



**Sidewalk Committee**  
**\*Virtual\* Meeting Agenda**  
 February 18, 2021  
 6:00 PM to 7:00 PM

Due to the current COVID-19 public health emergency, and social distancing protocols, pursuant to the Governor’s and public health officials’ orders, this meeting will be conducted virtually. The meeting is live streamed on SeaTV and the City’s website. The public may also call in to the conference line to listen to the meeting. The number is 206-973-4555. While you will be able to hear the meeting, you will not be able to participate in the meeting. Please note that if you are unable to mute your phone, everyone else on the call-in line will be able to hear you, so please refrain from speaking. City Hall will be closed so no one will be able to physically attend this meeting.

**Council**

Pam Fernald, Chair  
 Takele Gobena  
 Stanley Tombs

**Community Members**

Jill Aldrich  
 Kathleen Brave  
 David Korthals  
 Paul Jackson  
 Trevor White

**Staff Coordinators**

Will Appleton  
 Public Works Director  
 Florendo Cabudol  
 City Engineer

**Note: A quorum of the Council may be present.**

ITEM	TOPIC	PROCESS	WHO	TIME
1	Call to Order		Chair	
2	Public Comment	<p><b>PUBLIC COMMENTS (any topic):</b> In an effort to adhere to the social distancing protocols, pursuant to the Governor’s and public health officials’ orders, and in order to keep our residents, Council, and staff healthy, the Council Committee will not hear any in-person public comments during this COVID-19 public health emergency. The Committee is providing remote and written public comment opportunities. All comments shall be respectful in tone and content. Signing-up for remote oral comments or providing written comments must be done by <u>2:00 PM</u> the day of the meeting.</p> <ul style="list-style-type: none"> <li>• Instructions for providing remote oral public comments are located at the following link: <a href="#">Council Committee and Citizen Advisory Committee Virtual Meetings</a>.</li> </ul> <p>Submit email/text public comments to <a href="mailto:SWPublicComment@seatacwa.gov">SWPublicComment@seatacwa.gov</a>. The comment will be mentioned by name and</p>	Chair	5

		subject and then placed in the committee handout packet posted to the website. Public comments submitted to an email address other than the provided address, or after the deadline, will not be included as part of the record.		
3	Approve Prior Meeting Minutes	Dec 17 Minutes to be approved	Chair	
4	Report Findings from International Blvd Pedestrian Safety Study	Presentation by Toole Design Group	Mason Giem	30
5	Sidewalk Projects Update	Update	Florendo Cabudol	15
6	Adjourn		Chair	



## Sidewalk Committee Meeting Agenda

December 17 2020  
6:00 PM to 7:00 PM  
Virtual Meeting

Commenced: 6:00 PM  
Adjourned: 7:04 PM

Present at Meeting:

### Council

Pam Fernald, Chair **P**  
Clyde Hill **P**  
Takele Gobena **P**

**Note: A quorum of the Council may be present.**

### Community Members

Paul Jackson **P**  
Jill Aldrich **P**  
Kathleen Brave **Absent**  
David Korthals **P**  
M Hemmings **Absent**  
Trevor White **P**

### Staff Coordinators

Will Appleton  
Public Works Director  
Florendo Cabudol  
City Engineer

Other Councilmembers: CM Tombs;

Other Staff Members Present:

Gwen Voelpel, Deputy CM; Kamal Mahmoud, Engineering Manager

ITEM	TOPIC	PROCESS	WHO	
1	Call to Order		Chair	
2	Public Comment	None	Chair	
3	IB Pedestrian Safety Crossings and Local Road Safety Program	<p>Draft Findings – Presentation by Toole Design Group</p> <p>Eric Widstrand, PE, of Toole Design Group presented an update on their International Boulevard Pedestrian Safety and Local Road Safety Plan findings to date:</p> <p>The purpose of the presentation is to provide a review of the metrics used to create a prioritized list of pedestrian safety projects along International</p>	Mason Giem	

Boulevard (IB) and review the list of prioritized projects. The metrics guide decisions on what projects will be selected. Input from the Sidewalk Committee will help inform decisions.

Prioritization methodology weights locations with high crash injuries; locations with pedestrian crash risk factors; high pedestrian activity locations – transit; and high pedestrian activity locations – destinations.

