

January 10, 2018 | Pedestrian Advisory Board Minutes

Attendees: David, Patricia, Angela, Gordon, Hayley, Beau, Hannah
SDOT: Howard Wu, Belen Herréra

Minutes approved, November and December

Public Comment:

- Doug MacDonald: Pike/Pine. ROWIM says ped clear zone is reserved for peds, but bikes are allowed to ride on sidewalk. These can't both be true. Believes Pike/Pine plan will not keep the zone clear. Says SPAB should not endorse a plan that does not keep the zone clear.
- Oralea Howard - Ravenna resident and RBCA board member: Has reviewed NE 65th plans. Concerned that there are ped safety issues that are not addressed in the plan, e.g. left turn arrows at 15th & 25th, no additional crosswalks (drivers fail to yield, speed). No specific elements of plan that make it easier or safer to cross. Issues at 65th & 20th were not addressed at drop in sessions, poor visibility.
- Ryan Packer - Capitol Hill resident: Pike/Pine plans look great for downtown to Melrose, concerned about extending the one-way streets onto Capitol Hill. Would need massive investment in traffic calming.

Pike Pine Renaissance Corridor:

- Waterfront Program
- Project scope: 1st to Melrose/Bellevue
- Design efforts of Office of the Waterfront and SDOT are merged
- Funding from future waterfront improvement district
- Expanded budget by 10 mil through convention center public benefit (area b/w 9th and Melrose)
 - Adds another 10 mil for protected bike lanes in whole corridor
- Builds on DSA vision (make downtown more friendly)
 - 1st project to implement vision
- Need to provide excellent pedestrian connection from cap hill to waterfront
- Guiding principles:
 - Reinforce role of pike/pine as primary east/west streets
 - Offer a generous, safe, and continuous experience
 - Think of streets as a place for city life (place to linger)
 - Foster stewardship and activation with businesses
- Community
 - Sounding Board: prop owners, retailers, designers, neighborhood reps
 - 2 open houses (jan and oct 2017)
 - Very positive reception
- UD analysis
 - Assessment of existing corridor conditions
- Challenges:
 - Modest budget for corridor length
 - Inconsistent ped experience
 - Poor existing pedestrian conditions (across freeway)

- 3rd and pine social conditions (concerns about negative activity)
- Few existing places to linger
- Poor transit station wayfinding
- Street not welcoming to people of all ages and abilities
- Opportunity
 - Low vehicle volumes
 - Good existing tree canopy and lighting
 - Want to build on successful programming of Westlake park
 - Pub/private partnership opportunities
 - Good coordination b/w depts.
- Community input:
 - Ped comfort and safety
 - Active and transparent storefront
 - Dedicate enough of ROW to non-vehicles
 - More greenery/landscaping
- Project Coordination:
 - Many other projects/programs happening at same time
- Bike Connections:
 - Working closely with center city bike network
- New Pike/Pine Experience
 - Safer
 - More dynamic
 - Better connected
- Focus Areas:
 - West (and east will get most improvements/funding)
 - 1st to 4th: transition area
 - Lose transit, fewer cars
 - Look at 1st-2nd block differently
 - Looking at opportunities to provide more public gathering space
 - Raised protected bike lane at sidewalk grade (near westlake transit station)
 - Separation from peds? For visually impaired?
 - Shared street concept b/w 2nd and 1st (more calmed than bell)
 - 4th-9th
 - Looking to reclaim vehicle lanes on overpass (too expensive to expand overpass)
 - Pine overpass: Down to 1 vehicle lane each direction, expanded sidewalk, vegetated buffers, protected bike lane
 - Pike overpass: down to one vehicle lane each way. Protected bike lane, vegetated buffer, expanded sidewalk
 - Not bringing one-way couplet to roadway
 - Activation:
 - (see presentation)
 - Central (adequate existing conditions)
 - East

