



Pedestrian Master Plan Update Briefing



Michelle Marx
Joint PMP/Trails Upgrade Open Houses
October 19 and 21, 2015

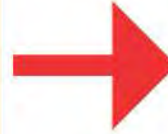


Overview

- Project overview
- Existing PMP structure
- Ongoing prioritization update
- Public survey



Pedestrian Master Plan Update



Plan Implementation

- PMP Implementation Plan (matching resources to needs)
- Updating ROWIM / standard specs for Toolbox items

Updated "High Priority Areas"

- To guide walkability investments

Updated Walkability "Toolbox"

- New sidewalks
- Crossing improvements
- Sidewalk maintenance
- Traffic calming
- No turn on red
- **NEW:** Alternative / low-cost sidewalks-
- **NEW:** Neighborhood greenways
- **NEW:** Speed limit reductions (20 mph)
- **NEW:** Other, new, innovative treatments (tbd)



Which tools are appropriate for different locations?

PMP Policy Framework

Plan Vision: Seattle is the most walkable city in the Nation

Plan Goals:

- **Safety:** Reduce the number and severity of crashes involving pedestrians.
- **Equity:** Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.
- **Vibrancy:** Develop a connected pedestrian environment that sustains healthy communities and supports a vibrant economy.
- **Health:** Get more people walking to improve mobility, health, and prevent disease.



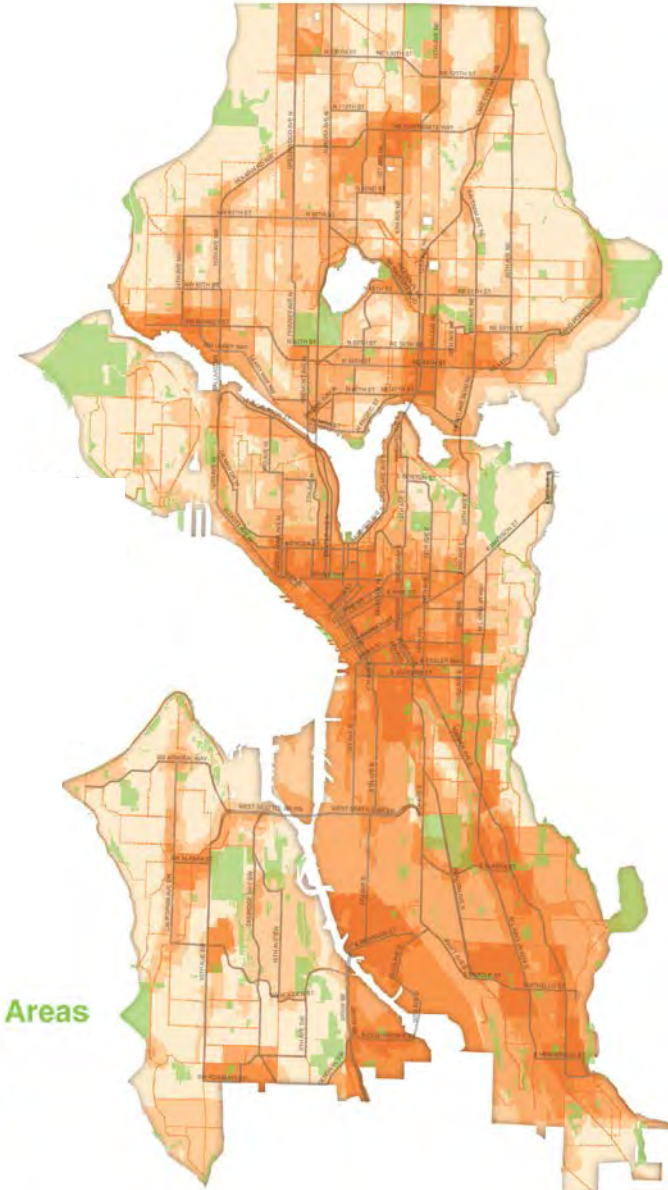
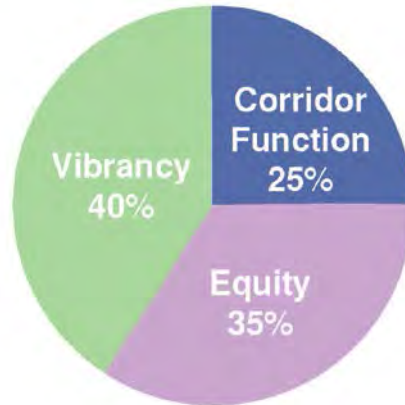
Building Blocks



