

CITY OF SEATAC WALKING MAP



City of SeaTac 2013 Joint APA-PAW Awards Program Nomination Draft Safe & Complete Streets Plan Transportation Category

May 31, 2013





City of SeaTac Draft Safe & Complete Streets Plan 2013 Joint APA-PAW Awards Program Nomination

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City of SeaTac Draft Safe & Complete Streets Plan 2013 Joint APA-PAW Awards Program Nomination

Contact Information

Name of Nominator:

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Contact Person #1:

Steve Pilcher, Planning Manager, City of SeaTac Department of Community and Economic Development

Contact Person #2:

Kate Kaehny, Senior Planner, City of SeaTac Department of Community and Economic Development

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Name of Nominee and Category of Submission

Nominee:

City of SeaTac Draft Safe & Complete Streets Plan

Category:

Transportation Plans

Summary of Scope of Plan, Time Period of Preparation & Key Participants (50 word max)

The draft Safe & Complete Streets Plan is a pedestrian and bicycle plan that seeks to enhance safety for all street users and increase opportunities for active transportation in SeaTac. The plan was developed from September 2011 through January 2012, with input from a cross-section of SeaTac's diverse communities.

Why Nomination is Unique & Role of Nominee in Developing Plan (300 words max)

Explanation of Why Project is Unique:

The Safe & Complete Streets Plan is a unique contribution to planning because of its public involvement process, which can be seen as a model for successfully engaging communities that are generally under-represented in traditional planning processes. While the City sought input from a wide variety of community stakeholders in developing the Safe & Complete Streets Plan, project staff made a concerted effort to engage with difficult-to-reach populations including families with school-aged children, non-English speakers and economically-constrained households. In order to engage these populations, the City partnered with local elementary



schools in hopes of gathering input from their multi-cultural, multi-lingual and mixed income parent communities. By co-sponsoring already planned, and popular school events, the City was able to access higher numbers of diverse households than typically attend traditional planning meetings. This “partnering” method of community engagement with SeaTac’s schools was a new experience for the City, and will be utilized again as SeaTac moves forward with planning for the station area around Sound Transit’s soon to be constructed Angle Lake Light Rail Station.

Role of Nominee and Others in Developing Plan:

The “partnering” technique used in the creation of the Safe & Complete Streets Plan was mainly developed and implemented by the City and its project consultant team from SvR Design Company. However, it should be noted that the school administrations and parent groups from Madrona, McMicken Heights and Hill Top elementary schools provided input that was key to the successful integration of planning activities into their regular family nights. At the jointly sponsored “Walk-in Movie Night” events, Spanish and Somali translators worked with staff to help attendees fill out active living questionnaires. In exchange for filling out a questionnaire, participants received a raffle ticket and a chance to win a prize.

Plan Implementation & Extent of Private or Public Involvement (400 words max)

SeaTac Draft Safe & Complete Streets Plan Implementation:

The draft Safe & Complete Streets Plan was endorsed by SeaTac City Council resolution in January 2012, and will be integrated into SeaTac’s Transportation Plan and Major Comprehensive Plan update processes, which are currently underway.

While the Plan has not yet been officially adopted by City Council, its Proposed Pedestrian Network Plan, has been utilized as a tool for selecting sidewalks to construct as part of SeaTac’s Neighborhood Sidewalk Program. (SeaTac’s Neighborhood Sidewalk Program funds the construction of sidewalks in the city’s residential neighborhoods through an annual City Council selection process, with the goal of constructing 12 miles of sidewalk within a twenty year period.)

The Plan’s proposed citywide pedestrian and bicycle networks will also be utilized as baseline data for the City’s recently funded Community Transformation Grant (CTG) project. The goal of the CTG project is to assess and make recommendations for pedestrian and bicycle connectivity in the neighborhoods around Sound Transit’s Angle Lake Light Rail Station as part of the City’s upcoming station area planning process.

Extent of Private/Public Involvement:

Because the draft Safe & Complete Streets Plan focuses on improvements to the non-motorized transportation system within the public right-of-way, the Plan is mainly anticipated to be implemented through a variety of public funding mechanisms. Potential funding sources for these improvements, including the City’s Neighborhood Sidewalk Program described above, are identified within the Plan in the section titled “Safe and Complete Streets Facility Implementation.”

