

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Introduction

During June and July, the Seattle Department of Transportation organized seven roundtable discussions and invited specific groups of stakeholders to share their perspectives on pedestrian issues. The roundtables allowed representatives from agencies, non-profit organizations, and citizen groups to discuss the pedestrian issues most relevant to their constituents and personal interests.

The seven roundtables included: youth, the business community, individuals with accessibility challenges and members of organizations that serve older adults and people with disabilities, builders and developers, immigrants and refugees, representatives from walking encouragement programs, and environment and parks/open space advocates.

Purpose

The purpose of the roundtable discussions was to:

- Collect information about perspectives, opportunities, and challenges related to walking in Seattle.
- Discuss ideas for policies, programs, and projects to be considered through the Pedestrian Master Plan and their potential implications on specific stakeholder groups.

Target Audience

The target audience for the roundtables was key representatives of organizations and community groups that have an interest in pedestrian issues. Stakeholders were identified through a variety of channels.

Outcomes

There were two desired outcomes of the Stakeholder Roundtables:

- Gain a basic understanding of the perspectives, opportunities, and challenges to walking in Seattle as observed by the roundtable participants.
- Establish relationships with stakeholders that can be leveraged at other times during the Pedestrian Master Plan development process.

Process

SDOT staff facilitated these interactive conversations, asking participants to consider two broad topics of conversation:

- Describe Seattle as it is today for walking.
- What can SDOT do to make Seattle the most walkable city in the nation?

Staff members took notes for the group and categorized responses to these questions according to the five “Es” (Education, Enforcement, Engineering, Encouragement, Evaluation) in order to facilitate a direct connection between the responses and the next phases of development for the Pedestrian Master Plan.

The conversation with representatives from walking encouragement programs focused entirely on Encouragement. The comments from this conversation were incorporated directly into the Pedestrian Toolbox.

Seattle Pedestrian Master Plan
STAKEHOLDER ROUNDTABLE SUMMARIES

Youth Roundtable

PARTICIPANTS

<i>Name</i>	<i>Affiliation</i>
Alana Akpojovno	Parks Youth Council
Cleressa Brown	Parks Youth Council
Jonathan Gebray	Parks Youth Council
Makya Greene	Parks Youth Council
Damien Harper	Parks Youth Council
Slwan Logman	Parks Youth Council
Musie Melake	Parks Youth Council
Cindy Nguyen	Parks Youth Council
Tiffany Oh	Mayor's Youth Council
Jordan RayRay	Parks Youth Council
Nahom Zekiros	Parks Youth Council

SUMMARY OF COMMENTS

Engineering

- Improve lighting
- More and better sidewalks
- Improve sight distance by better managing tree/shrub overgrowth
- Improve drainage to reduce the number of puddles
- Install walking grooves on hills to make travel easier and safer
- Install blinking stop signs
- Install beeping (i.e., audible) signals

Education

- Educate drivers on rules/protocols for pedestrians
- Educate owners of aggressive dogs

Enforcement

- Enforce rules that protect pedestrians
- Reinforce the fact that driving is a privilege in driver's education

Encouragement

- Create attractive reasons to walk (e.g., destinations, views)
- Want to feel safe from harassment/gangs
- Pedestrian visibility (i.e., lighting)
- Create walking music play-lists that can be downloaded from the SDOT website
- Install attractive landscaping/flowers
- Develop a campaign to get youth to walk
- Create handouts with health facts (i.e., calories consumed vs. calories burned; walking improves sports performance)
- Create a walking competition between High Schools with an I-Pod as a prize

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Evaluation

- No comments

Other Comments

- The participants in the youth roundtable walk to and from key destinations, including home, school, community centers, and neighborhood shopping centers.

Immigrant and Refugee Roundtable

PARTICIPANTS

Name

Andrea Caupain
Michael Nguse
Jesus Y. Rodriguez
Linh Thai

Affiliation

Seattle Immigrant and Refugee Advisory Board
Seattle Neighborhood Group
Seattle Immigrant and Refugee Advisory Board
Community Organizer

SUMMARY OF COMMENTS

Engineering

- Crosswalks at key crossings
- Icons/pictures on pavement to guide people to look both ways before crossing
- International symbols in signage
- Consider the materials used to create sidewalks (e.g., Are there options that do not produce heat?)
- Greenery to make the sidewalks more attractive
- Underground utility poles to reduce clutter on sidewalks
- Install pedestrian overpasses in areas where there are high volumes of crossings

