

Pedestrian Master Plan Update



SPAB Meeting

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Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all

Presentation overview

- PMP document overview
- Policy framework
- Measuring progress
- Prioritization
- Implementation
- Next steps



Chapter 1: Introduction

- PMP is a resource allocation plan
- Blueprint to direct pedestrian investments
- Community engagement



What we've heard

Focus investments on:

- Streets connecting families and children to schools
- Streets connecting people to transit stops
- Sidewalks and crossings on busy arterial streets
- Residential streets where sidewalks are missing
- Locations where pedestrians are injured

PMP Public Outreach in Numbers



4,700
Total survey
responses
collected

Over 6,000
Written
comments



45
Neighborhoods
represented



8 Different languages
translated

- Korean
- Thai
- Russian
- Chinese
- Vietnamese
- Spanish
- Laotian
- Cambodian



3
Outdoor
summer
events



Over 25
community
briefings



2
Pedestrian
Master Plan
open houses

Chapter 2: Policy Framework

Vision: Seattle is the most walkable city in the Nation





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.



Chapter 3: Measuring Progress

- Assesses performance toward desired plan outcomes since 2009
- 79% of investments in High Priority Areas
- Small percentage of Top Tier projects completed

Performance Measure	On Track?
Rate of crashes involving pedestrians	
Change in vehicle speeds on identified corridors	
School participation in pedestrian safety, education, and encouragement programs	
Driver and pedestrian behaviors and awareness of pedestrian laws	
City investments toward Top Tier projects in High Priority Areas	
Public communication about pedestrian issues	
Transit ridership	
Mode share (more people walking)	
Increase streetscape vibrancy	
Increase pedestrian volumes in selected count locations	
Self-reported physical activity	
Children walking or biking to or from school	

Chapter 4: Prioritizing Pedestrian Improvements

Step 1

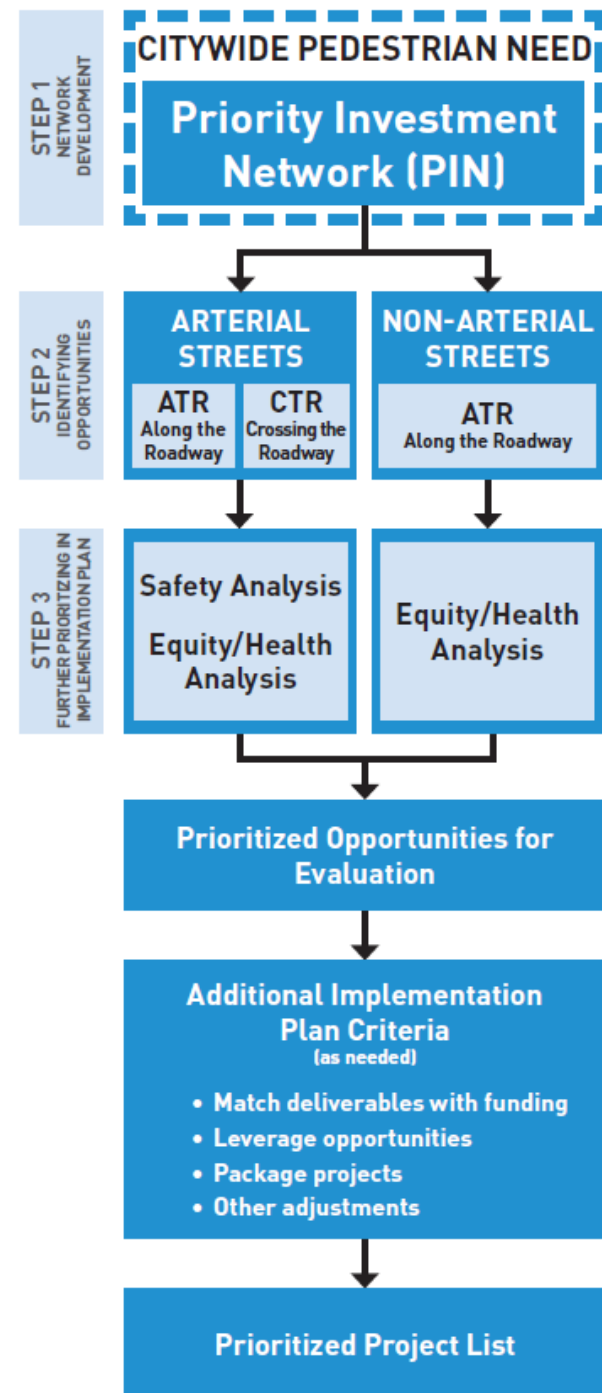
Develop a citywide “Priority Investment Network” (PIN) using vibrancy (demand) factors

