



**Seattle  
Design  
Commission**

**MINUTES OF THE MEETING**

**February 07, 2008**

Greg Nickels  
*Mayor*

Karen Kiest  
*Chair*

Tasha Atchison

Brendan Connolly

John Hoffman

Mary Johnston

Juanita LaFond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Guillermo Romano  
*Executive Director*

Valerie Kinast  
*Coordinator*

Projects Reviewed

Woodland Park Zoo West Entry  
Fire Station 37 High Point  
DPD Deputy Briefing  
Pedestrian Master Plan  
West Thomas Street Pedestrian Bridge  
Aurora Avenue North Improvements

Convened: 8:30am  
Adjourned: 4:30pm

Commissioners Present

Karen Kiest, Chair  
Tasha Atchison  
Brendan Connolly  
Mary Johnston  
Juanita LaFond  
Dennis Ryan  
Norie Sato  
Darby Watson

Staff Present

Guillermo Romano  
Valerie Kinast  
Tom Iurino  
Ian Macek



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**07 February 2008**      **Project:** **Pedestrian Master Plan**  
                                 **Phase:** Phase I: Setting the Foundation  
**Last Reviews:** 6-7-2007  
**Presenters:** Barbara Gray, SDOT  
                                 Rebecca Deehr, FeetFirst  
**Attendees:** Bob Corwin, AICP  
                                 Peter Lagerway, SDOT

Time: 0.75 hours

(SDC Ref 169 RS 0606)

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## **Action**

**The Commission thanks the team for the extensive overview and unanimously approves the scope as presented with the following comments:**

- **Appreciate the input from the various agencies that have been solicited.**
- **Look forward to you concluding a consultant contract selection process.**
- **Appreciate public outreach to achieve the race and social justice goals of involving groups that have been previously underrepresented.**
- **Impressed with the diversity of advisory group.**
- **Look forward to seeing the results of both surveys.**
- **Support the goals of creating a pedestrian network that contributes to the health of citizens.**
- **Appreciate the inclusion of stairways as they are an integral part of the overall pedestrian network**
- **Support the goals to complete the overall system as a baseline or alternatively to focus on areas strategically such as urban villages and transit hubs, school zones and local business districts.**
- **Support the creation of sub-area plans such as Belltown green street and the Denny Triangle pedestrian strategies**
- **Attaching the handout to the minutes.**

**As a Design Commission we:**

- **Support your efforts in this planning effort and offer our support, interest and advice to facilitate this plan.**
- **Look forward to future involvement and advising on the redesign of new alternative sidewalk designs that might include low impact development, using non-traditional materials such as porous pavement, intersection designs to minimize pedestrian/car conflicts, integration of green factor, application of the SDOT art plan, and how to integrate old parking patterns with the completion of network patterns.**
- **Support working with you in an advisory function in a design capacity that best suits your needs.**

## **Proponent's Presentation**

### *Project Background*

In February of 2007 the City Council passed a resolution for safety goals for pedestrians. An advisory group has been established that will include 25 diverse stakeholders. The meetings are the fourth Friday of the month, and there is an opportunity for public comment at the beginning. The steering committee meets twice a month (1<sup>st</sup> and 3<sup>rd</sup> Mondays) and sets the agenda for the advisory group.

Public engagement will play a large role in executing this plan. Many outreach efforts are being implemented such as:

- Steering committee
- Monthly group meeting
- Roundtable discussions
- City-wide events
- Two surveys
- Walking preference survey
- Knowledge/attitudes/behaviors survey
- Media strategy
- Website, resources and meeting information

The scope of the Pedestrian Master Plan is comprised of four parts: Setting the Foundation; Existing Conditions and Toolbox Development; Pedestrian System: Identify and Evaluate Solutions; and, Develop and Approve Pedestrian Master Plan. Right now the focus is on the advisory group and public engagement strategy. There will be a big push in 2008, and the project will wrap up by early 2009.

### **Commissioners' Comments**

- Does the Commission still have the ability to comment on the scope?
  - Yes, it is not set yet. Further information is available online.
- Is this effort tied into that done with neighborhood planning?
  - Absolutely. Last time there were no plans that outlined bicycle or pedestrian needs. Coordination is essential to minimize the number of meetings for people to attend.
- The Design Commission is interested in design of trails and sidewalks. Will the plan be redesigning anything or will standards be put in place? These are issues the Commission wants to be involved in.
  - Engage Commission 3-6 months down the road with design recommendations.
- Seattle is behind the curve in intersection design. The City should not be paving everything over when creating sidewalks.
  - Discussions about porous pavement and issues related to climate are being discussed even outside Pedestrian Master Plan process.
- Focus on downtown or Coleman Docks or problem areas?
  - There tend to be more pedestrian collisions downtown, although speed is not usually the issue. Looking at signal timing as well as other issues.
- The issue of equity will continue to be on voters minds. People above 85th still want sidewalks. Other areas are looking for safety. How does the plan address recommendations?
  - The plan will look for input from advisory group and consulting team. 75% of the city has sidewalks with curb and gutter. Is the baseline to

complete the system? How much will that cost? Or is it to complete in urban villages and adjacent to schools/transit stops based on land use then go from there?