Education

- Use universal symbols in educational materials and signage
- Impact of speeding and distracted driving
- Educate people to look before they cross the street
- “Traffic 101” class (funded by local insurance companies) to teach safety tips to drivers and pedestrians
- Create CD/DVDs of safety information and make them available at libraries and community centers
- Utilize comic book style education materials

Enforcement

- Consider the interaction between people in uniform and immigrants and refugees
- Enforce speeding

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Encouragement

- Install parks, trails scenery to encourage people to walk
- Walkers want to feel safe
- Installing rain refuges may help address weather challenges
- For some low income people, walking is a necessity if they do not own a car
- Create brochures that communicate routes with bus information to city attractions outside of local neighborhoods (i.e., museums, zoo, Seattle Center)
- Keep parks clean so people will want to use them
- Provide financial incentives for walking (i.e., contests, grants)
- Encourage school classes to walk and use Metro for field trips
- Manage tree/shrub overgrowth
- Create an international center as a cultural hub to attract immigrants and refugees
- A tourist map should be mailed to all new residents when lights and water services are activated

Evaluation

- Communicate the planning, execution, and evaluation methodologies with the community
- SDOT should track the number of walkers to see if the plan has been effective

Business Roundtable

PARTICIPANTS

Name

Virgil Domaoan
Nancy Dulaney
Jim Erickson
Steve Giliberto
Rob Mohn
Patti Mullen
Kathy Nyland
Karen Selander
Kubi Thomas
Jessica Vets

Affiliation

White Center Community Development Association
Hillman City Business Association
First Hill Merchants
Greenwood/Phinney Chamber of Commerce
Rainier Chamber of Commerce

Georgetown Merchants Association
Office of Economic Development
Greenwood/Phinney Chamber of Commerce
Fremont Chamber of Commerce

SUMMARY OF COMMENTS

Engineering

- Make connections between key destinations
- Repair potholes in alleys
- Manage traffic transitions on arterials as they travel through business districts (i.e., consider a road diet on Rainier Avenue S)
- Design homes in urban centers to guide people to interact directly with streets and parks
- Roxbury Street SW is a main thoroughfare without many crosswalks and parking slows traffic

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Engineering, continued

- Connect business nodes with transit options
- Install more marked crosswalks
- Consider changing the availability of parking to encourage more people to walk
- Increase sidewalk widths
- Keep sidewalks free of moss to increase safety
- Improve signal timing especially in business districts
- Eliminate issues with sidewalk café permitting
- Many sidewalk widths do not allow for sidewalk cafés
- Deal with gaps in sidewalks between new developments
- Infrastructure improvements are needed near new Rapid Transit sites
- When developers build, remove street parking to increase the size of the right-of-way
- Utilize “Smart Parks”

Education

- Teach people when/where it is legal to cross the street
- High levels of pedestrian/drivers/bicycle awareness
- How to drive in pedestrian zones
- Focus the pedestrian safety campaign on youth

Enforcement

- Enforce speeding (especially in school zones)
- Enforce parking on sidewalks
- Enforce criminal activity on corners

Encouragement

- Install trees for shading and re-paint crosswalks (e.g., Henderson Street SW)
- Perceived contention between industrial and non-industrial businesses and pedestrians on pedestrian issues
- Employers should encourage walking
- Freight (large trucks) are intimidating to pedestrians
- Develop “Easy ride” programs
- Start a campaign to get people walking for a mile to run errands locally
- Create local destinations to attract walkers
- Install low-level lighting (incorporate low-level lighting into DPD codes)
- Repair sidewalk cracks
- Get more people walking—the more people that walk, the more drivers become aware of pedestrians
- Personal safety, people want to feel safe from crime
- Increase lighting by better managing overgrown trees
- Create a sidewalk business culture
- Increase open space
- Create a cultural shift towards walking

Evaluation

- Complete a study to determine the effectiveness of red-light cameras and interactive speed signs

Accessibility Roundtable

PARTICIPANTS

<i>Name</i>	<i>Affiliation</i>
Robby Barnes	Kaizen ESL
Margaret Casey	Office for Aging & Disabilities
Michael Figueroa	Department of Parks & Recreation
Jean Healy	PMPAG Member
Meg Johnson	Seattle Lighthouse for the Blind
Sylvie Kashden	Kaizen ESL
Karen Mehlhorn	Community Services for the Blind & Partially Sighted
BettyLou Valentine	PMPAG Member