Step 2

Identify opportunities to improve walking conditions along and crossing the streets in the PIN

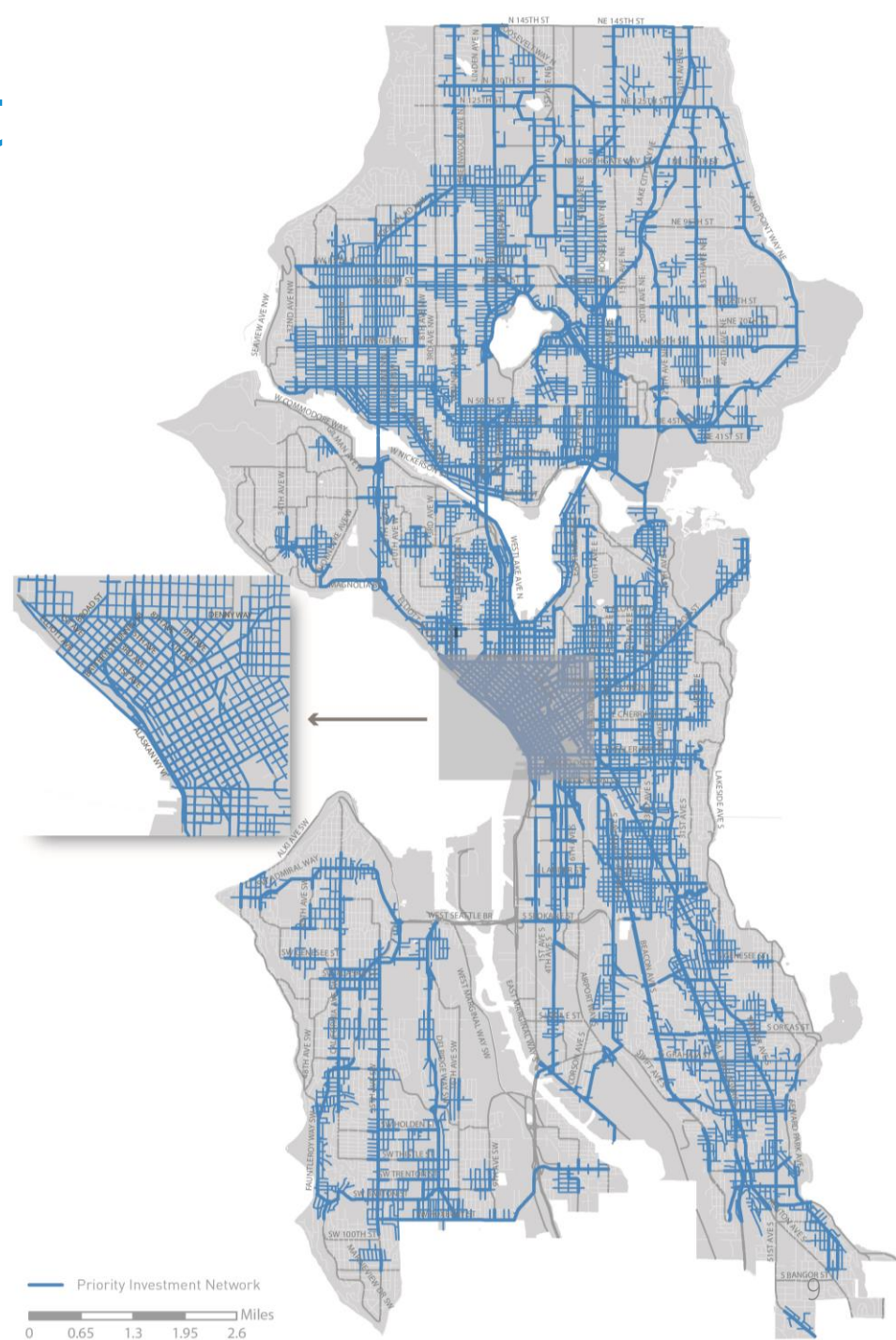
Step 3

Further prioritization as the Plan is implemented, using **safety and equity/health analyses** to identify areas within the network to evaluate first



Priority Investment Network

- Investments are directed to this network (further prioritization is required)
- Responds to community priorities
- Helps address desire for system connectivity
- Distributes investment priorities across the city