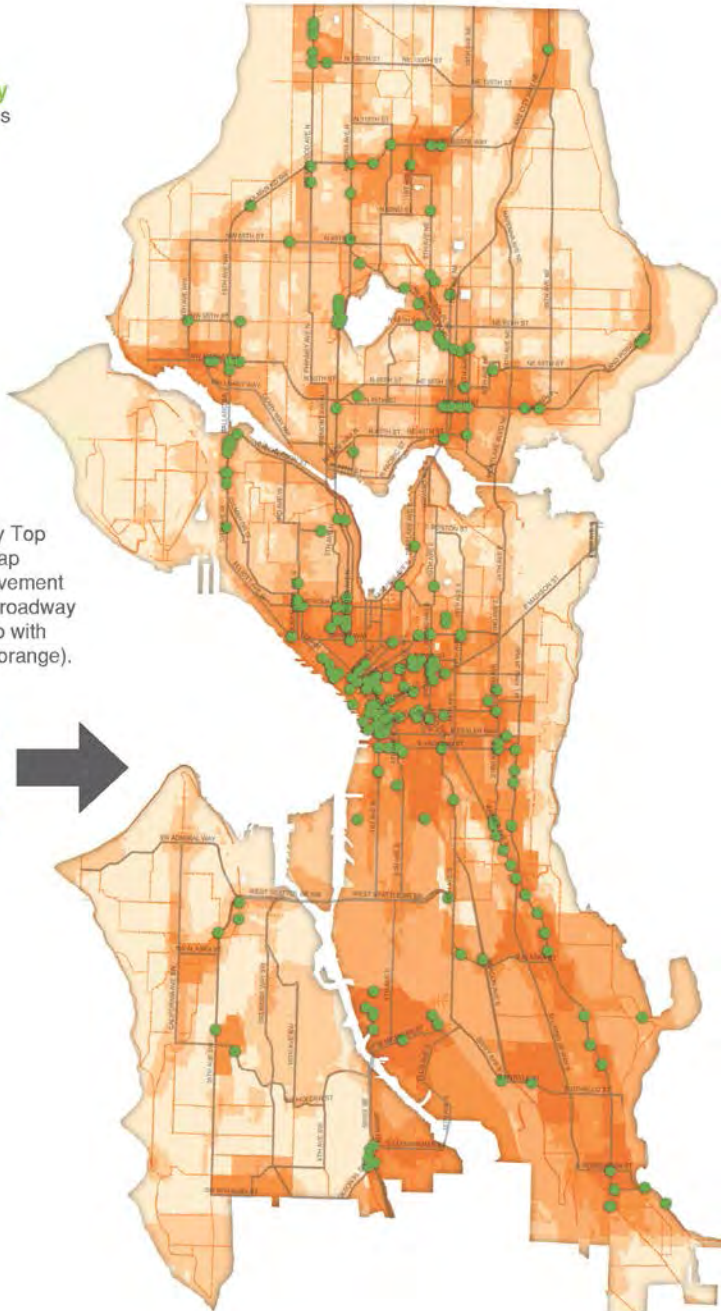
Contribution to Total Score



High Priority Areas



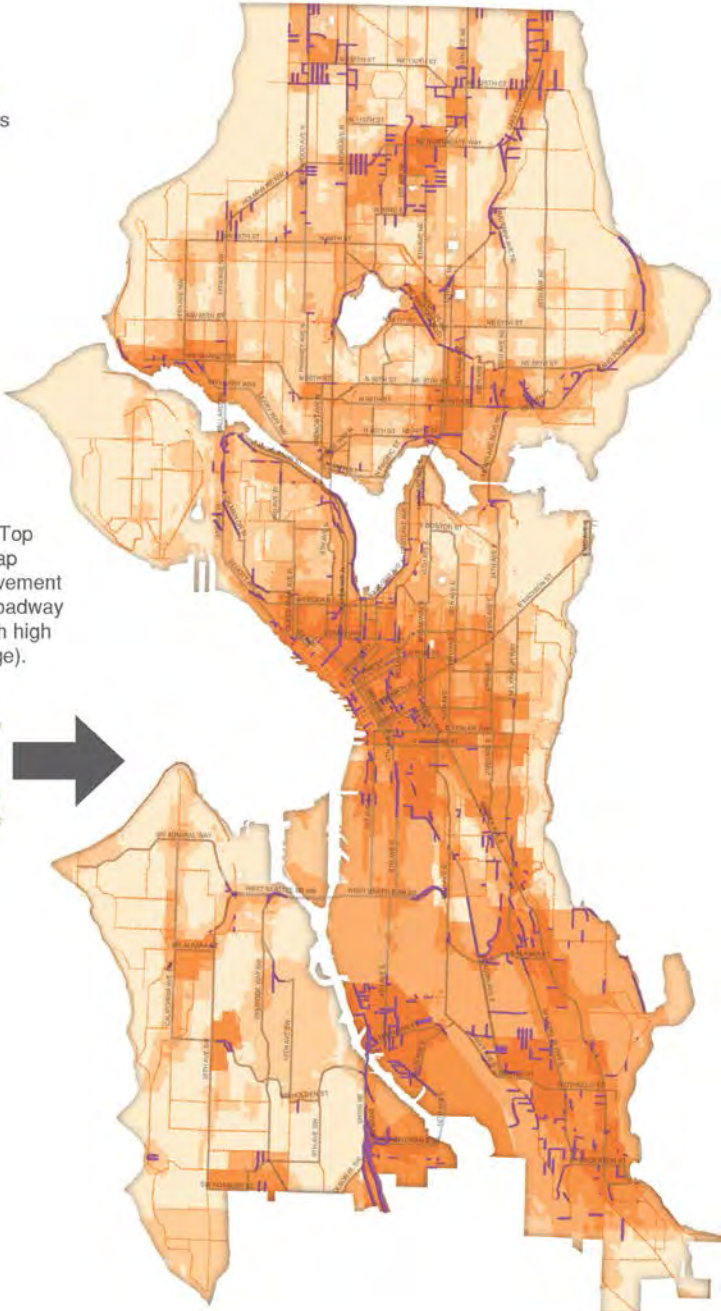
Across the Roadway Top Tier Project Locations



The Across the Roadway Top Tier Project Locations Map shows where high improvement opportunities across the roadway (dark green dots) overlap with high priority areas (dark orange).



