



## Seattle Pedestrian Advisory Board

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*Stewards of the  
Pedestrian Master Plan*

David Seater, Chair  
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Hayley Bonsteel  
Patricia Chapman  
Angela Davis  
Beau Morton  
Chaitanya Sharma  
Andrea Clinkscales  
Bunnie Lee  
Jennifer Tippins

June 13, 2018 Meeting Minutes

Attendees: Hannah Keyes, David Seater, Patricia Chapman, Gordon Padelford, Chaitanya Sharma, Andrea Clinkscales, Jennifer Tippins, Bunnie Lee, Angela Davis

SDOT Liaison: Belén Herrera

Public: Ryan Packer (The Urbanist), Laura Goodfellow, Doug McDonald, Brian Estes (Move Seattle Levy Oversight Committee Member), Craig Cook (Seattle DON), Evan, Cody Wuestney, Darby Watson

### Minutes Approval:

- Motion to Approve (Hannah), Second (David)
- Minutes approved (9 of 9 Present Confirmed Members)

### Public Comment:

- Craig Cook (DON): Almost time to vote for “Your Voice, Your Choice.” People can vote in more than one city council district now (new this year). Now have additional million dollars (\$3M total) for program. Anyone who lives, works, plays in Seattle is eligible. Kickoff event for “Vote Champions” next week.
- Doug McDonald: Seattle Times bungled pedestrian safety statistics this morning. I wrote two pieces in Crosscut that summarized current pedestrian fatality data. 2017 fatalities more than doubled from 2016. This is a country-wide epidemic.
- Laura Goodfellow: On behalf of a follower: How many leading pedestrian signals do we have in the city? Any motion to ban free turns per the PMP?

### Pedestrian Master Plan Implementation Plan and Update: Davis Burgesser

- Updated PMP Implementation Plan is due annually to council Sept. 1
- Overview for new board members (background, what PMP Implementation Plan is, prioritization process).
  - Prioritization: Along the Roadway/Crossing the Roadway
  - Stairway connection project in Rainier Valley will reduce distance to light rail by more than a mile.
- Three or more crossing lanes requires a signal.
- Angela: When it comes to equity/age-friendly scoring, how much outreach is involved with those communities to ensure that they are an integral part of developing the project? A: Depends on the project. Working with the Racial

*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  
contribute to all aspects of the  
city's planning insofar as they*

Equity Toolkit to develop outreach strategies based on the scale of the project. Want to make sure that we are collaborating with communities as we move forward.

- Also look at community interest (community grant applications), policy directives, and leveraging opportunities.
  - Gordon: More on the community interest factor? A: Look at where we get requests for sidewalks, applications with Your Voice, Your Choice. Break these into 5 tiers, if it lands in top tiers we may decide to add funds. Use PMP scoring alongside. More about leveraging community funds/interests than just responding to whoever emails.
- Have identified signalized intersections to deploy leading-pedestrian intervals/pedestrian signal enhancements.
- 10-15 blocks full sidewalks/year, 15 blocks low-cost/year, 10 signalized intersections/year, 18-20 unsignalized intersections/year
  - Angela: What percentage of the whole have you done so far? A: Some projects have been adjusted (planned private development which would do the improvement, moved some projects forward to align with other projects, etc).
  - Patricia: How long do low-cost sidewalks last? A: Depends on the treatment. Paint might last only 10 years, asphalt or at-grade concrete could be nearly permanent depending on context (trees, etc).
  - Patricia: Do low-cost sidewalks have greater maintenance costs than full concrete sidewalks? A: Have not fully done the analysis, still depends on context. Will analyse going forward since this is a fairly new program.
  - Gordon: Implementation plan has a lot of “evaluation for crossing,” when will we know what those crossings will be? A: A lot of that happens closer to project year, work with traffic operations group to review.
  - Gordon: Could you walk us through an example of leveraging/partnering? For example, the Rainier RapidRide. How do you work on the big multi-modal projects? A: We use the Complete Streets project. Work with sidewalk safety repair team using sidewalk assessment data, data from PIN. Similar process to community grant application process.
- Chait: Recommend separating low-cost sidewalks between those with physical separation and those with none.
- Proposed Plan Updates:

- Update scorings in PIN and reprioritize projects as needed (based on current data). Include intersections not previously included, such as those with recent pedestrian collisions.
- Provide updates on sidewalk repair prioritization (from recent sidewalk assessment).
- Projects costs and assumptions updated (alongside Move Seattle Levy Assessment)
- Clarify which sidewalks are low-cost and which are traditional
- Updating project list. Some on hold due to private development, some accelerated to align with other projects (greater efficiencies)
- Funding Mechanisms Report:
  - Few current updates.
  - Engaging with City Budget Office for more in-depth analysis. Would come as addendum to PMP Imp Plan.
  - Andrea: Question about shared-cost program. What is the policy that triggers developer repair/build of new sidewalks? A: All in the land use code. Essentially, most commercial projects and residential projects building 5+ units are required to build full frontage improvements. Those projects apply for a street improvement permit which is reviewed by SDOT. Recently implemented a street use fee credit (waive street use fees if pedestrian improvements are built).
  - Hannah: Is there an opportunity to take a fee from development that would trigger frontage improvement where the existing frontage is already in good repair? (TDR-esque)
  - Hannah & Andrea: Would be useful to have a presentation on funding with a land use planner, street use permit manager.
  - Gordon: May want to look toward Shoreline to see how they are funding their sidewalk program.
  - Andrea: Would be good to see best practices for funding pedestrian improvements, regardless of current legality in Washington.

**Seattle Levy Assessment Follow-Up:** Elliot Helmbrecht & Jeff Lundstrom

- Handouts available [here](#)
- 8 of 31 Levy Subprograms in need of further evaluation
- SPAB in charge of New Sidewalks, Sidewalk Safety Repair, Curb Ramps & Crossings
  - Sidewalk Safety Repair, Curb Ramps & Crossings added to SPAB oversight by board chairs. Aligns with SPAB expertise

- New Sidewalks:
  - Patricia: Why not maintain the 60% traditional, 40% low-cost ratio and build as fast as possible. Construction costs are only increasing, why not try to complete as many as possible sooner and run out of money when you run out of money. Hopefully the missing \$8M can be found in that time.
  - Angela: It's important that the aging population is considered and that improvements are prioritized where there is a high density of seniors.
  - SDOT Recommendation: To build on the extensive efforts done by the SPAB, SDOT should work with SPAB to prioritize new sidewalks within available funding using the PMP Implementation Plan process for the remaining six years of the levy.
  - Hannah: My initial take is that using levy funds for the Implementation Plan will allow SDOT to be more flexible/nimble and SPAB can focus more on the projects and on one document rather than monitoring two.
  - Darby Watson: I'd like to recommend that David and his team work with SPAB on this year's implementation plan. Through this process we can decide on numbers of low-cost versus traditional. This way we will be able to set a target and hold ourselves accountable to the public. This would potentially leave us in a better position for the next levy. Bike board includes a list of waitlist projects that won't be funded in current levy. This helps when planning for future levys.
  - Gordon: Might make sense for next implementation plan to extend to match the end of the levy, this is what the bike board is doing. I think we should keep an aspirational target for 250 sidewalks. This can help put pressure on politicians, open opportunities for more funding sources.
- Sidewalk Safety Repair Sub-Program:
  - How should we count "blocks" for the sidewalk repair program. Currently count by total area repaired, not fully repaired blocks (should a repair of 20sf that makes a block fully repaired be counted as 1 block or 20sf [of an average 1500sf/block]).
  - Patricia: Is there an industry standard on how to measure this? How is this measured in other cities? A: Many organizations count by spot repair, rather than number of blocks repaired.
  - General SPAB agreement that measuring by "block made fully passable" makes sense. Worry that this could result in fewer repairs by changing the way they are counted.

- Elliot: Sidewalk Repair Program uses all of the money they have available. This shows that the program will not simply stop doing repairs once goal is met. Subprogram will keep doing repairs until the money is spent.
- SPAB strongly recommends that SDOT change the policy of responding to each complaint since they now have complete data about sidewalk flaws. Given the newly available data SPAB would like to see sidewalk repairs completed through an RSJI lens rather than responding to complaints.
- Curb Ramps and Crossings:
  - Make curb ramp and crossing improvements at up to 750 intersections citywide creating accessible routes for those with disabilities and the elderly.
  - Curb ramps cost an average of \$20-24k apiece.
  - Any curb ramp delivered in the city (by public (any department) or private development) counts towards the consent decree. Curb ramps built in this program would count toward the consent decree, but they are not otherwise intrinsically linked.
  - Two programs feed into the 750 intersections (Levy funds (\$42M) and local funds, ADA program). Levy funds are often matched/leveraged.
  - [ADA Title II](#) list specific facilities where curb ramps must be provided.
  - Deliver up to 150 customer-requested curb ramps per year.
- SPAB to come to final recommendation at July meeting. Levy Oversight Committee will finalize recommendations on all sub-programs in early August.
- Darby: We want to be really transparent with the public in regards to measuring/tracking work done in the Levy.
- SPAB will dedicate time at the July meeting to discuss our recommendations and will come to a final recommendation at the end of the meeting.

### **Board Business**

- Meeting went over, adjourned without board business.