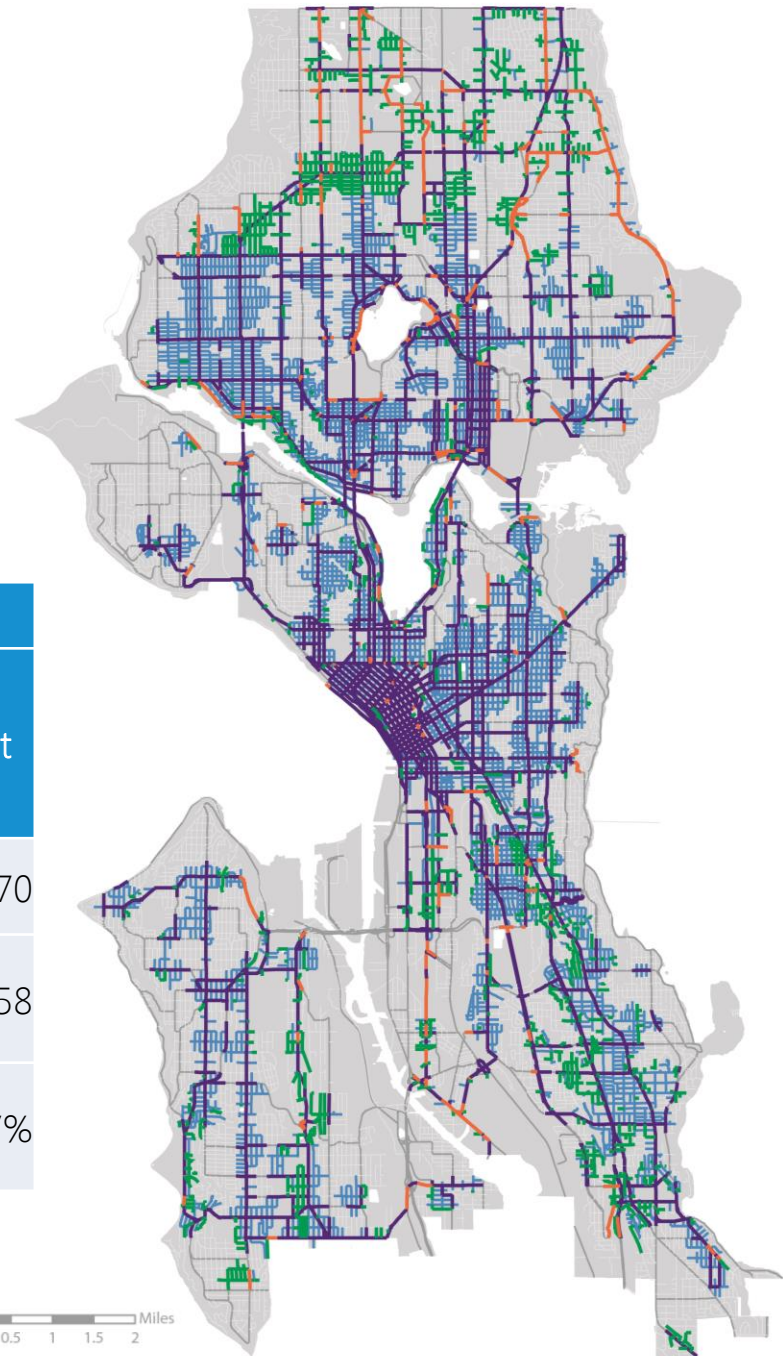
Along the roadway opportunities

Map shows Priority Investment Network segments

- Arterial missing sidewalk (traditional sidewalks)
- Non-arterial missing sidewalk (low-cost sidewalks)
- Arterial streets (crossing improvements, maintenance)
- Non-arterial streets (maintenance)

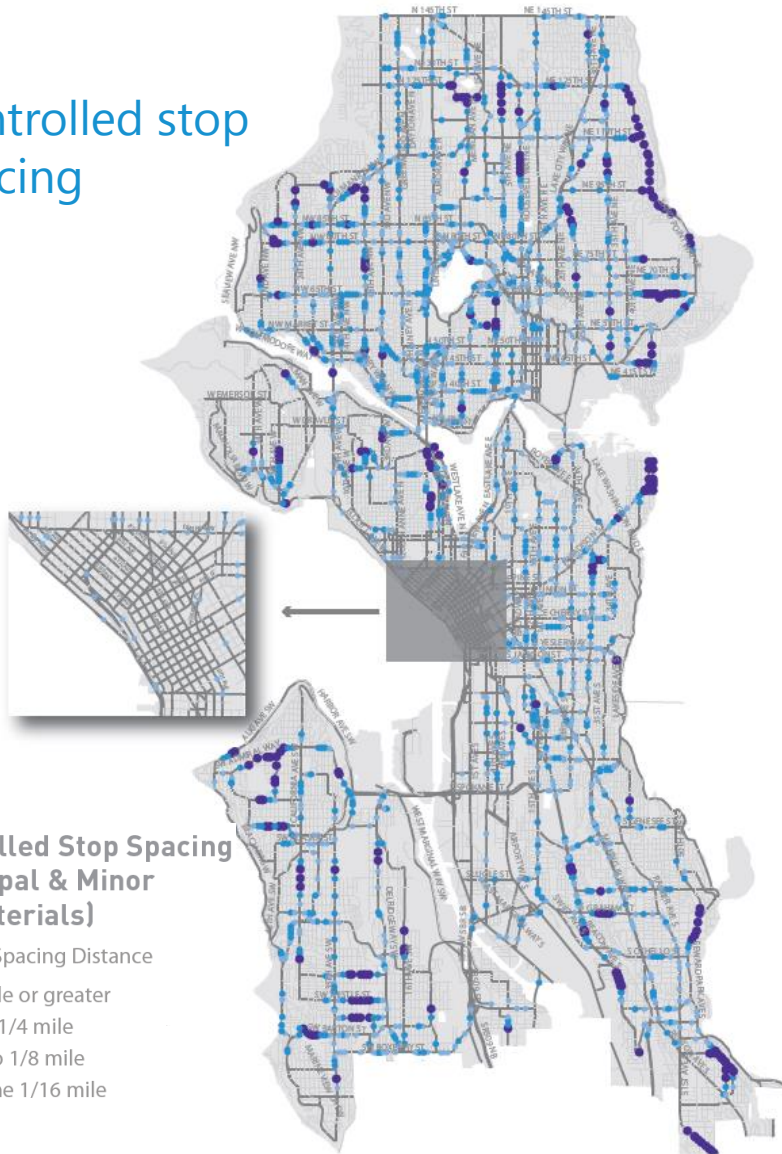
	All arterials		All non-arterials	
	Citywide	Priority Investment Network	Citywide	Priority Investment Network
Total blockfaces	12,791	9,158	32,511	14,770
Blockfaces missing sidewalks*	1,400	669	10,001	3,058
Percent missing sidewalks	10.9%	7.3%	30.7%	20.7%

* Based on SDOT Asset Management database. Includes full or partial blockfaces. Not all locations may be feasible or desirable locations for new sidewalks. Blockface totals may change as the database is updated.