Project Description (300 words max)

Background:

The draft Safe & Complete Streets Plan is a long-range non-motorized plan that outlines policy and facility goals for the development of SeaTac's pedestrian and bicycle networks through the year 2040. The goals of the plan include: improving safety for all users and modes in the right-of-way, refining SeaTac's preferred pedestrian and bicycle networks and creating more opportunities for residents and stakeholders to enjoy active lifestyles.

The Plan is divided into the following sections:

- Guiding Policies
- Demand for Non-Motorized Transportation in SeaTac
- Pedestrian Network
- Bicycle Network
- Safe and Complete Streets Facility Implementation

Key Achievements of Plan:

The Safe & Complete Streets Plan updates the City's existing pedestrian and bicycle policies and recommendations and consolidates them within a unified plan. In terms of key content changes, the Plan advocates the following:

- An expansion of the City's non-motorized transportation vocabulary by creating new glossary definitions for such terms as "active transportation," "Safe and Complete Streets," and "Walkable Zones;"
- Proposed revisions to 24 existing policies, and the creation of three new policies and six new glossary terms, in order to better promote safety, accessibility and active living in the city; and,
- Updating and refining the City's preferred walking and bicycling networks. Notable recommendations for these networks include:
 - Re-confirming pedestrian improvements identified by the Neighborhood Sidewalk Ad Hoc Committee in 2008, with the addition of a few shared use paths that would fill gaps in both the City's pedestrian and bicycle networks near Bow Lake; and,
 - Removing International Boulevard, the city's main north-south arterial, as a component of SeaTac's existing bike route, and recommending alternate routes and even the use of buses or light rail to carry bikes along the busy International Boulevard/SR-99 corridor.





Description of How Submittal Demonstrates Compliance with Review Criteria

Outstanding Application of Planning Principles:

The draft Safe & Complete Streets Plan provides outstanding examples of the application of the following planning principles:

- The successful integration of land use and health planning principles in the development of a non-motorized plan; and,
- Equitable community planning through the implementation of a multi-faceted and targeted public engagement process.

Because the Plan was funded through a federal Communities Putting Prevention to Work (CPPW) anti-obesity grant, one of the Plan's main objectives was to promote active living policies and strategies. The addition of this health planning lens resulted in a fuller set of proposals for the City's pedestrian and bicycle policies that not only focus on the safety and accessibility of the city's non-motorized transportation system, but also encourage opportunities for community members to walk and bicycle around SeaTac's neighborhoods as a means of contributing to better physical health.

The Plan can also be considered as an exceptional example of equitable planning practices in community engagement because of its success in outreaching to, and gathering input from, a representative cross-section of SeaTac's diverse communities. The Plan's public engagement process targeted a variety of populations including residents, community stakeholders, business and property owners, non-English speakers, families with children, seniors and economically constrained households. Multiple engagement methods were utilized to ensure input from these various populations including the creation and distribution of an active living questionnaire, mailings to residential households, and the dissemination of information on the City's project website, at the SeaTac Community Center and through "roadshow" type presentations where staff engaged with different community stakeholder groups.

The most pioneering aspect of the community involvement process, however, was the City's effort to pilot a "partnership" method of engaging communities that are under-represented at traditional City Hall events. To do so, the City partnered with local elementary schools to jointly sponsor "family nights" that were already planned by the schools. Because the schools' events were typically well attended, the City was able to engage with the schools' diverse parent communities in greater numbers than at traditional public meetings. The City considers this "partnership" method of public engagement as a template for future planning efforts including the upcoming station area planning process for Sound Transit's Angle Lake Link Light Rail Station.

Implementation of Community Values:

The draft Safe & Complete Streets Plan was created to help accomplish SeaTac City Council's goal to "Develop and implement programs and projects that help position SeaTac as a healthy community, thereby enhancing quality of life." The Plan was reviewed multiple times by City Council and the SeaTac Planning Commission, before being endorsed by City Council resolution,



in order to ensure that the non-motorized transportation and active living policies and strategies were reflective of the interests of the City’s elected and appointed officials. Additionally, the Plan’s extensive outreach and public involvement processes were designed and implemented to ensure that a representative cross-section of SeaTac’s diverse communities would inform its recommendations.