Along the Roadway Top Tier Project Locations



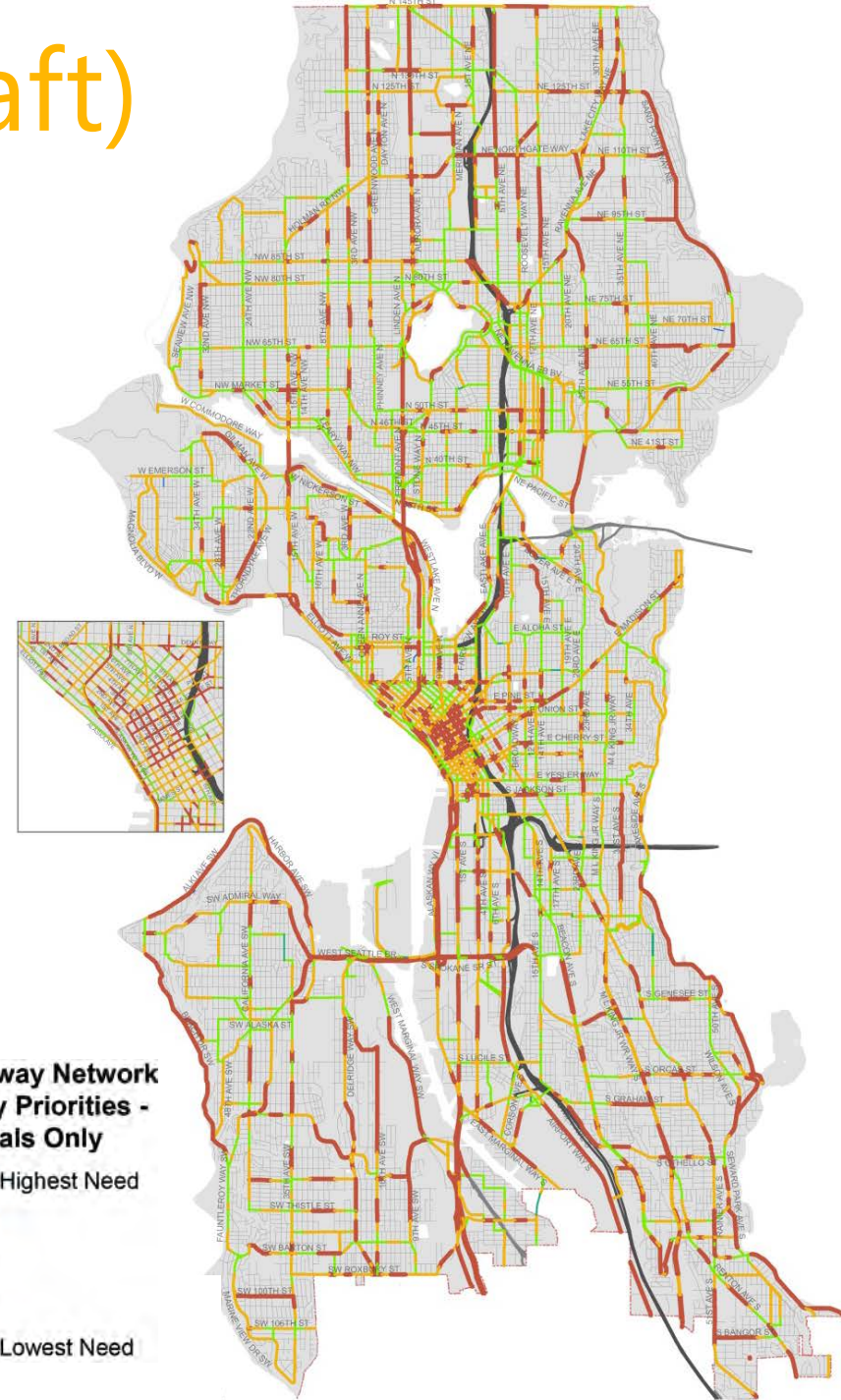
The Along the Roadway Top Tier Project Locations Map shows where high improvement opportunities along the roadway (purple lines) overlap with high priority areas (dark orange).



Safety (working draft)

Safety Goal: Reduce the number and severity of crashes involving pedestrians.

Draft Factors (based on SDOT Pedestrian Safety Analysis)	
Pedestrian collisions	Serious injuries and fatalities highly weighted. Data from the last 8 years.
Arterial classifications	Proxy for volume; Majority of severe injuries occur on principal and minor arterials
Roadway width	Using # of lanes where available, and curb to curb width where # lanes is not available.
Signalized pedestrian crossing spacing	Capturing both signal-controlled intersections and signal-controlled mid-block crossing opportunities
Speed	85 th percentile speeds where available, and posted speed limit where actual speed is not available.



Equity + Health (working draft)

Equity: Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.

Health: Get more people walking to improve health and increase mobility.