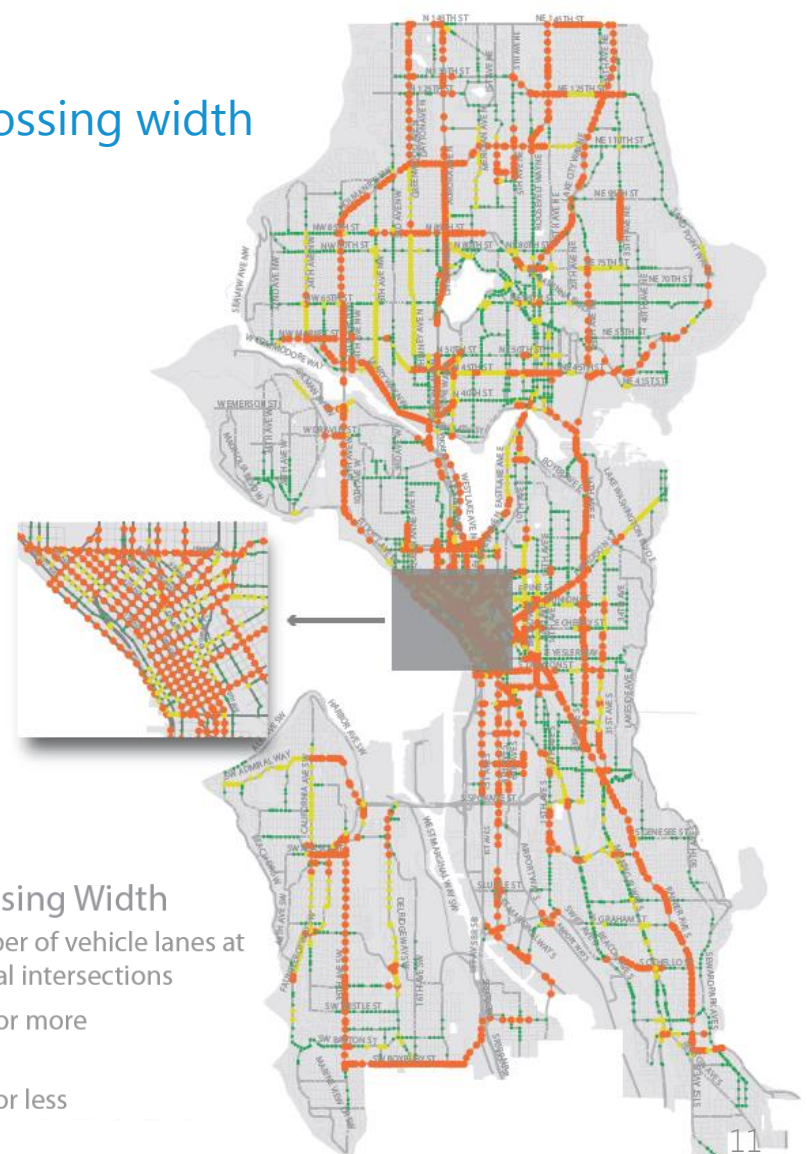


Crossing the roadway opportunities

Controlled stop spacing

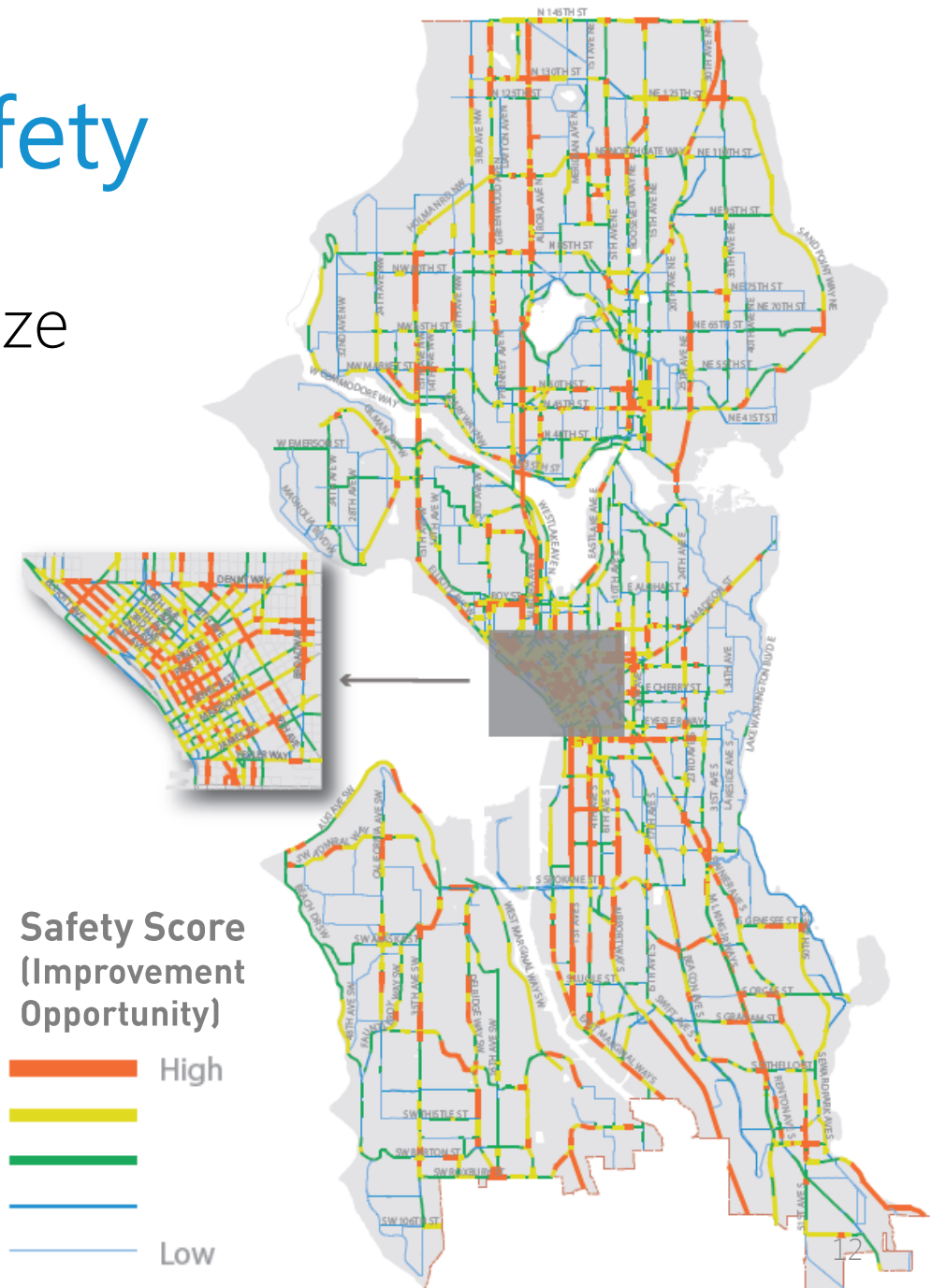


Crossing width



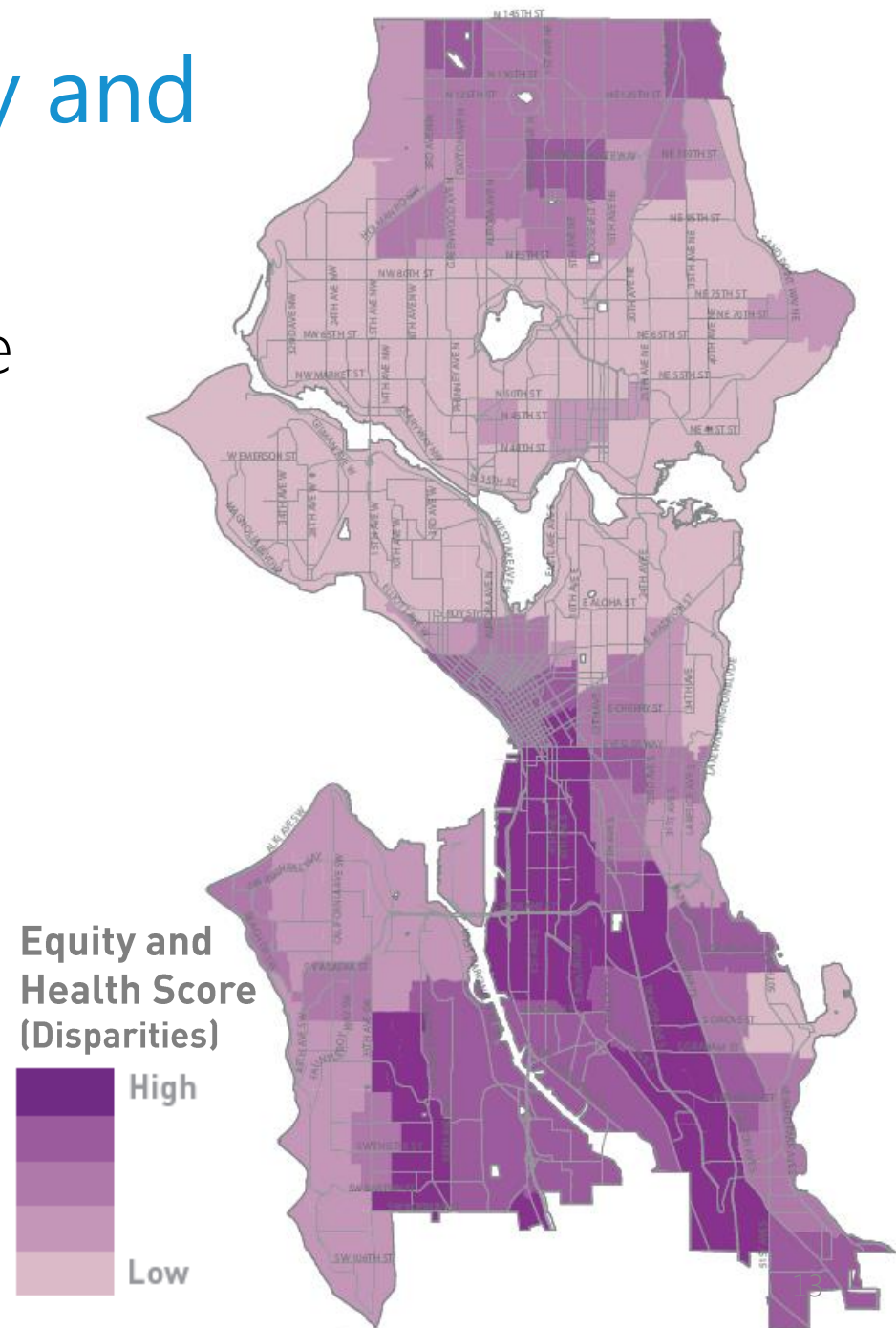
Prioritization: safety

- Used to further prioritize arterial streets
- Analysis include:
 - Pedestrian collisions
 - Arterial classification
 - Roadway width
 - Speed
 - Controlled crossing spacing



Prioritization: equity and health

- Used to further prioritize arterial and non-arterial streets
- Analysis includes:
 - Race
 - Income
 - Disabled population
 - Diabetes, obesity, and physical activity rates



