

# Seattle Pedestrian Advisory Board

## October 8, 2014 Minutes

### Attendees

Members: Devor Barton, David Goldberg, Lydia Heard, Jeffery Linn, Jennifer Olegario, Bevin Wong, Jacob Struiksma

Public Attendees: Wendy Henning

Other Attendees and presenters: Howard Wu, Maria Koengeter, Art Brochet, SDOT; Paul Roybal, King County Metro

### Introductions

#### September Minutes:

Approved.

**Public Comments:** None.

#### 3<sup>rd</sup> Ave Transit Corridor

Maria Koengeter, SDOT; Paul Roybal, King County Metro

- Update on project. Focus on urban design from Jackson to Denny. Context and scope, then design ideas.
- Project Area: Jackson to Denny builds upon last year's smaller focus, which was Stewart to University.
- Vision Statement from the Memorandum of Agreement between SDOT, Metro and DSA
- Goals: Humanize, Organize, Energize.
- Current Scope: Urban design concept plan; CPTED expert hired for consultation; transit capacity analysis; some transportation modelling analysis, 3<sup>rd</sup> and Denny; Outreach, robust in October starting now
- Next steps: Battery to Bell tomorrow, every few days, booth on street for people to stop by. November 10% design; mid 2015 30%, early 2016 final design. DG – what is the federal grant funding? FTA, (and another), community livability, general pedestrian environment. FTA includes construction dollars. Grants have already paid for some improvements - real time kiosks, rapid ride, Macy's block. Jacob – kiosks need to be accessible to people who are blind. Arrangements of street furnishings are too disjoint, disorganized. Pavement squares – level and smooth would be better. Bus bulbs should be at same level at bus floors, no lowering buses. There is nothing in Braille, nothing that talks, accessibility needs work. Maria – grouping infrastructure is a big part of design details that we will describe.
- Paul: Three neighborhoods within corridor: Belltown Business District, Pioneer Square. Hewitt is the design consultant. Urban Design principles: Enhance transit operations;

Establish a safe and attractive pedestrian environment; Create a strong corridor analysis.

- Belltown: Different characteristics, uses. Belltown is largely lower scale and mixed use (although more towers are under construction), residential, lots of social service agencies, 5-6 between Virginia and Blanchard. Constructed bus bulbs in 2010 with Rapid Ride shelters.
- Business District: Bigger buildings, more retail and office, sidewalks much more crowded, 10,000 users at some individual bus stops per day.
- Pioneer Square. Smaller scale, narrower ROW, a hill at the south end.
- Strategies for continuity across the corridor, also neighborhood specific strategies.
- Organize street for clarity. Three linear separate zones: Merchant zone (by buildings); walking zone (down the middle); amenity zone (curbside). Jacob: not working at the Macy's site.
- Repeating rhythms. Corridor wide elements: Red concrete curb; delineation of separate zones on the sidewalk (paving differences) – pavers set in concrete so they don't buckle. Jacob – need tactile delineators for cane.
- Light columns: Wayfinding elements as well as light, gateway markers. White poles at bus stops.
- Improving pedestrian lighting along the corridor. Making street furnishings more uniform.
- Transit stops: Rapid Ride in Belltown working well, will just add red curb there. In BD and PS, add transit canopies to some stops. Some buildings already have large awnings. Transit canopy is very open, high roof, no windscreens. Quick boarding and freedom of movement. Uplighting at roof to illuminate shelters.
- Landscape: Belltown, make bigger landscape areas with a low fence for more formality and keep dogs out. Not in BD, too many people on sidewalks. Will excavate around existing trees and put in silva cells.
- Lighting: Some intersections will have a net of lights above the intersection. Tree lighting in some places, seasonal or year round, uplighting, more ambient light.
- Seating. Differs widely across corridor. Belltown: Activity nodes with informal seating tied to adjacent use, with stewards and eyes on the street. BD might have a seat under canopy but no others. PS: Special seating areas to take advantage of view.
- Blank walls proposed for murals. Post Office example.
- Concept Plans: Belltown – (concerns about seating, need eyes on street, stewards in adjacent businesses) JS – cane will not go under the seat? Paul – ADA compliant. Adding more trees. Existing trees are well established and plentiful, but not well maintained. Will limb them, open up, establish a longer term maintenance plan. BD – Between Union and Pike new bus stops, also between Columbia and Marion. Pike to Pine biggest pedestrian congestion. This proposal splits up the stops, spreads out passenger use. Speeds bus travel, eliminates a bottleneck. PS – widen sidewalks at Prefontaine, 3<sup>rd</sup> and Main, 3<sup>rd</sup> and Yesler. Seating area next to 4Culture, capturing unused street space for pedestrian amenities. Another in front of Union Gospel Mission. Terraced seating taking advantage of views down the hill towards King Station,.

