Seattle Pedestrian Master Plan

Seattle Design Commission

April 16, 2009

Barbara Gray, AICP
SDOT Policy and Planning

Seattle Climate Action NOW

BRIDGING the GAP
Your Transportation Levy Dollars at Work
- Mayor Greg Nickels

SDOT
Seattle Department of Transportation

SvR DESIGN COMPANY

Toole Design Group

Is Seattle a Walking City?

- National leader in pedestrian policies and facilities
- Challenges to walking still exist

Arterial traffic calming in West Seattle

Basic infrastructure--27% of Seattle's streets do not have sidewalks

Raising the Bar

- Innovative approach
  - Web-based plan
  - Data driven and objective
- Moving beyond transportation
  - Race and Social Justice
  - Climate action
  - Healthy communities
  - Placemaking
- Building partnerships
- Tools for decision making

Make Seattle the Most Walkable City in the Nation

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

- Safety
- Equity
- Vibrancy
- Health

Plan Elements

- State of the Pedestrian Environment Report
- Toolbox
- Recommendations
- System plan
- Funding and implementation

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Build Complete Streets

Promote Walking

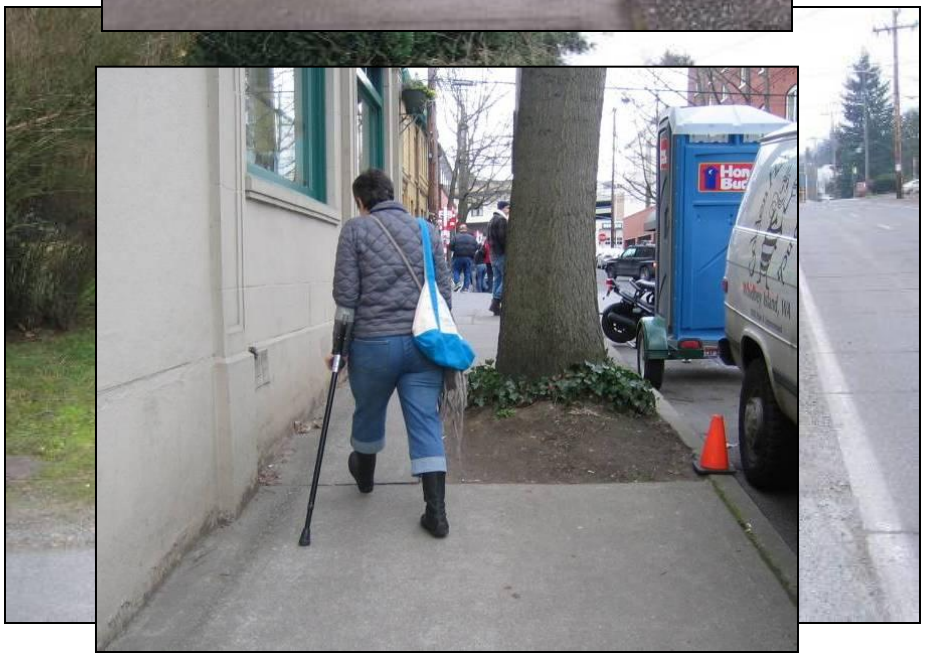
Complete Streets

Create Vibrant Places

Improve Walkability

Create 6’ x 7’ clear zone

- Establish horizontal and vertical space free of obstructions
  - Remove encroachments
  - Maintain facilities
- Address policy conflict between trees and sidewalks



Increase Safety

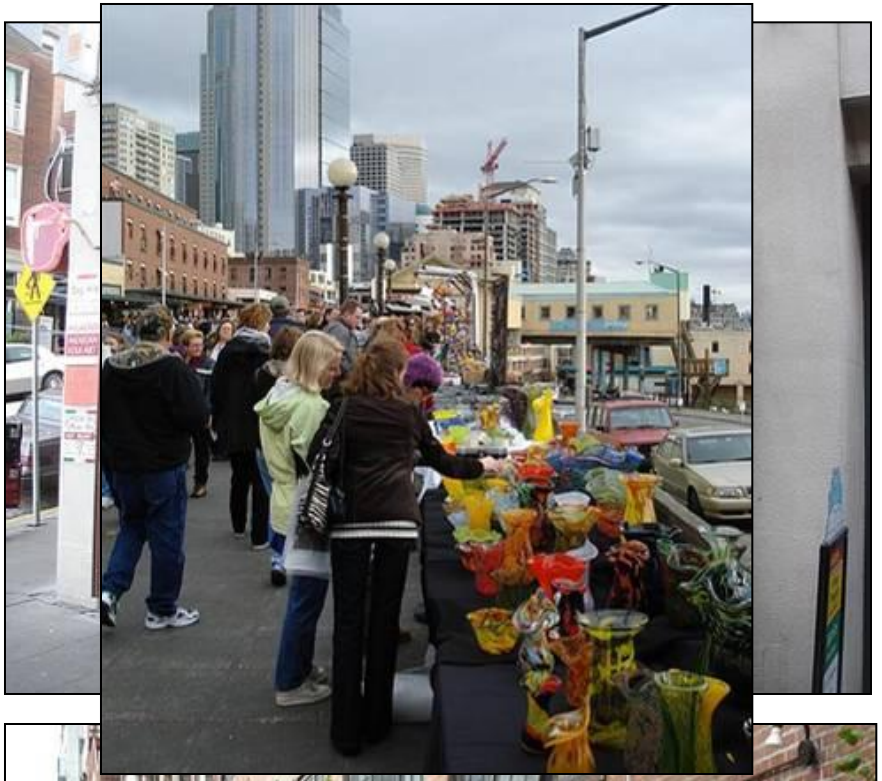
Build safe streets

- Manage vehicle speeds
- Maintain visibility at intersections
- Enhance crossing conditions

Create Vibrant Spaces

Reclaim and activate public spaces

- Integrate public spaces with adjacent businesses
- Create guidelines for car-free and shared space streets
- Develop a public space network



