

6:05

Introductions

6:08

Public Comment

Doug MacDonald:

- PMP should not be adopted as is
- Should start by implementing, see what works, do more of that
- Has read David Burgesser's presentation
 - Last page: revise prioritization plan - good idea
 - PIN has funneled thousands of projects to a handful
 - Good opportunity to learn what can be done now that makes a difference
- Defer the PMP, but start with the Implementation Plan anyway

6:11

PMP Work Plan - David Burgesser

- PMP is moving for adoption by council, so time to work on 5 year implementation plan
- Build on the framework in the PMP to figure out where to make investments
- Today: present framework for selecting projects, specifically sidewalks and crossings. Also funding sources, stairways.
- PMP gave us the PIN, now applying qualitative factors (details in slides)
- Criteria:
 - Leveraging opportunities
 - Policy directive
 - Community interest
 - Geographic balancing
- Top 10% of scoring projects were almost exclusively in District 2, but plan needs geographic distribution -> will distribute projects based on % of PIN missing sidewalks within each District
- Funding totals \$80.2M over 5 years, majority from Move Seattle Levy funding and is front-loaded so more projects should be expect in early years
- **Question from Angela Davis:** How frequently will Board be updated on projects
 - David Burgesser: Annual update process for plan, due to Council by 12/31 each year. Board will be updated prior to that.
- PIN = 12,292 street segments, 4,155 crossings
- **Question from Patricia Chapman:** What are street segments?
 - DB: All streets within ¼ mile of school or transit that are scored and evaluated, e.g. missing sidewalks, that are prioritized for investment.
- Projects are filtered to identify improvements
- Arterials, missing sidewalks on at least one side, exclude areas that don't warrant SDOT improvements, weighted with "age-friendly" score -> 296 projects
- Selected top 100 based on total score broken down by council district
- List is not published yet

- 100 is still more than can be funded in next 5 years (assumption is about 10 arterial blocks can be built per year)
- Still need to assess the 100, compare to plans/other funds, before finalizing list for construction
- Non-arterials, missing sidewalk on both sides, remove dead-ends and >10% slope (too steep for low cost improvement), remove unwarranted, weight by age-friendly score
- Expect to build 30 segments per year
- Selected 250 projects based on total score broken down by council district
- **Question from Gordon:** You assessed all 676 projects individually?
 - DB: Yes.
- **Question from Hayley:** What is low cost sidewalk? Extruded curb?
 - DB: Generally yes. Does not include curb & gutter, could be painted.
- Crossings: signalized & unsignalized also filtered and scored (details in slides)
 - Need more assessment of particular details at these locations
- **Question from Jacob:** Considering signal timing or signalization changes?
 - DB: Yes, signalization changes can be part of the evaluation and improvements. Would assess at design phase.
- Age-friendly score: worked with Council to develop metrics (details in slides)
 - Scored added to PIN scores
- Connecting: create cohesive/continuous projects that connect nearby prioritized segments
- Coordination: Use prioritized list in conjunction with YVYC, paving (AAC), greenways, Vision Zero corridors, transit corridors, other major projects, private development
- Stairways & Pathways: evaluating prioritization process for new stairways and pathways (e.g. connection from Beacon Hill to light rail station(s) on MLK)
 - No process now, figuring out how to consider/score unimproved ROW
- Safe Routes to School: maintain school-based prioritization model
 - Consider average PIN w/in 600 ft, equity (% non-white) ped/bike collision w/in 600 feet
- Sidewalk Repair: Working w/asset management team to figure out prioritization. Will take into account ongoing sidewalk condition assessment & PIN to be more proactive than current claims/complaint driven process
- **Question from Gordon:** What about when repair turns into replacment
 - DB: PMP implementation funds are for new sidewalks only, not repairs. May need to leverage grants (e.g. 8th Ave S in South Park where sidewalk was closed). \$1.5 million per year
- Next steps: Get feedback, revise and formalize framework. Will work with Ped Board on this into the summer.
- **Question from Gordon:** What is the list of 100
 - DB: We intentionally selected more than can be built to filter down
- **Question from Haley:** What is cost of leading ped interval?
 - DB: Not sure, varies, has heard \$12,000 or so. More if infrastructure needs to be replaced to support. Looking at increasing funding for this in 2017, should have list be end of year of feasible locations.

