

City of Seattle

Policy & Operations Advisory Group

POAG Meeting Summary — November 2020 (Meeting #5)

Monday, November 30, 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
Bryce Kolton	Transit Advisory Board
Alex Lew	Bike Advisory Board
Emily Mannetti	Seattle Pedestrian Advisory Board
Kiana Parker	Transportation Equity Workgroup
Geri Poor	Freight Advisory Board
Mike Stewart	Business Association (Ballard)
Anna Zivarts	Seattle Pedestrian Advisory Board

Not in attendance: Pierre Brunelle, Grace Kim, Yordanos Teferi, Erin Tighe

Presentation Summary

SDOT presented an overview of the approach for modal integration, including recommendations for future planning and action.

Where we've been:

- Developed outcome statements
- Mapped modal priority networks
- Identified right-of-way deficiencies
- Developed draft policy concepts to address deficiencies
- Truth tested application of policies on deficient segments

Where we're headed:

- Preparing policy framework and implementing actions report (Q1 2021) to describe policy framework to resolve right-of-way conflict, along with recommended actions to operationalize the policy
- Near-term – internal tools and process improvement
- Policy framework for resolving modal conflicts
- Modal conflict map
- Outreach tools to support community conversations
- Flex zone change guidance
- Longer-term
 - Integrate 4 modal plans within a Citywide Transportation Plan

SDOT presented on the policy concepts to resolve modal conflicts and applied these concepts to four sample locations that exemplify each relevant land use or locational context.

- A. In urban villages and centers, prioritize pedestrian movement
 - B. Between urban villages and centers, prioritize transit
 - C. In manufacturing/industrial centers, prioritize goods movement
 - D. At critical connections, prioritize bicycle network and legibility
- All without compromising the safety of other users

Discussion Summary: Key Takeaways

- POAG members provided strong support of the proposed approach to modal integration through near-term actions and long-term actions. There was enthusiasm for the concept of a Citywide Transportation Plan for its abilities to address the downsides of siloed modal network planning (e.g., no direct treatment of how SOVs should be prioritized/de-prioritized).
 - Despite this, there is no reason why existing planning goals shouldn't guide the City toward less reliance on SOV mobility today, given the carbon reduction policy directive as part of the Climate Action Plan.
 - It will be important to approach the Citywide Transportation Plan with the right questions to ensure equitable outcomes.
- Funding of modal projects needs overhaul as part of the Complete Streets process. The ROW allocation is important, but so is how projects and users of our streets are prioritized in terms of what gets funded.
- Concern about freight connections within urban centers and villages, particularly to key destinations like grocery stores; interest in identifying key streets for this type of access and ensuring ROW allocation accommodates vehicles that typically access those destinations. Also, concerns about the removal of flex lane space for loading/unloading given the uptick in urban goods delivery; this can result in unsafe behaviors on the part of delivery trucks and rideshare operators.
- Beyond land use or locational inputs to decide this policy, consider how congestion data or other inputs could be used to help determine if the ROW allocation change is advisable; in the case of 35th Ave SW, the question was brought up if there is congestion on this street that would necessitate a bus-only lane.
- The idea of identifying problematic segments in addition to deficient segments was brought up. In those cases where ROW space is not the limiting factor, but there are issues such as congestion, safety concerns, or the confluence of many priority networks, how could this policy be used to prioritize modes to improve that condition? SDOT should look to identify if and how those segments have outsized impact on a particular larger modal network when making decisions around priority.
- Network continuity and completeness are important for all modes. The "critical segment" approach could be applied for pedestrians as well (in the case of Sylvan Way).