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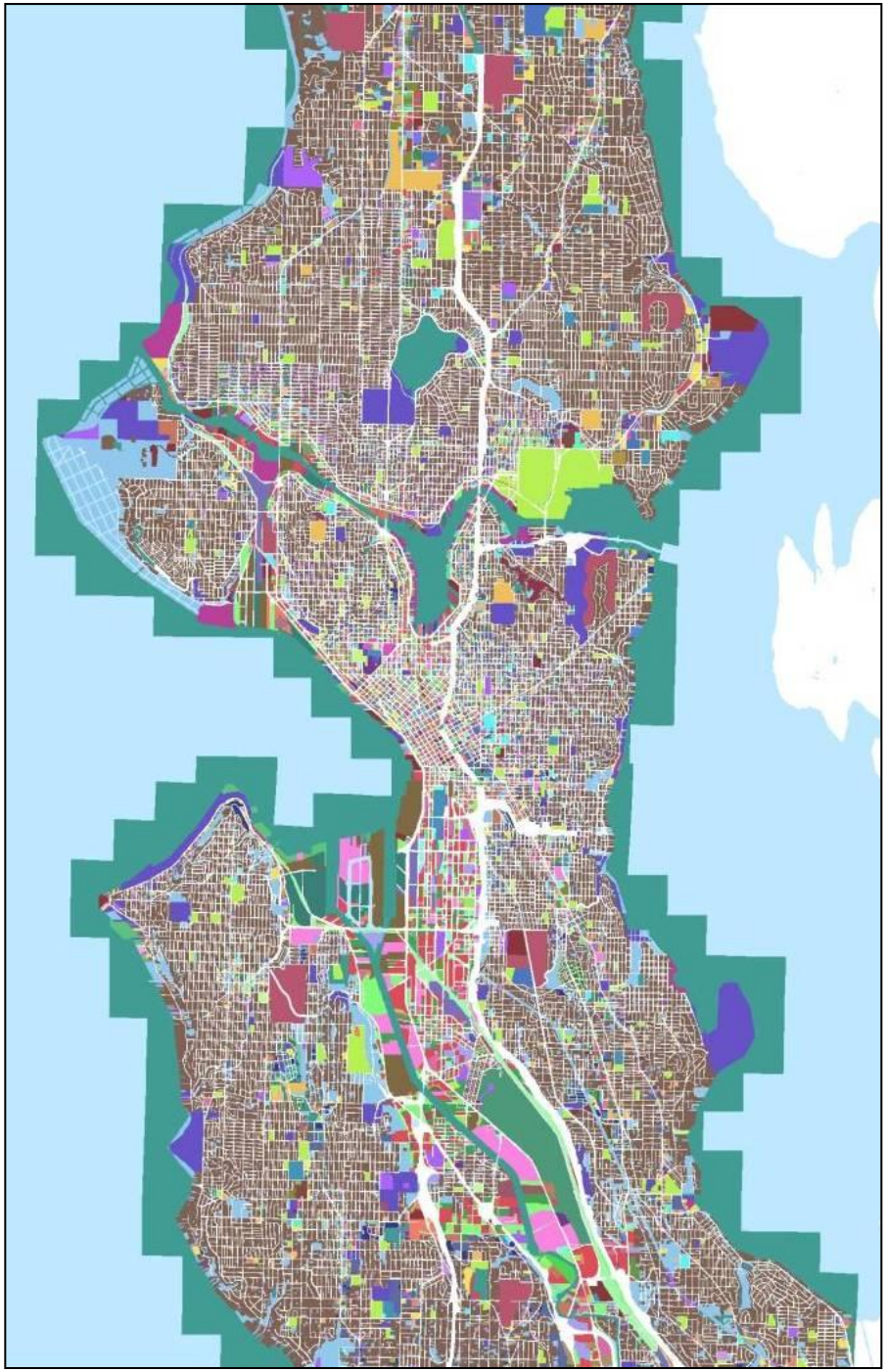
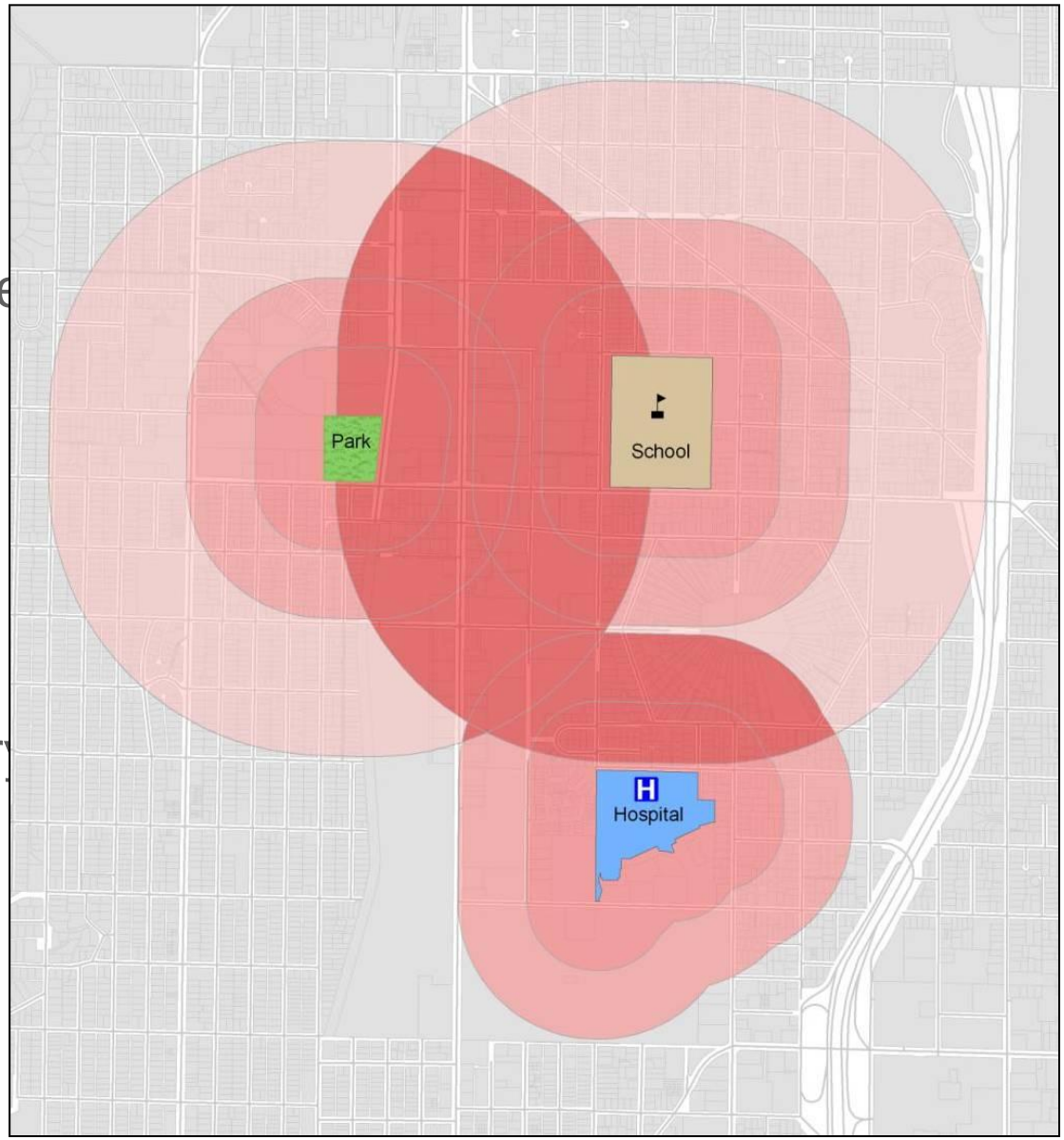


