

Pedestrian Master Plan Update



Seattle Pedestrian Advisory Board

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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

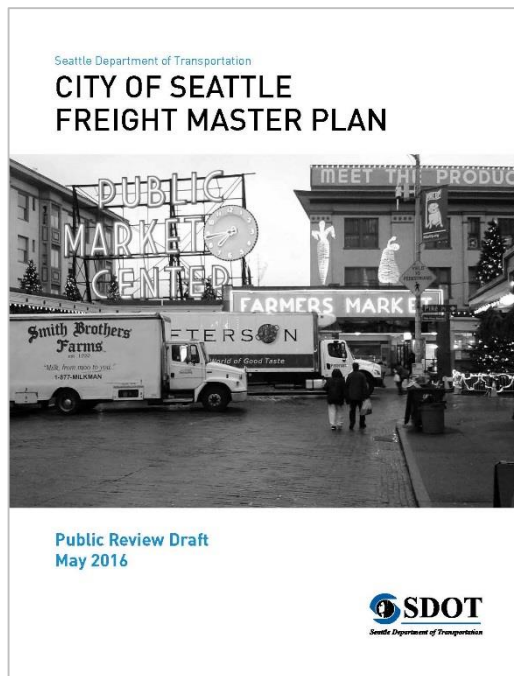
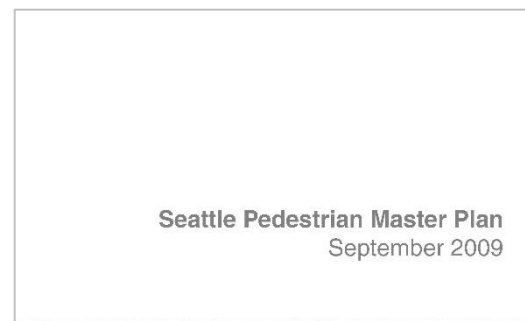
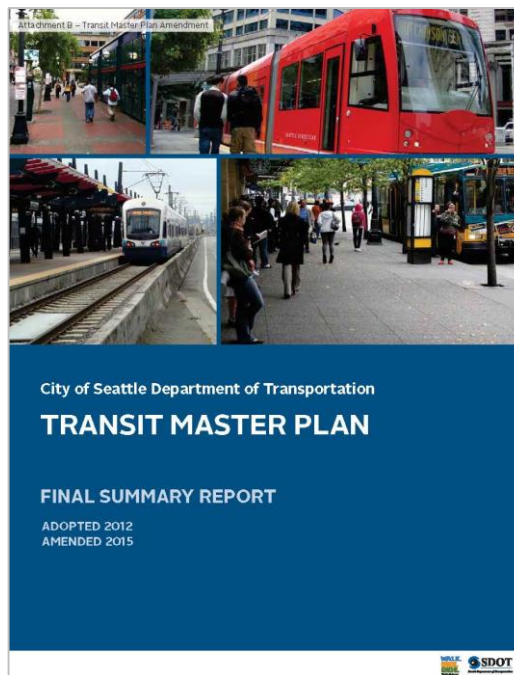
Presentation overview

- What is a modal master plan?
- Overview of 2009 PMP
- Public feedback
- Updated prioritization
- Implementing strategies and actions
- Updated performance measures
- Next steps



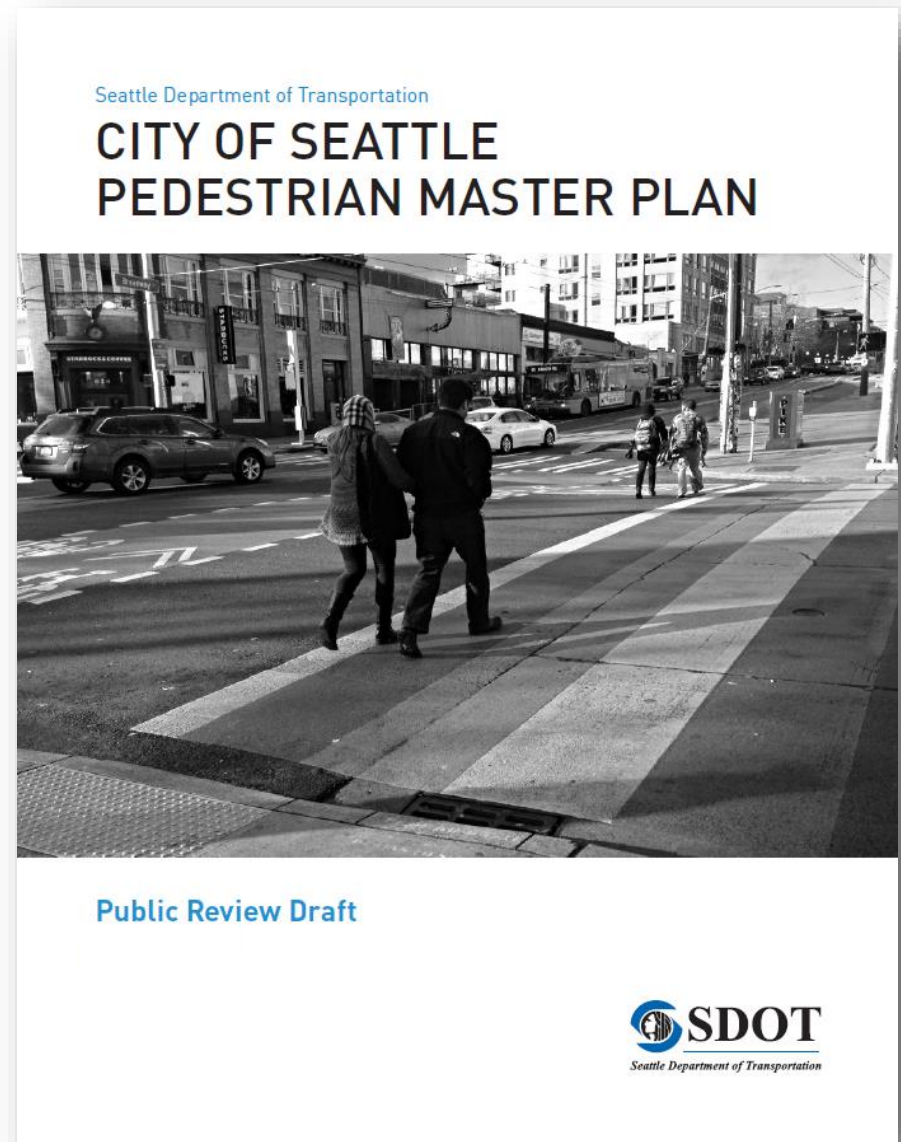
Elements of modal master plans

- Policy framework
 - Vision, goals, objectives, performance measures
- Identified network
- Prioritization/identified projects
- Strategies and actions