The following potential corridor wide countermeasures are proposed:

1. Reduce posted speed limit to 30 mph along entire corridor.
2. Install leading pedestrian interval at each signalized intersection.
3. Reevaluate signal timing to match speed limit.
4. Install “no turn on red” signs at each intersection.
5. Reduce pedestrian crossing distances.
6. Install pedestrian countdown signals.
7. Convert HOV lanes to bus only lanes
8. Install new pedestrian crossings where crossings are more than ¼ mile apart.
9. Stripe lane lines along IB.
10. Evaluate street lighting along the corridor
11. Activate speed feedback signs

The study looked at specific potential countermeasures at five specific intersections along IB: South 188<sup>th</sup> Street, South 176<sup>th</sup> Street, South 200<sup>th</sup> Street, South 208<sup>th</sup> Street, South 154<sup>th</sup> Street.

The Committee commented that South 208<sup>th</sup> Street on IB is under construction for Sound Transit Federal Way Extension and the WSDOT SR 509 Extension Projects. Suggested countermeasures should be re-evaluated after construction ends.

A question was raised as to why pedestrian overpasses were not included in the recommendations. The consultant responded that the study findings did not support that level of activity, and that less costly countermeasures as presented here would create the same increased safety results.

A question was raised about median fencing and how that might affect hotel guest usage along IB. A picture was placed on the screen to show an active median fence in use, which gave the Committee a clear idea of what that might look like. Median fencing is suggested at IB & South 208<sup>th</sup> Street.

		<p>A comment was made that lowering the speed limit to 30 miles per hour on IB could divert traffic to Military Road South, which is what we don't want. An answer was given that peak traffic hours will still drive speeds, and that off-peak hours, the lower speed would add to pedestrian safety.</p> <p>Other questions and comments were made. The Committee was assured that this is an early update of findings and suggestions. As staff review and further evaluate these findings, the refined recommendations will be brought before both Transportation and Public Works, and Sidewalk Committee again at least once more.</p>		
4	Adjourn		Chair	



# International Boulevard Pedestrian Safety Study and Local Road Safety Plan

February 18th, 2021

Mason Giem  
Public Works Programs  
Coordinator

Eric Widstrand, PE, PTOE  
Northwest Regional Traffic  
Engineering Director  
Toole Design



# PRESENTATION OVERVIEW

## PURPOSE OF PRESENTATION

To summarize a prioritized list of pedestrian safety projects along International Boulevard corridor and prioritized intersections.

## WHY IS THIS ISSUE IMPORTANT?

1. The recommended projects are prioritized by intersection.
2. The projects will increase pedestrian safety along International Boulevard.
3. The valuable input from the sidewalk committee will help inform decisions.



# City Wide Local Road Safety Study Plan and Pedestrian Crossings of International Boulevard

- **The Scope:** Two distinct, but interrelated safety programs for the City of SeaTac
  1. Pedestrian safety crossing improvement projects on the International Boulevard corridor, from South 152nd Street to South 216th Street.
  2. Preparing a citywide Local Road Safety Plan that will propose strategies and measures to improve safety for all modes of transportation.





# City Wide Local Road Safety Study Plan and Pedestrian Crossings of International Boulevard

## Project Timeline

- August 2020- June 2021 Phase 1, Pedestrian Crossings along International Boulevard.
- December 2020 – December 2021 Phase 2, Local Road Safety Plan



# Pedestrian Safety Along International Boulevard Prioritized Intersection Projects

Location	Countermeasures	Intersection Rank	Weighted Pedestrian Injury Score
International Blvd and S 188th St	<ul style="list-style-type: none"> <li>&gt; Fill in Bus Pull Out</li> <li>&gt; Move bus stop closer to intersection</li> <li>&gt; Pedestrian signal recall (assumed absent)</li> <li>&gt; Add signage R9-3bP Use Crosswalk</li> <li>&gt; Install median fencing at southern leg</li> </ul>	1	28
International Blvd and S 176th St	<ul style="list-style-type: none"> <li>&gt; Upgrade curb ramp</li> <li>&gt; Pedestrian Signal Recall* (assumed absent)</li> <li>&gt; Improve signal hardware: retroreflective backplate</li> <li>&gt; Install pedestrian scramble</li> </ul>	2	21
International Blvd and S 154th St	Curb radius reduction on SE/NW corner	3	9
International Blvd and S 208th St	<ul style="list-style-type: none"> <li>&gt; Install median fencing at southern leg</li> </ul>	4	10
International Blvd and S 200th St	<ul style="list-style-type: none"> <li>&gt; Fill in Bus Pull Out</li> <li>&gt; Move bus stop closer to intersection</li> <li>&gt; Pedestrian signal recall (assumed absent)</li> <li>&gt; Add signage R9-3bP Use Crosswalk</li> <li>&gt; Median fencing at northern leg</li> </ul>	5	11



