



## Seattle Pedestrian Advisory Board

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*Stewards of the  
Pedestrian Master Plan*

David Seater, Chair  
Gordon Padelford, Vice  
Chair Hannah Keyes, Secretary  
Hayley Bonsteel  
Patricia Chapman  
Angela Davis  
Beau Morton  
Chaitanya Sharma  
Andrea Clinkscales  
Bunnie Lee  
Jennifer Tippins

July 11, 2018 Meeting Minutes

Attendees: Hannah Keyes, David Seater, Patricia Chapman, Chaitanya Sharma, Bunnie Lee, Beau Morton, Hayley Bonsteel, Gordon Padelford, Angela Davis

SDOT Liaison: Belén Herrera

Public: Elliot Helmbrecht (SDOT), Doug McDonald, Laura Goodfellow, Alex Kreig, Alex White, Jaïen Johnson

### Minutes Approval:

- Minutes approval contingent upon addition notes regarding prioritization of sidewalk repairs.
- Motion to Approve (Gordon), Second (David)
- Minutes approved (9 of 9 Present Confirmed Members)

### Public Comment:

- Doug McDonald: Evaluation of bike share pilot program has not been delivered. Two issues: 1) sidewalks blocked, 2) 85% of the comments were negative. There appears to be no opportunity for public comment before recommendation goes to City Council. More than bike share, e-bikes/e-scooters are going to become a problem. Pedestrian people have to start looking ahead toward the future where more people ride e-bike/e-scooters.

### PMP Implementation Plan/Move Seattle Levy Update: Davis Burgess

- Review of June Briefing (see June minutes)
- PMP Project List & Levy Budget
  - 2016-2018
    - Have completed 109 blocks (50/50 traditional/low-cost)
    - \$29.9M
  - 2019-2022
    - 136 blocks (79 traditional. 58 low-cost)
    - \$37M
  - 2023-2024
    - 5 blocks remain
    - \$1M left in the budget
      - Could be used for 2 traditional or 8 blocks of low-cost
  - This distribution can be adjusted.

*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*

- Current Implementation Plan goes through 2022. Will add additional 2 years to project list to align with Levy timeline.
- Cost-Effective/Low-Cost Sidewalks
  - Approach determined by street context.
  - Separated at-grade asphalt walkway
    - Simulate traditional sidewalk by adding wheel-stops. This pushes parking into the street, keep it off of the walkway.
  - Painted walkway
    - Where there is a full traditional sidewalk planned. Interim treatment.
    - Chaitanya: It looks like one of the examples does not have a curb (wheel-stop). What percentage of these don't have protection?
      - A: Unsure of the percentage, but it's based on the context. We try to add wheel-stops where we can.
    - Bunny: do you make sure that these walkways are accessible for all people (ADA)?
      - A: We try to make them as ADA compliant as we can based on context.
  - At-grade Concrete Walkways
    - Gordon: do you have a cost estimate for this type?
      - A: We haven't done quite enough to have a good sense of typical cost.
- Increasing Sidewalk Costs:
  - Increases come from retaining walls, temporary construction easements (purchase from property owners), property owner outreach.
    - Retaining walls can't always be scopes at 10% or 30% design.
    - A few property owners on the block didn't want the project completed, needed signature for temporary construction easements. We try to keep projects as far away from property lines as possible, but on constrained ROWs it can be hard to avoid.
    - Steep driveways: required to provide driveway if it is a legal access point.
      - Gordon: are there opportunities to close a driveway?

- A: Can close driveway if it is unpermitted. We try to work driveways into project cost, but can't always anticipate full cost at early stages of design.
- Drainage challenges can add cost.
- Pedestrian Funding Mechanisms Report
  - Decided to separate the report from the Implementation Plan.
  - Will work closely with city budget and finance people to look more in-depth at tools addressed in PMP.
    - Hannah: will you look at other funding mechanisms not address in PMP?
    - A: We are open to other funding mechanisms that the SPAB could recommend.
  - Will have a draft to SPAB by end of 2018.
  - Draft Implementation plan to SPAB by end of the month.

### **Levy to Move Seattle Assessment Recommendations**

- Cautiously optimistic that we can still hit the 250 sidewalks promised in the Levy.
- New Sidewalks
  - Proposed Draft Recommendation
  - Department looking for cost-saving opportunities, better cost-estimating. May need to bring new changes in the future depending of outside circumstances (last levy saw costs go down part-way through due to the recession)
  - Angela: There is a park (35th Ave and Charleston) being built by Parks and Rec, they are not building a sidewalk. I'm not sure if Parks and Rec are collaborating with SDOT and pedestrian/multi-modal process. How do you address silos of different City departments.
    - A: SDOT does have a process to review development (parks or private development), but it depends on land use whether parks require a CIP. But we do like to find efficiencies where it makes sense.
  - Suggested Recommendation:
  - *"We recommend that SDOT work with the Seattle Pedestrian Advisory Board to prioritize new sidewalks within available funding using the Pedestrian Master Plan Implementation Plan process for the remaining six years of the levy, with a goal of providing at least 250 new blocks of sidewalk (a mix of traditional and low-cost). SDOT should seek additional funding as needed in order to reach this goal,*

*and should continue to implement cost-saving designs and projects without compromising safety, partnering with other projects to share costs.”*