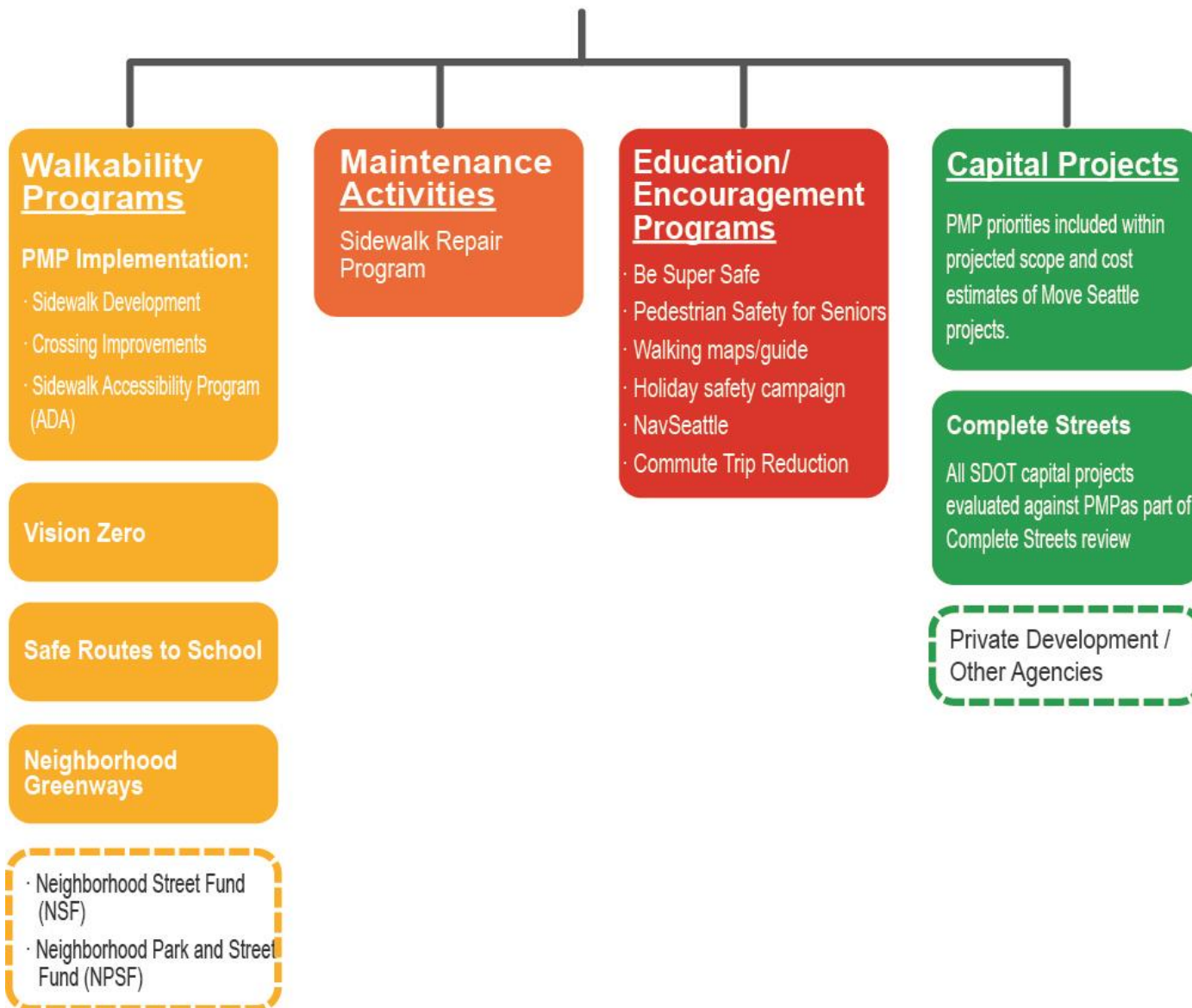
PMP is a resource allocation plan

- 20-year blueprint to provide walking improvements
- Data-driven prioritization of funding
- Designed to focus resources where:
 - There is high existing and potential pedestrian demand
 - There are safety concerns
 - There are populations with the greatest need



SDOT walkability programs guided by PMP

Pedestrian Master Plan



PMP Policy Framework

Vision: Seattle is the most walkable city in the Nation

Goals:

