

Pedestrian Master Plan Advisory Group (PMPAG) Meeting #15

Seattle City Hall, 600 4th Avenue
Boards and Commissions Room
September 26, 2008 8:00 – 10:00 a.m.

Meeting Summary

Attendance

James Bush, Rebecca Deehr, Celeste Gilman, Rob Kaufman, Mark Landreneau, Kate Martin, Michael McGinn, Paulo Nunes-Ueno, Chas Redmond, Jim Schultz, Amy Shumann

Staff and Guests: Charlie Bookman, Tracy Burrows, Margaret Casey, Shane DeWald, Barbara Gray, Megan Hoyt, Tracy Krawczyk, Amalia Leighton (SvR Design), Carol McMahan, Allison Phillips (SvR Design), Bob Powers, Traci Ratzliff, Peg Staeheli (SvR Design), Jennifer Wieland

The meeting was facilitated by Co-Chairs Rebecca Deehr and Paulo Nunes-Ueno.

Public Comment

Chas Redmond read a statement from two members of Sustainable Northeast Seattle, who recommended that pedestrians be instructed to walk facing traffic. They also encouraged a partnership with schools to educate young pedestrians about the need to face traffic when walking in the roadway.

PMPAG Issues, Opportunities, and Concerns

Becca and Paulo welcomed the group back from summer “vacation,” and Paulo asked the group for introductions and to describe their pedestrian pet peeve. Pet peeves and wishes included: getting more people walking, increasing destinations in single-family neighborhoods, eliminating right-of-way obstructions and pedestrian pushbuttons, balancing mode prioritization, and improving construction closure policies.

Paulo welcomed Mark Landreneau as a new member of the PMPAG. Jean Healy recently moved back to Boston, and Mark agreed to take her place on the PMPAG. Mark introduced himself, noting that he is deaf and partially sighted, and he works as the government affairs specialist at Seattle Lighthouse for the Blind.

Barbara Gray noted that Tony Gomez is taking a leave from PMPAG until January, and Amy Shumann is sitting in for him. Amy works with Tony at King County Public Health and is a member of the inter-agency team for the Pedestrian Master Plan. Paulo added that Amy has attended most PMPAG meetings to date.

Staff Report

Barbara distributed a hard copy of the SDOT staff report that covered updates on several topics including: plans to complete the Burke-Gilman trail, completion of Safe Routes to School projects, participation in Car Free Days and the Pro Walk / Pro Bike Conference, and identification of new encouragement programs. The full staff report will be posted on the PMPAG website at: www.seattle.gov/transportation/pm_agendas.htm.

Barbara reminded the group that they have been invited to participate in accessibility training in October with SDOT staff and members of the inter-agency team. The workshop is similar to the one that many PMPAG members attended in November 2007, and ADAptations, Inc. will again provide the training. Anyone interested in participating should contact Jennifer Wieland as soon as possible.

Jim Schultz asked if SDOT has completed development of a brochure to remind property owners of their responsibility for maintaining the right-of-way adjacent to the property. Barbara noted that a working draft was developed earlier this year and is moving through internal review, and Jennifer mentioned a recent conversation with Liz Ellis (SDOT Street Maintenance) indicating that the brochure remains a priority. Barbara will ask Liz to attend a future PMPAG meeting.

Barbara added that the biggest challenges to maintenance are notification and enforcement issues, as SDOT and DPD both have responsibility for the right-of-way (with DPD responsible for private property). Jim recommended that the responsibilities and functions of the two departments be combined and resources be reallocated as necessary. Barbara confirmed that the project team will consider such policy recommendations for the plan.

Barbara thanked the PMPAG Steering Committee members for their efforts over the summer, particularly in reviewing drafts of the various toolbox sections.

Summer Progress Report

Barbara, Jennifer, and Peg Staeheli (SvR Design) outlined the work that the project team completed over the summer and has underway this fall. Highlights included: completion of pedestrian counts and progress on Space Syntax modeling, results of surveys and roundtables, online debut of the State of the Pedestrian Environment Report, and preparation of working drafts of policy reviews and the pedestrian toolbox. The presentation will be posted on the PMPAG website at: http://www.seattle.gov/transportation/pm_agendas.htm. Questions and comments were addressed throughout the presentation:

Walking Preferences Survey Preliminary Results

- Check the geographic distribution of responses against the percentage of Seattle's population living in specific zip codes.
- Analyze the responses to "Why do you walk?" and "Why don't you walk?" by zip code to determine if residents of certain areas are responding in a similar way to existing infrastructure.

State of the Pedestrian Environment Report Online

- Ensure the online version is accessible for people using a screen reader.
 - Mark noted that pictures and graphics do not translate with a reader. He will work with others at Seattle Lighthouse to test the site and report on its accessibility.
 - Barbara stated that most of the photos do not have captions, and staff will add them as soon as possible.
- Send all feedback to Jennifer.