Pedestrian Potential

Demand Generators

- **High generator**
  - University or college
  - Major destination
  - Light rail
  - Major bus stop
- **Medium generator**
  - School
  - Major retail / grocery
  - Hospital
  - Community center
  - Park
- **Low generator**
  - Minor retail

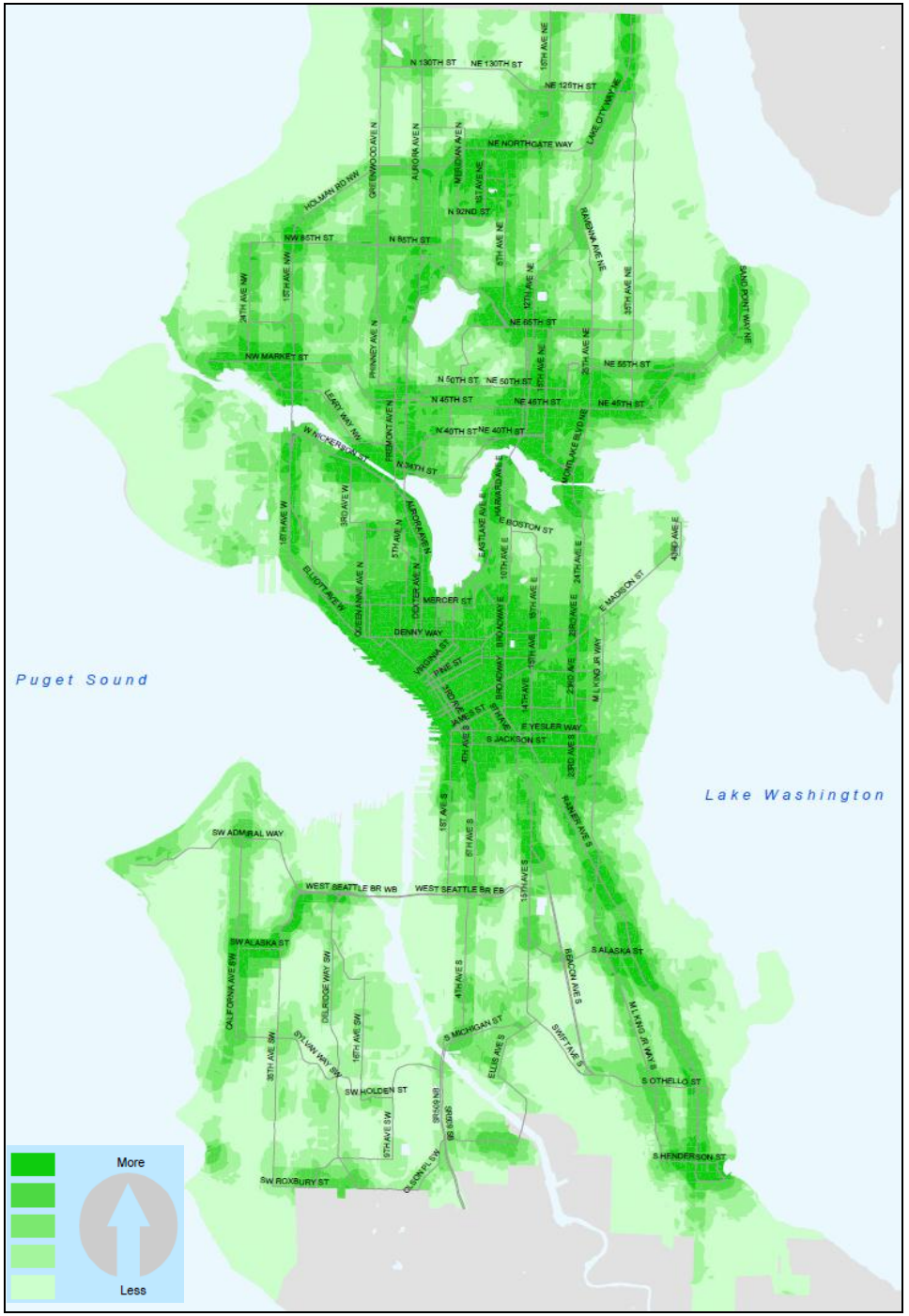


Where are People Walking?

