

The Seattle Pedestrian Advisory Board (SPAB) has developed the following recommendations for developing a Seattle Pedestrian Master Plan. The Board identified the Pedestrian Master Plan as a key objective at our spring retreat and met several times to review and refine desired elements. The SPAB represents citizens from diverse neighborhoods, ages, abilities and professional backgrounds.

Desired Elements of a Seattle Pedestrian Master Plan

Ad Hoc Committees

Interdepartmental with Mayor’s Office of Policy and Management

General/Planning Committee	Reps.	Technical Committee	Reps.
Mayor’s Office of Planning & Mgmt	1	Mayor’s Office of Planning & Mgmt	1
Council Representative	1	SDOT- ped/bike; engr; operations	3
Sea. Dept of Transportation (SDOT)	2	DPD (planning; permit review)	2
Dept. of Planning & Develop. (DPD)	2	SCL	1
Dept. of Neighborhoods (DON)	2	SPU	1
Seattle City Light (SCL)	1	Seattle Pedestrian Advisory Board	1
Seattle Police Dept. (SPD)	1	OS&E	1
Office of Sustainability & Envir. (OS&E)	1	Feet First	1
Seattle Fire Dept. (SFD)	1	Citizen	1
Human Services (Aging& Disability)	1		
Seattle School District (SPS)	1		
Dept. Parks & Recreation (DPR)	1		
Seattle Pedestrian Advisory Board	1		
Feet First	1		
Citywide Neighborhood Council (CNC)	1		
Citizens: Bike Adv, Freight Adv; other	4-5		
Seattle office for Civil Rights	1		
Public Health: Seattle- King County	1		
KC Metro Transit	1		
WA State Ferries	1		
Recorder	1	Recorder	1
	27-28*		13**

* Anticipate several will only attend periodically but should be included.

** Recommend this group be limited to 12 plus the recorder

Resources: Seattle Law Department; /University of Washington (Urban Design and Engineering); Harborview Medical Center; King Co Dept of Transportation; Washington State Dept. of Transportation, Puget Sound Regional Council.

DELIVERABLES –

- List of key “XX” projects for first 3 years
- Project Priorities and Implementation Plan for 3yr/6yr/9yr and long range
- Policy updates
- Education/outreach program

Key Differentiators of Recommended Process

- Sign off on commitment at start of process by Dept. Heads
- Multi-departmental ownership
- Convener/facilitator coordinates with Directors staff of all departments
- Educated citizenry is an outcome of the process: health, sustainability, people connections, economy, progress
- GIS based (building on City GIS)
- Inspires us to value our commonalities

Budget/Schedule

- Master Plan should be fully funded; \$900,000 is reasonable
 - Important to do proper analysis of gaps, policies, prioritization to ensure a proactive City wide implementation
- Initiate process:
 - February 2007 determine committee set up
 - April/May 2007 advertise for consultant
 - July 2007 Consultant Contract signed
 - 2007 Plan Start and Completion by Spring 2008
- Early action items TBD

Format

- User friendly/multi lingual
- Geographic (City quadrants and neighborhoods)
- Tabs
- Web based
- Links
- GIS
- Coordinate with Bicycle Master Plan
- Chapters
 - Introduction and Purpose
 - Policies, Education
 - Design
 - Maintenance
 - Recreation
 - Implementation

- Policies and Actions
 - Departmental responsibilities
- Funding
- Project List

Users

- SDOT
 - Complete Streets
- Dept. of Planning and Development: Project Permitting
- Other City Departments
- Schools
- Developers
- Neighborhood Groups
- Community Councils
- Other agencies (will use as example)

Policy

- Specific policy language should be included rather than generic statements of intent
 - Review current policies that refer to pedestrian related issues and activities
- Funding options, sources and timing
- Developer requirements
- Overlay Zones for specific treatments, standards and priority
Prioritization
- Rationale: define how projects are rated (transparency in selection criteria;
neighborhood equity)
- Cost \$ (of) Project
- Accessibility
- Warrants: review of basic policy for crossings and signals
- Liability: Understand; strategize; manage
 - Formal deviation policy
 - Design decision documentation

Maintenance Chapter

- Build from Strategic Plan
- Develop specific City responsible maintenance requirements
- Develop commercial responsibilities
- Develop self help residential maintenance requirements, details and materials.
- Right of Way Improvement Manual

Recreational Walking Chapter

- What makes Seattle sidewalks attractive for walking
- Tourism
- Discover Seattle
- Healthy routes
- Fitness routes rated