Contribution to Specific Planning Technologies:

The Safe & Complete Streets Plan project contributed to the understanding of the utility of a variety of planning technologies including the use of web based tools and techniques for equitable public outreach and community engagement.

Use of Web-Based Tools: The Safe & Complete Streets project used web based tools as both a communication medium and an outreach method. As is common practice for the City, a project web page was constructed on the City’s website with project information and links to various resources. In a first for a planning project, the City used the project website to post an interactive on-line tool, in this case, an on-line edition of the Active Living Questionnaire. In order to better capture the walking and bicycling interests of different stakeholder groups, two versions of the questionnaire were posted on-line including one for residents and another for local businesses and property owners. The purpose of posting an electronic survey was to expand opportunities for community involvement in the project by including an on-line method of participation. Despite advertising the web-based questionnaire in multiple medias, including mailings to all SeaTac households, and in the local Highline newspaper, relatively few on-line questionnaire responses were received in comparison to the total number received from all of other survey activities. (This includes questionnaires received from school and community stakeholder events, those filled in at the SeaTac Community Center and Senior Center, and those returned via the US mail.) While the number of on-line questionnaire responses was relatively low, since this was the Planning Division’s first use of this type of electronic tool, Planning staff plans to continue to experiment with on-line planning tools when appropriate and as resources are available in the future.

Active Living: A Questionnaire for People Who Live and Work in SeaTac



The City of SeaTac is currently working on developing a Safe & Complete Streets Plan for Pedestrians and Bicycles. Your answers will help this effort by providing information about walking and bicycling in SeaTac’s neighborhoods.
 Please Note: This is not meant to be a scientific survey, but will help the city plan for street networks for pedestrians, bicycles, transit and cars.

1. Do you live or work in SeaTac? (check all that apply)
2. Is your mobility impaired in any way? No Yes
3. What is the closest intersection or landmark near your home or work in SeaTac? (e.g. Main St. near 1st Ave) _____
4. How often do you walk:

	Daily	Weekly	Monthly	Never
... to run errands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... to buy groceries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... to a transit stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... to work?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... to school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... to local parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... for exercise or recreation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... other _____?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. How often do you walk on:

	Daily	Weekly	Monthly	Never
... sidewalks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... trails?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... school property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
... the side of the road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. What would make walking more inviting in SeaTac? (check all that apply)
 - More/better quality sidewalks
 - Parks/stores closer to my home
 - Greater feeling of personal safety
 - Separation from traffic
 - Signage/designated walking routes
 - Other _____

Techniques for Equitable Public Outreach and Community Engagement: The “partnering” method of community engagement described in various sections above should be considered as a highly useful tool for accessing communities that are generally under-represented at traditional planning meetings. In the case of the Safe & Complete Streets Plan project, the City chose to partner with local elementary schools to co-sponsor a regularly planned family night where attendance was generally high. The City selected these schools, because their school communities reflected the diverse populations the City wished to engage with regarding improvements to SeaTac’s walking and bicycling systems.



While SeaTac chose to co-sponsor events with local schools as a means of reaching more numerous and diverse populations, the “partnering” method of community engagement could be utilized with any type of organization. A key to making this type of partnership successful is to carefully plan the event so that it meets the needs of all partners.

Furtherance of GMA:

The draft Safe & Complete Streets Plan furthers the pedestrian, bicycle and physical activity goals of the Growth Management Act because it promotes walking and bicycling as part of SeaTac’s multi-modal transportation system and as strategies for creating more active living opportunities in the City’s neighborhoods. Pertinent GMA requirements as outlined in WAC 365-196-405 and WAC 365-196-430 are excerpted below.

WAC 365-196-405 Land Use Element.

(1) Requirements. The land use element must contain the following features:

(d) Wherever possible, consideration of urban planning approaches to promote physical activity.

WAC 365-196-430 Transportation Element

Transportation element.

