

# Seattle Pedestrian Advisory Board

## DRAFT July 8, 2015 Minutes

### Attendees:

Members: David Amiton, Joanne Donohue, Lydia Heard, Jeffrey Linn, Catherine Morrison, Paul Muldoon, Gordon Padelford, Bevin Wong

Other attendees and presenters: Jaclyn Sorgen, Ben Smith (SDOT), Kate Cole (Office of Waterfront); Mark Mazzola (SDOT), Nicole Freedman (SDOT), Howard Wu (SDOT)

### Public Comment:

Guest: I'm involved in many things; one of them is King County Democrat Committee on Disabilities. I also attend the King County Mobility Council. This Saturday one of the people on the council is coming to visit me for comments regarding ADA questions and how I'd like the sidewalks to go for North 145th Street project; Shoreline on one side and Seattle on the other. WADOT owns concrete between two. Any feedback would be great from anyone to improve the situation on 145th.

Gordon: Is it the whole way across, or just a section? A: I won't know the section until Saturday. Gordon would be happy to connect her to people if it's in Lake City. If there are other comments, pass them to Joanne and she will get them to Joanne.

### June minutes:

Approved

### Transit Advisory Board

Benjamin Smith, SDOT

- Benjamin is the liaison for Transit Advisory Board, one of the city's newest boards. Should have board members soon. Just wanted to say hello and introduce myself. Appoint board members in just a few weeks. First meeting in September.
- Once we have board members and a work plan, I want to get us connected. I will also connect board leadership to one another.
- The one thing that we're directed to do is oversee Prop 1 dollars, city residents are paying for extra metro and additional advisory is needed/required. Prop 1 has money included that needs oversight so the city decided to develop this new board.
- Lydia: Do you know which week of the month you'll meet? A: No idea, likely third Wednesday of the month so that we don't conflict with bike board and pedestrian board.
- David A: Do you know what the role is of this board? A: One of the things is oversight of the Prop 1 money. There is a group that meets quarterly for BTG oversight. The board will also be stewards of the Transit Master Plan. This will be a modal monthly board like you, like the bike board. There's an annual report SDOT has to prepare, and the board has to review. The rest of the work place we'll figure out once we have a board in place.
- Guest: How is this going to tie in with Move Seattle? A: Regardless of what happens in November, this board will exist and has the Prop 1 funding to oversee. If it does pass, then the board will have a lot of projects to review and influence.

### Waterfront Seattle Draft Environmental Impact Study (EIS)

Mark Mazzola, SDOT

- Several projects are all happening at once right now on the waterfront: SR 99 tunnel, Colman dock, partner projects, seawall, aquarium expansion, etc.
- Area covers 26 blocks, making it 20 acres of new public space. Hoping to make it a great public space; taking advantage of the viaduct removal.
- There will be 4 thru lanes for motor vehicles that would run the entire corridor; but on the south end, we have 2, 24-hour bus only lanes going north and south that tie into Columbia Street to tie into metro. Plus 2 right hand turn lanes into Colman dock for ferry traffic. In total, there are 8 lanes on the south portion of the corridor; north of Colman dock, the road narrows to two lanes.

