



SPAB MONTHLY MEETING AGENDA April 10, 2019

*Stewards of the
Pedestrian Master Plan*

City Hall, Boards and Commissions Room (L280)

David Seater, Chair
Hannah Keyes, Vice Chair
Jennifer Tippins, Secretary
Patricia Chapman
Andrea Clinkscales
Carol Kachadoorian
Han-Jung Ko (Koko)
Bunnie Lee
Beau Morton
Chaitanya Sharma
Manette Stamm (Get Engaged)
Anna Zivarts

6:00 pm – Introductions – 5 min

6:05 pm – February minutes approval – 2 min

6:07 pm – Public Comment – 3 min

6:10 pm – Sidewalk Café Legislation – (Ellie Smith & Alyse Nelson – SDOT) – 30 min

6:40 pm – Board Business – 80 min

- Goals from Retreat
- Farewell and thank you leaving SPAB Members

8:00 pm – Meeting adjourn

*next meeting is April 10, 2019

Members present:

- Belén Herrera (SDOT SPAB Coordinator)
- Jennifer Tippins
- Patricia Chapman
- David Seater
- Hannah Keyes
- Bunnie Lee
- Hayley (?)
- Andrea Clinkscales

Public attendance, presenters:

- Cindy Chao
- Monica Newman
- Rob from Feet First
- Elly Smith
- Elise Nelson from Street Use division

Approving February minutes – Hannah moves, Patricia second, motion passes

Public Comment: None

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 relate to the pedestrian safety and access.

*-City Council Resolution
28791*

Sidewalk Café Presentation:

- Program goals: help activate streets, economic development for businesses, ensure safety and mobility for the public
- 371 permitted cafes, 14% of all food service businesses
- Motivation to update: increase program participation, be responsive to business community, remove barriers, formalize successful pilots
- Opportunities to expand: remove setback requirement from residential, formalize fence-free cafes and “streateries”, allow extended cafes (multiple businesses’ width)
- Question about streateries, where are they--Capitol Hill and Belltown
- Motivation is also to fulfill the PMP, respond to concerns of the public (SDOT gets about 8/year) about public space management
- Changes to standards: pedestrian clear zone (increase from 6’ to 8’ in downtown, 5’ to 6’ outside downtown); pedestrian straight path (decrease to 3’ wide in downtown, shorten to 25’ long on either end of café)
- Pedestrian straight path = “visual corridor” – it’s meant to be an additional mechanism beyond the clear zone to establish where the clear zone is located. Minimized zigzagging. Discussion of the geometries involved. The decrease was for the purpose of flexibility, many permits had to be rejected with the 4’ requirement.
- Questions and comments about what the right amount of space is for pedestrians.
- Some existing cafes predate the 2011 standards. Permits are revocable.
- This program tries to balance all the needs and goals.
- Accessibility: applicants must ensure ADA access in the café space; SDOT reviews for ADA issues in the public space. Fence-free cafes will require diverters on either end for cane detectability.
- Implementation: allow use of deviation request process for context-specific review; no direct impact to existing cafes as the updated requirements apply only to new applications
- Next few weeks will be public comment period, hoping to get implemented by “café season”
- Question about what tools deal with noise issues: hours of operation is simplest example; no amplified sound
- Question about the pedestrian straight path being reduced—obstructions are still being taken into account
- Question about cost or incentives to choose streatery versus sidewalk café: streateries are more expensive to build (have to bring up to curb level, building a structure) so the café option on the sidewalk is often preferred. SDOT hopes that business owners feel they can apply without hiring a design professional to do a site plan, to do a fence-free – it’s a lower barrier to entry. Diverters are new but SDOT still sees it as the easiest path

- Rob from Feet First has comment re: clear zone – many obstructions exist out there, but cumulative impacts are the bigger issue. Sidewalks shouldn't be the place where disruption has all its effects. Bikes, scooters, no one by itself is a problem but looking at it comprehensively doesn't seem to be happening. How do they all pile up together? Personal observation re: the needs of blind folks—many sidewalk cafes have no rail at the bottom.
- SDOT does have requirements for cane detectable fencing.
- Question re: other cities (San Francisco, L.A.) and example regulations or similar widths – most cities don't have the equivalent of a straight path requirement, they only look at the width itself. Many cities had dimensional requirements for 6' minimum which supported SDOT's desire for 6' minimum. New York may be the only city that has a straight path, but may not extend the 25', maybe Portland as well, but most cities don't have the straight path.
- Question about the sidewalk management plan in the works and whether this team coordinates with that effort – SDOT will look into it.
- Comment on SDOT's goal for a walkable city and whether or how vibrancy contributes to walkability.

Board Business:

- Awarding outgoing members certificates
- No updates yet on recommended candidates; new members will probably participate in April but not be approved
- Discussion of optimal room setup
- Letters:
 - NE 43rd draft circulated via email; David moves to approve as amended, Patricia second, motion passes
 - Disability Rights Washington letter re: snow removal and sidewalks/accessibility; Hannah moves and Bunnie seconds, motion passes
- Email from Joel Miller re: Emerging Mobility focus group, Jennifer joining, on March 26th – Jennifer will report back
- Retreat priorities and how to make the Board more effective, what do we wish we'd learned during onboarding, snack preferences
 - Writing exercise
 - Need for relationship building
 - Difficult to address things across the city, different contexts
 - Policy influence vs project "approval"
 - Need to be more aggressive, strategic, assertive, proactive
 - Zeroing in on how we think the city is falling short, come up with our priorities as a board, not just respond with individual experiences
 - Desire to influence decision-making more
 - Important emerging issues that we should address (bikeshare)

- Request SDOT to make clear what the ask is of the Board at the beginning of the presentation
- Less time on presentations, more time for Board business, presentations should have to articulate specifically what the ask is and should be all about it
- Need for non jargon speak to empower board members and public to feel confident to speak
- Need for more structured presentation guidelines including background followed by time for discussion
- Onboarding: slides with PMP summary, street design nomenclature/glossary, organizational chart (internal and external), policymaking 101, map of major projects, pedestrian safety
- Vision Zero in April works well for timing with onboarding new members—every April meeting
- Dedicating more time to setting priorities, having task forces