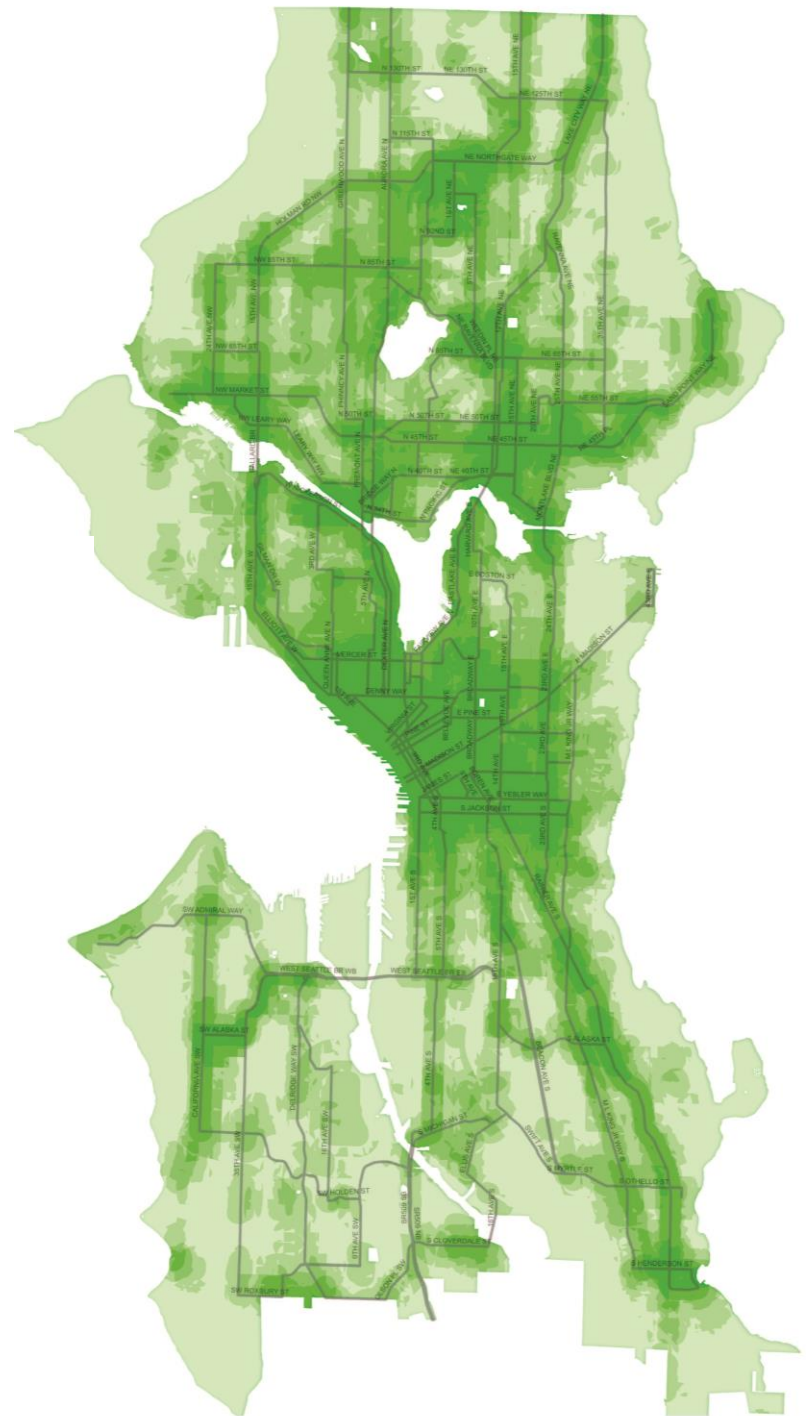
- **Safety:** Reduce the number and severity of crashes involving pedestrians.
- **Equity:** Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.
- **Vibrancy:** Develop a connected pedestrian environment that sustains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



2009 PMP: Demand

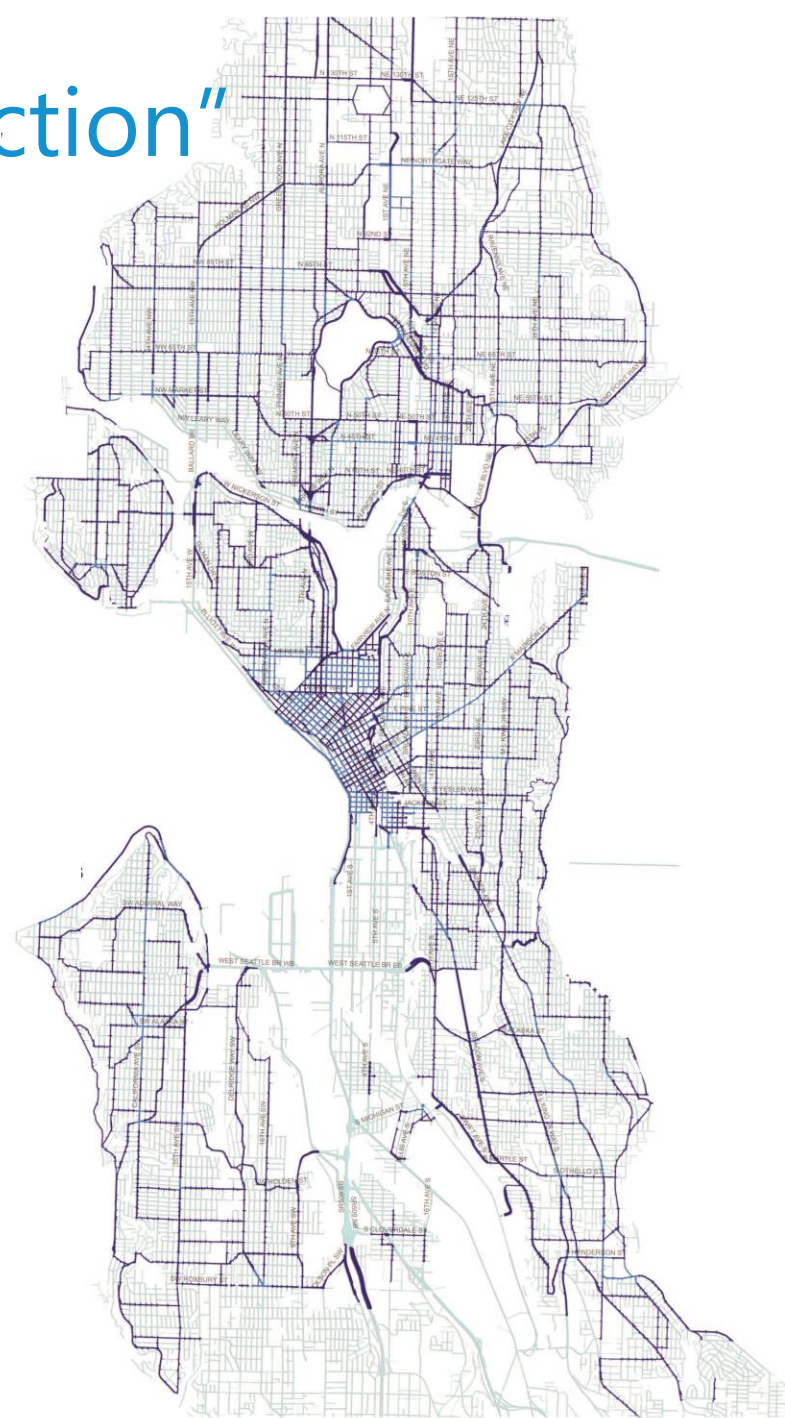
Evaluates land uses / destinations likely to generate pedestrian traffic

