



*Stewards of the
Pedestrian Master Plan*

David Goldberg, Chair
Joanne Donohue, Vice Chair
David Amiton
Lydia Heard
Lorena Kaplan
April Kelley
Jeffrey Linn
Catherine Morrison
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Gordon Padelford
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June 26, 2015

Dear Seattle City Council,

Thank you for the opportunity to comment on the proposed Move Seattle Levy.

Members of the Pedestrian Advisory Board are stewards of a Pedestrian Master Plan that seeks to “Make Seattle the most walkable city in the nation.” The first objective of this plan is to “complete and maintain the pedestrian system” by “funding improvements for new pedestrian facilities and programs as well as the maintenance of existing facilities.” Therefore, we are very interested in providing advice to ensure infrastructure for people walking is well funded.

The total need for walking infrastructure is estimated by SDOT to be between \$2.5-3 billion. Even assuming substantial cost savings and switching to alternative non-sidewalk solutions, the total need it will take many decades to complete the pedestrian network.

At the same time, Seattle residents made it clear to the mayor’s outreach team that their biggest concerns are walkability, transit, and safety. **All of those primary concerns require robust investment in improving and maintaining pedestrian infrastructure.** We were pleased to see that the mayor subsequently increased funding for walking infrastructure improvements.

We strongly support the proposed levy, and applaud the increased investment of Move Seattle compared to BTG of \$113 million (or \$120 including Safe Routes to School funding) versus \$60 million, according to Council central staff. However, this increase was largely the result of the increased size of the levy, rather than a significant shift in the proportion devoted to pedestrian infrastructure. According to City Council Central Staff, the Move Seattle Levy allocates 12% (or 13% including Safe Routes to School) of funds to pedestrian infrastructure compared to 15% in Bridging the Gap. It’s unclear if their calculation includes funding from corridor mobility projects, which would alter this calculation.

At this late stage, the board recognizes that increases to pedestrian funding in the proposed levy are very unlikely. Therefore, we urge the following accompanying actions to ensure that the investment reflects citizens’ desires for better, safer walking conditions:

1. **Ensure through council resolution that the “multimodal corridor improvements” follow the “access hierarchy” outlined in the 2012 Seattle Transit Master Plan.** This would ensure that pedestrian improvements are prioritized during the implementation of this \$410 million corridor mobility program. The access hierarchy is defined on page 82 of the Transit Master Plan as:

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*



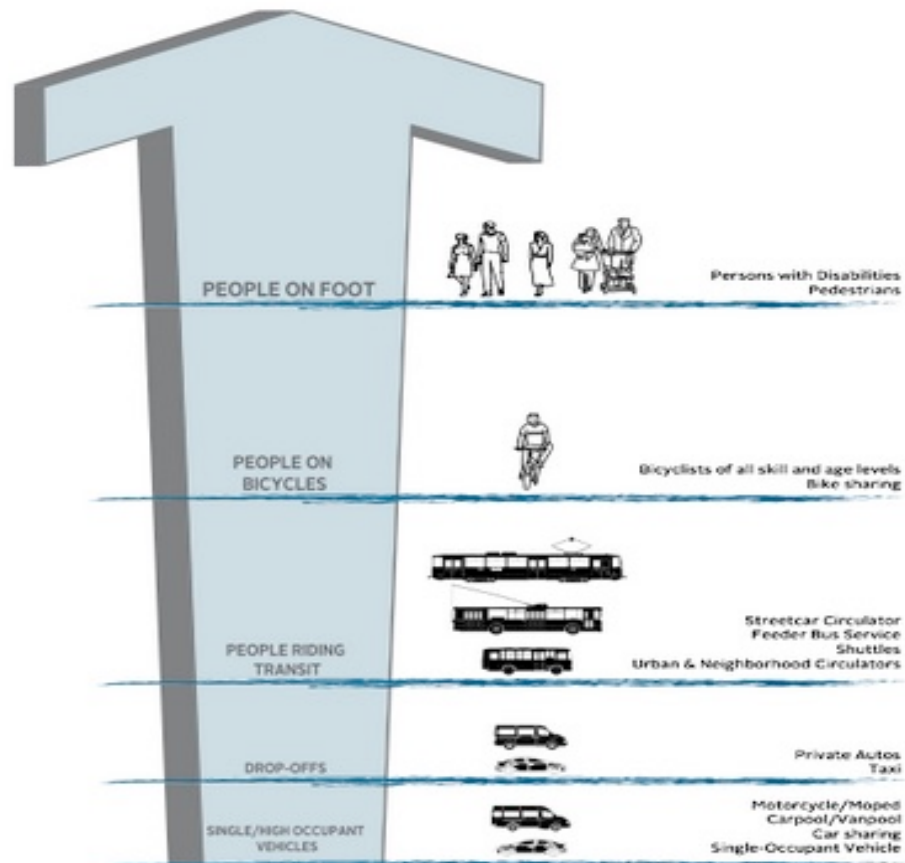
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Because almost every transit trip is preceded and followed by a walking or bicycling trip, emphasis should be placed on improving conditions for non-motorized access. The quality of bicycle and pedestrian access to transit is largely dependent on factors controlled by the City of Seattle. The City should develop access principles that prioritize transit access investments as the TMP's recommended priority transit corridors are implemented.

Figure 5-7 illustrates that access modes, such as walking, bicycling, high capacity transit, and feeder/shuttle routes provide the most ... efficient means to get people to transit. The multimodal access hierarchy provides overarching guidance when making design decisions in transit corridor or station plans. City investments in transit corridors should be based on the general access priorities represented in this graphic. When balancing station area and stop access improvements as well as difficult right-of-way trade-offs, there should be a strong policy reason to deviate from the design principles implied by the hierarchy.

FIGURE 5-7 ACCESS HIERARCHY



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2) **Ensure through council resolution that the “access hierarchy” is also the guiding principal in the implementation of the “arterial roadway maintenance” program.** This would ensure that this \$305 million program does more than what is federally required by the Americans with Disabilities Act.

3) **Provide additional guidance to SDOT to prioritize sidewalk maintenance and the provision of safe crossings (through signals, markings, curb extensions, etc.) in the allocation of its annual budget.**

3) Ensure through council resolution that accountability and prioritization of spending is applied through the filter of the Modal Master Plans as well as the Racial and Social Equity plan.

4) **Explore additional funding options, and public private partnerships as a way to supplement the levy proposal rather than supplant the proposed funding priorities.** Additional funds could supplement the Neighborhood Street Fund projects to satisfy more neighborhood needs. Additional funds could also be used to guarantee a basic funding level for Safe Routes to School if income from school cameras declines or does not meet the needs of the program.

Thank you for your consideration of our advice on how to improve implementation of the proposed Move Seattle Levy.

Sincerely,



David Goldberg, Chair
On behalf of the Seattle Pedestrian Advisory Board

Cc: Mayor Ed Murray, SDOT Director Scott Kubly

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