any signals? A: I'm not aware of any.
- Jacob: Ravenna is a very long wait and if you don't run you won't make the light. There are not true left arrow times. Still safety issues that need to be looked at. A: Ok.
- Joanne: How does the conversation go when you say we need to change the paradigm to thinking about how to move people instead of how to move cars? A: I'd suspect we hear the same things as you all do. There's a sizable, vocal group that feels that there's a war on cars. I advocate that our city is growing and new streets aren't an option. The only way to go is to think about moving people.
- Jacob: What about the intersections with how we deal with crossings where bikes are. Like at 63. A: No crosswalk there? No. The bulb will be in the bike lane to slow them down and if you're in the crosswalk you have the right of way, but it's mostly an educational issue.
- Lydia: Do you have your construction access plan in place? A: We don't have that yet but will. We haven't gone to bid yet. We'll have that when we have a contractor in place they'll have to submit by phase of project.
- Lydia: I was wondering when a good time for you to come back and talk about construction impacts? A: Late summer, once we have initial schedule from contractor.
- If you have other questions, we have a project website, or you can call either Paul or Dawn.
- David: Want to commend the department on the progress of this project from where it started from. It began as just a pavement project and now what we've ended up with a project that is very valuable.

Action Items:

- Paul to follow-up on various questions asked and details that he didn't have on hand with the board.

Board updates:

- Jacob: A lot of things I've been seeing about Rainier. Are we going to have someone present? Jim Curtain on the agenda 35th Ave SW, Rainier safety and Vision Zero will be attending next month
- Vision Zero: 3pm Scott Kubly and mayor is announcing at Lake City library tomorrow. Going to release 2015 vision zero. Plan will update annually. Idea is to reduce fatality and serious injuries to zero by 2030. Highlights: downtown will have 25 mph speed zones. Neighborhoods will have 20 mph. Evaluations to reduce arterial speed limits city wide. New public engagements and education strategies. Bike/Ped patrols (both rewards and reprimands). They're starting with

downtown because that's where most incidents occur. That includes 300 intersections that will need to be addressed, striping, eliminating right hand turns on reds, removing dual turn lanes, are just some ideas.

- Ticket revenue from the cameras in school zones is going down so people are changing their behavior, so that's good news.
- Principles that the group came up with: No one should die or suffer injury from traffic.
Four principles:
 - Life is most important.
 - Every person matters.
 - People make mistakes.
 - Government is responsible for safe streets.
- Jacob: People are upset about audible signals. I don't like the old or the new ones in general. There were some people that were emailing. We should put it on the docket to weigh in on. If it can say wait, it should say "Walk 5th Ave" or something. I'd rather it would just talk. It seems like there are some problems.
- David: We're replacing four members on SPAB. David and Jacob have been helping to interview. They've made recommendations to council and mayor. We should know relatively soon and have people on board by April. We had a great pool of candidates, 30 people, and almost any of them could have served. The disappointing piece is we didn't have candidates from underserved areas (SE Seattle and extreme North Seattle), and we don't have anyone to replace Jacob.
- Lorena: It would be nice to know what variables SDOT is looking at so we can at least start to think through what we'll be looking and how we'll be measuring.
- Paul: Are there performance metrics the city is looking at? Can they share them? Howard will check in with Jim and see if they're willing to share.
- David: I don't know what the data sources are for the indicators in the PMP or if they even exist. As a baseline, I'd appreciate a session where we talk about what do we have, what can we reasonably have sources of data for.
- Paul: Maybe we can have a session that just talks about what indicators the department uses, and what's the schedule for developing key indicators? I've found it useful to know a roadmap and where we are going.
- Jacob: There are signs I keep running into, they're four legged. I think they're for parking. At 65th during construction. I don't know what they are.
- Lorena: I was confirmed to the school traffic safety committee yesterday. Any recommendations that we can generate around school traffic safety. Some of our meetings are at schools to do walk arounds, observations, etc.
- Joanne: I'll be attending bike board next month, will have an update.
- Lydia: Went to the first right of way meeting, update to come

Action Items:

- Check in with Jim and see if there are city performance metrics that they're willing to share.—Howard
- Follow up to get Scott Kubly on the agenda. —David & Howard

8:05 Adjourn