(1) Requirements. Each comprehensive plan shall include a transportation element that implements, and is consistent with, the land use element. The transportation element shall contain at least the following subelements:

(g) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles;

Suitability of the Solution to the Problem or Context:

The draft Safe & Complete Streets Plan provides a range of practical and implementable recommendations to enhance the safety and accessibility of SeaTac’s pedestrian and bicycle networks and to promote active living for SeaTac’s various communities.

Enhancing Safety and Accessibility of SeaTac’s Non-Motorized Networks: The walking and bicycling recommendations promoted within the draft Safe & Complete Streets Plan were developed with community input, and with the full recognition of the challenges presented by SeaTac’s existing suburban, auto-oriented environment. The Plan fully assesses the existing conditions of the city’s pedestrian and bicycle networks, identifies gaps in the provision of walking and bicycling facilities, and provides solutions, which are based on planning best practices and the unique aspects of SeaTac’s existing built environment, to improve the accessibility of the City’s non-motorized transportation system and the safety of its users.

Promoting Active Living Strategies to Enhance Opportunities for a Healthy Community: The draft Safe & Complete Streets Plan’s recommendations to enhance SeaTac’s pedestrian and bicycle networks not only help to provide solutions to the city’s non-motorized transportation



needs, but also contribute to the expansion of opportunities for better health for SeaTac residents.

According to Seattle-King County Public Health’s December 2012 health profile, an excerpt of which is provided in the table below, obesity and lack of exercise are significant health issues for SeaTac residents.

Health Risk Factors & Chronic Diseases(adults age 18+)	SeaTac/Tukwila (%)	King County (%)
Did not participate in any physical activity	24	15
Obese (BMI>=30)	32	21
Have been told to have diabetes	10	6

(Please note that for data collection purposes, SeaTac is incorporated into the SeaTac/Tukwila Health Planning Area)

The draft Safe & Complete Streets Plan was informed by this health risk data and its policy recommendations were intentionally crafted to leverage strategies that can improve non-motorized travel while at the same time encourage active living opportunities in the city. These strategies include closing gaps in the walking and bicycle networks, identifying safe and attractive designs for pedestrian and bicycle facilities, and improving walking and bicycle connections to a variety of destinations including transit stops, schools and parks.

Project Innovations & Demonstration of Applicability to Other Projects:

The draft Safe & Complete Streets Plan project provided SeaTac with the opportunity to pilot a new and creative method of public involvement with the goal of facilitating better engagement between the City and difficult-to-reach populations that are generally under-represented at City Hall. While this “partnership” method of co-sponsoring meetings with local schools has been described in other parts of this document, some of the most beneficial aspects of this innovative community involvement method include the following:

- By “piggy-backing” on already planned, and popular, school events, the City was able to engage with greater numbers of people and a more diverse group of residents than at traditional planning meetings; and,
- Co-sponsoring meetings with three local schools helped to strengthen the City’s relationship with the schools’ administrations and between the City and the school’s parent communities – especially those within the school’s formal parent associations. This interaction has led to increased knowledge about each other and more communication between the City and these groups.

One of the biggest “take-aways” from the City’s partnering with local schools on well-attended school activities is that it may be possible to use this type of co-sponsored event as a substitute for public meetings usually facilitated by community councils and other community-based organizations. While City participation in jointly sponsored community meetings may not be considered as contributing to true grassroots public involvement, in areas with few formal



community organizations like SeaTac, this collaborative meeting strategy could be an important method for conveying data to and eliciting information from the public.

Because of the success of partnering with schools on the draft Safe & Complete Streets Plan, the City intends to refine this community engagement process as it moves forward with station area planning in southwest SeaTac this fall in preparation for the opening of Sound Transit's Angle Lake Link Light Rail Station.

Difficulty of the Problem or Issue Addressed, Overcoming Project Obstacles:

The most difficult problem anticipated as part of the Safe & Complete Streets Plan project was how to successfully engage with a representative cross-section of SeaTac's communities in the development of the plan, especially those populations most affected by health issues related to obesity. The City addressed these issues by creating a multi-faceted public involvement strategy which included the implementation of community engagement events in partnership with local schools located within neighborhoods with populations most associated with obesity-related health risks.