Draft Factors

Low income population

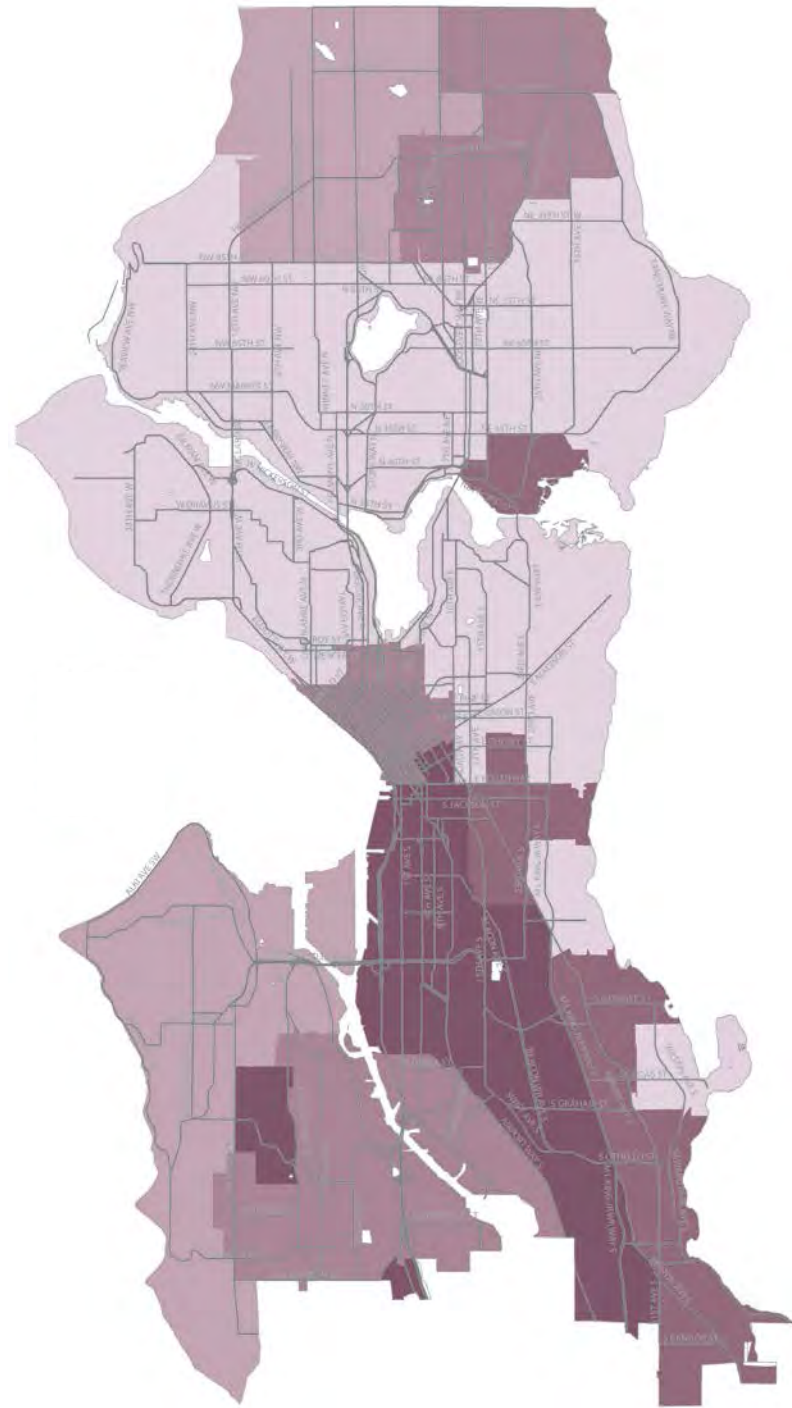
Disability population

Diabetes rates