- Adding a pedestrian promenade; Alaskan Way traffic will move underneath the existing viaduct now. Elliott Way, a new roadway that will connect waterway directly to Belltown. New pedestrian connection from Pike Place market to Aquarium area. Development goes north all the way to Bell Street Park.
- Increase pedestrian connection all along the way, with signals at every street, separated cycle track (will ride on the west side); sidewalk treatments at crossings; adding jogs in the cycle track at crossings to slow bike traffic down; also planning signals on cycle track (still in discussion about when the signals will be used/effective).
- See phasing of project in presentation for more detail.
- Pike Place Marketfront –city has contributed \$34 million; broke ground last month. Part of dollars go to new parking garage which will net 250 new spaces. The Aquarium is thinking about expanding east, and will have different impacts and ideas depending on how that lands.
- EIS draft was published last Monday. We have a 45 day public comment period through waterfront website, email, public meeting on July 22 at city hall. More info: <http://waterfrontseattledeis.publicmeeting.info/>
- Hope to have final EIS published by end of year, or beginning of next year depending on comments received.
- Not included in this EIS: viaduct; seawall; Colman dock project; Pike Place Marketfront; Seattle Aquarium; pier 62/63; waterfront park; Pike/Pine improvements—these will or already have separate studies done.
- Parking impacts: losing a total of 673 spaces; out of a total of 10,746 available in the study area. Net loss of 423 spaces (the others are made up by the addition of Pike Place parking garage)
- Lydia: Long crossing distance by the ferries on the south. Are you still talking about those adjustments for pedestrians? A: It is a wide crossing because of so many lanes. There is a 20 foot wide median in the middle, so if someone isn't able to make it across in one signal cycle, there is a large refuge for them to wait. It'd be 20 feet wide and room to expand lengthwise.
- Paul: The bikeway is I assume dedicated the whole way through? A: Yes. So the bike/ped crossing it looks like the queuing areas crossing the street look quite thin, particularly during busy times. A: I see. I think that's a great comment. One of the things we'll look at when we signal the bike signal.
- Paul: On the issue of segments where you have 8 lanes, what are the sidewalk widths in those areas? A: They're very wide. I don't know the exact dimensions. It's actually in the EIS itself; we have several cross sections that show the dimensions.
- Joanne: Could you reiterate the 8 lane breakdown? A: 4 through lanes for general traffic; dedicated 2 bus lanes, one north and one south; 2 entrance lanes to access ferry dock.
- Paul: Clarification, main point of entry for King County transit? A: For their south end pathways project- their new focus to get south end traffic mobilized on transit.
- Joanne: Where does it go from 8 down to 2? A: North of Colman dock. We have turn pockets as needed after that. It maintains the 4 through lanes the rest of the way.
- David A: Question about the medians, I understand that they're wide? I wonder what else you're doing to make them feel comfortable to be on. Like Mercer, it's terrible. A: I'll have to defer it to our design team. My understanding is it's meant to be really landscaped, for comfort and aesthetic. We don't want the road to feel like a highway. Signals will be timed to 25 mph speed limit, and they'll be at every single block. It won't feel like Aurora or Mercer. We do want to make it comfortable for people to cross. I'll see if I can get you more information.
- Kate: Could you speak to the timeline and the order? A: We can't start building until the viaduct is down. End of 2017 is our starting point with a 3 year construction timeline. We're hinging on the tunnel, and hoping we can start some things earlier.
- Gordon: Are people going to be crossing at Yesler? A: Yes, there's a signalized crosswalk on the north side of the intersection, but not on the south side. Because of Colman dock, we didn't want to put a crossing on the south side of that intersection. It's not ideal, but it's the balance of various modes.
- Gordon: I'm looking at EIS, it looks like there are 8 lanes there and the median there is 3' wide. Maybe that's the other side of Yesler they're talking about? A: Thank you for pointing that out. I'll go back and look at it.
- Lydia: For freight delivery, how do they resolve the traffic for access? A: We'll be working with dock and business owners to ensure that we allow for appropriate turn radius. Lydia: There are a lot of conflicts with bike, pedestrians, and deliveries. I'm wondering how that will be resolved? A: I know that we're planning on allowing vehicle traffic on the docks, but other than that I'm not sure if there's a particular area? Lydia: Any dock that has deliveries.
- Paul: You had mentioned the street car/center city connector. Is it going to be in the middle or? A: In the street I believe.
- Online information & public comment: <http://waterfrontseattledeis.publicmeeting.info/>