- High generators:
 - University or college
 - Major destination
 - High frequency/regional transit
- Medium generators:
 - School
 - Major retail/grocery
 - Hospital
 - Community center
 - Park
- Low generators:
 - Minor retail
 - Minor bus stop
 - Bridges/stairs



2009 PMP: "Corridor Function"

- Assigns score for each designated street type:
 - Regional connectors
 - Commercial connectors
 - Local connectors
 - Main streets
 - Mixed use streets
 - Green streets
 - Residential streets
 - Industrial streets
- Prioritizes improvements to auto-oriented street types



2009 PMP prioritization

Building Blocks



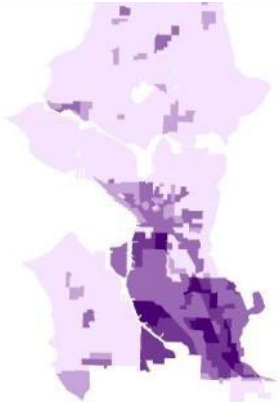
Vibrancy
(demand)



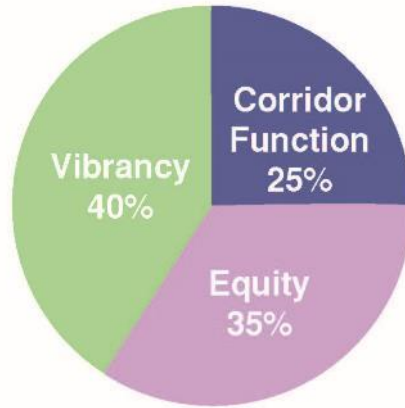
Corridor
Function
(safety)