- **Question from Patricia:** What is the schedule for this?
 - Present 2018-2022 projects to Council by end of year
- **Question from Patricia:** Are already funded project in this list?
 - DB: Yes, that funding can be leveraged for PMP projects
- **Question from Patricia:** Funding mostly from Move Seattle?
 - DB: Yes, funds mostly from Move Seattle but more may come from grants
- **Question from Beau:** Is distribution by council district set in stone? What if Districts have more need (e.g. 2 and 5)?
 - DB: Weighted proportionally by percent of PIN missing sidewalks in that district
- **Question from Gordon:** How does that break out by district? Want to make sure we're not doing "reverse equity."
 - DB: Doesn't have numbers handy, will get back. Recalls that they aligned well with equity scores.
- **Question from David:** Why 600 feet for safe routes to school?
 - DB: Been used for awhile, double the distance of "School Zone" speed limits, based on school grounds not buildings. May be revised based on attendance areas.
- **Question from Gordon:** How does community involvement process work? Hunger games?
 - DB: PIN score, YVYC
- **Angela:** DON liaison in each district/neighborhood for residents to contact
- **Janine:** Need to publicize that list is available so people know that whole block sidewalk projects are possible and prioritized so that YVYC (or similar) projects can be tailored to the list to make the applications more successful/relevant
 - DB: YVYC could be a partner to fund through 60% design, PMP fund construction
- **Patricia:** This is a new framework? Is the list new? Can it make projects more visible? Having such a list public could be a huge benefit.
 - DB: Right, we don't have something like that currently. This list of projects/segments will be made public.
- **Board Summary:** Interested in geographic balancing and equity, community involvement aspects

6:58

Paving Projects for 2019 - Caylen Beaty

- Starting outreach for these projects this month
- Three general areas
- Paving projects update adjacent curb ramps, drainage
- Complete Streets process (ped, bike, transit, freight, etc.)
- Leveraging: paving projects can provide this, early outreach is to identify these opportunities
- **Gordon:** Do these overlap with the PIN?

- CB: Yes, a few. Working with David Burgesser and his team. If in PIN, will include sidewalk repair. Some non-PIN projects funded from pavement management sidewalk repair budget (small)
- Roxbury: “Potential paving area” because it is an expensive project, trying to get funds. 75% sidewalks being rebuilt. Paving in concrete (currently concrete, RapidRide route).
- **Angela:** Outreach: Try to reach the most people (day/time conflicts)
 - CB: Mailers have been sent with link to online survey, second mailer with open house dates & drop-in sessions. Online, mailers. Working with DON to figure out what makes sense for neighborhood. At HALA meeting for Roxbury last weekend.
- Avalon: No missing sidewalks, would look to PIN for crossing improvements and sidewalks treatments.
- **Gordon:** Community desire for crosswalk at Camp Long (?). Are you coordinating with Vision Zero, Jim Curtin?
 - CB: We work within our project area, but something nearby (a couple of blocks) could be included.
- Green Lake: 4 separate projects in this area (N 40th, N 50th, N 80th, E Green Lake Way/Drive). No missing sidewalks identified, look for crossing improvements. YVYC has applications in this area. Zoo & park connections.
 - Jacob: 50th has many problem intersections (e.g. light at Meridian), buckled sidewalks
 - CB: Sidewalk repairs will happen in the project area
 - PBLs recommended near 50th & Stone, trying to figure out how to fit them in without moving curbs
- **Patricia:** How do you determine where crossing improvements or signals should be?
 - CB: PIN/PMP prioritization.
 - DB: This is an example of leveraging opportunities. Look at high scoring PIN/PMP projects.
- **Patricia:** Is this (Green Lake) and PIN area? Doesn't seem to meet criteria.
 - DB: I believe it is
 - CB: Not typical criteria, but has high pedestrian volumes. PIN is very black & white / data-driven, but adjacent areas with lots of people are considered
- **Patricia:** If this area isn't in the PIN, how will it get investments?
 - DB: I believe this area is in the PIN. Senior facilities (there are some here) increase the score but don't add segments.
 - **Gordon:** N 50th is in PIN, sections of Green Lake way (referring to PMP map)
- **Janine:** Critique: In the past, suggested that public be made aware of Complete Streets policy, no mention in mailers. People may not associate crosswalks and sidewalks with a paving project. Would like to see mention and encouragement of other modes in the outreach material, “not just curb to curb.” Be more explicit about the scope and potential improvements.
 - CB: We start 2 years early pavement-centric to start conversations, subsequent outreach is about other options. Don't want to lead with “we're adding PBLs.”

Current surveys for these projects ask about other modes. Responses so far:
90% prefer walking.

- **Hayley:** Consider traffic calming on 50th. As a car I speed, as a bike/ped I wish people wouldn't. Corridor is confusing w/peak only parking. Try to get people to slow down.
 - CB: We're getting speed studies in each corridor, will talk to Vision Zero folks.

