



POAG Meeting Summary — August 2020 (Meeting #3)

Thursday, August 27, 2020

6:00 PM – 8:00 PM

Electronic Meeting via WebEx Events

Attendees

Name	Board/Commission/Group
Warren Aakervik	Freight Advisory Board
Dorene Cornwell	Pedestrian Access Advisory Committee
David Goldberg	Seattle Planning Commission
Steven Feher	Pedestrian Access Advisory Committee
Grace Kim	Seattle Planning Commission
Bryce Kolton	Transit Advisory Board
Alex Lew	Bike Advisory Board
Kiana Parker	Transportation Equity Workgroup
Geri Poor	Freight Advisory Board
Erin Tighe	Transit Advisory Board
Yordanos Teferi	Transportation Equity Workgroup
Anna Zivarts	Seattle Pedestrian Advisory Board

Not in attendance: Pierre Brunelle, Emily Mannetti, Mike Stewart

Modal Integration

- SDOT staff from Policy & Planning (Jonathan Lewis) provided an overview of initial analysis related to identifying right-of-way constraints. This analysis overlaid modal plan networks, Streets Illustrated street design standards, and existing street geometries to identify where conflicts are likely to occur when implementing modal plans due to limited space.
- Two example scenarios were presented: (1) transit and freight priority, and (2) bike and flex zone impacts. POAG were asked to provide input on what sort of factors should be considered when making a policy to prioritize right-of-way allocation. Comments included:

- Land use context is critical for making modal allocation decisions, particularly as it relates to proximity to transit stops, loading needs of nearby businesses, etc.
- Many members expressed concerns about moving bike facilities to parallel routes, particularly if there are substantial impacts to cyclists based on directness of route or topography.
- POAG members brought up the fact that general-purpose (GP) lanes and drive-alone modes don't undergo the same level of scrutiny in terms of justification for space allocated to their use. This is a baseline assumption to be aware of.
- Implications on public health, equity, and climate change should be made visible in the decision-making process. We should also consider how design decisions will impact induced demand of various modes.
- There needs to be clearer discussion of how Major Truck Streets (MTS) are impacted in the deficiency analysis.
 - *Follow-up response from SDOT: There are 32 Major Truck Street segments (9% of all MTS segments) that would not have enough space to accommodate all modal priorities. For Minor Truck Streets, there are more deficient street segments (119, 16% of Minor Truck Street segments). In every case of deficient street segments, bicycles are also a priority.*

Pedestrian Signal Policy

- SDOT staff from Transportation Operations (Dusty Rasmussen and Laura Wojcicki) provided a summary of the Pedestrian Signal Policy, including how each element helps to achieve the outcomes of safety, access, and mobility.
- The key policy components updated based on POAG feedback include:
 - Implement policy consistently: use Streets Illustrated street types (rather than geography) to establish cycle lengths; added urban residential villages to total recall policy.
 - Max cycle lengths: Added cycle length targets that better align with National Association of City Transportation Official (NACTO) guidelines.
 - Maintain Accessible Pedestrian Signals (APS) even with total recall: APS will not be precluded when we add total recall.
- Overall, POAG members were mostly supportive of the policy, although 88% said something may still be missing.
 - The largest concern was about total recall. A number of POAG members expressed concern that it is not being treated as the default citywide.
 - Also, several POAG members would like SDOT to implement signal timing closer to that of NACTO guidelines (cycle length maximum of 90 seconds), rather than use them as targets.
- POAG members were also interested in the relationship between APS, curb ramps, and pedestrian signal implementation.
- There were a number of questions about implementation of the policy and how success will be evaluated, using what data and metrics.
- All questions posed during the POAG meetings will be addressed thoroughly in a follow-up Q&A matrix document.