- Continuity:
 - Bring all paving up to consistent level of quality
 - Signature crosswalk design
 - Want to tie corridor together
 - *City Light retrofitting all city fixtures to LED*
 - Will use two-globe fixtures
 - Enhance Tree Canopy (make consistent across corridor)
 - Variable pavement treatments
- Funding:
 - Partially local improvement dist (1st-9th)
 - Convention center (9th-melrose)
 - Convention center (protected bike lanes)
- Angela: how do you anticipate beginning, middle, end of project?
 - A: In CD (5-10%). Will finish design in 2019, start construction in ~2020. Will be timed in consideration of other ongoing projects downtown (Esp. convention center project). West portion of corridor shouldn't have to much overlap with other projects.
 - Angela: How closely are you working with ADA?
 - A: Waterfront program has ADA committee to advise on design. (waterfront project is at 90% design). Anticipate the same kind of process for this project.
 - Patricia: I would look at which projects could be postponed in "period of max. constraint." Could this project be postponed?
 - A: Not my role to comment on postponement. Not completely in City's control. Involve many different agencies.
 - P: Convention center is causing this problem.
 - A: Waterfront projects need to stay on schedule.
 - Hayley: Exciting to see improvements to overpasses especially. Surprised not to see more about freeway park.
 - A: Freeway park project is part of public benefit, we can work with them to address connection to pike st. Anticipate spending more time on this in 30% design. Also in 30% - what's on the surface of the overpasses?
 - H: Have you had conversations about delivery vehicles? Regulating times?
 - A: early in the process for that. Do see growing need for loading zones (delivery as well as rideshare). Anticipate curb zones will shift from parking to load zones. Provided some specific places for pickup/drop off. Looking to occidental mall
 - Hannah: bike share parking?
 - A: bigger policy issue. Will work with SDOT more on that, problem for more than just pike/pine.
 - Gordon: exciting project, especially bold thinking about overpasses. Raised bike lane raises conflicts b/w people walking and biking. Detectable edge for people caning. Bigger scale question: have you looked at project from international level? Still feels like we're designing for mid-20th city. Where would all ped street be if not pike/pine? To what extent has this been investigated?
 - A: We haven't gone that far. They do function as important arterials for a variety of modes. Challenges with access to pike place market becoming more complex.

Fewer pathways due to streetcar project. Want to preserve connectivity there. East/west connections. 1st-2nd block will be most likely to be completely or mostly pedestrianized. Will only have NB right-turn access on 1st (will limit to local access). Considering making 2nd SB turn only. Important trolley lines, access to freeway ramps. Limited street grid now, but likely not ped only for this project. Would still have to allow for passenger drop-off on 1st-2nd potential block.

- G: Think bold. If not this round, what is phase 2 ten years down the road?
- Hayley: potential field trip opportunity? With next design phase?

NE 65th Vision Zero

- NE 65th today: as few stripes as we (SDOT) will put on a street. Heavy bus use, timed parking. Area will change and densify quickly. Currently a free-for-all. Most drive in just one lane, but many pass in parking lane, speed.
- Safety Objectives:
 - Improve safety for all modes of travel.
 - Better bike mobility
 - Improve Roosevelt link station access
 - Improve transit service (major transit street). A lot of E/W service and use.
 - Maintain business access
- Timeline (see presentation)
 - At 60% design as of December, wrapping up for summer implementation
- Recommendations: (see presentation for full recommendations “Project Description slide”)
 - Define street, 1 lane in each direction, turn lane, protected bike lanes.
 - Crossing improvements at 15th and 20th (ped crossing to come up automatically)
 - Consolidated bus stops. “Floating islands”
 - Narrowed lanes for all modes of traffic.
 - Sidewalk → 4’
 - Bike lane → 4’
 - Transit island → 8’
 - Transit:
 - In-lane stop with passing lane for cars behind bus
 - David: how do you reconcile 4’ sidewalk with ROWIM?
 - A: Not just a 4’ sidewalk, narrow everything. We’re not sticking it to peds only. How do we fit all modal plan recommendations in one corridor? Looking to shuffle space around to find more space. Had to make compromises in a few hundred feet of mile long corridor.
 - D: what is the trade off if passing lane weren’t there? Results from model available online. Presented in may.
 - Patricia: Concerned about having adequate sidewalks on such a highly used corridor (b/c of light rail). I prioritize pedestrians over bike lane because there will probably be more people walking to station than biking.
 - A: We are revisiting design now. Working it through internally.