- Demand based on current land use and future growth

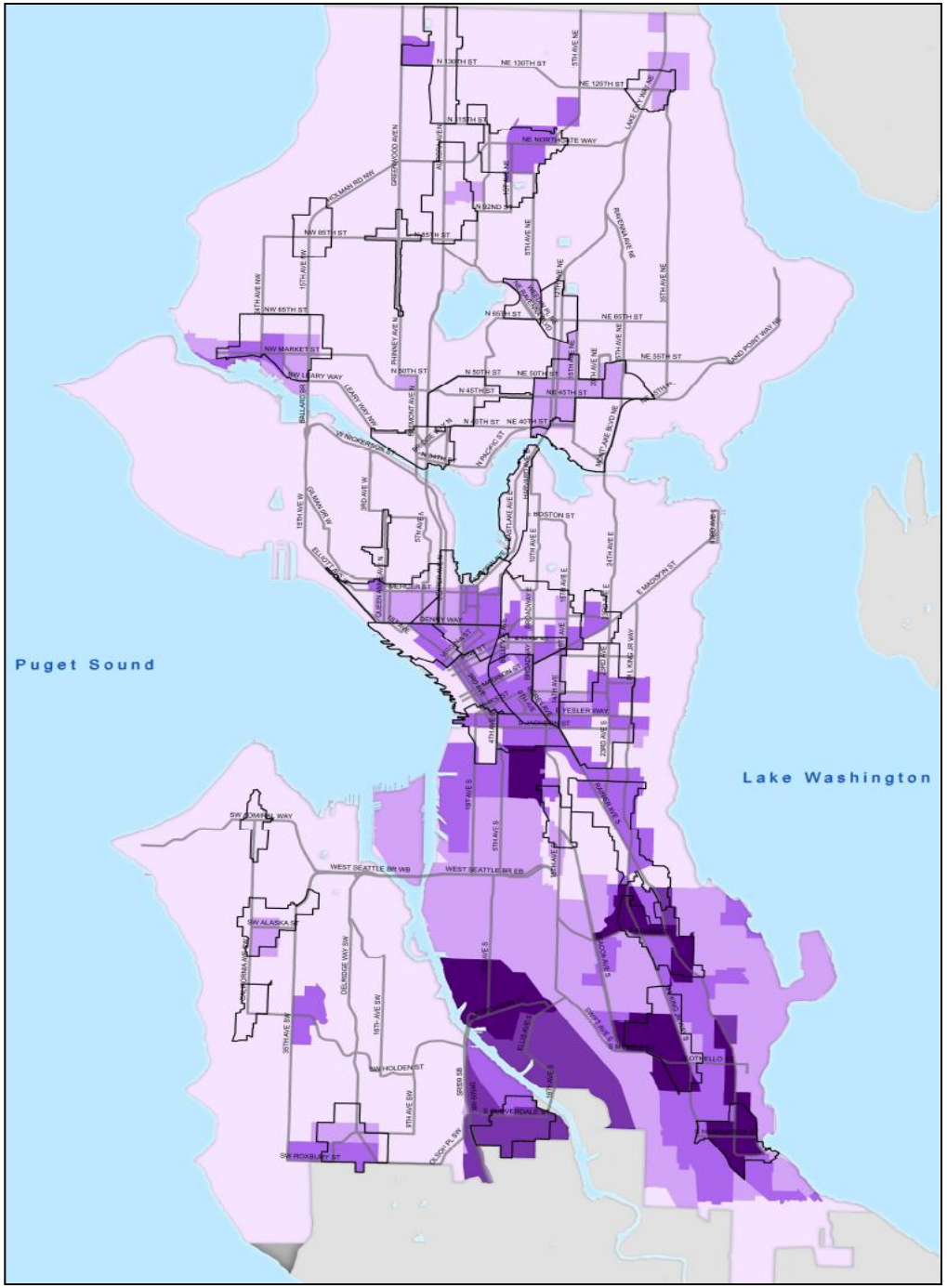
Downtown

University District



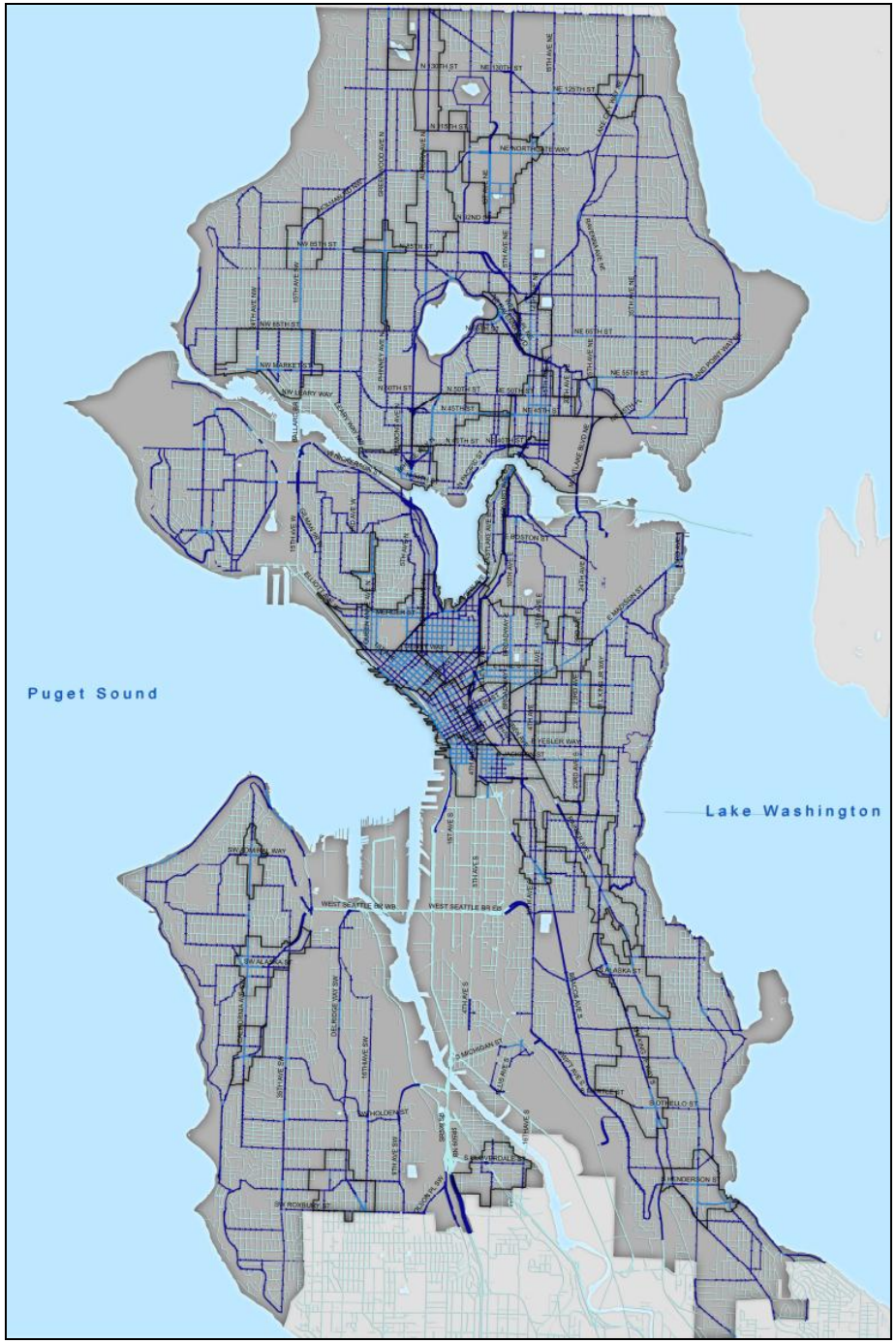
Equity

- Original criteria:
  - Low income
  - Low auto ownership
  - People with disabilities
  - ~~Population over 65~~
  - ~~Population under 18~~
  - Obesity
  - Chronic disease
  - ~~Asthma~~
  - Low physical activity



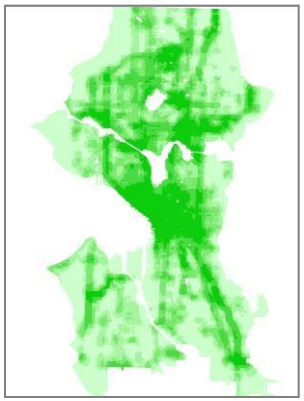
Corridor Function

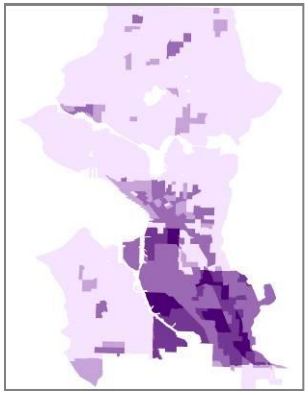
- Balances street classification and land use
- Prioritizes improvements to auto-oriented corridors