Because the City had not worked with local schools to co-sponsor planning meetings before the Safe & Complete Streets Plan project, staff had some concerns regarding how to effectively integrate planning activities into family nights held by the schools that agreed to partner with the City. Input from both the school administration and parent organizations from Madrona, McMicken Heights and Hill Top elementary schools was critical in successfully tailoring the events to the needs of each of these schools' communities. The type of input provided included deciding which family night the City should participate in, the appropriate use of Spanish and/or Somali translators at the events, whether food should be served at meetings and how to involve children in planning activities. By involving school administrators and parent organizations in the creation of public involvement events, the City was able to successfully implement jointly sponsored community engagement activities for the Safe & Complete Streets Plan.

Efficient Use of Budget:

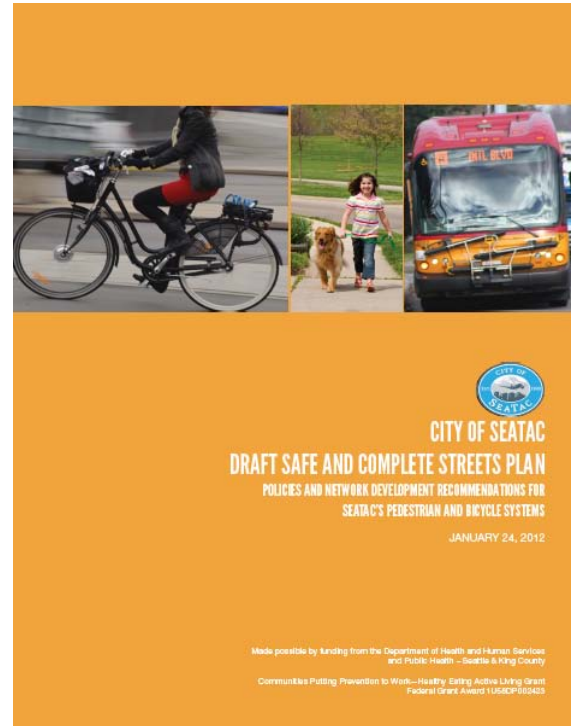
The draft Safe & Complete Streets Plan was funded as part of SeaTac's federal Communities Putting Prevention to Work (CPPW) anti-obesity planning grant. In order to maximize the CPPW grant's resources, SeaTac staff developed a detailed scope of work and budget for the project. Because of careful spending on project activities, the City able to take advantage of some of the project's "alternate" budget items that were not essential to implement the project to produce the "SeaTac Walking Map," as a companion item for the draft Plan. A copy of the "SeaTac Walking Map" is included in the Plan in Appendix G.



Advancement of Planning in Washington:

The draft Safe & Complete Streets Plan advances planning in Washington State in the following three ways:

- First, it helps to promote the importance of planning for all users and all modes of travel when planning for a city's transportation system;
- Second, it demonstrates how planning for pedestrian and bicycle networks not only benefits a city's transportation system but also furthers opportunities for active living and better health for a city's residents; and,
- Third, the "partnering" method of community engagement used to inform the Safe & Complete Streets Plan can be seen as a template for engaging with difficult-to-reach populations that are typically under-represented at City Hall.





Award Listings

Plaque:

Name of Agency: City of SeaTac Department of Planning and Community Development

Certificates:

- Tom Gut, Public Works Director, City of SeaTac
- Colleen Brandt-Schluter, Human Services Program Manager, City of SeaTac
- Kate Kaehny, Senior Planner, Department of Community and Economic Development, City of SeaTac
- Anne Antonini, CPPW Program Manager, Department of Community and Economic Development, City of SeaTac

Letters of Endorsement

Three letters of endorsement are provided in the following pages from the individuals listed below:

- Tony Anderson, Mayor, City of SeaTac
- Caren Adams, Policy, Community Partnerships and Communications, Public Health-Seattle & King County
- Daniel Yarbrough, Principal, Madrona Elementary School

Note on Application Fee

A check for the appropriate fee has been included in an envelope tucked into the front pocket of the binder containing the hard copies of this nomination document.



May 28, 2013

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

APA/PAW Awards Committee
Washington APA Office
603 Steward St., Suite 610
Seattle, WA 98101

Dear APA/PAW Awards Committee:

I am pleased to write this letter in support of the City of SeaTac's nomination of the draft Safe & Complete Streets Plan for consideration for a 2013 Joint APA-PAW Award.