- Recreational in both walking or transit
- Personal security
- Health issue/Fun factor

Protocols for measuring success

- Benchmarks
- Physical (in place)
- Social (activity)

Data Collection; Analysis & Needs Inventory

- Geographic based information
- Origins and Destinations
- Freeway Crossings
- Safe Routes to school(s)
- Crossings
- Wayfinding
- Parking at Intersections
- Bus stops
- Hi-use pedestrian intersections
- Sidewalks (lack thereof)
- Parks/Sports fields/Play Equipment
- Signals
- Commuter/Transit Stops (near/far?)
- Collision data type + location
- Senior Data
- Focus Corridors
- Focus Neighborhood
- National Data comparison
- Existing Conditions-
 - Sidewalks
 - Trails
 - Maintenance
 - Intersection evaluation

Items that could (??) be in Separate Consultant or In house Scope

- Recreational walking loops maps (Tourism- healthy living)
- Collision Data type and location
- Senior Population
- Existing conditions: intern level analysis GIS based with field supplements
- Public relations?
- Gaps/deficiencies- sidewalk inventory

Consultant Selection

- Knowledge around the country
- Technical expert
- Policy expertise
- Local understanding

Design Details

- Intent to Update the Right of Way Improvement Manual
- Safety vs. Quality of space
- Safety
- Design Speeds
- Speed limits
- Accessibility – mobility, rest spots, places to sit
 - Curb Ramps
 - Driveway cuts
 - Curb less
- Aesthetics-
 - Materials
 - Special treatments- crosswalks, signage etc
 - Right of way plantings
- signals
- Stairs
- Grade

Street Types

- Need to reevaluate these in ROWIM

Problems

- Competing uses
- Narrow space(s)
- How do we determine a threshold for:
 - Level of Service (one side/both; width; arterial; residential; trail)
 - Planting areas

Training/Education

- Public Outreach and Meetings – Multi media/multi forum
(discuss Seattle Pedestrian Advisory Board holding/facilitating public meetings)
 - Community
 - Community Councils; Chambers
 - Neighborhood Plans
 - Schools
 - Libraries
 - Senior Centers
 - Community Centers
 - Downtown

- Quick check forms- sidewalk evaluation
- Conferences- encourage attendance
- Liability understanding real versus perceived (involve national expert in the master plan); Inform the public on liability issues
- Staff training
- Citizen training
- Police training
- Public relations
- Create a “do it” syndrome
- Leverage Feet First for public outreach
- Why is this Master Plan for “you”
- State Driver Training Manual (City vs State Policies) Defensive driver/defensive pedestrian

Intersection Design

- Design Speed vs. Pedestrian Safety
- Radius
- Median
- Refuge
- Signal Timing- evaluate hi-use pedestrian arterial corridors

Implementation Strategies – How?

- Prioritization
 - Point system
 - Thresholds
 - Warrants
 - Corridors/Loops/continuity/connections
 - Other
- Funding
 - Revisit Public, Private Partnership
 - Departmental allocations – avoid funding imbalance between departments; simplify procedures for joint funding
 - Is there another innovative small project financing?
 - Example SPU spot projects
 - Private LID
 - How to involve public in financing small projects
 - Dept. of Neighborhoods Matching Grants
 - LID Big ones
 - SDOT Alley Paving
 - “Piggy Backing”
 - Public Works Projects such as Roads/SPU/SCL
 - Private Development (or Developers)
 - Utilities Maintenance
- DPD/Zoning coordination

- Zoning
- Urban Village overlay
- Developer threshold- why not single family threshold or some type of fund
- Equity across the City

- Routine Standard scope for total street package
- Integrate with other city planning
 - Green Cities
 - Open Space 2100
 - Green Band
- Policy for intersection dedication or easements: too tight to get ramps and ped zone space
- On-Line – Live Document
- How do you establish thresholds?
- Identify issues with current City and State Laws

Implementation: Projects 3 year / 6 year /9 year 20 year

- Routes
- Gaps
- Project rating
- Projects costs
- New annexations vs existing neighborhoods

Examples:

Colorado

Denver

Boulder

North Carolina

Phoenix

Oregon

Portland

Oregon DOT

Florida

California

Marin County

San Diego

Sacramento

Oakland

Recent ones-? San Francisco; Washington DC

European view- how do they encourage walking?

Canada- Toronto; Vancouver

New York City – is there a study of why they walk and their attitudes toward walking?