## Board Updates

- One issue: A letter that came from Devor expressing some concern about community engagement process with the PMP update. Last month, Kevin mentioned that it was a minor update to the plan so the city didn't allocate budget to do a full blown community outreach plan. I thought we should take this opportunity to talk about it.
- Lydia: I don't know why the former members are surprised. It's public information and has been well documented. A surprise that the update process was going on.
- Paul: I got out of the letter, the staff has repeatedly said that this isn't a major update which is surprising/bothersome given the plan has been in place for 7 years. Last meeting they said they would go out to individual communities, but I'm not clear what that means. I am concerned about that process and the idea that it's coming across that we're taking ownership of that process.
- Joanne: The workshops might be an option to bring additional community members into the fold. I did commit to being in touch with groups in SE Seattle to gather feedback and relay it.
- Howard: We do have an open position on the board and council has identified a candidate who will be appointed from SE Seattle and they will be included in the workshops.
- Kate: Even with that, we don't represent a full cross-section of Seattle. I feel uncomfortable without some sort of transparent option. Email, coffee, something else to increase visibility.
- David A: I agree. Our participation is not a substitute for public process, particularly when you compare it with other plan updates. You get more value out of the plan by engaging the public in a plan like this.
- Joanne: Do people know if this is typical to do a minor update after 7 years. Lydia: We're the first one to go through an update and we were supposed to do it every 5 years, so we're a little late, but it's just a tweaking instead of a big new plan.
- Gordon: I'm worried about thinking through sidewalk alternatives without including the public.
- Lydia: There are public events that offer free tables to groups. The problem with that is that people have to sign-up and show up. There's one on the 23<sup>rd</sup> of this month, for Belltown and Denny Triangle.
- Nicole: 7 years could be major, could be minor. One thing I know is that the Seattle PMP is still the best practices around the country. Maybe you should look at the changes proposed and decide if it's major or not without the years. Maybe you should propose concrete ways to engage the public that make it easy for the city given what the budget is (or isn't). A concrete proposal might be very helpful and well received.
- Joanne: One stakeholder group we're missing are folks from the disability community. Jacob may be invited to participate in the workshops but it's been left up to David to decide as the chair, not sure if he's able to attend.
- Guest: Has anyone talked to the department of neighborhoods? A: No, but that's a good point.
- Paul: We could work through the department of neighborhoods to identify who the key people are, go out to the district councils, etc.? Even if we decide it sounds like a minor update, it depends on what you care about if that means minor or major. I don't think we want to be caught with someone asking why a decision was made without a public process.
- Kate: I think we need to create opportunities for anyone who wants to participate beyond stakeholders. A web form, an email, etc. I'd be willing to summarize written comments received. We can certainly think about what might reach beyond the already engaged communities/constituencies.
- David: I'm a little uncomfortable with the board leading an outreach strategy that really, the city should be doing. We're not in a position or control to do anything with the feedback we receive. It puts us in a weird conflict of interest where we're stewards of the plan, but also collecting feedback on the plan.
- Paul: I think the question to the city is: We can work with the city to say we want to do this as effectively and cheaply as possible, but we're not taking ownership of the process. I think it still needs to be the city running the process. I think it's our responsibility to have good public input.
- Joanne: I'm struggling with how best to frame or ask for feedback. We want it to be helpful instead of setting up false expectations. I would want guidance for how to frame this.
- Jeffrey: As it is now, the plan as a whole isn't specifying which project, it's more equity and spatially based.
- Paul: It is what staff looks at to decide which projects to pursue.
- Gordon: If there isn't any money, is there staff time to incorporate feedback if we were able to do it? Howard: I suspect it is what they presented already. Gordon: It seems like the worst case scenario is to collect feedback, and then not doing anything with it.

