

SPAB July 2017 Minutes

6:03

Introductions

6:06

Public Comment

Doug MacDonald

- Good news: condition assessment has picked up usage
- Does not say how it will fit into repairs or
- Thousands of projects coming up, how do we know which projects will fall off?
- Project priorities will have to be mapped against Urban Village priorities
- Program neglects to mention curb ramp settlement. Where will it come from, and fit with/complement prioritization?

Matthew Snyder

- New Columbia City alignment
- Section of Renton Ave S has no sidewalks, and no safe space for pedestrians
- Encourage board to take a stand on new Greenways installation or pedestrian infrastructure

6:11

Georgetown Mobility Study – Diane Wiatr

- Currently at about 70% on project
- Plan based on previous multi-modal plans
- Advisory group composed of community members
 - Martin Court, Skyway Opportunity
 - Online Survey
 - Bike Tour
 - Intercept surveys at St. Vincent DePaul in four languages, ~150 surveys totals
- Sidewalk assessments by students, 60% uplifts
 - Data will inform prioritization model
- Community has helped develop preliminary project list
 - Marginal Way
 - 4th Ave transit access
 - Additional street canopy coverage
 - Intersection of 8th and Myrtle
- Trying to look at circulation and corridors, as well as projects
- S 16th St bridge
 - Very difficult for people with mobility devices
- Real concerns with intersections and speed of SOV
- Bus stop enhancements, shelters
- Concern over large freight vehicle parking
- City will do large vehicle parking analysis this fall
- People want more wayfinding, and to make sure that freight uses freight-designated routes

- **Question: Patricia Chapman:** What's next After assessment is done?
 - Short term projects, such as paint
 - Long term projects will have to work with SDOT to get projects into prioritization lists
 - Looking to part where they can, e.g. King County Metro
- **Question: Patricia Chapman:** Has City done studies regarding neighborhood concerns about lack of trees?
 - Will require working with SPF and SPU and community members to work with private property owners to plant trees?
- **Question: Gordon Padelford:** How many trees? Is City document available?

6:30

PMP Implementation Plan and Sidewalk Repair Prioritization – David Burgesser, Emily Burns, Tim Skeel

- PMP Implementation Approach
- 14 interns have been walking the City over the past few months assessing sidewalk conditions
- PIN: 13,000 street segments, and 4,000 crossings
- Will apply qualitative factors to list of scored PIN locations
- Select priorities on PIN score and qualitative data
- Every project goes through Complete Streets checklist process
- Will leverage opportunities through the upcoming funding report
- Added age-friendly score in addition to PIN scoring
- Districts 5 and 2 have most missing sidewalks along arterials
- Unsignalized Crossings
 - Focus on 15 projects/year
 - Have prioritized more projects than can be funded.
 - Focus on traffic data after PIN determines priorities
- Signalized Crossings
 - Focus on 10/projects year
- New focus on Stairs and Pathways
 - Added two scores, outside the PIN
 - Added “network score” based on distance
 - Added health/equity score, based on same PMP score
 - Implement 3 projects/year
- 2018-2022 Project List
 - Map out deliverables based on available funding
- **Question: Patricia Chapman:** Are these all new projects?
 - Yes, there are four separate pots of money for PMP implementation projects
 - Also have a new sidewalks fund
 - SRTS Budget
- **Question: Patricia Chapman:** What are the age-friendly criteria?
 - Based on first and last miles connections based on population over 65, and ¼ mile buffer around senior centers.
- **Question: Gordon Padelford:** Issues with 10th and Jackson, and developer fees. How does leveraging developer improvements work?
 - City will look at incentivizing developers to make improvements. Example: a developer who is willing to offer improvements can have their street use fees waived, with Project Coordination Office.

- **Question Gordon Padelford:** How does the City find new sources of funding?
 - City is working on this now, will have more information later.
- Sidewalk Condition Assessment – Project Update
 - Obtaining information on uplifts, vegetation, street furnishings.
 - Have completed 44% of City, working on data quality checks at the same time.
 - 50,000 observations, most are uplifts <1 inch
 - Collected data helps mitigate cost and prioritize repairs
- Next Steps
 - Should be finished no later than September
 - Building a repair and replacement prioritization model
 - Geographic prioritization
 - Building condition rating framework
- **Question: Angela Davis:** How does a person who is not familiar with the PMP or not technologically savvy make their voices heard?
 - One of the things being worked on with the accessibility route planner is a routing algorithm that will be focused on pedestrians rather than vehicles, need more data to build algorithm
 - Need ideas on how to get this information out
- **Comment: Paul Muldoon:** Please send us your communications and outreach plan
- Scoring Criteria
 - Safety Risk Score
 - Mobility Impairment Score
 - Usage Score
 - Cost Score
- Have created a Draft Priority Screening Tool

7:18

Board Business

- Paul needs someone to replace him on the Move Seattle Board, meets eight times a year.
 - Needs someone to attend July 27th meeting, contact Paul
 - David Seater is interested in attending
- August field trip
 - **Gordon:** Sound Transit stations that are coming online soon?
 - Invite community members or SDOT to meet with us?
 - Co-field trip with Transit Board?
- Decided: Tour of North Link stations
- Work Plan Assignments
 - Hope to have them all in place for August meeting

7:30

Rainier Ave S Phase 2 – James Le

- Context
 - 17,500-20,000 AWDT
 - Emergency repose route
- Alternative 1
 - Inbound BAT lane

- Net additional on-street parking
- Possible Rapid Ride phase-in
- Alternative 2
 - N/S bicycle route
 - Maximizes ROW space
 - On-street parking reduced from 139 to 100 spaces
 - Exceeds budget for project (\$5.6 million, not including pavement reconstruction, trolley wire relocation)
 - Would need to talk to Renton to divert traffic from Rainier to MLK
- Rainier & Henderson
 - Make pedestrians more visible to cars
 - \$1,000,000 estimate
 - Location with highest number of pedestrian collisions
- **Question: Paul Muldoon:** Have you talked with Metro to see if they will pay for improvements?
- **Question: Paul Muldoon:** How far short is budget for Alternative 2?
 - Currently have a budget of \$2,000,000.
- **Question: Gordon Padelford: Why is there such a traffic volume issue with Alternative 2?**

Could the parking go for what Alternative 1 has?

 - Want to keep parking as barrier, due to high speeds.
 - Working with RSGI team
 - Will be doing further targeted outreach, responses to survey were not representative of Rainier demographics
- **Question: Patricia Chapman: Why are bike lanes included now, if they were not included in BMP?**
 - Rainier Ave S is the flattest route in the area
 - Would have 24 feet of extra space with Alternative 2 to use for bike lanes
 - Initial analysis showed that MLK would be bike route, has changed due to freight improvements
- **Question: Patricia Chapman: When is BRT going in?**
 - All of this can only happen when traffic volumes drop on Rainier
 - Rapid Ride is coming in 2021, Alternative 1 is what Metro would prefer
 - Alternative 2 will require further investigation and modeling
 - Impetus for whole project is safety, and SDOT is looking at alternatives to slow traffic and increase safety
 - Post Accessible Mt. Baker, traffic volumes should change so much that BAT lanes etc. will not be needed
- **Question: Paul Muldoon: When do you need to have decision made for Alternative 2?**
 - Decision will be made this fall
 - Both options will reduce crossing times
- Angela Davis will draft letter supporting action on Alternatives 1 and/or 2

