



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 – March minutes approval – 2 min

6:07 pm – Public Comment – 3 min

6:10 pm – Pedestrian Master Plan Implementation Plan & Progress Report Update – (David Burgesser – SDOT) – 30 min

6:40 pm – Board Business – 80 min

- Welcome Pending Board Members
- NE 43rd Letter
- Goals from Retreat

8:30 pm – Meeting adjourn**

**Extended SPAB Meeting

**next meeting is May 8, 2019*

Members present:

- Belén Herrera (SDOT SPAB Coordinator)
- Jennifer Tippins
- Patricia Chapman
- Anna Zivarts
- David Seater
- Hannah Keyes
- Bunnie Lee
- Beau Morton
- Manette Stamm
- Han-Jung Ko (Koko)
- Carol Kachadoorian
- Andrea Clinkscales

Public attendance, presenters:

- Doug MacDonald

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*

- Gordon Padelford
- David Burgesser, SDOT
- Amber Berg
- Jamie Carlson

We will vote on minutes next meeting because we do not have a quorum at this meeting.

Public Comment:

Doug MacDonald

Finally got numbers on Pedestrian injury and fatality from SDOT and gave a brief overview of these numbers. MacDonald also presented on a survey of SDOT performance ratings, highlighting customer dissatisfaction and heightened pedestrian safety concerns and that many residents in Seattle do not know about Vision Zero.

Gordon Padelford

From Seattle Neighborhood Greenways gave an overview of things that the group is working on.

Presentations:

David Burgesser - PMP Implementation Plan Update and Progress Report, SDOT

A step back for the new members of the board:

Pedestrian Master Plan (PMP) background: Updated in 2017, vision to make Seattle the most walkable and accessible city in the nation. Established a new prioritization system for pedestrian investments, geographically focused investments around Seattle

Implementation Plan: our plan for implementing the PMP with a five-year work plan and project list with prioritization framework. Includes a progress report.

Project Prioritization process: Along the Roadway (arterial and non-arterial streets) and Crossing the Roadway (signalized intersections and unsignalized intersections) categories. With each of these categories there is a base equity and safety scoring. There is also an age scoring (focused on first- and last-mile connections). Other factors for scoring the “along the roadway” are Urban Villages and Distance scoring (off-street only). For “crossing the roadway” there is also a BPSA (bike and pedestrian safety analysis) scoring factor. Analysis of these factors help inform the prioritization process. There is roughly a 50/50 split between the two arterial and

non-arterial streets prioritization. SDOT also gets input on community requests and overlay them into our scoring and there is collaboration with Neighborhood Greenways.

Patricia Chapman expressed concern with the board's knowledge of the scoring factors of the prioritization process. Burgesser demonstrated that more information can be provided. Hannah Keyes brought up the challenge that if community input is a factor, what about communities that are not providing input. Burgesser said that community input does not weigh much, and equity concerns are definitely implemented. Keyes suggested a presentation be made on how a project is scored and to go through the whole process with the board. Financial viability and infrastructure costs also are weighed when prioritizing projects. Several members (brought up by Carol Kachadoorian) expressed concern for an apparent lack of funding. Burgesser said SDOT knows this and is working on funding.

Progress report and highlights: 2018 progress highlights include 34.75 blocks of new sidewalks and 13 crossing improvements and 17.1 block equivalent of sidewalk repair. More education, scoping for coordinated pedestrian wayfinding system and began the implementation of *Streets Illustrated* pedestrian standards. Seater notes that there is a discrepancy of 20 blocks from the original plan. Burgesser said that this was because of construction delays and because of a strike and contracts. There have been a lot of these blocks delivered in the beginning of this year so SDOT is playing catch-up. Jennifer Tippins brought up a concern for the construction projects that hinder the use of an existing sidewalks, namely occurring Downtown. Burgesser mentioned that new standards were recently adopted and puts pedestrian as priority. Tippins wanted more information on this.

Cost effective Walkways: A new strategy to stretch budget a little further. Only implemented where the accommodation of a pedestrian with these "sidewalks" is possible. Examples include S Wallace St between 59th Ave S and Dead End. 3rd Ave NE between NE 97th and NE 100th st; this project is temporary as the construction of the Light Rail station will deliver actual sidewalks that developers will be required to build. Terry Ave b/w John St and Thomas St. NE 110th St b/w 35th Ave NE and 36th Ave NE - temporary as bridge will be replaced 10 years from now. S Byron St between MLK Jr Way S and Rainier Ave S. Ashworth Ave N b/w N 122nd and N 125th St - blackberry bushes and trash before, now cleaned up and walkable. Generally, these projects are much much cheaper. Seater asks about the longevity and maintenance of these projects - is there a progress report on these? Burgesser said that these are usually a lessons-learned projects and that SDOT learns from them and adapt to what they learn to make better ones in the future. These projects are temporary, but SDOT does have maintenance plans for these projects, like a plan for a more permanent solution. Keyes asked if there is a set time to coming

back to these projects. Burgesser did not specify a timeline but said SDOT does check in. SDOT also has limited work crews.