Chapter 5: Implementing Strategies and Actions

- Based on plan goals
- Strategies identify how to achieve progress toward realizing the plan goals
- Actions are specific tasks for implementation

Example Strategies

Along the roadway

- ✓ Build out the PMP Priority Investment Network

Crossing the roadway

- ✓ Improve pedestrian visibility at crossings
- ✓ Shorten pedestrian crossing distances

Network-wide

- ✓ Manage vehicle speeds

Education, Encouragement, and Enforcement

- ✓ Enforce vehicular speed limits and safe driving behaviors

Pedestrian Quality and Comfort

- ✓ Provide pedestrian buffers
- ✓ Create inviting pedestrian spaces

Chapter 6: Plan Implementation

- Funding strategy
- Implementation Plan
- Performance measures



New sidewalk costs / funding example

Draft Priority Investment Network (PIN) 20-year need

	Blockfaces missing sidewalk*	Total cost (Arterials: \$300K/blockface Non-arterials: \$150K/blockface)**
Arterial streets within PIN	669 (47.5 miles)	\$200.7M
Non-arterial streets within PIN	3,058 (202.5 miles)	Both sides of street: \$459M One side of street: \$229M
Total PIN sidewalk need	3,727	\$429M to \$659.7M

* Based on SDOT Asset Management database. Not all may be suitable locations for new sidewalks.

** Planning-level cost estimates can vary widely, based on site conditions, delivery method, and other factors. Cost estimate is in 2015 dollars.

Move Seattle funding (9-year)

SDOT Program	Total Levy Amount*	Levy Deliverable
PMP Implementation Program (sidewalks)	\$61M	Build 250 new blocks of sidewalk (traditional and "low cost" sidewalks)
Safe Routes to School	\$7M	Complete 9-12 Safe Routes to School projects each year
Vision Zero	\$23M	Complete 12-15 corridor safety projects, improving safety for all travelers
Neighborhood Greenways	\$48M	60 miles of new greenways
Multimodal improvements	\$104M	Complete 7+ multimodal corridor projects (will include pedestrian elements)
Drainage partnership	\$10M	Partner with SPU to provide pedestrian infrastructure and address drainage issues in the flood-prone South Park neighborhood

*Not all levy funding amount totals are solely for sidewalk development

Implementation Plan

- Will be developed after PMP adoption
- Identify locations within the PIN for near-term improvements based on:
 - Safety and equity/health analyses
 - Annual funding streams, grant opportunities, and other resources
 - Program/project leveraging opportunities
 - Other balancing factors
- Implementation Plan will be updated regularly
 - Reflects changing funding and leveraging opportunities
 - Allows safety, equity and health data to be updated regularly

PMP performance measures







Measure	Desired trend	Performance target
Number of pedestrian fatalities and serious injury collisions	Decreasing rate of pedestrian fatalities and serious injury collisions	Pedestrian fatalities and serious injury collisions reach zero by 2030
Rate of crashes involving pedestrians	Decreasing rate of pedestrian crashes per 100,000 residents	None recommended
Percent of sidewalks within the PIN completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of PIN arterial sidewalks complete by 2035
Mode share	Increasing percentage of trips	None recommended
Pedestrian activity	Increasing number of pedestrians at count locations over time	None recommended
Children walking or biking to or from school	Increasing number of trips by children	None recommended

SPAB review focus areas

- Did we set the context correctly?
- Is the prioritization discussion clear?
- Did we address your items in the Strategies and Actions?
- Are the performance measures and targets/trends reflective of SPAB input?



Status and next steps

	April	May	June	July	August
Develop draft plan					
Release draft plan for public review					
Public review and outreach					
Address comments					
Anticipated Mayor's recommended plan*					

*Implementation Plan will be developed after Plan adoption

Questions?

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www.seattle.gov/transportation/pedMasterPlan.htm

www.seattle.gov/transportation