- Gordon: In summary, SDOT should use the PMP to guide the prioritization of Levy projects.
- Patricia: I assume that a traditional sidewalk would last longer, and could have a different impact on the neighborhood. Do we want more sidewalks total, or do we want more traditional sidewalks?
  - A: A lot of the cost difference between the traditional and low-cost is drainage. We haven't been doing the low-cost sidewalks long enough to know exactly how long they will last, but there are asphalt walkways in the city built decades ago that are still in good condition.
  - Bunnie: Are there other cities that have done the low-cost sidewalks that we could look to in order to better understand how they will hold up over time.
    - A: Our general strategy is to put traditional sidewalks on arterials with higher traffic volumes and low-cost sidewalks on neighborhood streets where it is safer.
    - Hayley: I think getting caught up on the exact number is not the most effective strategy. I think that focusing on the strategy of the PMP and PMP/IP is a better approach.
    - Gordon: Are we feeding in dollars to two different prioritization buckets, or are we feeding projects into a budget? It seems like there is a prioritization split between the two types in the PMP.
      - A: Projects are split between arterials and non-arterials prior to ranking. Low-cost is the (general) standard for non-arterials, and the traditional for arterials. Highest ranking blocks will almost always be arterials, they have more safety data, which is why the list is broken out between arterial and non-arterial.
      - Patricia: It seems like whether we choose to prioritize based on the PMP or on the Levy 60/40 ratio, the end result will be pretty similar.
    - David: Goal of recommendation is to use the PMP prioritization, but aim for 250 sidewalks.

- Motion to approve recommendation as written (above):  
David, second (Hayley). **Motion Approved.**
- Sidewalk Safety Repair
  - Suggested Recommendation:
  - *“We recommend adjusting the levy deliverable to measure sidewalk safety “make safe” repairs as possible within available funding over the nine-year levy, including curb repairs, shims, bevels, and other sidewalk safety repairs. In addition, we recommend working with the Seattle Pedestrian Advisory Board to set annual and 9-year deliverable targets to deliver as many sidewalk safety repairs as possible within available funding. This could include a target amount of spot repairs, block locations, or both. These repairs should be prioritized following a methodology similar to that in the Pedestrian Master Plan Implementation Plan rather than through a complaint driven process, using the results of the Sidewalk Condition Assessment to identify locations in need of repair. Progress on this deliverable should be included in the annual PMP Implementation Plan.”*
  - The main point of adjusting this recommendation is to change the way repairs are counted (units). The intent of the Levy seems to be to “make safe” a certain number of blocks, changing the units seems to align better with this goal.
  - Patricia: I move to accept this recommendation. Second: Hannah.  
**Motion Approved.**
    - Gordon: move to amend language to incorporate in the PMPIP (as shown above)
    - **Amendment approved.**
- Curb Ramps & Crossings
  - Suggested Recommendation:
  - *“We recommend implementing strategies to reduce the cost of designing and constructing curb ramps, and including crossing improvements funded by the Pedestrian Safety program to deliver the original levy commitment of 750 improved intersections citywide within available funding. Progress on this deliverable should be included in the annual PMP Implementation Plan.”*
  - Gordon: It might make sense to incorporate this program and sidewalk repair program into the PMP to better share all of the pedestrian investment in the City. Address ADA and consent decree.
  - Gordon: suggest to amend recommendation to incorporate this into the PMPIP for the sake of transparency.

- Patricia: Move to approve as amended (above). Gordon: second. Motion Approved.
- Will meet with Levy Oversight Committee on August 2nd.

### **Board Business**

- Repaving project on Lake City Way could be of interest to the board. Suggest that we get materials emailed since we will not have time to address in a meeting.
- August Field Trip:
  - Walking Tour of SLU, look at construction impacts.
  - Walking Tour of Rainier, Find-It, Fix-It blitz walk. Potential to look at Seward Park to understand how safety improvement are not equitably dispersed.
- David will send out more information about a retreat to further develop the work plan.
- Bike Share and Electric-Assist Bikes on Sidewalks
  - Patricia: The dockless bike program started as a pilot just a year ago. Since the introduction of the program there are many more people riding on sidewalks and many of them are inexperienced bicyclists. In addition, many people park bike share bikes inappropriately blocking sidewalks and creating a pedestrian hazard. I believe it is no longer safe for pedestrians to walk on the sidewalks, especially for disabled and elderly pedestrians. Doug McDonald has raised this issue to the board many times and the board has not addressed his concerns. The SPAB is charged with being advocates for pedestrians and pedestrian safety and we have remained silent on this issue. I would like to find out if the Board would like to discuss these issues. I have repeatedly asked to put this item on the agenda but it was deemed that other items were more important. I think this is the most important issue facing the board right now. I would suggest a letter to the City Council expressing concern about the increased number of bikes on our sidewalks as a pedestrian safety issue and concern about the dangerous parking of bicycles on sidewalks. I suggest that the board urge the City to study limiting prohibiting bicycles on sidewalks, especially in urban villages.
  - Bunnie: I worry about underreporting about accidents and issues. I have concerns about personal accountability of the riders. There is very little accountability for the riders in terms of parking bikes inappropriately, riding on sidewalks, or riding dangerously. How much

do the businesses waive responsibility? How do they pass the responsibility down to the riders?

- Chaitanya: It would be useful to separate the issues of parking bike and riding bikes on the sidewalk. Carshare services are much more explicit about where you can park than are bikeshare services. If you park a carshare in the wrong location, there is a financial burden for the user which encourages good behaviour.
- General board agreement to separate the issue between parking and riding.
- Patricia: I think we should be taking the position that bikes, e-bikes, e-anything, should not be allowed on sidewalks.
- Angela: My concerns are who is accountable, how do we address the issues? We're integrating a new component into our society.
- Bunnie: Suggest that we share safety concerns with SDOT. This can create a conflict with accessibility goals. This is most likely to impact those who are most vulnerable. We could send a statement of concern to SDOT before it goes to the Transportation committee.
- David: We should have discussion in future meetings about this topic.
- Patricia: I would like to see more time for discussion and fewer presentations.