Next Steps for 2019:

April-June: development of plan updates

June: provide a draft of project list and implementation plan to SPAB

July 2nd SPAB briefing

September: 2020-2024 Implementation Plan due to council

Burgesser said SPAB could have continued involvement with these next steps.

Andrea Clinkscales expressed the need for more transparency on this and before and after slides on projects. We need to know where all these projects are in Seattle.

Burgesser said he could bring SDOT project list for the next presentation.

Clinkscales said yes; we need specific things to react to.

Carol Kachadoorian asked if SDOT is looking at funding for station access for Sound Transit (ST). Burgesser said SDOT is applying for these funds; ST has a bucket of \$10M for Seattle Metro area.

Keyes said that the varying costs for sidewalks is confusing and more info on why sidewalks vary in cost so much would be helpful. Burgesser will bring examples next time. Keyes also mentioned that there are other ways to present information and that SDOT should use other methods too. The board would also like presentations beforehand with specific scoping on what the kind of input the board should be prepared to provide.

Board Business:

Discussion on all the board member's background and why members are on the board or want to be on the board (new members).

Benén Herrera briefed board on transit availability for board members to access meetings.

Seater presented on SDOT commitments and actual numbers on projected delivered. Seater explained that he was selected for the Levy oversight committee member as all model boards in Seattle have one member on the board. There is some interest of the board on performance measures, SDOT is asking for the board to let them know what performance measures should be provided.

Seater also brought up that the Bike Board has reached out about the current issues with SDOT's recent report on a major slash to mobility funding. 60% of what was promised for the Bike Board. Bike Board is writing a letter and interested in partnering with drafting a bigger-picture letter for all model boards. Chapman asked if we (model boards including Pedestrian, Bike, and Transit) are in competition to these funds. Seater said that this letter will be asking for a bigger pie and that it is not

a situation of different modes of travel competing for slices of the pie. Lee asks what the end game of this letter. Seater said that this is up to us.

Plan moving forward for this board: the board expressed interest to participate in the letter but will not be committed to signing the letter. Seater said it will be a united front, not the Bike Board writing it and other boards signing it.

Keyes presented the board with information about the Planning board's report on housing. Planning commission approached the Pedestrian Board with questions on how they could support us with possible policy recommendations, etc.

Seater reminded us of a former presentation on Signal Policy and that the board expressed interest in more information. The presenter of the Signal Policy is no longer at SDOT, but there is a replacement and there will still be a committee for signalizing, but concrete information on SDOT's plan is fuzzy.

Keyes gave a summary about the board's discussion in the previous meeting on priorities.

Topics included: how can the board be more effective, what people want out of the board, and how to make onboarding better.

Bunnie Lee expressed an idea about a streamlined option for presenters with specifics on what the Pedestrian Board wants from a presentation.

Keyes said that we have approval to meet (5 members or less) without it being an official quorum, asking who is interested in meeting outside the board as a subcommittee to discuss our priorities, goals, and issues.

Seater listed our goals from October 2018 retreat.

Clinkscales mentioned Vision Zero education as a priority. What does the board want to know about it? Clinkscales proposed a subcommittee that could be involved with figuring this out. The board has developmental issues such as the fact that presentations go over time because the board has many questions. Clinkscales urged that there could be more disciplined and should hold ourselves and speakers accountable for timing. Kachadoorian disagreed with this and mentioned that it is often the case with presentations and waiting to the end is too late. Lee suggested a timekeeper role to keep everyone on track. Manette Stamm suggested that this should be tied in with Lee's suggestion for giving presenters a streamlined form of what the board wants out of a presentation. Chapman expressed concern that the board seems to not have many options or room for feedback on the PMP.

Keyes suggested that a subcommittee be formed for topics, such as what has been brought up previously.

Lee suggested a subcommittee on E-Bikes and accountability and legislation on this topic. Tippins urged the board that we need to work with the Bike Board, not fight with them over sidewalk space. Keyes suggested that this subcommittee could be

sidewalk allocation and management. Lee agreed and proposed there to be more subtopics for this subcommittee. Other board members agreed. Clinkscales expressed a concern about the electric-driven transportation on sidewalks and stressed that this needs to be dealt with and highlighted, with the additional concern that this should not be diluted with sidewalk cafes and the like.

Chapman asked what the function of these subcommittees.

Keyes said these will be meeting outside of the official board meetings and would report out to the official meeting on what the subcommittee is working on. This could look like presentations to the whole board with research on the topic and a proposal for the board to take a stance on the topic. These subcommittees would not be making decisions for the whole board.

Seater said signal policy as a subcommittee

Beau Morton suggested another subcommittee of directors' rule and construction sidewalk issues.

Lee suggested snow-preparedness as a subcommittee, or more generally blockages to the sidewalk. This could be paired with Morton's suggestion.

Kachadoorian suggested a subcommittee focused on PMP prioritization of projects.

In sum, subcommittees discussed are (final names pending):

Board development and onboarding

E-mobility

Signal policy

Blocked sidewalks

Board members signed up to be on these subcommittees.

Meeting adjourned at 8:30 pm