Policy Analysis Overview

- Clarify the meaning of “policy” and the process for selecting six policies.
 - Paulo suggested that the policies might be too focused on physical improvements in the right of way. He was hoping for a review of Seattle’s land use and funding policies.
 - Peg noted that land use and funding are both addressed in the toolbox. She added that the policy reviews include a great deal beyond infrastructure, including land use, design, population projections, and personal and citywide responsibilities (i.e., for maintenance).
 - Kate Martin felt that the analysis missed some important components, such as the City’s policy for funding right-of-way improvements (i.e., Who is responsible for payment and is the policy consistent?).
 - Barbara commented that this is the first time the City has done a policy review of this type, looking at gaps in policy related to the pedestrian environment.
- Articulate the funding policy for pedestrian improvements in the City.
 - Barbara explained that funding is a strictly local process, making it difficult to establish “best practices.” However, the project team plans to investigate the ways that other jurisdictions fund pedestrian infrastructure.
 - Peg added that the six policy reviews do address funding in many ways.

System Mapping

- Provide a rationale for developing the system plan and its components.
 - Barbara explained that defining a system plan provides a way to check on the progress of project and program implementation over time.
- Address the ability of pedestrians to cross industrial land use zones.
 - Chas suggested that industrial land use zones should be discussed in the policy analysis, as they present a specific challenge for pedestrians.
- Clarify the distinction between and use of street classifications and street types.
 - Paulo noted that “street type designations” are very vehicle focused and should be redefined for pedestrians. Barbara explained that the *street classification* system focuses on the movement of vehicles and the *street types* are locally applied and do include pedestrian facilities. However, there is room for refinement within the street types as well.
- Ensure that pedestrian routes for transportation and recreation are equally valued.
 - Kate mentioned the survey results and pointed to the need to identify streets for recreational walking (e.g., car-free streets) at the neighborhood level.
 - Michael McGinn added that residents in various parts of the city use different types of streets for walking. For example, arterials are used as primary walking routes in some parts of the city, but not in others (i.e., north of 85th Street).
 - Barbara noted that involvement of community members is especially important for this reason—residents know where people walk in their neighborhoods.

PMPAG will have the opportunity to focus on system mapping during the October meeting and will receive a complete overview of the mapping methodology and framework. Review of the policy analysis documents may take place in PMPAG Steering Committee meetings, and the project team will determine an appropriate method to distribute the draft analyses.

PMPAG Discussion

There was time for a brief discussion of general thoughts and recommendations.

- Paulo recommended that the project team prepare a section of the plan that considers “the perfect storm.” That is, what might the plan look like (particularly in terms of funding) if gas costs \$12 per gallon and Seattle has a tremendous population influx due to worsening environmental conditions elsewhere in the United States. Paulo noted that Metro completed a long-term plan for transit service but could not anticipate current conditions.
 - Michael seconded Paulo’s comment and encouraged preparedness for a shift in funding priorities.
- Kate noted that she would like to see a “disruptive innovations” approach to pedestrian improvements (i.e., a paradigm shift) as opposed to a smaller steps approach.

Pedestrian Toolbox

Jennifer provided an introduction to the online toolbox, demonstrating the navigational features of the site. The link to the draft is not yet public; however, a secure link for PMPAG members will be established by mid-October. Comments from the group included:

- Check the reading level used in the descriptions and revise as necessary to ensure accessibility and readability.
- Maintain technical descriptions where necessary, particularly for design tools.
- Include references throughout, especially when stating, “Studies have shown...”
- Add direct contact information for people seeking more information about or assistance using a tool.
- Send additional comments on the toolbox (or edits to the tool descriptions) to Jennifer.

Public Comment

Michael Taylor-Judd, a resident of the Delridge neighborhood, shared concerns about pedestrian safety in West Seattle. Michael noted that there have been two pedestrian fatalities in the last two months, and five fatalities in the past year and a half. Michael requested information about the steps that he and his neighbors can take to improve safety, noting that the issues are broader than cars moving too fast or pedestrians failing to pay attention.

Kate expressed her hope that the toolbox leads citizens to take action to improve the pedestrian environment and requested a focus on citizen-enabling tools. Kate wants to encourage citizens to develop design guidelines in their neighborhoods, which provide an important way to identify neighborhood priorities and change what is constructed.

PMPAG Reminders

Becca and Paulo adjourned the meeting, and reminded the group of several important items:

- The next PMPAG Steering Committee meeting is Monday, October 6 from 12:00-1:30 p.m. in the Boards and Commissions Room of City Hall.
- Feedback about the toolbox matrices and descriptions should be sent to Jennifer.
- Prior to the PMPAG meeting on Friday, October 24, PMPAG members should review the online version of the toolbox and prepare for additional discussion. A secure link to the toolbox will be distributed by SDOT by mid-October.

Next Meeting

Date and Time: October 24, 2008; 8:00-10:00 a.m.