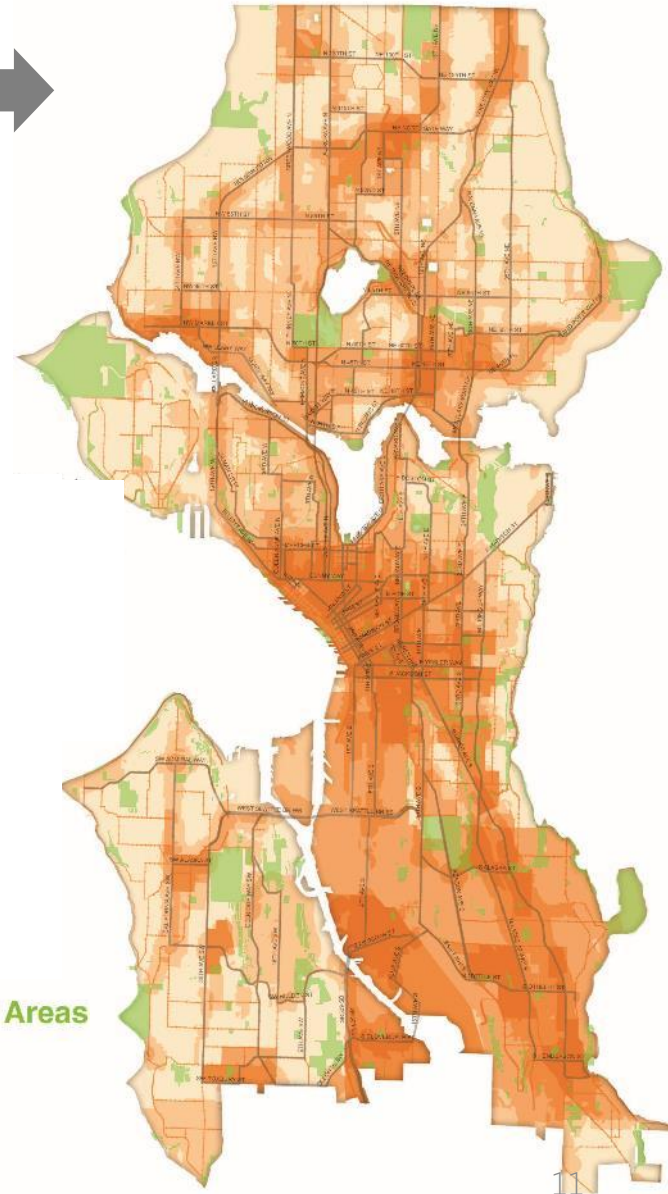
Equity



Contribution
to Total Score

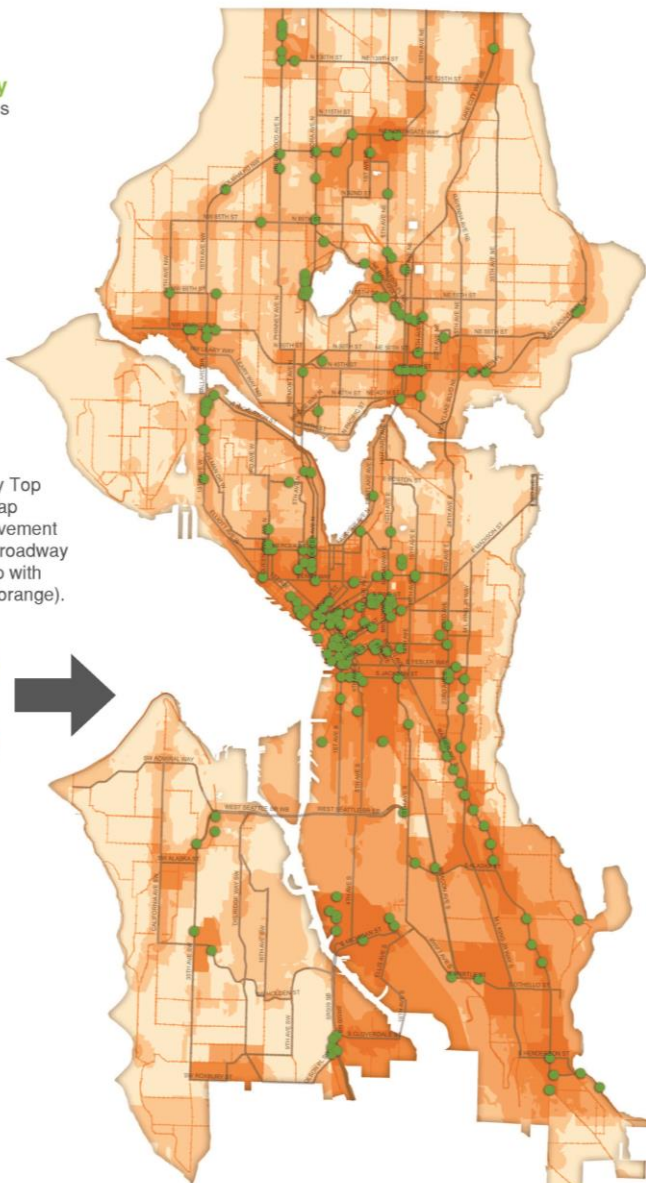


High Priority Areas

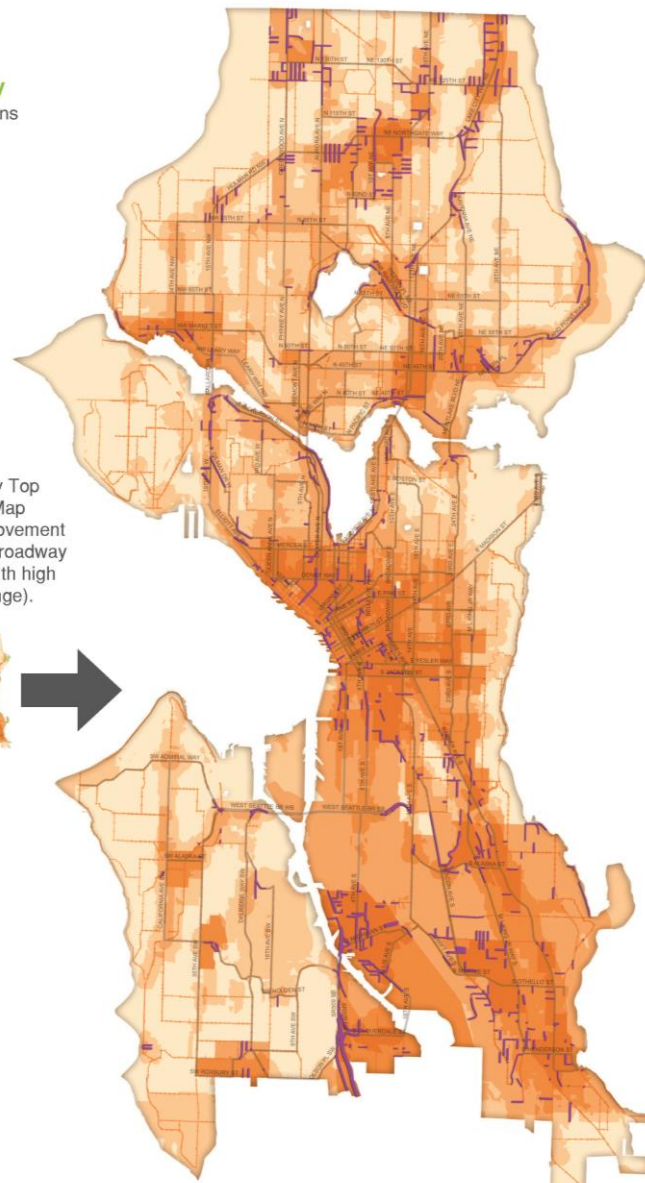


2009 PMP prioritization

Across the Roadway Top Tier Project Locations



Along the Roadway Top Tier Project Locations



Why update the PMP?

- Assess our progress
- Ensure Plan continues to reflect community priorities and City policies
 - Vision Zero
 - Equity concerns
- Update data / prioritization
- Update strategies and actions (including incorporating Neighborhood Greenways, low-cost sidewalks)
- Establish performance trends and targets



Public outreach

1. What makes it difficult or unpleasant for you to walk?
2. Where should the City prioritize walking improvements first?
3. What types of pedestrian improvements should we build first?



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



2
Pedestrian Master Plan open houses

What we 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

Prioritizing pedestrian improvements

Step 1

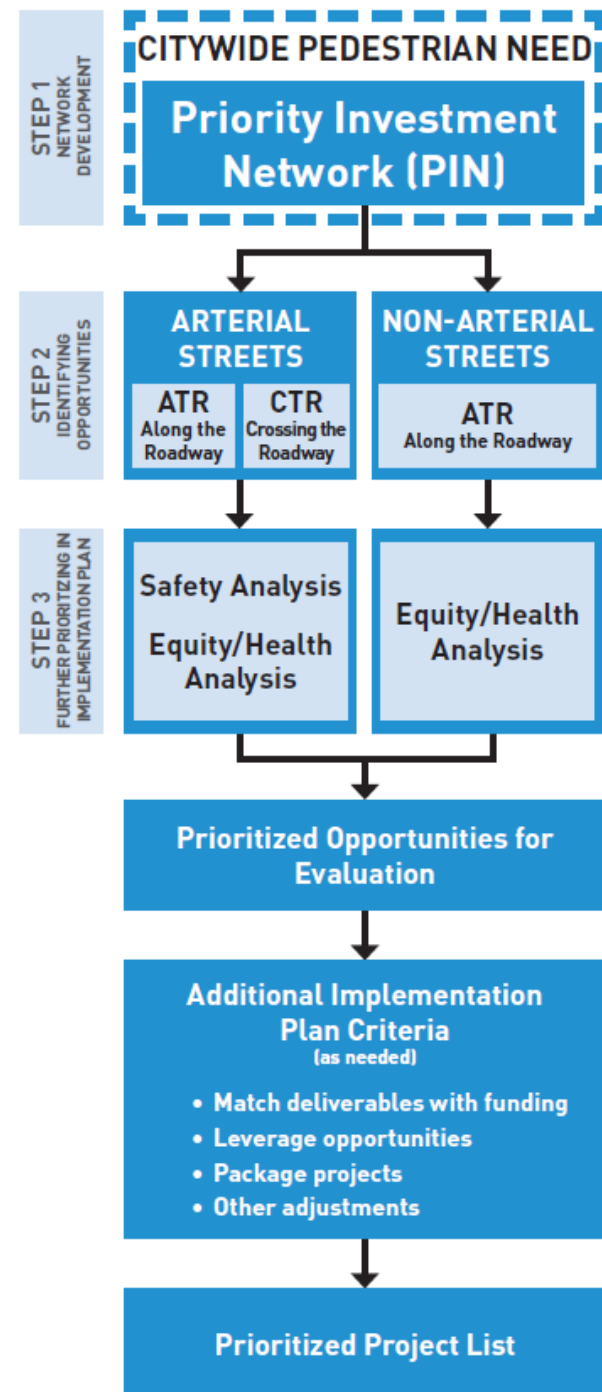
Develop a citywide “Priority Investment Network” (PIN) using demand (vibrancy) factors