# Pedestrian Safety Along International Boulevard

## Prioritized Intersection Projects

- Use crosswalk signs
- Pedestrian scramble crossing



R9-3bP



# Pedestrian Safety Along International Boulevard

## Prioritized Intersection Projects

- Install median fencing
- Install signal backplate



# Pedestrian Safety Along International Boulevard Prioritized Intersection Projects

- Reduce curb radius



# Pedestrian Safety Along International Boulevard Prioritized Corridor Projects

Countermeasure	Corridor Wide Rank (out of 5 assessed)
Install Leading Pedestrian Interval at each signalized intersection (assumed all locations for analysis)	1
Reduce posted speed limit to 30 MPH along corridor	2
Install pedestrian countdown signals at locations where not already present (assumed all locations for analysis)	3
Stripe lane lines along International Boulevard	4
Install new pedestrian crossings at locations where crossings are more than 1/4 mile apart (5 new crossings total)	5



# Pedestrian Safety Along International Boulevard

## Additional Corridor Projects (not ranked but viable)

Countermeasure
Re-evaluate signal timing (in conjunction with reduced posted speed limit)
Install “No turn on red” signs at each signalized intersection
Evaluate corridor for lane removal potential based on traffic analysis to reduce pedestrian crossing distances.
Convert HOV lane to bus only lane along corridor
Install pedestrian signal recall at all intersections with bus or light rail stop, if not already present

QUESTIONS?





Thank you



# Proposed Prioritization Methodology

Factor	Details	Potential Weighting
<b>Location Priority</b>		
Locations with high crash injury weighting		5 points if in top third 3 points if in middle third 0 points if in bottom third
Locations with pedestrian crash risk factor	Crosswalk crosses six or more lanes; cross street has posted speed limit of 35 MPH	1 point if crosswalk crosses six or more lanes 1 point if cross street has posted speed limit of 35 MPH
High Pedestrian Activity Location: Transit	Light rail or Rapid Ride	1 point for Rapid Ride stop 2 points for light rail stations (note – 176 <sup>th</sup> St and 200 <sup>th</sup> St have both a light rail station and a Rapid Ride stop, these locations would score 3 points).
High Pedestrian Activity Location: Destinations	Location is adjacent to restaurant, bar, grocery store, retail, school, park, or other similar pedestrian destination.	1 point if pedestrian destination is present within 300' of the intersection, per intersection leg (4 points possible)
<b>Benefit-cost comparison</b>		
Benefit-Cost Ratio	When CMFs are available: apply expected crash modification factor to the value of observed crash history, calculated using Equivalent Property Damage Only (EPDO) criteria. Divide by the estimated cost to obtain the Benefit Cost Ratio.	10 points if BCR is in top third 5 points if BCR is in middle third 0 points if BCR is in bottom third
<b>[or]</b>		
Generalized benefit vs. cost	When CMFs are not available, either because the recommendation is programmatic or because a CMF has not yet been evaluated, develop a generalized high-medium-low benefit/cost ratio based on estimated costs as well as expected safety benefit informed by research and engineering judgment.	10 points if generalized benefit vs. cost is high 5 points if generalized benefit vs. cost is medium 0 points if generalized benefit vs. cost is low
<b>Total Points Possible: 24</b>		

# Pedestrian Safety Along International Boulevard Intersection Locations (not prioritized)

Location	Countermeasures	Intersection Rank	Weighted Pedestrian Injury Score
International Blvd and S 216th St	> Install median fencing at northern leg	6	16
International Blvd and S 182nd St	> Curb radius reduction on SW corner > Remove left turn lane > Install median refuge island > Install median fencing at southern leg	7	13.3
International Blvd and S 160th St	> Curb radius reduction at NE corner > Remove left turn lane > Install median refuge island > Install median fencing at southern leg	8	9.7
International Blvd and 518 off-ramp (northernmost)	> Install marked pedestrian crossing at slip lane > Add signage "yield here to pedestrians"	9	8
International Blvd and S 195th St	> Install marked pedestrian crossing at northern leg	10	7
International Blvd and S 180th St	> Install marked pedestrian crossing at southern leg	11	6
International Blvd and 518 onramp (southernmost)	> Install marked pedestrian crossing at slip lane > Add signage "yield here to pedestrians"	12	3