Location: Seattle Municipal Tower, Room 4050/60

Seattle Pedestrian Master Plan



Pedestrian Master Plan Advisory Group

Summer Update
September 26, 2008

Barbara Gray, AICP
SDOT Policy and Planning

Peg Staeheli, ASLA
SvR Design Company

Summer Update Overview

- Pedestrian Master Plan goals
- Schedule highlights
- Public engagement
 - Survey results
 - Roundtable discussions
- Online State of the Pedestrian Environment Report
- Policy analysis overview
- System mapping introduction
- Pedestrian toolbox development



Make Seattle the Most Walkable City in the Nation

Identify actions, projects, and programs to achieve the following goals:

- **Safety:** Reduce the number and severity of crashes involving pedestrians
- **Equity:** Make Seattle a more walkable city for all through equity in public engagement, service delivery, and capital investments
- **Vibrancy:** Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy
- **Health:** Raise awareness of the important role of walking in promoting health and preventing disease



Schedule Highlights

In Progress

- Toolbox
- Space Syntax modeling
- System mapping

Updates

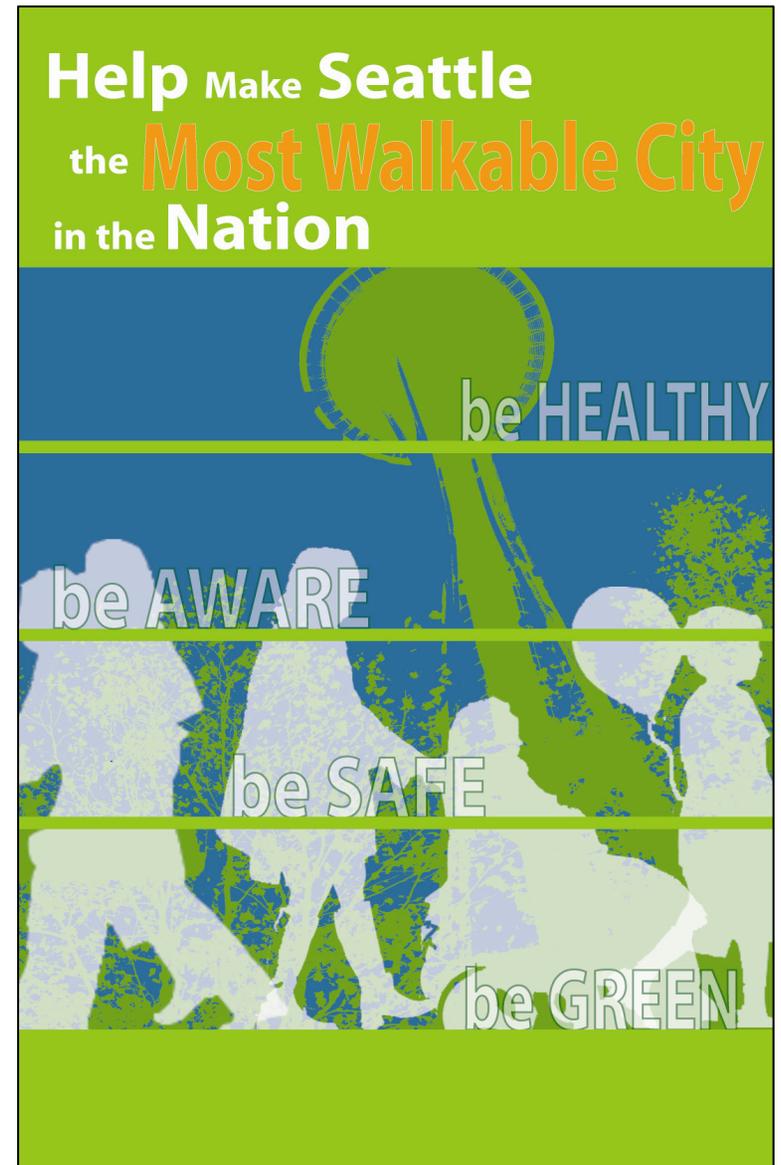
- SPER online
- UW pedestrian counts complete
- Space Syntax model in November
- Long range improvement list in November
- Walking event with Mark Fenton in February 2009

Key Tasks	January-08	February-08	March-08	April-08	May-08	June-08	July-08	August-08	September-08	October-08	November-08	December-08	January-09	February-09	March-09
Part 1: Setting the Foundation															
Scoping and Project Plan Development			★												
Interview PMPAG Members															
Assist with Goals and Objectives															
Preliminary Performance Measures					★										
Assist with City Public Engagement Strategy															★
SDOT Round Tables															
SDOT Pedestrian Survey															
Project Management															
Part 2: Existing Conditions and Toolbox Development															
Data Review and Analysis										★					
State of the Pedestrian Environment Report					★										
Toolbox of Strategies and Solutions									★						
Part 3: Pedestrian System: Evaluate Solutions															
Definitions and Elements of a Walkable Pedestrian System									★						
Long Range System Improvement List (2050)															★
2020 Citywide Pedestrian System Plan															★
Part 4: Develop Seattle Pedestrian Master Plan															
Prioritization of Improvements and Actions															★
Funding Assessment															★
Performance Monitoring & Stewardship															★
Implementation Strategy															★
Draft Pedestrian Master Plan															★

 =current location in schedule

Walking Preferences Survey

- Increase awareness of Pedestrian Master Plan development
- Collect broad public input about Seattleites' walking preferences
- To understand:
 - Why do you walk?
 - Where do you walk?
 - What would help you walk more?
- Available in 9 languages, and in English online
- Survey closed September 15