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



Step 1: Priority Investment Network

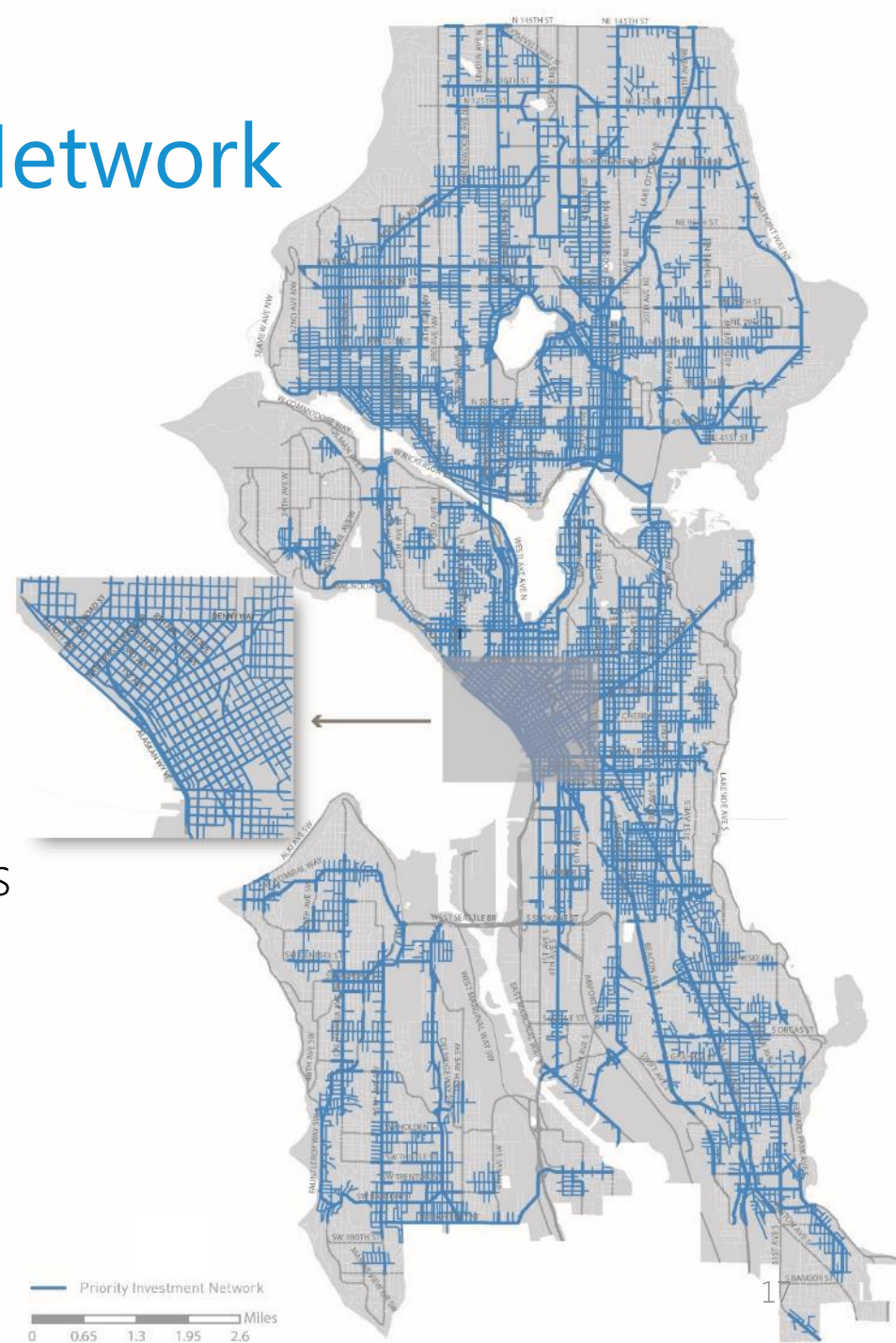
Updated Factors

Walksheds to Frequent Transit Network (FTN) stops
(walkshed distance based on transit type)

FTN arterials

Walksheds to public schools (1/4 mile)