- Is it tied into neighborhood planning?
  - Priorities for infrastructure. So little adequate data so land use is best proxy we have to prioritize projects.
  - Communities likely to walk out of necessity, improving those communities before others.
- This has a lot to do with intersections. Will the plan analyze intersections with wide turning radii?
  - Yes, that will be an important part of the discussion. Key issues will be anything relating to speed, intersection design, trees/utilities/sidewalks (making attractive walking environments).
- Are there models out there we are looking at?
  - FeetFirst is in the process of doing a nation wide survey on cities that have completed similar master plans. Barriers, successful implementation, support by city officials and lessons learned. Working to find the core issues surrounding pedestrian plans.
  - Spreadsheet of 40-50 plans to see what the main components are. Looking to other cities. Take the best and most innovative and cater to Seattle.
  - Not copy any plans directly, ahead of the curve by most standards.
- Coordination with parks and city staircases and the networks.
  - Have ability to look at city system. Emphasis on the policy side to the value of public stairways.
- What about areas where sidewalks are needed but not desired? The continued thinking about trees and pervious pavement will be important.
  - Many people will be concerned with preserving the rural character of some streets.
- Enormity of the project is a concern. Worried that the plan will not be implemented due to other priorities.
  - Bridging the Gap is an early funding source for pedestrian improvements. Money continues for nine years. Bike plan similar where money is available to implement recommendations. Also funding from council to implement cost effective projects.
- Seattle has been a city of self generated pedestrian projects. How do you respond to groups that have already generated projects?
  - Safe Routes to School projects are ongoing and chip away at list. But land use has been changing, so projects that may not have been reflected in past community comments will be addressed. A list will need to be formed to create a priority.
  - Series of street types to get at a series of design elements. Complete streets ordinance clarifies pedestrian and bike modes into street design.
- Sea Streets?
  - Lyle is good at working through private development. The barrier to implementing them in downtown is that each developer must do it themselves, very piecemeal.

- Linking the goals directly to health and reducing carbon are good. Neighborhoods and communities might be on board if improved pedestrian connections relate to higher property values.
- Is police dept involved?
  - Yes, on committee and support with reports and information.
- What phase is this? More than a briefing.
  - Still in Part One which is 'setting the foundation'

## **Pedestrian Master Plan**

### **Scope of the Plan, Revised Draft 11/16/07**

**Purpose:** The purpose of this document is to identify the key tasks and deliverables envisioned for the Pedestrian Master Plan Project. The term “scope” in this document refers to the set of activities (tasks and deliverables) that will be accomplished in order to develop a Pedestrian Master Plan that meets the project goals.

**Draft Project Goals:** SDOT has been using the following to describe the high level project goals:

- Get more people walking
- Reduce the number and severity of crashes involving pedestrians
- Engage the people of Seattle in the solutions

These draft goals are likely to be modified as the plan develops and more people get engaged in the planning effort.

When revising goal statements, keep in mind that they should be prefaced by a visionary statement Define the goals keeping in mind the planning horizon (through 2020)

Goals need to address public health, enforcement, environment, making walking inviting, and streamlining public access to information from the city.

**Organization of the Scope of the Plan:** Consistent with the Pedestrian Master Plan Approach Timeline, the scope of the plan has four parts:

**Part 1: Setting the Foundation.** The tasks and deliverables under Part 1 will develop the foundation pieces for the plan including goals and problem definition, a public engagement strategy and implementation steps, scope development and consultant selection and tasks associated with SDOTs management of the project.

**Part 2: Existing Conditions and Toolbox Development.** The tasks and deliverables in Part 2 focus on data collection and analysis, and creation of a toolbox of best practices and strategies for creating a more walkable Seattle. Data collection and analysis tasks will focus on both qualitative and quantitative information in order to understand the existing conditions for pedestrians and the nature and location of the “gaps.” The toolbox will define a set of strategies and solutions to develop and implement the Plan.

**Part 3: Pedestrian System: Identify and Evaluate Solutions.** Part 3 focuses on defining a network or system of pedestrian facilities throughout the city envisioned for the year 2020. Tasks will include identifying and mapping the system, applying the “toolbox of strategies and solutions” to the system as a basis for a list of policies, projects and programs to be implemented. Another task in Part 3 will be to develop and apply criteria to evaluate the system. The foundation for the pedestrian system plan will be information gathered in Parts 1 & 2 of the Plan.

**Part 4: Develop and Approve Pedestrian Master Plan.** Part 4 focuses on finalizing the set of near-, mid- and long-term plan actions as well as compiling the actual plan document. Part 4 also includes the final review and adoption process.

**Figure 5: SDOT Scope of Work for Pedestrian Master Plan**