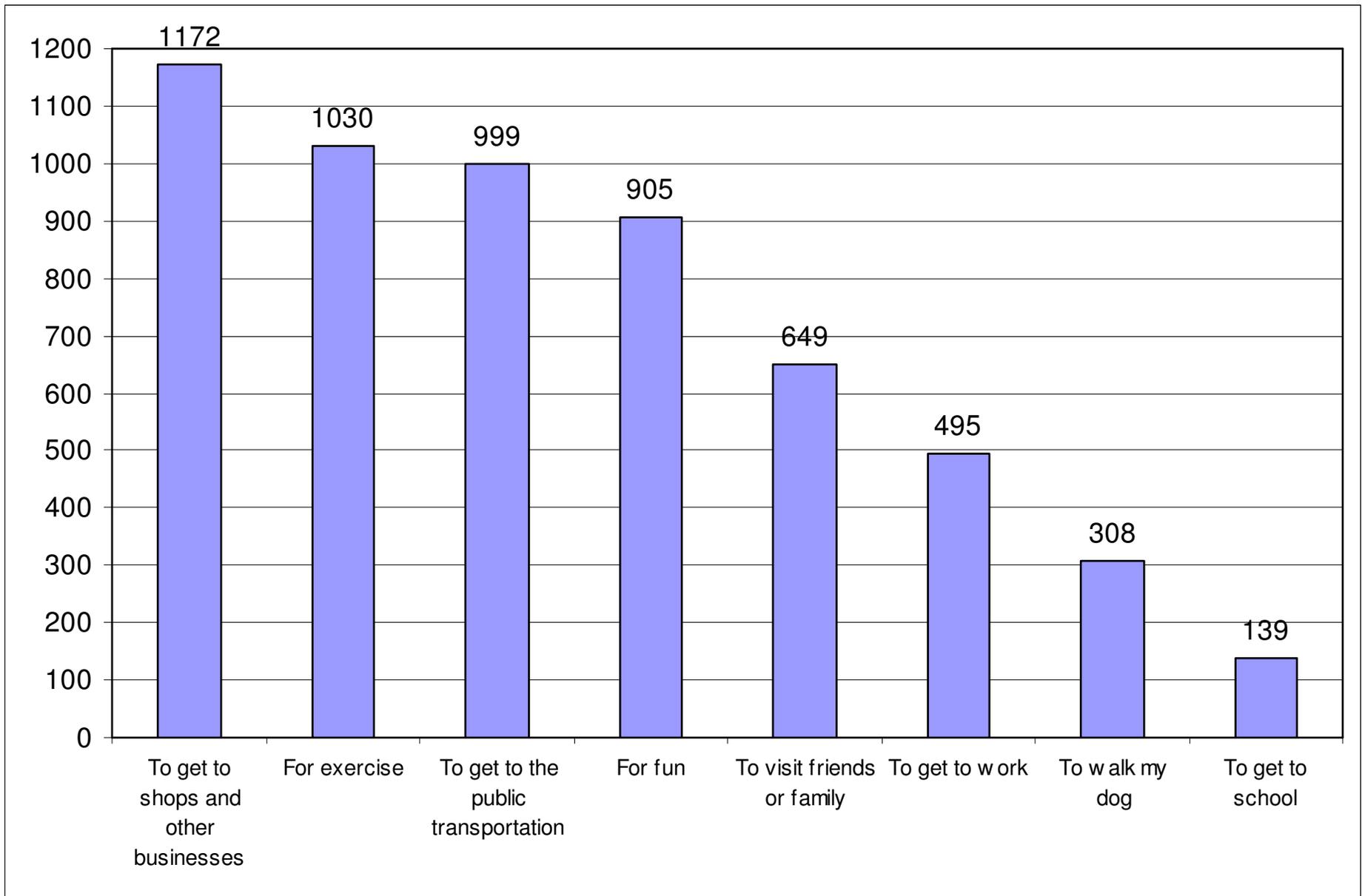


Preliminary Results

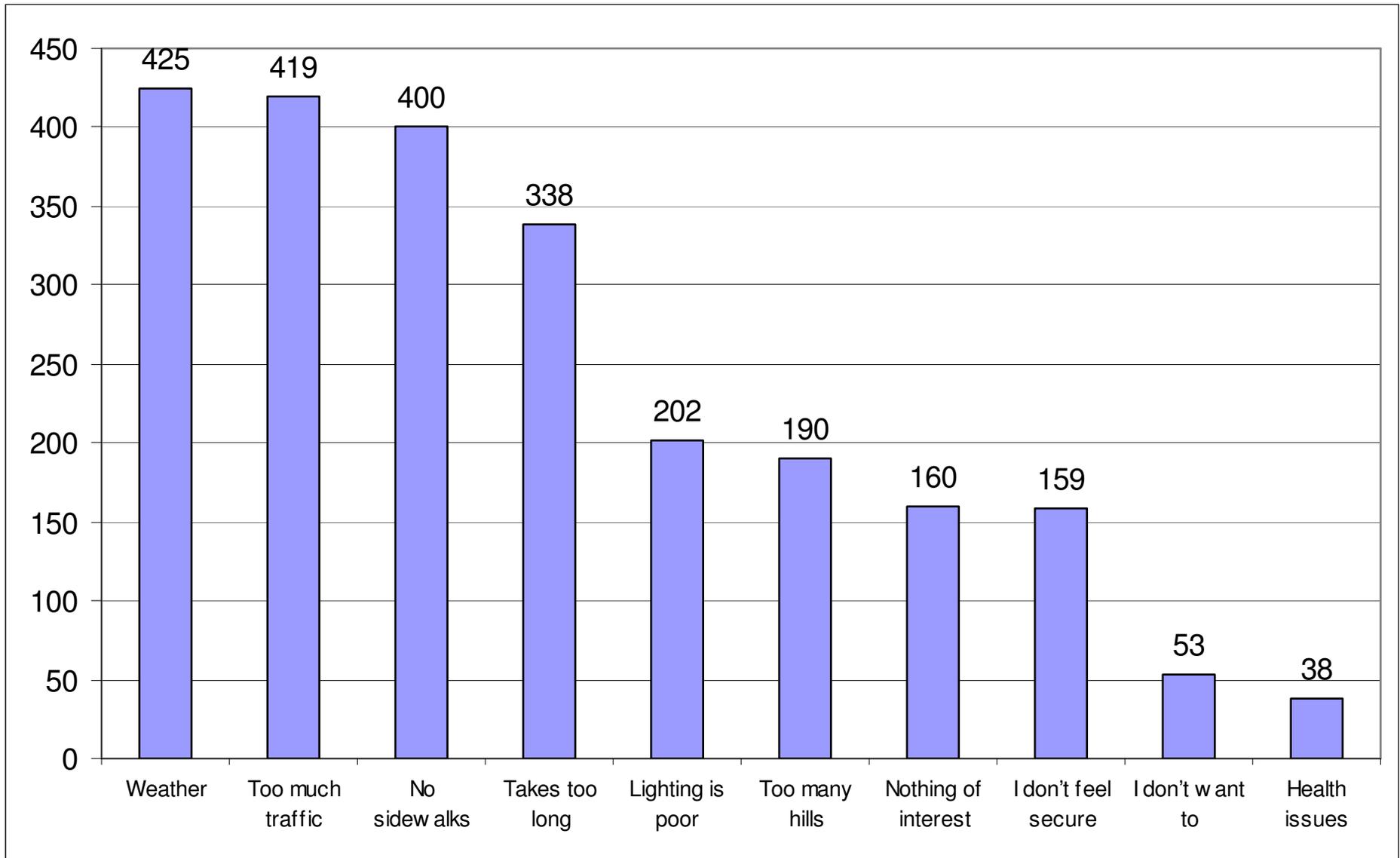
- 1,323 responses by Sept. 16
 - 1,018 online
 - 305 paper
- Primarily English respondents
 - Approximately 50 non-English or alternative format
- Basic demographics
 - About 60% are age 19-40
 - About 25% have children that walk with them
 - 1,264 provided zip code
 - NE had high concentration
 - Fairly well distributed throughout SW, SE, Central



Preliminary Results: *Why do you walk?*



Preliminary Results: *Why don't you walk?*



Other Notable Findings

- People tend to walk in their neighborhood, and to:
 - City parks and trails
 - Destinations (farmer's market, shops, restaurants)
 - “All over the city!!”...on exploratory walks
- People avoid walking downtown at night, and in areas:
 - With nothing to see
 - With too much traffic and no pathway
 - That are too far away
- What would encourage you to walk more?
 - East-west connections (across Aurora, I-5)
 - People to walk with
 - Sidewalks and/or separated trails
 - Trees and landscaping



Roundtables: Key Findings

- **Youth:** Recognize that young people walk a great deal
- **Immigrants and Refugees:** Use universal and consistent signs
- **Accessibility:** Enforce removal of obstacles in the right-of-way
- **Business:** Create local destinations to attract pedestrians
- **Encouragement:** Target campaigns and promotions to people of all ages and in all parts of Seattle
- **Builders and Developers:** Streamline City permitting and inspection processes
- **Environment and Open Space:** Maintain open space as public



State of the Pedestrian Environment Report

- Report available online at:
http://www.seattle.gov/transportation/ped_sper_home.htm
- Seeking comments on navigability, visual elements, etc.
- Distributed to:
 - PMPAG
 - SDOT staff
 - Inter-agency team
 - PMP listserv
 - Design Commission

