



Seattle Pedestrian Advisory Board

*Stewards of the
Pedestrian Master Plan*

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Chaitanya Sharma
Manette Stamm (GetEngaged)

February 21, 2019 Meeting Minutes

Members present: David, Hannah, Angela, Patricia, Chaitanya, Manette

Members present via phone: Beau, Andrea

Introductions

- Mark Bandy
- Laura Francsico
- Mark
- Ryan Packer (Urbanist)
- Andrew
- Ivan Porcilla (sp?)
- Chris
- John M
- Janet Mayer
- Chole Shields
- Andreas Arjona
- Rachel Yahn

January Minutes

- Patricia moves to approve, board approved

Public Comment

- **Mark**
 - Adaptive signals are a problem in Uptown and SLU, people have been active to address the issue with them.
 - Mercer: SDOT only cornered about moving cars, not people. They pretend to be concerned with people
 - One simple thing SDOT could do: switch off adaptive signals until they fix them (i.e. address pedestrian needs)
- **Andrew:** UW student
 - I second what Mark says. Is what we want to do funnel traffic though Mercer?
 - Ask the board to write a letter to stop giving permissive greens to cars
 - We are prioritizing one or two turning cars, not the multiple people on the

*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*

- **Ryan** from the Urbanist:
 - Broader approach to signals all over the city: brand new signals do not address people on the street.
 - Pedestrian street on 43rd: probably not going to happen, but it should.
- Doug MacDonald's comments: include here?

Presentation 1: Imagine Greater Downtown – Chris from SDOT

- This is a follow up from the last presentation
- Imagine Greater DT (IGD) goals: to develop a framework plan, improve mobility in greater DT
- Includes multiple agencies: KC Metro, ST, Downtown Seattle Association, WSDOT, SDOT
- Outreach: many events, online forum (over 100 comments), 34-member advisory group
- Where we landed: gone through a winnowing process of big ideas, resulted in 7 big ideas: connect us to water, stitching the I-5 divide, greening greater DT, great places for public life, streets that work streets we love (people-first streets), excellent transit experiences, major hubs-greater places
- People-first streets: connection of pedestrian facilities; build upon our pedestrian priority streets (there are a range of typologies that we want to get at); pathways for walking; pedestrian districts (carbon free streets)
- Timeline moving forward: wrapping up. Open House on Feb 28th, final report will be delivered in Spring
- **Hannah**: Is there an implementation plan? -Not really, this is mainly an early concept that could spearhead a project development process
- **Angela**: a temporary template? -Yes
- **Angela**: please consider people on wheels (wheelchair, strollers).
- **Patricia**: Where is this going? -This is not a council plan. This will be going to the steering committee to come to agreement on next steps.
- **Chaitanya**: Is economic data being gathered? Can the benefits be quantifiable? -Yes, that is a good point. We need to ask where more analysis is beneficial. Where do we need to build more research? More supporting backgrounds. There will be some data to back us up, but it won't be too significant.

Presentation 2: NE 43rd Streetscape Improvements – Belén Herrera & Janet Mayer – SDOT

- Project background: UD station is opening 2021, this will change the area. This project will create safe access for all modes of travel to all services in the area. We aim for this streetscape design will be for everyone.
- Project area: NE 43rd St between (roughly) Brooklyn Ave NE and 15th Ave NE
- Existing conditions: facing W bound 12' sidewalk, parking, travel lane, travel lane, parking (36' in total for auto parking and travel), 12' sidewalk
- Seeking high level feedback on the alternatives
- Alternative 1: Pedestrian only, could be curb-less
- **Angela:** Curb-less vs curb? -We are considering broad level factors that will impact and inform this choice to recommend. Once a preferred alternative is selected, we will delve deeper. We are constrained by time and \$. Curb-less takes longer, may need a consultant, expensive.
- **Patricia:** Do you or ST have estimates for after the project will be implemented? -No one really knows.
- **Patricia:** Bikes? Will they be mixed in? Should they be separated so there are not conflicts? I suggest looking into that. -That is a refinement we will make after preferred alignment is preferred.
- **David:** What about metro on 43rd? -We are talking to metro about this.
- Alternative 2: Westbound traffic. 16' sidewalk, 20' bus travel 24' (one way with bike-possible), sidewalk (North). Restricted vehicles only (bus, emergency vehicles). Also curb-less possible and loading zones for paratransit and businesses.
- **Hannah:** two-way cycle track? -Possibly
- **Patricia:** How many buses? -Three
- **Chaitanya:** Three are a lot of bikes
- **David:** Be aware of where the bikes go in light of bus loading
- Alternative 3: Westbound one way again, but with all vehicles
- **Patricia:** Dropoff spots?
- **Hannah:** Bikes and drop off points, be aware
- Alternative 4: 12' sidewalk, 28 both way drive lane, parking/drop off, 20' sidewalk.
- **David:** no street parking! Patricia seconds this.
- Load-unload is important to businesses
- **Chaitanya:** Have you gotten feedback (alternative 1,2)? -Yes, other boards, UW transportation dep, UD taskforce, etc. Right now, we are listening.
- **Chaitanya:** This would set a good example for the rest of the city/U District.
- **Angela:** Looking at all the different concepts, the less motorizes pieces I would like to be considered.
- Next steps: March-preferred alternative selected. April-30%, July-60%, early 2020 construction.

