



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

David Seater, Chair
Gordon Padelford, Vice
Chair Hannah Keyes, Secretary
(Get Engaged)
Hayley Bonsteel
Patricia Chapman
Angela Davis
Beau Morton
Chaitanya Sharma (Not
Confirmed)
Andrea Clinkscales (Not
Confirmed)
Bunnie Lee (Not Confirmed)
Jennifer Tippins (Not
Confirmed)

May 9, 2018 Meeting Minutes

Attendees: Hannah Keyes, David Seater, Patricia Chapman, Gordon Padelford, Hayley Bonsteel, Chaitanya Sharma (Not Confirmed), Andrea Clinkscales (Not Confirmed)

SDOT Liaison: Belén Herrera

Public: Ryan Packer (The Urbanist), Laura Goodfellow, Carl Leighty (Alliance for Pioneer Square), David Burgess (SDOT), Rachel Miller (MAKERS), Darby Watson (SDOT), Elliot H. (SDOT), Glen Buhlmann (Seattle Neighborhood Greenways), Alex Kreig (Levy Oversight Committee)

Minutes Approval:

- Minutes approved (5 of 5 Present Confirmed Members)

Public Comment:

- Belén: Multi-Use trail pilot project on behalf of Parks & Rec. There will be opportunities for SPAB and public to comment on the project.
- Doug McDonald: The commitment to build 250 new sidewalk blocks has been reduced to 100 in the Levy reset. Funding history doesn't match with reset news. When Levy reassessment is done the PMP IMP adopted last year is out the window. There are 87 prioritized sidewalks in the plan. Now what? We don't have an implementation plan that matches the new Levy numbers.
- Alliance for Pioneer Square: Jackson Hub Project, have options for public engagement (survey). Would like to present project to the SPAB in the future.
- Ryan Packer: PMP lays out that we don't want people to die when walking. Does not seem that we are on track for Vision Zero. Want to congratulate everyone on safe streets advocacy around convention center. Frustrating that the only people being asked to go slowing in the period of max. Constraint are bike riders and bikers.

Seattle Levy Assessment: Elliot Helmbrecht & Darby Watson

- SDOT Director wanted to be here at the meeting, sends his regards.
- Other modal board co-chairs have reached out to set up additional meetings. We can do this as well.
- Background
 - Change at federal level changed expectations for federal funding.

*The Seattle Pedestrian
Advisory Board shall advise the
City Council, the Mayor and all
the offices of the city on
matters related to pedestrians
and the impacts which actions by
the city may have upon the
pedestrian environment; and
shall have the opportunity to*

- Early spending reports were lower than expected. This was a concern that projects were moving slowly.
- Assessment Process
 - Mayor Durkan requested a deep-dive of the Levy, resulting in this assessment. This reviewed assumptions on leveraging, commitments, internal review, consultant review.
- Key Findings
 - Original levy needs further review and adjustment.
 - Change in construction costs
 - Insufficient original estimates
 - Limited federal funding grant opportunities
 - Additional citywide transportation priorities (ex. Added 65 NE corridor to vision zero, was not listed in original levy)
 - Program management structure, systems and tools need attention and investment
 - Need to streamline.
 - 8 of 31 sub-programs in the levy are considered in need on further review, not on-track.
 - Bicycle Master Plan
 - New Sidewalks
 - Levy committed to 150 new sidewalks, additional 100 were added after the levy was passed. SDOT is still committed to 250.
 - 100 additional sidewalks come from low-cost program
 - Think that can meet the full 250. Depends on the mix of sidewalk types. Do we want 250 with more low-cost or less than 250 with more full concrete sidewalks.
 - Per block cost is around \$80-85k for low-cost sidewalks. Range from \$20k-100k.
 - Want SPAB to weigh in on new implementation plan to decide mix of sidewalk types.
 - [Low-cost sidewalks](#): will share examples that have been done to this point.
 - Hayley: what are some of the high-cost projects that have been added to the levy (like 65th)? A: 65th stands out as the biggest. Bridging the Gap started funding greenway projects towards the end of the levy. There is expectation that over the course of the levy priorities

will change and Move Seattle may be adjusted accordingly.