SUMMARY OF COMMENTS

Engineering

- Low traffic flow is best
- Flat (no hills) grade is easiest for walking
- Accessibility in all elements
- Repair sidewalks (i.e., cracked, uneven)
- Eliminate obstructions (e.g., trash cans)
- Construction zones must be managed properly to maintain access
- Drainage/puddles are a hazard
- Utility plates become slick
- Tree wells (without plantings) should be appropriately covered
- Rainier Avenue and Dearborn crossing should be examined
- Crossings are generally a challenge
- Traffic patterns (including speeds) can be re-examined
- Railroad tracks need to be smoothed
- Entrances/exits (e.g., driveways, garages) can lead to conflicts
- Narrow walkways make passage difficult
- Large intersections need signal delay for pedestrians
- Low-hanging branches are impossible for blind pedestrians to avoid
- Audible signal volumes should be checked for appropriate level
- Curb ramps at sidewalk need to be designed to keep pedestrians out of the flow of traffic (i.e., away from parallel street)
- Consistent visual and audio cues city-wide
- Protruding pole signs/art are difficult for blind pedestrians to navigate
- Raised benches cannot be felt by white can users
- Brightness of lights (crossings) should be evaluated
- Pedestrian lighting is needed

Education

- Use 684-ROAD
- Property owners should understand maintenance requirements/duties

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Education, continued

- Address driver/pedestrian inattention
- Medical personnel and seniors should report/track falls
- Businesses should not load on sidewalk
- Businesses should not use A-boards
- Pedestrians need to understand responsibilities (i.e., be visible)
- Instruct people to move recycling bins and/or cars in right-of-way in residential areas
- Climb-assist program to help people get around
- Crossing assistance (i.e., offering assistance to people with disabilities and/or seniors)
- Drivers need to know about laws/requirements (e.g., White Cane Law, right-of-way)

Enforcement

- Maintain tree wells
- Reduce sidewalk clutter
- Speeding
- Cars on sidewalk/loading
- Exits from downtown parking garages (e.g., speeding out of garages)
- A-boards on sidewalks
- Parking up to corners

Encouragement

- Maps in alternate formats
- Safe places to walk
- Pleasurable walking environment
- Facilities for all abilities
- Near people of all ages
- Sense of community when walking
- Destinations (e.g., parks)
- More people on street
- Good land uses
- Trips for seniors (i.e., to the zoo, to places for walking)
- Hyde Shuttle (e.g., SE Seattle program)
- Hill-side assist
- Way-finding (including to restrooms)
- Rain gear provided
- Reflective arm bands/caps that have pedestrian safety messages
- Sponsorship of items

Evaluation

- Tracking falls (non-crashes) is also important
- Engineers/installers of pedestrian signals should use a sleep shade to “test” them
- Evaluate alternate types of crosswalks
- Check in with people (i.e., Do they feel safe?)
- Track crash details (i.e., Were involved parties on cell phones, wearing reflective/dark clothing?)
- Equity of investments

Builders & Developers Roundtable

PARTICIPANTS

<i>Name</i>	<i>Affiliation</i>
Martha Barkman	Harbor Properties
Kris Effertz	Office of Economic Development
Michael Godfried	NKA
Garrett Huffman	Master Builders Association
Karen Selander	Office of Economic Development

SUMMARY OF COMMENTS

Engineering

- Alternative lighting options
- Issues of utility poles (i.e., first developer in bears the cost)
- Art/alternatives design—options that exist or might exist
- Develop guidelines for urban centers (and the connections between them) first
- More effective engineering standards
- Alternative sidewalk materials list

Education

- Need to communicate the practical application of the toolbox/plan to different constituents (such as builders and contractors)
 - What does all of this mean at the permit counter?
- Get to know your inspector
- Training of inspectors/reviewers
 - What are 90% of the acceptable deviations?
- Increase awareness of SDOT Right-of-Way Improvement Manual

Enforcement

- Need a consistent design/permitting process
- Better timing of site inspections to increase adherence to plans (i.e., get inspectors/reviewers out earlier; involve inspectors in plan review)

Encouragement

- Encourage design/development concurrency
- Establish “in lieu of” fees (e.g., public improvement fund or work)
- Streamline processes (e.g., permitting)
- New/more incentives needed
 - Green Factor difficult to navigate, so clear standards are an incentive—more predictable, faster
- Design review is too costly
- Incentives should encourage developers to go beyond the norm

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Evaluation

- Need to evaluate design review process and staffing
- Evaluate urban design—need pleasant and cohesive environment

Environment & Parks/Open Space Roundtable

PARTICIPANTS

Name

Jerry Ares
John Barber
Craig Benjamin
Brent Bohan
Scott Carley
Rebecca Deehr
Susanne Friedman
Tim Gould
David Graves
Dawn Hemminger
Doug Jackson
David Jensen
Mel Kang
Anne Knight
Shannon Luoma
Michael Shiosaki
Lilah Steece
Karen Tsao
Kristel Wolf