- Hayley: Is there any way we can remove the turning lane to make room for other modes?
 - A: It makes a big difference for transit times. Heard lots of feedback from community that they want turn lane.
- Gordon: Long-term, as area completely transforms. What is city plan to make sure new developments provide setback? Also, why are there not more crosswalks along corridor?
 - A: First question: Howard might know for zoning. Second: Mid-block crosswalks (esp. b/w 15th and 20th), no lights, big hill, wider street. Concerns about speeding, vehicles not yielding to peds (if not signalized). Looked at many metrics to see if mid-block crosswalk was triggered.
 - Hannah: Will you keep track of ped numbers along corridor to see if numbers trigger crossing at a later dates?
 - A: Yes, we will be tracking the project, especially in coordination with the link station.
 - Patricia: What about the lack of a crosswalk at 15th and 68th?
 - A: Not directly involved there, but seems like there might be the demand. We will add the crossing when the ped demand shows the need. If we overuse traffic calming tools, drivers stop paying attention. Would not be surprised if crosswalk gets added.
 - Gordon: Does SDOT ever pilot crosswalk locations? Would SDOT be willing?
 - A: Question for ops group. We could ask about it.
 - Hayley: When there will obviously be pedestrian demand in coming years, can SDOT come up with policy to look at this type of intersection?
 - A: that's a good idea. Not the current policy.

Board Business:

- Hannah: Problems getting into City Hall at or after 6 (doors lock at 6). This is problematic both for board members and for members of the public.
- *Action Item: Howard will take next steps. Reach out to other board liaisons.*
- Sidewalk Assessment:
 - Workshop in Feb?
 - Emily would be happy to come to board to go through prioritization workshop with us.
- Search for new SDOT Director:
 - Angela: It's important that we weigh in in line with PMP. Equity is especially important, should be consistent. I would be willing to take on the letter writing, or we could write individual letters.
 - David: I think we should do a single letter, there would probably be a lot of overlap. Howard, was board involved in search for Kubley?
 - Howard: Don't think board was involved. It's a national search. Probably a 6-9 month process. Would probably be the first time board had tried to influence something like this. Probably best to direct to Mayor's office.
 - Gordon: Suggest multi-modal letter in coordination with bike and transit boards. Talked to someone at Mayor's office, interested in have all 3 boards get together.
 - David: Next Steps?
 - Hannah: Agree with Bike/Transit connection.

- Action Item: Beau to reach out to transit board. Gordon to talk to bike board. Angela take the lead on Pedestrian section of letter. Board members to give Angela thoughts on what to include.
- Angela: How should we reach out to Mayor's office?

2018 Work Plan/Goals:

- Hayley: some were more ongoing, less actionable.
- (add goals from doc)
- Angela: What should we do first? I think there should be more outreach for ped safety, education, awareness.
- Hayley: Weekend/half day retreat to discuss board business? What if we worked with DOL? Better education for new drivers.
- Patricia: Make sure we address pedestrian safety. Should look at work program with focus on what we want to report the City Council and the Mayor in our annual report.
- Beau: Construction/sidewalk closure issues address safety.
- Gordon: High-level comments. 8 items on the list are good as a draft, themes are good. Suggest we wait on specifics until we have new members. 1,6,8 are structural, specific. 2,3,5,7 are more big picture.
- Hannah: Weekend retreat could be a good time to welcome new members and develop work plan.
- Patricia: When will we have the new members?
- Howard: Probably April-May
- We should probably have a retreat/make a plan before then.
- Hayley: public notice?
- Howard: yes, would need to make public announcement.
- Angela: Could we have it at parks?
- Howard: Could host at any city facility.
- Hayley: I will develop the 8th goal further.
- Patricia: Will work on pedestrian safety issue.
- Gordon: Maybe connect it to Vision Zero.
- Patricia: We spend a lot of time on SDOT presentations on projects but there doesn't seem to be much opportunity to influence the decision making; often the projects are quite far along.
- Angela: Don't fully understand funding process. Some projects get much more funding than others. The week after Howard and David (Burgesser) came to see intersection near my home, someone was hit and in critical condition. What is the logical sequence of low-cost things that could be done everywhere? David Burgesser put in a work order, got the intersection striped. But what about the intersections without board members as advocates? People just want to cross the street without having to jeopardize their lives.
- David: I think that this can be part of our goals.
- City Person: Would it be useful to have someone from the PMP Imp team to come explain the PIN, etc?
- Hayley: maybe we want to engage more on policy than projects. How do things more through the system?
- Hannah: Maybe we should dig further into find-it fix-it. Too many silos in the city, hard for the public to know where to reach out for each problem.