

Seattle Pedestrian Advisory Board

DRAFT September 9, 2015 Minutes

Attendees: Paul Muldoon, David Goldberg, Cameron Zapata, Joanne Donahue, Gordon Padelford, Angela Davis, Lydia Heard, David Amiton, April Kelley, Jeffrey Linn

Public Attendees: Lance Young, Bill Davies, Jacqueline Sorgen, Troy Heervagen, Kristi Rennebohm Franz, Cathy Tuttle, Jacob Struiksma, Jon Morgan, Thomas Noble,

Other Attendees and Presenters: Mayor Ed Murray, Howard Wu, Michelle Marx, Ian Macek, Kevin O'Neill, Marilyn Yim, Rachel Baer, Nicole Freedman, Bill LaBorde, Tracy Krawczyk

Introductions

Mayor Murray

- Used to walk to work from Capitol Hill
- Helped to pass first SRTS bill in state legislature
- Big package on the ballot to make a big impact on ped issues
- How do we move forward on ways to pay for sidewalks?
 - Hired transportation director particularly to help with this issue
- Angela: with the Rainier Corridor there have been changes with the roads, but having more of a community integration with planning, is there a way to have the people that speak various languages to be more aware of Rainier Beach meeting (did see flyers from various languages from the city in advance)?
 - Mayor: a challenge for the city for sure, I think the department did a good job on having language outreach at that meeting. Young people often want to be engaged on social media. Was really a dangerous situation – we have a good plan. We can see what works and what doesn't work and go back and change that – just like we did for Second Ave bike track.
- David Goldberg: One of the thing about your talk of balancing all the plans, is the ped plan really a thing anymore?
 - Mayor: Needs to be a standalone product. Integrating our approach is important, but we don't want to vary aspects of our transportation system. Will guide the larger context. As city changes and some that are very dense how do we create a pedestrian infrastructure that reflects those changing needs. Restrictions on red on right downtown may be different than in other neighborhoods.
- Lydia: Been a suggestion that the plan also needs to form a connected network – if we provide that infrastructure that those areas might also become more housing dense.
 - Mayor: You'll see in the comp plan and affordable housing plan that folks are looking at growth – we need a pedestrian spine up there, and think about how to prioritize that. I came to work for Martha Cho 25 years ago, and the big issue then was how are we going to build out sidewalks – came back 2 years ago and the issue is the same. We need to be honest about the cost, and we need to decide who gets it first.
- David: we did a tour last month of sidewalk alternatives, I've been curious about how much is really available for those kinds of solutions in the levy?

- Mayor: I believe there is, and there is the existing money in the SDOT budget as well. There is discretion to look at pilot projects and to explore other things we can do. People say let's Move Seattle is too big, but it would have to be 3-4 times the size to build out pedestrian issues.
- Angela: The decision making to make the crosswalks on Capitol Hill was out of a discretionary fund, I've seen the media's reports, I want to get a clear understanding of how these decisions come about,
 - Mayor: three different ways to look at this. First, those crosswalks were in response to violence against gays in that neighborhood – as much of a statement as infrastructure, mostly paid out of development fees from the massive development. Next week we'll send out a policy for neighborhoods to partner with the city through matching funds with the city to have customized crosswalks – do it as a way to mark the city and create a better pedestrian environment. 3rd, the Central Area has a different set of money for markings like that for the historic nature of that neighborhood. Generally see a proposal that standardizes the approach for the crosswalk painting.
- Angela: isn't this legalized tagging, saying this area represents this
 - Mayor: You see this around the world, and in Chinatown you see markings to represent the neighborhood's history. In CD African American heritage. Ballard Scandinavian heritage. So I think it's a cool way to show the diverse history of Seattle.
- April: I like to hear you talking about prioritization, in our field trip last month there are very walkable areas that do not have sidewalks, one of the issues I've seen living up there was a proposal to slow speeds on 3rd by using speed bumps – there were a lot of through commuters who were up in arms, but instead of them putting in sidewalks they didn't do anything – fast traffic and a lack of sidewalks. Very frustrating that nothing ends up happening. Who is responsible for this prioritization. What do you need from us to make this happen?
 - Mayor: We don't have a good process in determining (except SRTS which should be #1 priority), what to do next. We can have discussions about additional revenue sources. We need to take risks – try the speed bumps and if those don't work try something else. The first issue I worked on in 1992 for city council: on Phinney Ridge people drive downhill quickly, people went berserk over chicanes – literally you would think we were killing children, now people wouldn't want that to go away for the world. We have to create a process that identifies what first and how much. Districts is going to bring an interesting dimension to this. This board should be working with our department's prioritization process.
- David Amiton: I've been excited about some projects, but with little process. Three projects that I think are good, but didn't know about them until they were at 90% design and asked for comment, both as a board member and as a citizen.
 - Mayor: I believe in getting input and bringing people together, at the same time I don't want process to become the enemy of action. Probably on me that we didn't notify. A tension because we want to act. We're trying to get this right. We're about to look at different ways to communicate with people on social media through department of neighborhoods. Trying to integrate, create a portal. I've pushed the director to push the department to get these projects out.
- David Goldberg: How can we help?
 - Mayor: We are as you know in the process of updating the comprehensive plan – media has lost interest in, but I would ask you to take a deep dive into the comp plan process. The HALA process will take 18th month and a series of recommendations,

and that's going to have an impact on our pedestrian infrastructure. Much to my surprise we got to go to the ballot about Sound Transit, need to make decisions about where those stations go – looking at that and giving us advice on that. Help us decide if what we can do to establish process to prioritize process of pedestrian infrastructure. And make people excited about walking, but again let's find way to make sure we are creating a walking culture.