Physical activity rates

Obesity rates

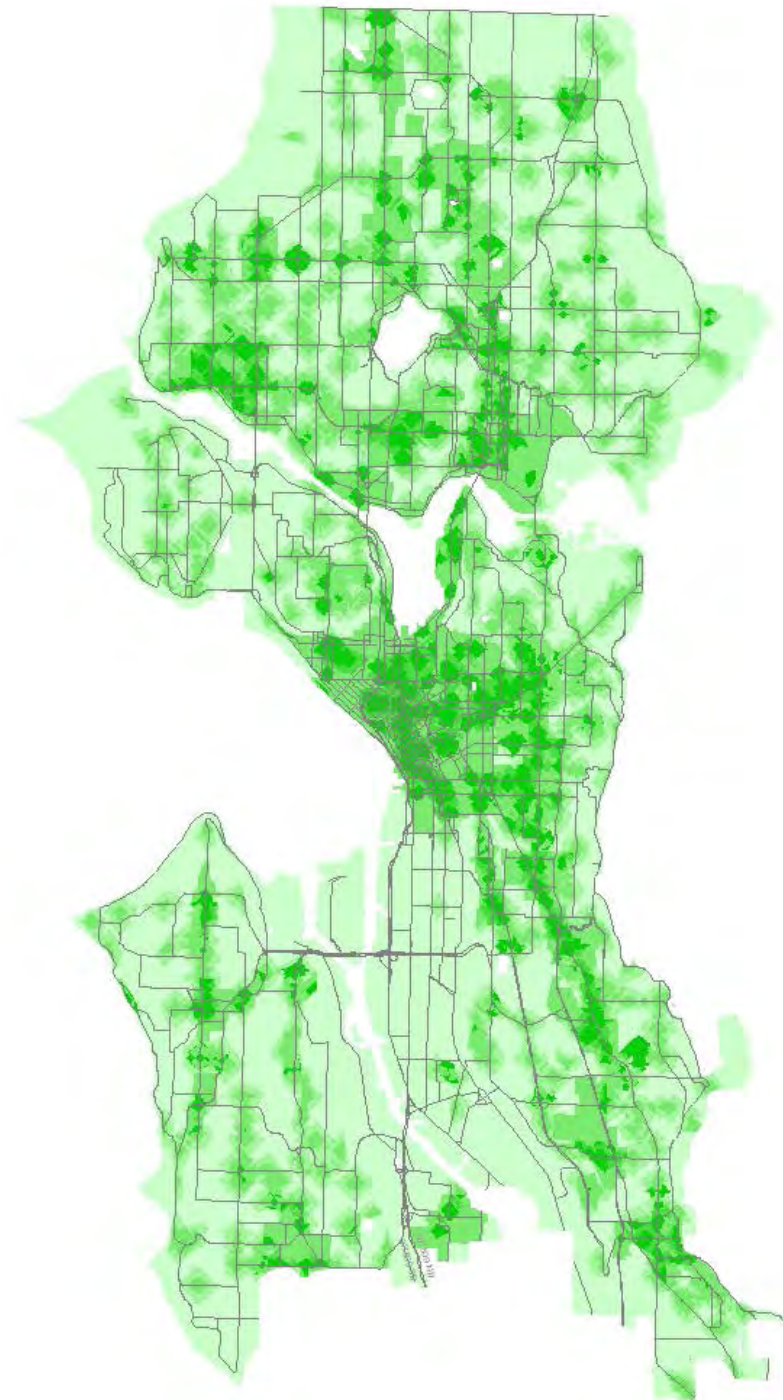
Communities of color



Vibrancy (working draft)