- 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



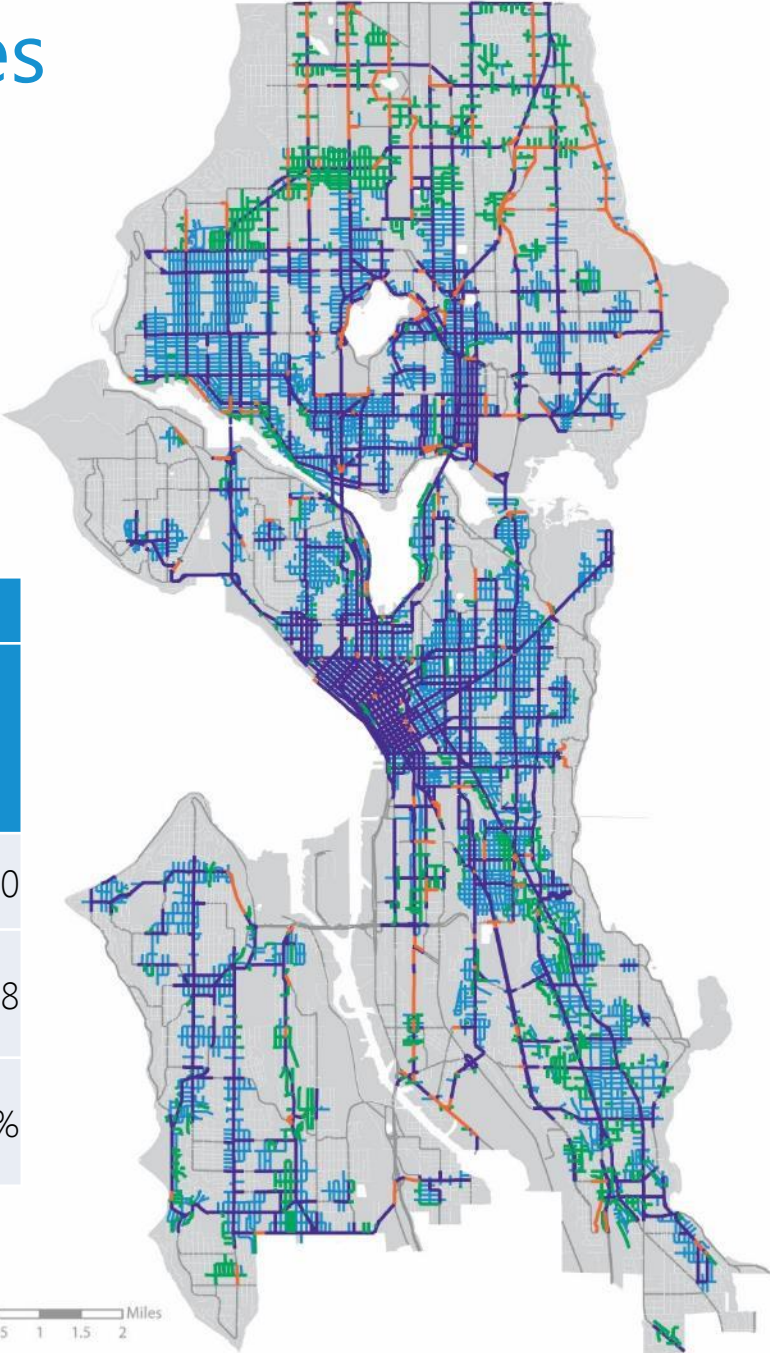
Step 2: Identify opportunities

Along-the-roadway

- 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%

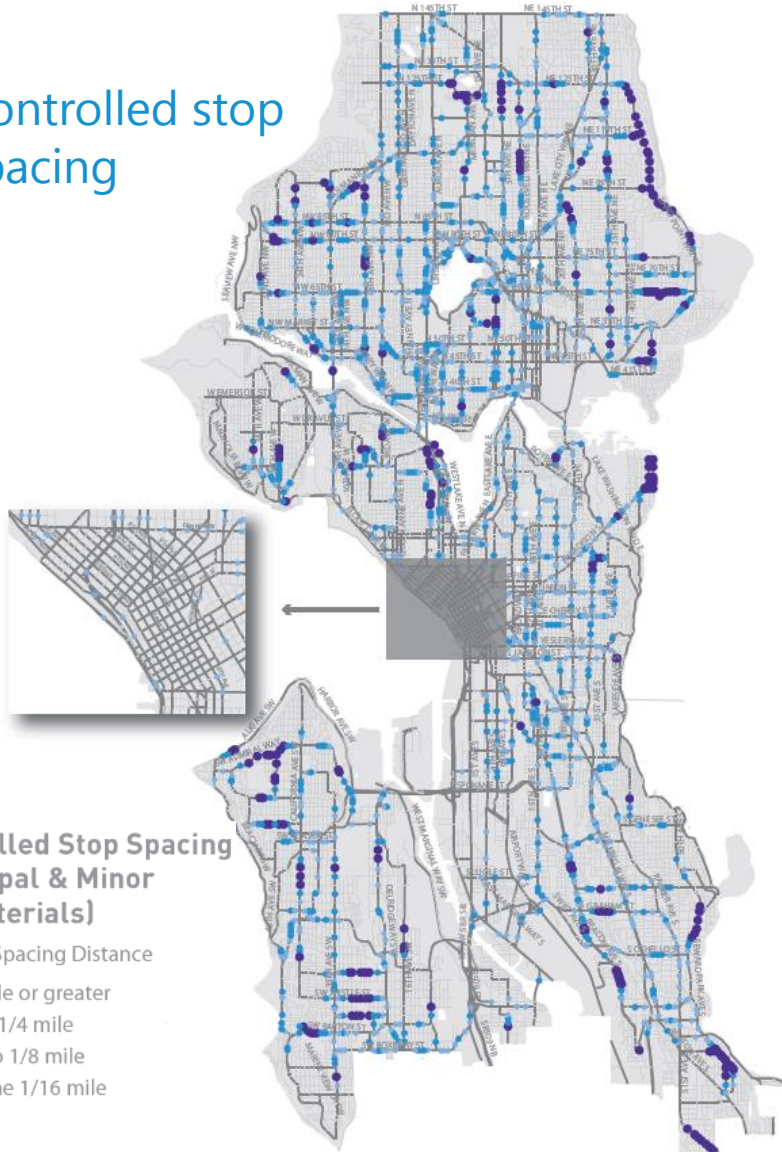
* Based on SDOT Asset Management database. Includes full or partial blockfaces. Not all locations may be feasible or desirable locations for new sidewalks.