Action items: Ped Board to engage in the Comp Plan process.

July Minutes: Approved.

Today's Minutes: Gordon taking notes, Lydia will process.

Public Comments:

- Diagonal ADA curb cuts, I thought Kubly said we weren't doing these anymore, but then Roosevelt project includes a bunch
 - Gordon: usually a trade-off between 90 degrees for wheelchair users, vs directional for sight impaired people
 - Mike Chong is director of ADA compliance
 - Gordon will send out memo he got
- Jacob: Pronto Bike share station bikes are cluttering the sidewalks,
- Lance Young –interurban trail tree preservation society: We got an agreement to maintain trees, but now Seattle City Light wants to remove all the trees and smaller vegetation because it's less expensive to mow than the prune. David Goldberg: Kate has offered to write a letter.
- Kristi: SBAB wants to invite SPAB to collaborate going together on common issues and on conflicts

PMP Update: Public Engagement Plan

Michelle Marx, Ian Macek, SDOT

- Michelle Marx: draft public survey
 - should narrow down policy discussion
 - April: some photos might not be realistic?
- Angela: why isn't questionnaire by district? We do ask which neighborhood. If people live in the south end or the north end, provide local context streets to help people Hope to blast out far and wide on social media. Languages available. Jacob: need to have accessibility web standards.
- Angela: walking in the rain is difficult, people can get splashed with cars going by,
 - Michelle: we intentionally limited pool of options to those elements that the ped plan can address
 - Angela: large pools of water,
- April: curb cuts where cars park and block sidewalks
- Joanne: From an age friendly standpoint, places to rest are key
- April: when there is not a sidewalk it's daunting because you have to weave in and out and constantly find a path, a lack of order – a lack of a clear path to walk on even if there isn't sidewalks. Walkable zone,

- Angela: do you make sure that the top agencies that deal with those specific languages can help assist. Ian: yes
- David: should say “given that we can’t fund everything...”
- David: should offer examples from each area of the city
- David: envision it.
- Gordon: how to get kids and elder level of comfort into survey, not just able bodied adults who will likely be answering the survey
 - Ian: they are relying on DON staff to get work out to District Councils
 - September through end of October

Seattle 2035, Transportation Element

Kevin O’Neill, SDOT

- State growth management act requires us to plan regularly
- 70k more households 115k more jobs by 2035
- Transportation element into a number of sub elements
 - land use and transportation
 - making use of streets we have
 - transportation options
 - environment
 - support a vibrant economy
 - safety
 - connecting to region
 - operations and maintenance
 - measuring level of service
 - funding
- Goals and policies – too many to write, see powerpoint or document. T16, t2.1, T3.1, T3.9, T3.1, TG6
- Right of way zones
 - Three major zones
 - Pedestrian zone
 - Travelway
 - Transition zone (parking or other use),
- Functions
 - Mobility: movement of people and goods
 - Access for people: parking, bus stop, bike parking
 - Access for commerce: unloading loading
 - Activation: Parklets, and sidewalk cafes
 - Greening: stormwater and trees
 - Storage: longer term parking
- ROW allocation decision process
 - Allocate space on Seattle’s streets to safely and efficiently connect people and goods to their destinations while creating inviting spaces within the ROW (Goal Tg2)
 - 1) Consider the needs of the three zones
 - 2) Establish priorities
 - Missing the rest, went too fast
- Level of service: GMA requires it for arterials and transit routes PSRC wants to focus on all modes. Current is vehicle levels over capacity, at streets and draw a line across and see how is that screenline performing at a series of streets. Allows for a high level of congestion. We’re looking at a new approach to LOS, thinking about either

- Performance-Based measures (VMT, mode share (maybe for parts of city), tests the merits of individual projects and system performance
- Enhance multimodal screenlines (consider all people moving).
- Mitigations that developers do are based on this, so if have more multi-modal funding
- Schedule: Now briefing all boards, and public review runs through November,
- David: David G, Lydia, Gordon interested in volunteering to help

Fairview Ave N Bridge Replacement

Marilyn Yim, SDOT

- The levy would fund replacement
- Lots of people don't know it's a bridge
- David: why so many lanes – A: transit
- Going to have sidewalks on both sides
- Going to create viewing opportunities
- Trial connections: making access ada compliant on the southside
- Going to close bridge completely for 15 months, all traffic will be detoured over to Eastlake
- Going to be reaching out to project neighbors
- Timeline: currently bridge will be in construction spring 2017, into summer 2018, preconstruction activity a year earlier
- Gordon: 10' lanes are more appropriate for urban streets, why is sidewalk buffering the traffic barrier rather than the other side?
 - Have to do something at the end: impact attenuator, both widening the road and any changes to cycletrack would require breaking down the barrier, it's not required for this classification of street, tribal treaty rights issue to do overwater coverage,
- David A: will this project address how cycletrack ties in at either end?
- David G: we would like a crack at actual design input
 - We're going to be back at 60% design

Adjourn