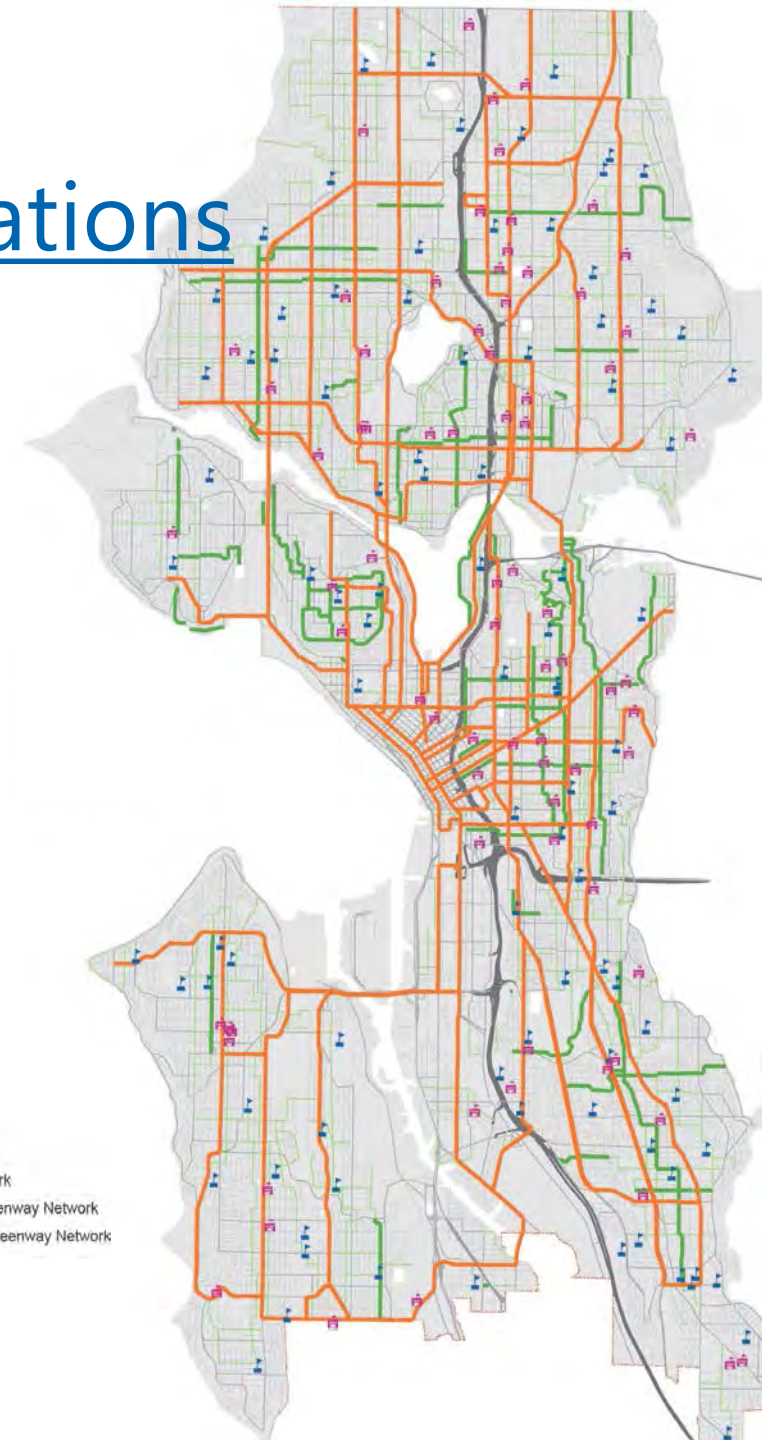
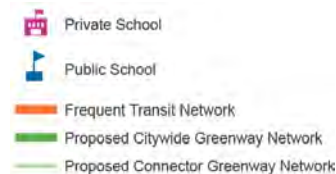
Vibrancy: Develop a connected pedestrian environment that sustains healthy communities and supports a vibrant economy.

Draft Factors	
Urban Villages & Urban Centers	Factors in job and housing growth. Urban Centers will be heavily weighted.
Neighborhood Commercial Zoning	Capture neighborhood retail destinations outside of urban villages.
10 minute walkshed to Frequent Transit Network (FTN) stops	
10 minute walkshed to parks	
10 minute walkshed to schools	



Explore priority focus on connections to key destinations (schools and transit)

- Broader geographic distribution of priorities
- Sharpens priorities by focusing on key generators
- Addresses desire for system connectivity
- Underscores role of greenways in PMP