Affiliation

Friends of Seattle's Olmstead Parks
Parks & Open Space Advocates
Cascade Land Conservancy
Northwest Environmental Education Council
Sierra Club
Feet First
Department of Parks & Recreation
Sierra Club
Department of Parks & Recreation
Groundswell NW
Friends of Seattle's Olmstead Parks
Department of Parks & Recreation
15th Avenue NW Association
Friends of Seattle's Olmstead Parks
Northwest Environmental Education Council
Department of Parks & Recreation
Northwest Environmental Education Council
Department of Parks & Recreation
Northwest Environmental Education Council

SUMMARY OF COMMENTS

Engineering

- Repair is poor
- Design standards are needed
- Missing sidewalk links
- Turning pockets (for left and right turns) are dangerous
- Sidewalk width is important
- Scooter parking should be more widely available
- Shared use streets must be a priority
- Alternative sidewalk treatments
- Recognize run-off impacts (Sea-Streets)
- Street striping (into the intersection) is an issue
- Stop lines should be implemented—possibly on ramps as well

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Engineering, continued

- New/better signs for crosswalks
- Design for accessibility
- Signal timing not always adequate
- Sign font is sometimes too small
- Lighting is needed
- Designation of street types should be considered
- 99 corridor needs attention—crossings are difficult/unsafe
- Focus on east-west connections
- Underpasses and overpasses
- New types of signs
- Wider sidewalks with planting strips
- Heaving sidewalks due to trees
- Network connections
- Lighting quality
- Consider trails on undeveloped ROW
- Woonerfs for boulevards, especially
- Signal box location

Education

- Walking “training” program
- Communicate stairway locations (i.e., add signs, wayfinding)
- What is the public right-of-way?
- City staff needs training for striping
- Drivers must be trained to stop at all crosswalks and intersections for pedestrians
- Developers and builders need to understand their responsibility during construction closures
- Address the aging population and accessibility needs
- What is encroachment?
- What is my property line?
- Transportation options (i.e., alternative commutes)
- Google-like maps for walking

Enforcement

- Prioritize repair and enforce repairs
- Encroachment issues (on both parks and SDOT property)
- Right-of-way is public use and must stay that way
- Must have sidewalk available during/after construction
- Review projects post-construction to inspect for sidewalk damage
- Parking too near crosswalks
- Stopping for pedestrians (e.g., stings)
- Maintain landscaping at intersections
- Citizen participation in notifying City of violations
- Parking in planting strips
- Ensure pedestrian consideration in projects

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Encouragement

- Lots of destinations and businesses
- Eliminate barriers (i.e., A-boards)
- Less traffic
- Slower traffic
- Comfortable scale of built environment
- Visual interest on route
- Pair with other commute modes (which requires timely transit)
- Pleasant walking environment
- Good connections
- Low impact surfaces (e.g., trails, dirt)
- Good lighting
- Climb-assist map/wayfinding
- Encourage reporting of encroachment
- Buffers from traffic are good
- Increase activity on sidewalk (e.g., sidewalk cafes)
- Designated pedestrian zones
- Help people develop walking routes
- Supportive land uses
- Pair transportation options
- Street closings on weekends
- Extensive wayfinding—east-west especially
- Planting strips
- Connectivity is key
- Proper use and availability of public use permits
- Maps (e.g., Hong Kong includes thru-passage routes with signs)
- Give parks back to pedestrians
- Group/buddy walking
- Comprehensive and clear wayfinding that is consistent city-wide
- Encourage neighbors to build sidewalks and provide handbooks, training, etc.

Evaluation

- Mode shift (out of single-occupancy vehicles)
- Look at maintenance levels
- How well are pervious sidewalk treatments working?
- Look at concentrations of seniors
- Coordination with DPD
- Typology of walking needs/resources
- Equitable investments
- Look at City budget to see how funding breaks down for cars/pedestrians

Seattle Pedestrian Master Plan

STAKEHOLDER ROUNDTABLE SUMMARIES

Other Comments

- Economics
 - Raise cost of street use and other private permits
 - Local improvement districts
 - Create Pedestrian Improvement Fund
 - Eliminate public use fees
- Environment
 - Keep right-of-way as public land
 - Zoning/land use code
 - 520 redesign issues—ramps by arboretum
 - Increase amount of green space—it is available, but we need to use it
- Equity
 - Investments across neighborhoods and demographics