

City of Seattle Pedestrian Advisory Board Meeting Minutes

Wednesday, March 3, 2017

Board members attending: Joanne Donohue, Janine Blaeloch, Beau Morton, Howard Wu (City of Seattle Staff) Angela Davis

February Minutes Approval: no quorum tabled until next meeting.

Public Comments:

Douglas B. MacDonald Presented SPAB with a document "About the Pedestrian Master Plan Update Course from Here" Some of the statements of the document are below as well as the email link for more follow-up if desired:

- The latest version was Public Review Draft July 2016. Followed by public comments in August. (he believes that SDOT has stated that revisions will:
 - Shed more light on pedestrian infrastructure condition, maintenance needs and backlog but condition assessment urged by SPAN won't be done until late 2017)
 - Clarify how much funding really is in the pipeline for pedestrian investment.
 - The updated ADA Transition Plan resulting from the Disability Rights of Washington curb ramp ADA class action lawsuit
 - Stronger incorporation into safety prioritization from the Bicycle Pedestrian Safety Assessment that SDOT briefed the SPAB but no in PM

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Sidewalk Condition Assessment Program *Emily Burns - SDOT*

Vision: Transportation excellence through expert, credible, and responsive asset management

Objective 1: Increase Pedestrian Safety

Objective 2: Improve Walkability on All Streets

Objective 3: Complete and Maintain

Objective 4: Plan, Design and Build Complete Streets

What is Asset Management (AM)?

<http://www.seattle.gov/transportation/inventory.htm>

- SDOT Infrastructure Assets \$20B
- 33,373 block faces ; replacement cost \$5,280 M. Status; 23.9% good condition, 5.65% Fair, 1.0 poor and 69.0% unknown.
- Joanne Donahue asked: will the updated information be received in time for the 2018 ped board presentations to council? Emily responded that they are currently at the 10% level of nearing that goal with the help of interns which can be expanded to the intern's length on project.
- Beau: have you looked at other models such as Portland other regions? Emily, MO has been looked at because of their robust infrastructure.
- Some of the other considerations in Infrastructure Assessment
 - Vegetation obscuring right of way

- Curb ramp data continuously updated but may not be as accurate on 'real -time' on-line
- Hospitals, public housing updated project
- Janine asked where are we in relation to the 2015 goals and the Vision Zero 20/20 plan goals?
We are within the 10% design by this summer we will progress by 30%.

E. Marginal Way Multimodal Corridor *Jessica Murphy - SDOT*

Presentation Overview:

- Project
- Meeting purpose
- Option Review
- Feedback
- Next Steps

The main focus of this presentation is for the SPAB to assist in the decision making regarding pedestrian mobility is the E. Marginal Way Corridor. There are several blocks within this area where pedestrian and motor vehicles lines of transportation are not clear. There are bus stops with no sidewalks and there are areas that may not be high priority in relationship to the PMP. Jessica asked the board what are their thoughts of the issues. The consensus was to confer to more board members for follow with her on a later date. Beau has agreed to be the liaison to ped board responses and updates. He mentioned it would be beneficial to have a field trip to the area for clearer decision making conversation.

RapidRide Expansion Work Plan and Delridge RapidRide/Pedestrian Options *Therese Casper -SDOT*

- Mission: Deliver high quality transportation system
- Vision: Connected people, places and products
- 5 Core Values (1) Safe, (2) Interconnected, (3) Affordable, (5) Vibrant (6) Innovative
- *Pertinent Data Information*
 - *Expand and improve RapidRide on 7 bus lines; 120 RapidRide route by 2020*
 - *50,000 daily riders by 2035*
 - *60 mile of multimodal network*

Therese's presentation was very thorough in explaining the various blocks where pedestrian, bicycles and buses will transition into the RapidRide options. The core shift of key interest for SPAB are the directional access during rush hour and whether pedestrian safety would be best served by vegetation barrier

Georgetown Mobility *Diane Wiatr - SDOT*

Goals: (1) Safety, (2) Outreach, (3) Access, (4) Community Health & (5) Mobility

The spark of this assessment is based on the Freight Master Plan and the area’s unique combination of industrial, community and business. The Duwamish Action Team and a variety of partners are supporting the assessment process. The first assessment was sidewalk and open space vision framework. Part of that framework will include environmental well being.

SPAB suggested that outreach be more intentional in meeting the individuals where they naturally interact socially. Such as a grocery store during a busy Saturday, St. Vincent DePaul and local community clinic. This could potentially increase community engagement and participation in shaping a more appropriate pedestrian plan.

March	Review existing conditions
April-July	Public Engagement
May - June	Analyze/review proposals
July	Redefine proposal/Develop draft report per public input
August	Final Report

Board Business

Need more time on April agenda to talk about updates due to the multiple presentations. . **Mike O'brien, & Rob. Pedestrian, interested coordinating with other modal**

Interception. Equity, efficient, cast a wide net of information. Conversation around this, checking the box on outreach, might be more meaning, communications with sdot, Ask Allison who would be the appropriate person. Meeting abo

Meeting adjourned, next meeting : Wednesday April 12, 2017