- What the project team wants from us: How do you use Third? Which elements to keep? Which to prioritize?
- Jennifer: PS, extra lighting? Yes, previously listed improvements.
- LH – Formal fenced planting in Belltown: Hardscape would be better. Had an issue with this at the Via 6 on 6<sup>th</sup> between Blanchard and Lenora. With Amazon coming in, sidewalks will be more congested, especially on 3<sup>rd</sup>, need more walking surface.
- There is a website for project with links to concept drawings, survey, feel free to comment there as well.
- Jacob: Need pavement markings, braille, more tactile markings through this project and downtown in general, In Belltown the readers don't work half the time. Keep furnishings out of bus loading areas. Put everything in one spot, not lined up along the whole block. Make corners bulbs more square not rounded, make ramps line up better. There is a pole in way at Macy's. Rapid Ride stops too often.
- LH: Prioritizing silva cells would be good if you can get funding, especially with street trees. Keeps from having to rebuild the sidewalk as often.
- Devor: Signal prioritization would be good. Maria: Also an enforcement issue, maybe SPD could help. Devor: any design solutions, leading pedestrian signals could help. Jacob: maybe reducing cars on 3<sup>rd</sup>? Paul – looked in Belltown, doesn't make sense there as it does in DT core. May have to extend that zone if we get more buses, will study then.

**Action items:** Send comments directly to the project team and/or comment on the website.

[www.seattle.gov/transportation/3rdAve.htm](http://www.seattle.gov/transportation/3rdAve.htm)

[metro.kingcounty.gov/programs-projects/third-avenue-corridor](http://metro.kingcounty.gov/programs-projects/third-avenue-corridor)

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## Overview of CPRS Capital Projects

Art Brochet, SDOT

- Overview of Capital Project and Roadway Structures projects.
- What should we be most sensitive to and get on your agenda for in the coming year? Have opportunity to advise before we really get the projects going.
- Overview: Organizational primer. Types, Phases, Timing for SPAB role. Short history, list of projects.
- SDOT Org Chart
- AAC, Arterial Asphalt & Concrete. The big projects. Corridor Projects: Rechannelizations, bus bulbs, closing off streets. Transit projects. Greenways. Signals. Pedestrian improvements. Waterfront improvements. Street Ends. Street Maintenance. DG – how does the Complete Streets process fit here? Art – at 30% we fill out the checklist, identify the unmet needs, what should be done, what can be done. Money is usually not there. An unfunded mandate.

- Phases: Needs identification; Planning; funding; chartering; percent design – 30, 60, 90% plan sheets to go out to everyone for review; bid; completion; closure.
- Best timing for SPAB: Planning – clarification of needs and definition of scope. Funding phase: Less ability to change the project. DG – Where do projects come from? Art – Master Plans, maintenance needs, identified needs that there is no funding for. Always unexpected projects. Landslides. Policy and planning; Says that we are going to make a corridor that includes certain improvements. 30% design: Time to raise issues, fix scope. Best last time to identify issues, can still change the project. 60% design: Focus on specific design solutions. 90% design: Construction impact planning and preparation. How to mitigate construction impacts, plan pedestrian routes per phase. Standard is to only close one corner at a time (does not always happen that way). JS – happened a lot on Mercer. DB - board would also like presentations to follow-up after completion.
- Projects list: Art suggests to pick about 10 projects for briefings at 30%. Also ask for updates on some prior to construction, ask about mitigation. Other ideas – field trips, workshops, intermodal meetings, meet with project teams about particular design elements. Also post-mortem, lessons learned, site visits afterward.
- JL – Meridian AAC? HW – Northgate to 103<sup>rd</sup>.
- DB – will start an email to board about project list, get that to Art. JS – when get list back? Art – before next meeting. DG – do it this Saturday?
- Call, text or email Art whenever.

**Action item:** Review the CPRS list and identify projects to review for the coming year. Do this as part of the planning at the SPAB annual retreat this Saturday.

#### **Updates:**

- Devor: Westlake update. Open House on the 22nd at Fremont studios. SDOT proposal, very similar to original that was rejected by team. Not a lot of other options. Cycletrack probably on Westlake side of parking lot (the big disagreement – east or west). East side, has driveway entrances to parking lot. West side, fewer stops for cyclists, but pedestrians have to cross the cycletrack. Need as much public input as we can get. Very vocal group about parking issues. Nothing in the corridor is a great solution. Not enough parking now to meet demand according to businesses. Cycletrack will reduce some parking, also alleviate some demand. Parking is misused by commuters. Need input to make the best solution for everyone. Also can comment online. Two more smaller advisory meetings on parking, tomorrow and in November. Maybe we can get some progress.
- David: Taking on representation for the Freight Master Plan, don't know how it impacts pedestrian issues.

#### **7:40 Adjourn**

LH