- Leveraged funding category was closer to \$6M in the original levy, now is closer to \$2M. PMP IMP funding is separate from new sidewalks program.
- Gordon: It seems like the funding available (\$67.6-68.6M) would cover the 150 concrete + 100 low-cost.
A: Some projects go over the average costs. This is going up incrementally and seems unlikely that with the current trajectory of costs that we could meet that ratio of concrete to low-cost.
- Starting next PMP IMP with the SPAB in June.
- Patricia: What was the 2018 ratio of sidewalk types? A: Going forward it will be around $\frac{2}{3}$ traditional and $\frac{1}{3}$ low cost. Can bring back better details.
- Andrea: How will you factor in the economic forecast in the new estimates? A: Our estimates are generally very conservative. Will we also be coming back each year for a new implementation plan.
- Patricia: How is the cost escalation impacting other modal projects? A: Looking at 8 programs specifically, such as Arterial Major Maintenance, Arterial Asphalt & Concrete program. May need to adjust project list based on usage, road condition. Cost estimates are coming in higher now (construction costs as well as ADA curb ramps) for many projects than originally estimated. In general we're not looking at cuts, but rather there will be trade-offs for many programs.
- Chairanya: It would be good to separate low-cost with physical separation from low-cost sidewalks that are just paint/at-grade with no separation.
- Sidewalk safety repair:
 - Levy committed to 225 blocks of repair. A lot of work is going uncounted under the current measurement/tracking system. Proposal is to change the way the program is measured.
 - David: want to make sure that by changing the measurement we don't end up with less repair, less spent. A: this will still get to the same intent, but will just change the way we count to be a better representation

of the work done. Use rough judgement that repair needs to last 10 years.

- Outreach and next steps
 - SPAB to give guidance on how we want to prioritize funding for new sidewalks. This relates to both ratio of traditional to low-cost and where to prioritize. SPAB can also weigh in each year on the IMP if costs change, if priorities change.
 - Will present at the June meeting about the IMP.
 - **Action: If possible would like a recommendation on levy assessment/IMP from SPAB at June meeting.**
- Gordon: It doesn't seem clear that you can't meet the target, would like to get the background data.
- Data request: why SDOT may not be able to meet the Levy commitment. Examples of project costs that show when/when costs increase.

U District Station Area Plan: Rachel (MAKERS), Cory Crocker (U District Mobility)

- One of the highest pedestrian activity areas in the city.
- Project to bring together agencies and the community.
- Completely community-led project
- Workshop and survey results:
 - Bus and walking are the most used modes (asked for regular mode of transportation)
 - Want quick, convenient transfers between bus and light rail, pedestrian safety and comfort, bike safety
 - Want a pedestrian-friendly Ave. The heart of the community.
 - Focus on alleys.
 - Focus on 43rd. Transit mall, pedestrian-friendly.
- Transit and pedestrian have been the primary drivers for street design.
 - There will be pulses of people (50-75 people getting off the train at a time)
 - Need 20' sidewalks to accommodate these numbers
- Scenario 1: near to existing conditions with Brooklyn green street (will be constructed with station)
- Scenario 2: The Ave for Pedestrians
 - SPAB really wants the pedestrian street. Think about people first and options to move buses off of the Ave.
 - Hannah makes a motion to draft a letter of support. Seconded. All in favor.
 - Gordon: buses should not be on neighborhood greenways (NE 12th).

- Chaitanya: want to make a distinction in terms of safety of people, not just safety from cars.
- There is a need to manage the area for personal safety.
- Next workshop is May 30th, [survey](#) is open.

Board Business

- Motion approved to send amended letter on SDOT director search.
- Motion to amend letter regarding Sidewalk Condition Assessment and send Wednesday, May 16 pending no objections.
 - Will send to SDOT, Mayor, Council