7:20

Northgate TOD - Gary Prince

- Open house at Northgate, 300 people attended
- Developing existing surface parking lot at transit center adjacent to future light rail station
- Most people at this station will not arrive via car: bus, walk, bike
- Goals: Affordable housing, Mixed-Use, Environmentally Sustainable, Transit Supportive
- City has Urban Design Framework, another agreement covers plaza through project (could have bike/ped conflicts depending on size)
- Two phases of construction starting at different times
- Working with City on standards for sidewalk widths, bike facilities on adjacent streets
- **David:** How will Metro maintain pedestrian accessibility during construction?
 - GP: Property sold to private developer, so we can't control it. City would be responsible for compliance. We would still want access to the bus facility. Phase 2 will not be complete when station opens (construction starts when land is available).
- Cycle track on W side of 1st S of 103rd, on E side next to mall
- **Gordon:** Timeline for Seattle/ST access improvements? Funding?
 - GP: My understanding is these are funded jointly by \$10 million from City and ST
 - DB: Only #3 is currently funded, depends on adjacent development. #7 and #9 are in PMP plan for next year. Others have some funding from City/ST join fund. Open houses coming up
- **Patricia:** NE 92nd shows PBL. Will there be sidewalks? Doesn't think there are any now.
 - DB: Doesn't think this project (#4) includes sidewalks
 - **Patricia:** Sidewalks only within ½ mile of station?
 - DB: Correct, that what station access money funds
 - GP: Greenways nearby
 - **Gordon:** SDOT may have projects coming up on 92nd
 - DB: We're looking at routing neighborhood greenway to the east in this area
- Jacob: Concerned about cycle tracks, would like rumble strips to hear approaching bikes
- Fare-paid zone at Northgate will be the entire transit island
- Developer solicitation this fall, construction start 2019/2020, hope to complete phase 1 by station opening in 2021
- Looking for input from board/public on planning and urban design priorities
- Will be more outreach/input opportunities as process continues
- DB: Some PMP funds are going toward access improvements, others coming from mobility grants and ST

- **Gordon:** Capitol Hill had a strong community group to work with ST and developer to work on station area. Is there a similar group here?
 - GP: Have met with many small neighborhood groups, but no large organized group. Maple Leaf Community Council has been most involved.

7:40

Board Business

- No quorum, so can't vote
- Still need to vote on Work Plan, will do at next meeting (hopefully). Goal is to drive some of our own work, not just respond to presentations
 - **Angela:** Want to build collaboration, raise awareness of the Board and engage with the community. Link people to local DON, Ped Board, and other boards. Need to come up with a process.
- Field Trip ideas:
 - Previous examples: lost cost sidewalk improvements, Rainier Ave w/Vision Zero
 - Northgate, similar areas where city, county, ST are making multi-modal improvements, construction impacts.
 - Deaf, blind, wheelchair simulation activity
 - Paving and improvement projects that were discussed tonight
 - Generally: crossing improvements
 - Specifically: Green Lake could be interesting due to all the strange angles, plus it's on the paving list.
 - Lake City has a lot happening, is a high need area
 - Pike/Pine Renaissance corridor
 - South Lake Union signals & ped challenges
 - Generally: A completed project. See how a presented project actually turns out. E.g. Roosevelt
- Potential Goals:
 - Angela leading public liaison role
 - Funding: Beau and Patricia interested. Gordon too
 - Sidewalk condition assessment: Angela, David. Probably more who aren't present.
 - Sidewalk construction closures:
 - Coordination with other boards: Beau - Transit, Gordon - Bike. Many more boards to make connections with.
 - Develop vision of success (short/mid/long-term)
- **Angela:** Outreach: Project in my neighborhood, collaborating with many agencies (SHAG, SDOT) on projects impacting families, senior citizens, strollers. Will meet with person at SHAG to understand their position. Met with Parks on feedback. 4 requests from YVYC. Want to streamline connections between the community and the City, use this as a model.
- **Gordon:** Met with SDOT signal folks about #GivePedsTheGreen. Learned a lot about signals. There are opportunities to improve, SDOT seems committed to finding and

implementing. Not all easy, but some low hanging fruit. New capability: pushing button gives extra time to cross.

- Future meeting topic: Leading Pedestrian Interval implementation. Beau, Patricia, David, Angela, Hayley all interested in learning more.
- **Gordon and Angela:** Present when PMP went to Council, read letter of support w/concerns (outsstanding maintenance and ADA lawsuit questions). Need to prioritize funding. Council was receptive (esp. Bagshaw).
- Council: Transportation committee will discuss ped plan at meeting next week

8:02

Adjourn