The screenshot displays the Seattle Department of Transportation website. At the top, there is a navigation bar with links for SEATTLE.GOV, City Services, Departments, Staff Directory, About Seattle.gov, and City Contacts. Below this is the Seattle.gov logo with the text 'SEATTLE.GOV' and 'Greg Nickels, Mayor'. A search bar is located on the right side of the header. The main content area features the title 'Seattle Department of Transportation' and a navigation menu with links for Home, About Us, and Contact Us. Below the navigation menu, there is a section titled 'State of the Pedestrian Environment Report'. The main text of the report states: 'The goal of Seattle's Pedestrian Master Plan is to get more people walking, to reduce the number and severity of crashes involving pedestrians, and to engage the people of Seattle in developing solutions. The State of the Pedestrian Environment Report provides an overview of existing opportunities and constraints to walking along and across roadways in Seattle, and sets the stage for subsequent tasks that will include a more in-depth analysis and recommendations for areas such as funding, education, and encouragement. Since walking conditions in Seattle are constantly changing, this report provides a snapshot from spring 2008. It is intended to be a brief synopsis that focuses on general themes and consistent issues as observed throughout the City by the project team.' Below the main text, there is a sidebar with a list of links: State of the Pedestrian Environment Report Home, Background, Planning Context, Existing Conditions (with sub-links for Existing Facilities, Along the Roadway, Across the Roadway, and Crashes), Summary, Appendix A: Existing Conditions Maps, Seattle Pedestrian Master Plan Home, and SDOT Pedestrian Program Home. At the bottom of the page, there are three small images: a group of people walking on a city street, a view of a waterfront with a path, and a view of a city street with a yellow traffic light.

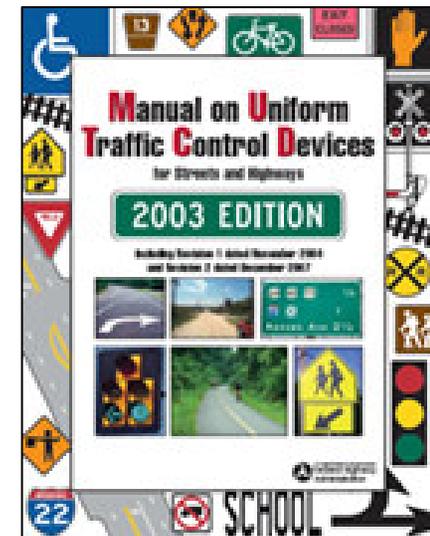
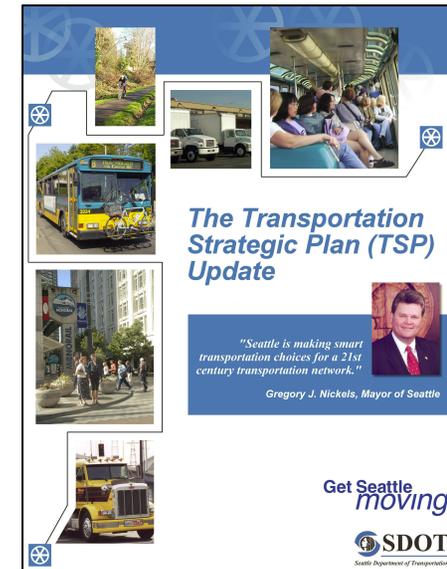
Policy Analysis Overview

- SvR and Toole reviewed six Seattle policy areas related to pedestrians
 - Lighting
 - Street types
 - Maintenance
 - Speed and signage
 - Construction / work zones
 - Intersection design
- Recommendations will range from policy to design details



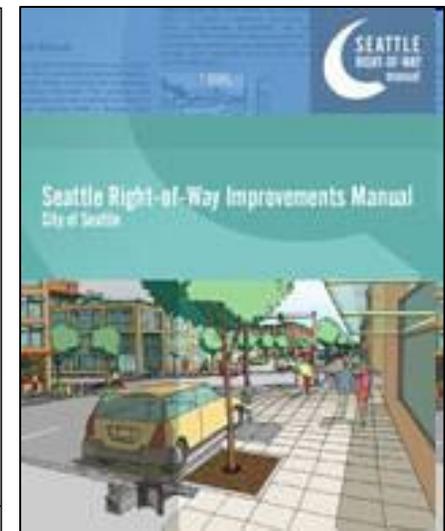
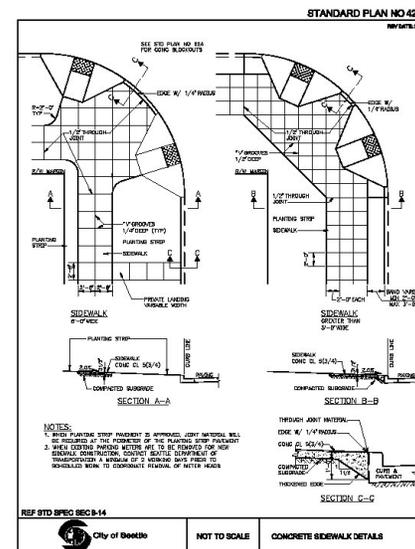
Policy Analysis Overview

- Seattle-specific documents reviewed:
 - Seattle Comprehensive Plan
 - Transportation Strategic Plan
 - Seattle Municipal Code and City Ordinances
 - Director's Rules
 - Client Assistance Memos
 - Right-of-Way Improvements Manual
 - 2008 Seattle Standard Details and Specifications
 - Neighborhood Design Guidelines
- National documents reviewed:
 - Federal Highway Administration materials
 - Manual on Uniform Traffic Control Devices
 - Walkinginfo.org
 - Other cities' codes, plans, and guidelines



Policy Analysis Overview

- Additional information gathered from:
 - SDOT staff
 - PMPAG interviews
 - PMP Inter-agency team
- Policy reviews being used to identify:
 - Toolbox elements and descriptions
 - Design standards and guidelines inconsistent with policy
 - Best practices
 - Next steps