- **Patricia:** who has the final say? -Good question, we were asking that too. We will be making a recommendation in a memo. Director of Project Division and Development (currently Darby Watson, who will soon be leaving), will ultimately make the final say.
- Question posed: Would you would like us to come back? -Yes.
- **Hannah:** We (the board) seem to be down for Alternative 1. What would be the most supportive way to respond? A letter? -Yes, a letter. And the survey.
- **Angela:** Realistically, there are multiple modes that we all use; coexisting with the dynamics of how we function.
- **David:** Motion to write a letter? Moved. Hannah will write a draft

Presentation 3: Adaptive Signals – (John Merck & Mark Bandy – SDOT)

- Traffic signals, adaptive signals, master plans, policy... let's do a check in.
- Purpose: Refresh the process to engage with the boards on signals
- What we have heard about signals: long wait times, box blocking, push button informality, signal crossings for elderly, leading pedestrian levels (there are ~20 now), responsiveness of actuated signals (push a button/vehicle weight to get across), left-turn phasing (when and where and how do we do it)
- Where are we now? Identify key locations to prioritize and implement leading pedestrian intervals. Upgrade software to provide the same amount of walk time as vehicle green time, reduced signal cycle length in key locations to minimize side street delay, providing recall mode in urban village are, testing passive detection for pedestrian and bikes.
- **Patricia:** question about leading pedestrian signals; what are they? -Let pedestrians get ahead of vehicles
- **Angela:** Is there a systematic way to look at density increases in an area? -There is not a magic formula. We look at how to weight conflicting uses/balances.
- **Patricia:** Signal detection and waiting for cycles? -Either way, we can make the signal response faster.
- Recall to walk signals: high interest, high priority of the board
- **David:** getting the sense of no guiding policy to how an intersection is designed? -As we go forward, yes. Weighting uniformity with uniqueness of time of day and place. Let's get to something that lets our engineers discuss and as we invest in new infrastructure that allows us to implement the policy analysis.
- **David:** Should we letter? -We are going down this path so not necessary
- Where we are going: creating a multi-model stakeholder group to help guide new technology to be implemented, updating policies and practices to better

reflect our city goals, standardizing practices to be more uniform for the pedestrian, expanding our real-time traffic adjustment to better prioritize movement of people and goods

- **Angela:** Having a voice for the equity piece and where that fits in is important to me. If you are going to look at getting stakeholders, look at the major entities that are users of the spaces (such as SHA, DON).
- Stakeholder group: timeline quarter 2 & 3, help to get to a framework and then turn back and ask what the touch point is. Move past “this is just how we do it.” Let’s refresh our practices.
- **Angela:** When the Light Rail interrupts a cycle and the cycle starts again but not where it was interrupted.
- **Chaitanya:** Add this item to the first slide: limited walk phase to people and then a longer phase with no walk phase and pedestrians end up walking. Adaptive signals only deal with vehicles, what about people? Vehicles with more people, less people? Incorporate passive pedestrian detection and transit.
- **Patricia:** This is a very complex topic that is difficult to get ahold of. The mission of our board is safety, and intersections are a dangerous space for pedestrians – we need to understand what the issues are and address them with safety in mind and advocate for this. How can we get a better handle of our job when we don’t really understand all this, therefore it is hard to advocate for what the best is for the pedestrian? -Your statement is accurate, signalized intersections have the highest accidents. This represents a challenge for engineers. From a framework perspective, which of these things (intersection designs) are best for pedestrians?
- **Patricia:** Can we get a presentation on this? On the considerations too? -Yes
- **Hannah:** Coordinate with complete streets
- **Angela:** The example of how communication of how the viaduct came up could be used for safety, signaling, and technology has changed our spaces as pedestrian.
- **Doug:** I like the idea of the stakeholder group-should we get on that? - Coordinate with Belén.

Board Business

- **David:** we addressed what was the board business already in this meeting. Is there anything else? -No.
- Meeting adjourned at 7:56PM