The draft Safe & Complete Streets Plan is a non-motorized transportation plan that provides a vision for SeaTac's goal of becoming a more walkable, bikeable city. It was created over a five month period from September 2011, through January 2012, with significant input from a cross-section of SeaTac's diverse communities. The Plan identifies objectives for the development of SeaTac's pedestrian and bicycle networks through the year 2040, and was created to ensure that residents, businesses, employees and out-of-town guests have enjoyable and safe experiences while walking and bicycling in SeaTac's neighborhoods.

The draft Plan was endorsed by City Council resolution on January 24, 2012, and will be integrated into the City's upcoming Transportation Plan and Major Comprehensive Plan update processes as SeaTac continues to work toward making our transportation facilities safer and easier for all users.

Sincerely,

Tony Anderson
Mayor

Mayor
Tony Anderson

Deputy Mayor
Mia Gregerson

Councilmembers
Barry Ladenburg
Rick Forschler
Terry Anderson
Dave Bush
Pam Fernald

City Manager
Todd Cutts

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Office of the Director

401 Fifth Avenue, Suite 1300
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May 24, 2013

APA/PAW Awards Committee
Washington APA Office
603 Steward St., Suite 610
Seattle, WA 98101

Dear APA/PAW Awards Committee:

I am pleased to write this letter in support of SeaTac's nomination of the City's draft Safe & Complete Streets Plan for consideration for a 2013 Joint APA-PAW Award.

Public Health- Seattle & King County administered the City's Communities Putting Prevention to Work (CPPW) Grant, which funded the creation of the Plan. CPPW is a federal initiative to prevent chronic disease and promote health through policy, systems and environment changes. SeaTac's CPPW Grant focused on the creation of anti-obesity policies that encourage active living and access to healthy food, and one of the City's grant outcomes was this consolidated non-motorized plan.

The draft Safe & Complete Streets Plan provides a vision and policy framework for improving walking and bicycling in SeaTac. One of the most successful aspects of the Plan is that it was informed by a multi-faceted public involvement process that allowed for engagement with a cross-section of the City's diverse communities, including those which are generally under-represented through traditional planning activities.

Additionally, it is noteworthy that SeaTac was recently awarded with a Community Transformation Grant (CTG) to build on this successful outreach model as the City moves forward with station area planning in the neighborhoods around Sound Transit's soon-to-be built Angle Lake Link Light Rail Station.

Sincerely,

A handwritten signature in cursive script that reads "Caren Adams".

Caren Adams
Policy, Community Partnerships and Communications
Public Health – Seattle & King County
Caren.Adams@kingcounty.gov
206-296-0568 Fax

Madrona

Elementary School

A Highline Public School
"Educate Every Student and Expect Excellence"

May 29th, 2013

APA/PAW Awards Committee
Washington APA Office
603 Steward St., Suite 610
Seattle, WA 98101

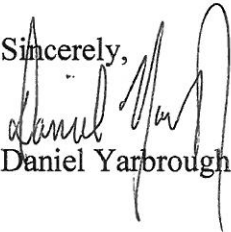
Dear APA/PAW Awards Committee:

I am pleased to write this letter in support of the City of SeaTac's nomination of their draft Safe & Complete Streets Plan for consideration for a 2013 Joint APA-PAW Award.

Madrona Elementary School partnered with the City to jointly sponsor a community engagement event during the creation of the draft Plan in order to facilitate input from the school community into the development of active living and healthy eating policies. According to SeaTac staff, the City piloted this "partnership" outreach technique with Madrona and other local elementary schools during the Plan's development process in order to better engage with communities that are generally under-represented at City Hall and other planning events.

We believe partnering with the City to sponsor Madrona's "Walk-in Movie Night," allowed our school community the opportunity to provide valuable input, which may not otherwise have been gathered, into the City's Safe & Complete Streets Plan. Additionally, we are looking forward to once again working with the City on the same type of community engagement events as the City moves forward with the station area planning process for the area around Sound Transit's soon to be built Angle Lake Light Rail Station.

Sincerely,



Daniel Yarborough