Policy Analysis Overview

- Lighting Example

- Seattle has multiple pedestrian lighting standards

- City Light has four “accepted” luminaires
- Alternative standards exist in historic districts

- Review provides ripe opportunity

- for analysis of lighting program and design options

- Peer cities offer examples for evaluation

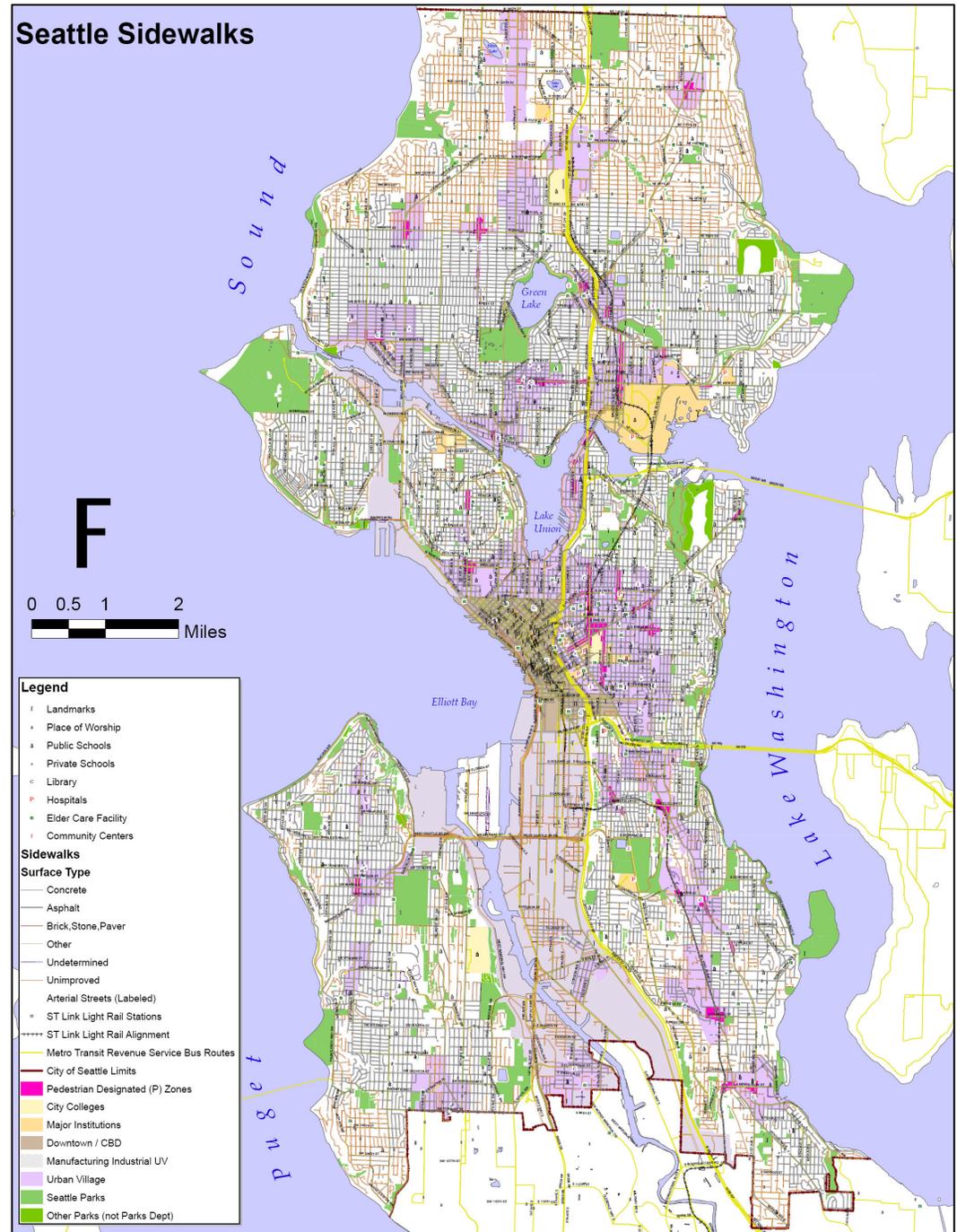
- Project team exploring appropriate recommendations

- Staff will consider long-term programmatic and policy changes



System Mapping

- SvR/TDG team will:
 - Define criteria used to establish pedestrian system plan
 - Identify elements of a pedestrian system
 - City-wide
 - Within neighborhood networks
 - Develop a 2050 Vision
 - Develop a 2020 Plan with estimated costs for implementation



