



Seattle

Seattle Pedestrian Advisory Board



*Stewards of the
Pedestrian Master Plan*

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Wes Mills
Chelsea Morrison
Natasha Riveron
Emilie Szeto

SPAB MEETING AGENDA

June 14, 2023

Location: In Person – City Hall Room 370

Location: Virtual Meeting—Microsoft Teams

Staff and Guests:

Belén Herrera, SDOT
Serena Lehman, SDOT
David Burgess, SDOT
Katie Olsen, SDOT
Ruth Danner
Ryan Packer
Jean Bateman
Alex Dikelsky

6:00 pm – Welcome, Roll Call, and Vision Zero Update – 10 min

- Total 14 people
- 2 vehicles
- 1 bicycle (no vehicle involved)

6:10 pm – Public Comment – 5 min

Ruth Danner – interested in the entrance to Pike Place Market; called attention to 100 Block of Pike which has been under renovation since Feb this year. I'm concerned there are too many distractions along the block that it will be a hotspot for Vision Zero.

6:15 PM – Levy Highlights – 30 min

- Q: What's the plan for 2025?
- A: Looking at potential funding sources, and definitely we expect to keep the boards informed throughout the year.
- Q: Have there been any lessons learned of how to package or approach these things?
- A: A lot of lessons learned, especially with our smaller project we are looking at cost effective methods and experimenting with materials and level at city crews. Pedestrian improvements we looked at different contracting methods to deliver quickly. We are always looking for ways to improve those and reduce cost. LEVY MOVE Seattle – we want to be accountable and articulate

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

our commitments, some of our programs we scoped in a vague way to be flexible. 2018 we had to go back and define to be accountable to voters.

- Q: Do we have some ideas of how many sidewalks are missing?
- A: We do, around 11,000 block faces. Every street segment has two block faces. Not every single block face has desirable or feasible for sidewalks, still about ¼ of city and concentrated N of 85th and south and west ends
- Q: How do you get that 11,000 figure and how do you prioritize?
- A: We figure out from our database and it's not perfect; we did have a team verify back in 2017 the database and document sidewalk conditions. Prioritization – comes from PMP IP. There's Priority Investment Network proximity to transit and schools – 3,000 block faces – more than what we can construct with our funding. We have safety, age, and urban village proximity + qualitative factors or look at how we can partner with other projects. We update the PMP IP every year.
- Q: Where are the 3 new bridges?
- A: John Lewis Memorial Bridge in Northgate; Fairview Bridge next to eastlake neighborhood; Nader St Bridge near SODO
- Q: Elaborate on progress of Rapid Ride Line through Madison?
- A: We posted a month ago that we were half way through. A recent blog post we did on the project can be found at the following link:
<https://sdotblog.seattle.gov/2023/03/22/levy-dollars-at-work-halfway-through-madison/>
- A: Next LEVY would be connected to the future J Line?
- A: It's a key project of the current levy and scheduled to start construction before the end of 2024 and will continue into 2025+ and funded by grants.
- Q: Budget allocation showing breakdown?
- A: Yes, three categories. Levy \$ for different categories as scoped in 2015 Ordinance; Maintenance: \$420 M, Safety: \$207 M, Mobility: \$303 M
- Q: How many projects are planned in advance vs reactive? Is there flexibility for things that come up?
- A: On the pedestrian side it's a mix, especially on repair and we do need to respond to them. We do have our IP that largely guides us and in flux as we hear new priorities or based on project feasibility/infeasibility.
- Q: Knowing we are going into another LEVY initiative, how are we comparing and able to deliver vs what was promised when we were campaigning?
- A: Over the last few years, we've been looking at the adopted legislation and making sure we met that. We are on track to meet almost all of our original ordinance. There are some discrepancies. We've seen some misinformation spreading around. We are at 205 blocks, in the ordinance called for 150. At

the time we were experimenting with cost effective methods vs the traditional raised concrete sidewalk and would still provide the same safety benefit. Here is the legislation referred to with the commitments.
<https://www.seattle.gov/documents/Departments/SDOT/About/DocumentLibrary/Levy/CB118402FINAL.pdf#page=16>

- Q: Alternative designs holding up compared to pedestrian raised concrete sidewalks? Unintended consequences?
- A: We have been monitoring and found no safety issues so far. Some material durability early on and in the process of design guidelines for the walk ways for improvement that will be last and less maintenance down the road with the same safety benefits.

6:45 pm – Board Business – 65 min

- Meeting Minutes Approval (May 2023)
 - Motion: Chris
 - Second: Emily
 - Approved with present members
- Letter to SDOT Director Regarding Pedestrian Plaza and Design
 - Recap from Belltown site visit
 - Not super clear what is the city trying to prioritize
 - We want more pedestrian only spaces vs shared spaces
 - What purpose is the plaza serving?
 - Our action was to make notes of what we liked and not; if you have other comments about these pedestrian spaces that are meant to be shared or pedestrian only
 - Idea for a field trip
- Micromobility Draft Letter
 - Action item: group edit and discuss next month
- Retreat Action Goals Update – Co-Chairs
 - Offline update if plans to do another sidewalk inventory
- Levy Oversight Committee Updates – Natasha
 - SKIP
- Field trip for September – idea for plaza exploration

7:50 pm – Public Comment – 5 min

- Ruth – Pedestrian plaza idea – have you ever had discussion for scrambles at the intersections? Cars attempting a right turn is a problem for pedestrian safety. 2nd and Pike idea for a scramble. Find It FIX IT – Micromobility – we

have gotten a lot of attention sharing what we see and calling the company and leaving voicemails.

- Jean - Hello, we invite you all to join us on the 100 Block of Pike to witness together the multiple layers of pedestrian concerns evolving there. It would be great to have a real conversation in the real space as it is a major international pedestrian gateway in the historic Market entrance and has a critical working alley (News Lane) mid-block. It has so many of the issues you are addressing tonight like signage. I'd love to explore it with your great team in a real time conversation. Jean Bateman consultbateman@aol.com
- Alex – 8th Ave ped area – I used to live near this area. There's a bike path on 9th Street; they're nice to have. There's a lot of things there that don't connect.

8:00 pm – Meeting Adjourn