- Lydia: Is this a technical or a policy update or both? Does it have to be approved by council? A: I don't know. That makes a difference in what's expected for public outreach. Howard: It sounded like there might be some policies that could be changed, but it's mostly focused on technical updates. Joanne: It's a minor, technical update (per email from Michelle). From email: This update is: assessing progress, updating out of date data, updating toolbox to include greenways. Howard will forward the email to the board.
- Gordon: I'm willing to volunteer time to look into including public comment with the toolbox update, particularly with the sidewalk exploration pieces. To see what our options are.
- Paul: I'm happy to help with that. I'd like to go out to the community to tell them what's happening at least.
- Howard: Kevin and team are going to district councils around the city to explain that a technical update is being done. I think that's how he addressed that issue.
- Lydia: It gets back to our whole role of the board and how we lack impact. We are the stewards of the plan; maybe it's more about getting the word out about the board and the plan. Just a thought?
- Kate: What's the timeline? A: three workshops through September set up. Kate: So should we do it earlier or later in that timeline? Would it be best for us to gather feedback as we do these meetings with SDOT.
- Paul: Maybe we can engage Michelle with a letter with a few questions that we want answered prior to our workshop.
  - Detail out what the technical changes are.
  - Identify when Michelle would prefer public input.
- Howard: If I'm remembering correctly, David did invite someone from Feet First and Seattle Neighborhoods to participate in the workshops.
- Kate: I think Lydia raises a point about how to raise general awareness about our board and what we do. I'd love to be a part of that thinking about that at a later time.
- Joanne: If there are other boards like ours around the country, I thought it would be interesting to look at what they're doing to raise awareness. Lydia: Most are combined with bike, not many cities have a separate pedestrian board.
- Kate: How has the bicycle plan become engrained in this city? A: They're activists, organized, have dollars, political will on their side.
- Gordon: There's no media outlet for pedestrians like there is for bikes. The bike blog is always posting about bike board, etc. I think it would probably go a long way to establish something like that for pedestrians.
- Kate: Social media I think would maybe help. Lydia: Facebook doesn't meet public information specs with the city so it has to be created/monitored by someone outside the board.
- Guest: I'm active in my senior community. The majority of people don't have access to a computer, how do you reach them?
- Joanne: I didn't know about walking in Seattle blog. I'm sure he'd welcome the content if someone from the board was interested in reaching out: Troy Heerwagen.
- Nicole: How do you create a walking movement? This is a problem in every city. There are probably 10 steps that need to happen, one of them is to identify who are the natural ally's. Maybe if you pull all those people together to get them excited, etc.
- Guest: Seattle Parks & Rec has a person who is in charge of a walking program: sound steps yes.
- Lydia: I think one of the thing Greenways is doing a good job of doing is memorializing pedestrian deaths that I think has raised a lot of awareness.
- Joanne: There's some interest in the aging field to bring new framework to Seattle focusing on making a community that works for all ages; inclusive of walking. If the city signs on, there would be a large launch around it, including the mayor, which may provide some of the energy around a movement.
- Gordon: Touching on Vision Aero, there's a group called Neighbors of Vision Zero that's forming to support the city. It'd be great to have people from the board engaged in that when it really forms.
- Guest: Aging Your Way should also be involved.
- Gordon: Did we hear back from our Move Seattle letter? A: The feedback would have gone to David.
- Kate: What is the field trip next month? A: I know David is interested in looking at alternative sidewalk treatments. There might be a tour set up looking at different parts of the city and how they can be used. SVR is going to be leading it. It will be at the same time as our normal meeting. The details are still being worked out. Maybe having something beforehand to get an overview of what we might be seeing, input that would be helpful, etc. We're looking

at ride options so we can all travel together. If you have ideas about specific areas that you want to check out, I'm interested in hearing that.

- Guest: Broadview is interested in having sidewalks still. David A: There's one I cross, in the 90s somewhere in between Fremont and Aurora.
- Kate: So Move Seattle might be a good way to galvanize and rally people around our cause if the board feels comfortable supporting the measure. It's hard to get people moving and excited without a call to action.
- Lydia: As far as Move Seattle, we're not able to advocate for levies or ballot measures.
- David A: One of the pedestrian lists sends out a reminder with the wrong date and time. It'd be great to get that changed. Howard: I think it's set up in the wrong time zone.
- David A.: It strikes me that we have to do some sort of public involvement with this update, no matter the scope of it, since it's the only update that's happened in 7 years. And if it's the best in the country, people should want to share.
- Howard: The comment period for [Seattle 2035 update](#) is now available for everyone. We should be getting a presentation about the transportation element in September. So more details at that meeting, but in the meantime, feel free to read up and submit your comments.

### **Action Items:**

- Joanne/David G.—Get communication to Michelle prior to workshop about public input for PMP update.
- Howard—Send email from Michelle with more detail on what “minor technical update” includes.
- Everybody—upcoming PMP workshop is next Wednesday, July 15 from 3.30–5pm

### **7:46 Adjourn**