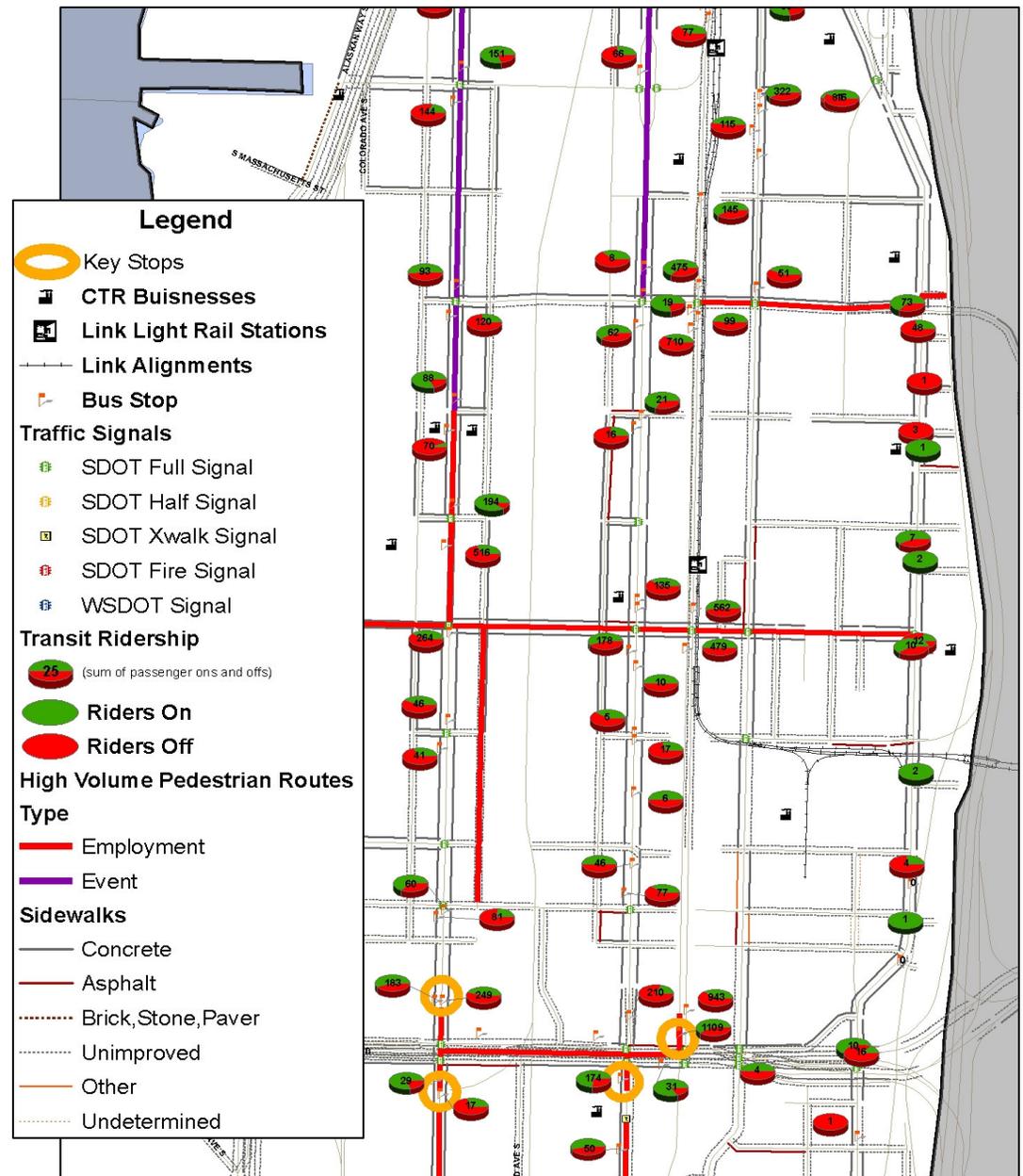
System Mapping

- 2050 Vision system map will consider
 - Land use: urban centers and villages
 - Street classifications and types
 - Pedestrian generators
 - Location of existing infrastructure
 - Existing and future transit corridors
 - Population projections
 - Health and equity



System Mapping: Oct. PMPAG Meeting

- Presentation of system mapping methodology
 - Definition of walkable zones and connectors
 - Existing geographic information used
 - Outline of criteria to prioritize pedestrian facilities
 - Additional data checks to follow
 - Gehl Architects
 - Space Syntax



Seattle Pedestrian Master Plan

Summer Update Questions and Discussion



Pedestrian Master Plan Toolbox

- Describes programs and strategies used successfully locally or in other cities
- Covers the following subjects:
 - Enforcement
 - Education
 - Encouragement
 - Design, Engineering, and Universal Access
 - Planning, Land Use, and Zoning
 - Equity, Health, and Environment
 - Funding
- Used to:
 - Inform projects, programs, and policies
 - Assist internal staff, partner agencies, and the public



Toolbox Development Process

- Define common pedestrian concerns and frame with issue statements
- Create toolbox matrices by:
 - Exploring programs, techniques, and evolving practices
 - Soliciting input from inter-agency team and PMPAG Steering Committee
- Prepare descriptions of tools
- Identify specific tools to address each issue statement
- Develop Web prototype



Toolbox Online

- **WORKING DRAFT**
- Consider:
 - General “feel”
 - User interface
 - Navigability
- Next steps:
 - Refine tool descriptions
 - Add images and graphic elements
 - Provide test site for PMPAG review
 - Map tools to goals and performance measures



Seattle Pedestrian Master Plan

Toolbox Questions and Discussion