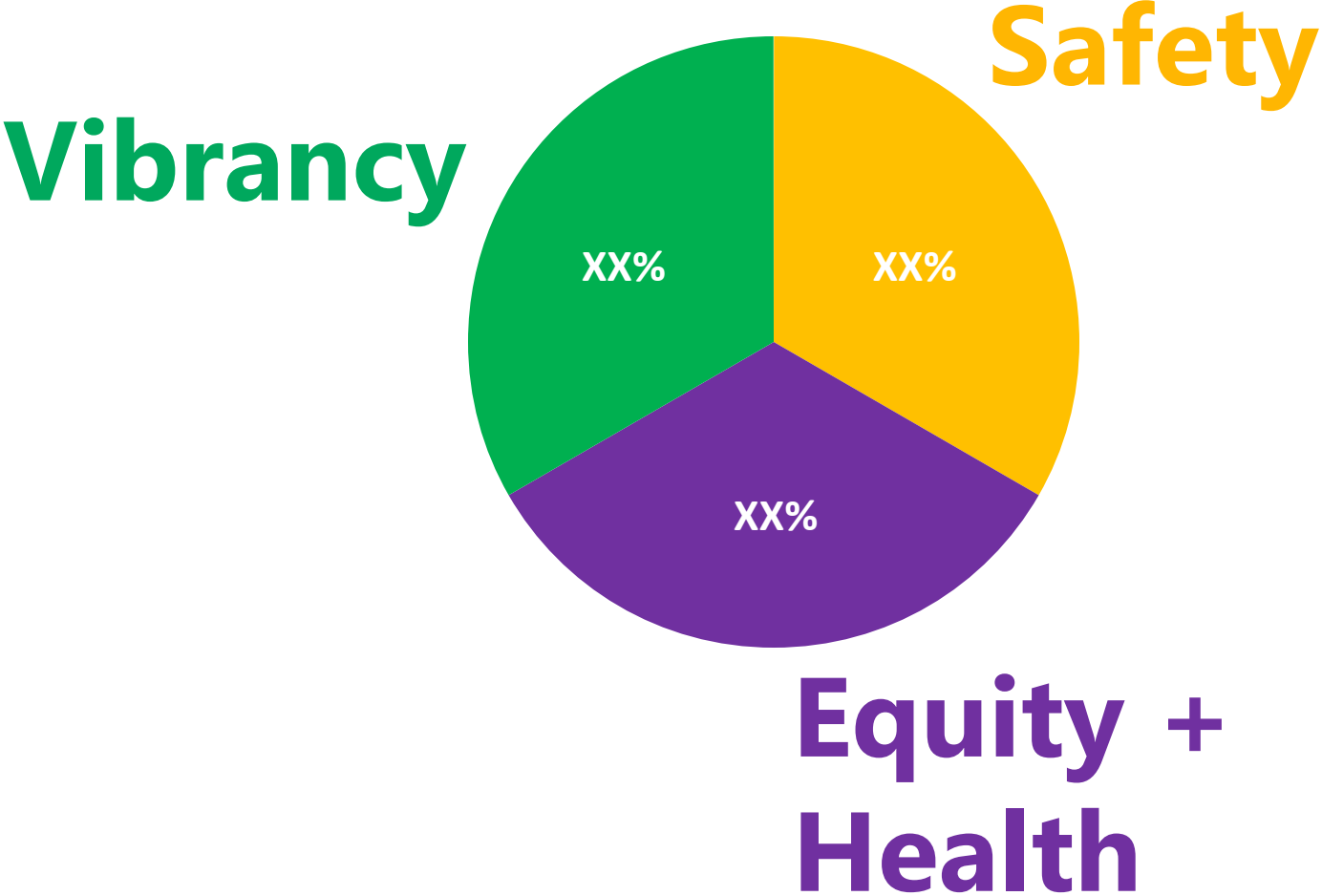
Crossing the Roadway

Draft Factors	
Road width	
Distance between traffic signals and stop signs	
Crosswalk	
Curb ramp	Update via current ADA ramp audit
Signal control	Refine per SDOT's Pedestrian Safety Analysis.
Stop sign control	
Block length	

Along the Roadway

Draft Factors	
Sidewalk status	
Curb	
Buffer (parking, landscape)	
Peak hour parking	Differentiated, and likely higher rated, than parking. Buffer during the busiest times.
Street trees	Presence of trees as a buffer and indicator of a quality walking environment. Presence of street trees is positively correlated with walkability. To be updated when SDOT's street tree inventory is completed.
Alleys	Used as a proxy for access control, limited to alleys, rather than many driveways.

Key question: How to weigh factors?



Next steps

	September	October	November	December	January	February	March	April
Public outreach	Active	Active	Active	Completed	Completed	Active	Active	Completed
Update prioritization	Active	Active	Active	Active	Active	Completed	Completed	Completed
Update toolbox	Completed	Active	Active	Active	Active	Completed	Completed	Completed
Establish performance targets	Completed	Completed	Completed	Completed	Active	Completed	Completed	Completed
Develop public draft plan	Completed	Completed	Completed	Completed	Active	Active	Active	Completed
Develop implementation plan	Completed	Completed	Completed	Completed	Completed	Completed	Active	Active

- Public survey open through end of November
- Public Review Draft approx. end of March

Questions?

michelle.marx@seattle.gov

ian.macek@seattle.gov

http://www.seattle.gov/transportation/pedestrian_masterplan

<http://www.seattle.gov/transportation>