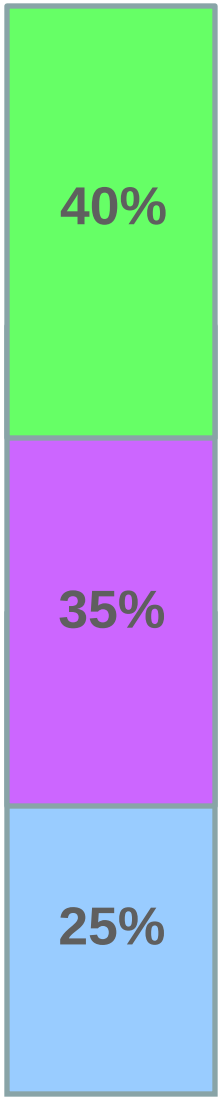
Prioritization Strategy

Building Blocks

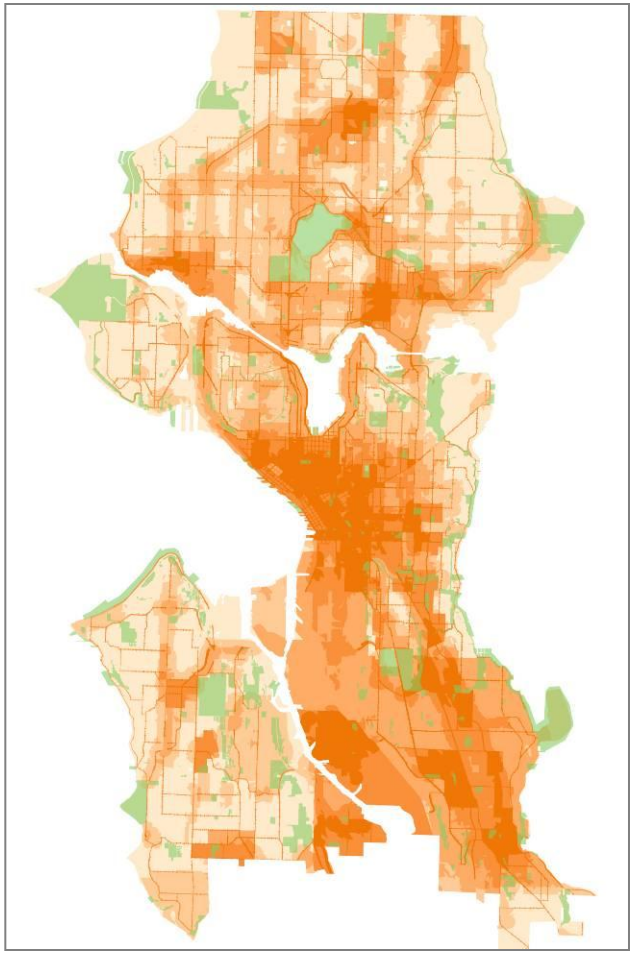




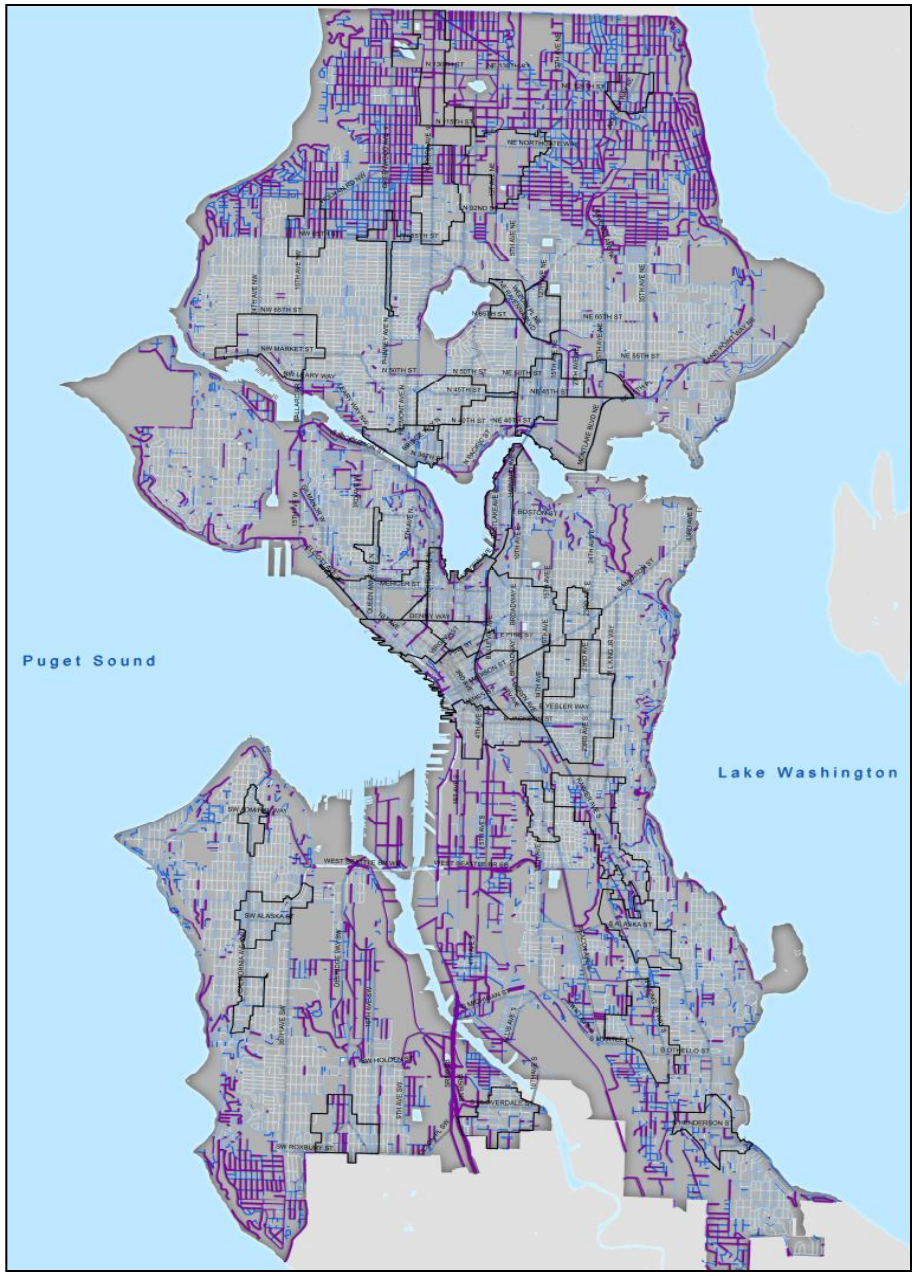
Contribution to Total Score



High Priority Areas



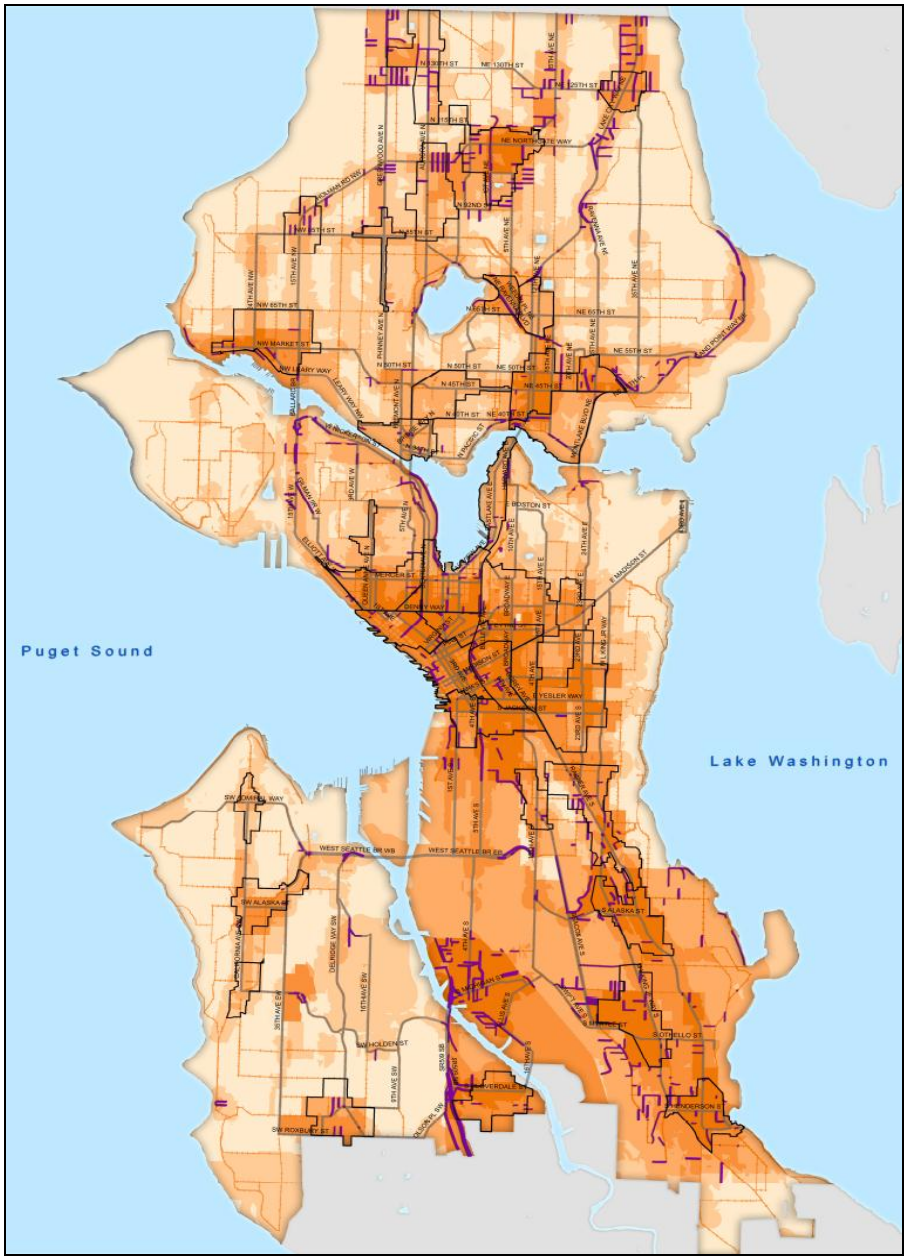
Improvement Opportunities



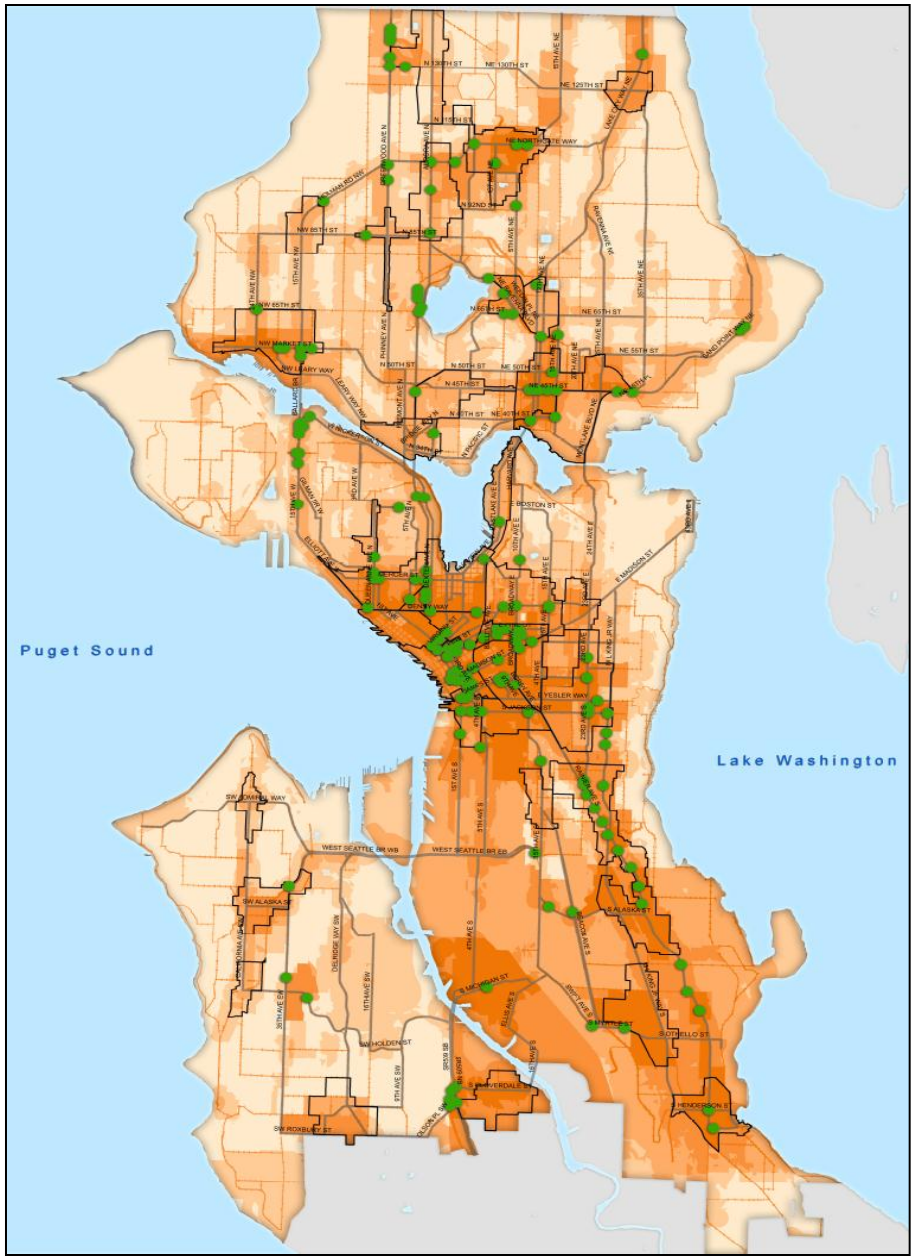
Along the Roadway

Across the Roadway

Prioritizing Improvement Opportunities



Tier 1 Along the Roadway



Tier 1 Across the Roadway

Complete and Maintain the System

- Identify a long-term and sustained strategy
- Leverage investments across programs
- Explore innovative funding tools
- Ensure accountability and stewardship
- Monitor performance

Available Funding (2009-2014)

***Total funding:* $60-72 million**
($10-12 million annually)

- ***Maintenance:* $17-23 million**
  ($3-3.8 million annually)
  - Includes: sidewalk repair, crosswalk re-striping)
- ***New infrastructure:* $43-49 million**
  ($7-8 million annually)
  - Includes: sidewalks, signals, curb ramps

System Completion by 2014 -- $72 million

New Infrastructure -- $49 mil.

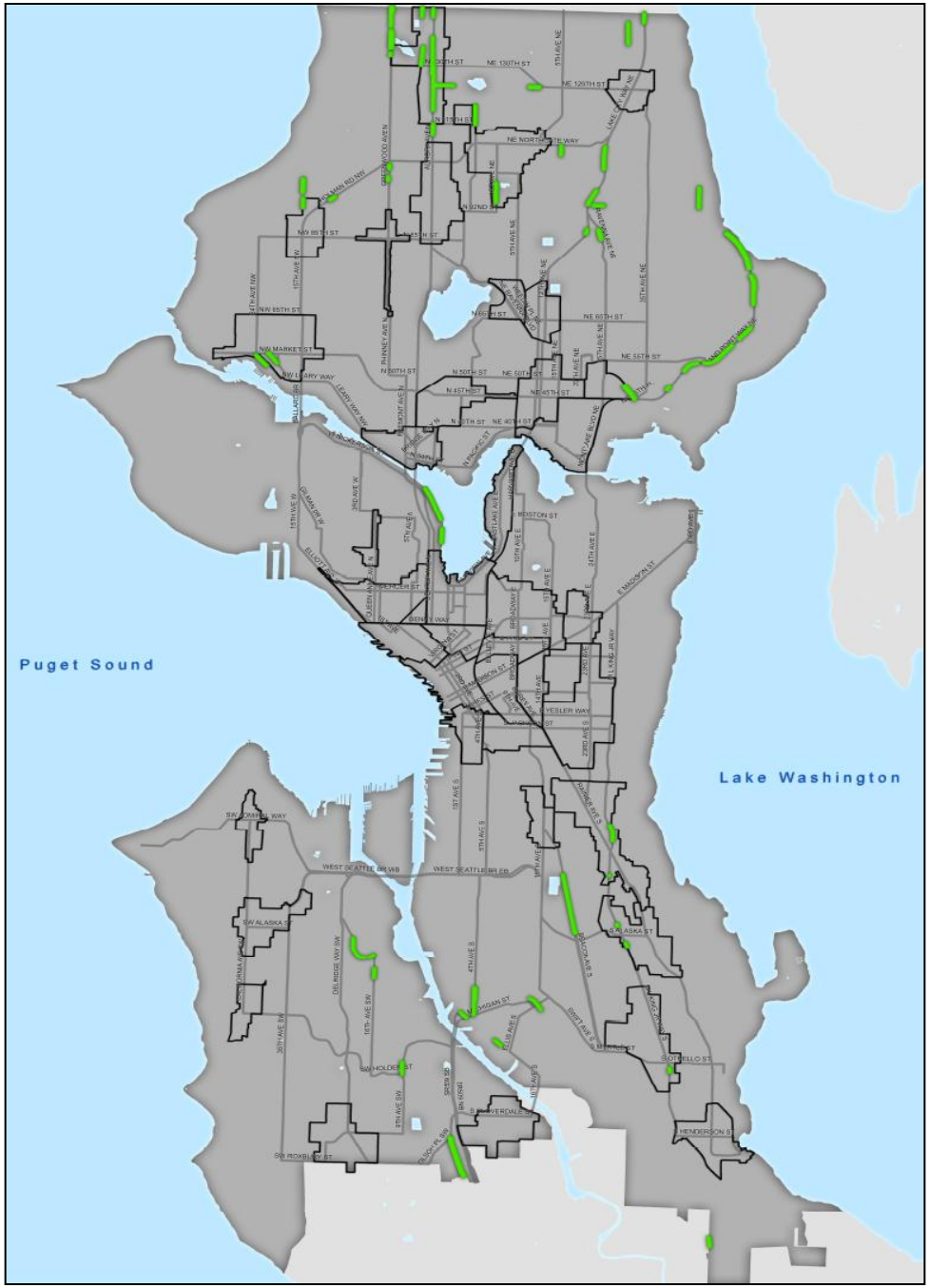
- ***Sidewalks:*** 190 block face equivalents (32 per year)
- ***Significant crossing treatments:*** 24 intersections (4 per year)
- ***Curb ramps and crosswalks:*** 579 intersections (96 per year)

Maintenance -- $23 mil.

- ***Along the roadway:*** 5,455 block face equivalents (909 per year)
- ***Across the roadway:*** 4,044 intersections (674 per year)

System Completion by 2014

- Based on current program allocations:
  - 4.7% of new sidewalk projects in Tier 1
  - 21.2% of new intersection projects in Tier 1



Along the Roadway Completion

Early Implementation

- Enforcement
  - Crosswalk “stings”
  - Speed vans
- Education
  - School-based programs
  - KAB survey
- Encouragement
  - Neighborhood wayfinding
  - Construction zone working group
- Evaluation
  - Crossing flags program
- Engineering
  - In-pavement flashers
  - Stop bar installation
  - New walkway standard plans

Public Engagement

- Walking Preferences Survey
  - Summer 2008: 1,400+ responses
- Community Roundtables
  - Summer 2008: 7 roundtables
  - Reconvening in May/June 2009
- District and Community Council Meetings
- Station Area Planning
  - May Town Hall Meetings
- Events
  - May 6: Mayoral Event
  - May 11-12: Mark Fenton
  - Festivals
  - Summer Streets

Next Steps

Anticipated Date	*Action*
May and June 2009	Public review of SDOT draft
Summer 2009	Final presentation to Mayor of revised plan and approval to forward to City Council for adoption by resolution