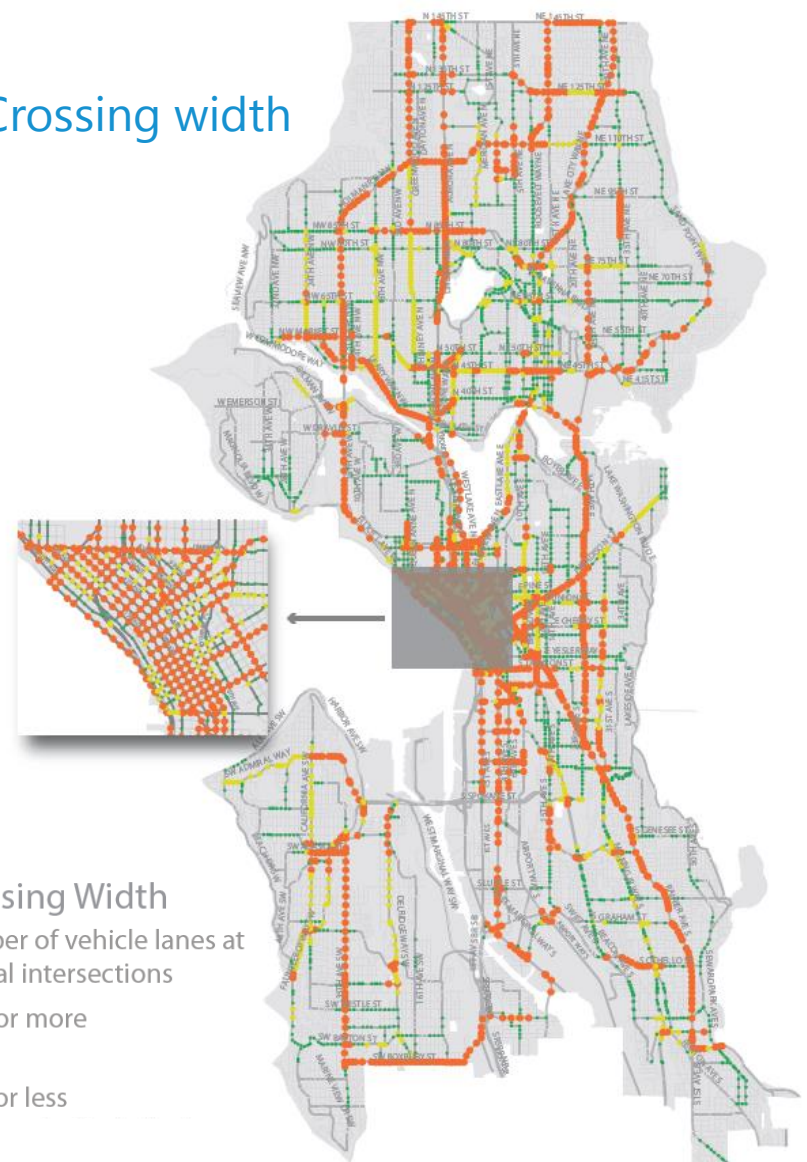
Step 2: Identify opportunities

Crossing-the-roadway

Controlled stop spacing



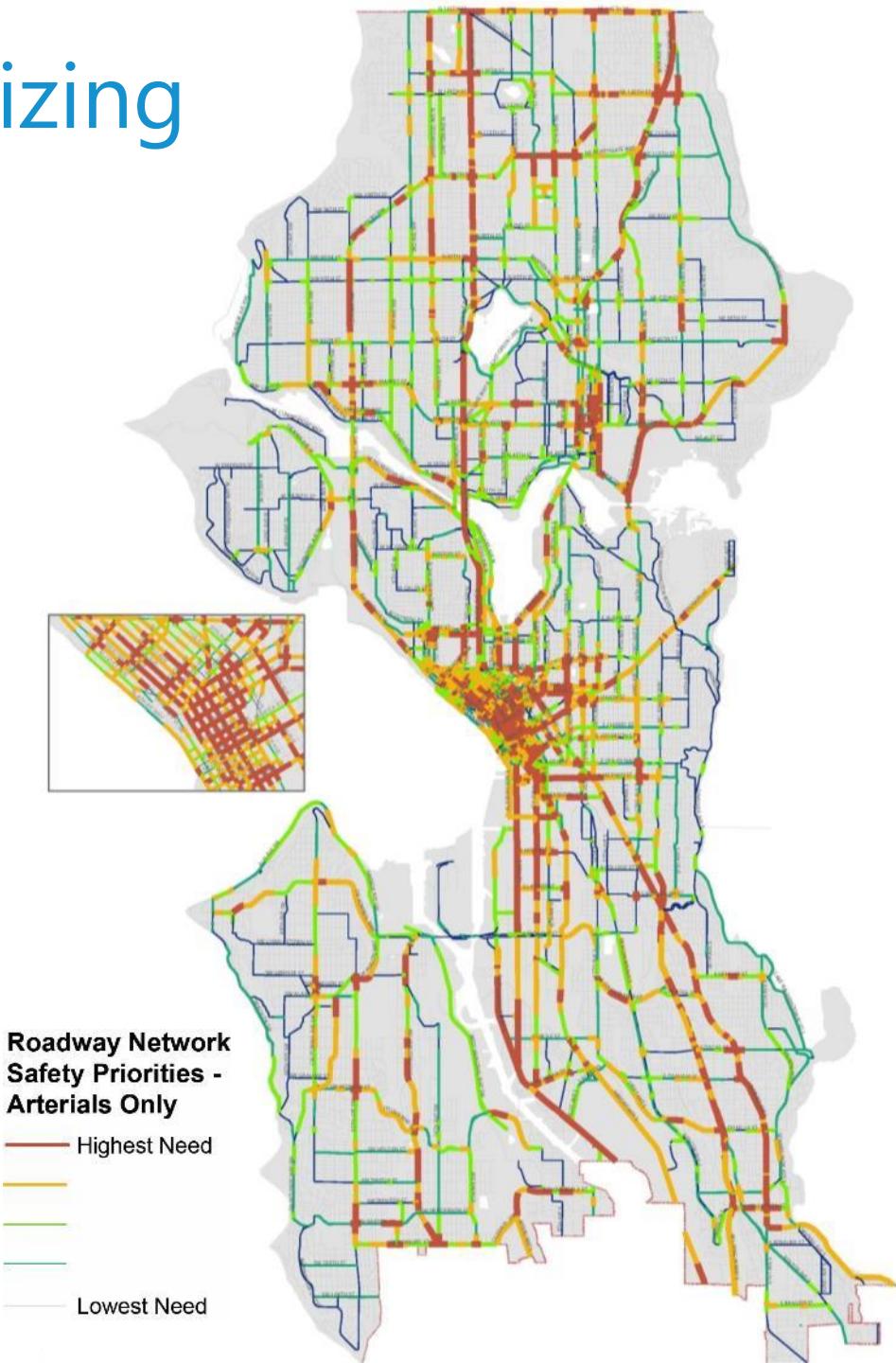
Crossing width



Step 3: Further prioritizing (arterials)

Safety Factors (based on SDOT Pedestrian Safety Analysis and Vision Zero objectives)

Pedestrian collisions	Serious injuries and fatalities more highly weighted. Data from the last 5 years.
Arterial classifications	Proxy for volume; Majority of severe injuries occur on principal and major arterials
Roadway width	Curb to curb width
Speed	85 th percentile speeds where available, and posted speed limit where actual speed is not available.
Controlled crossing spacing	On principal and major arterials



Step 3: Further prioritizing (arterials and non-arterials)

Health and Equity Factors

Communities of color (new)

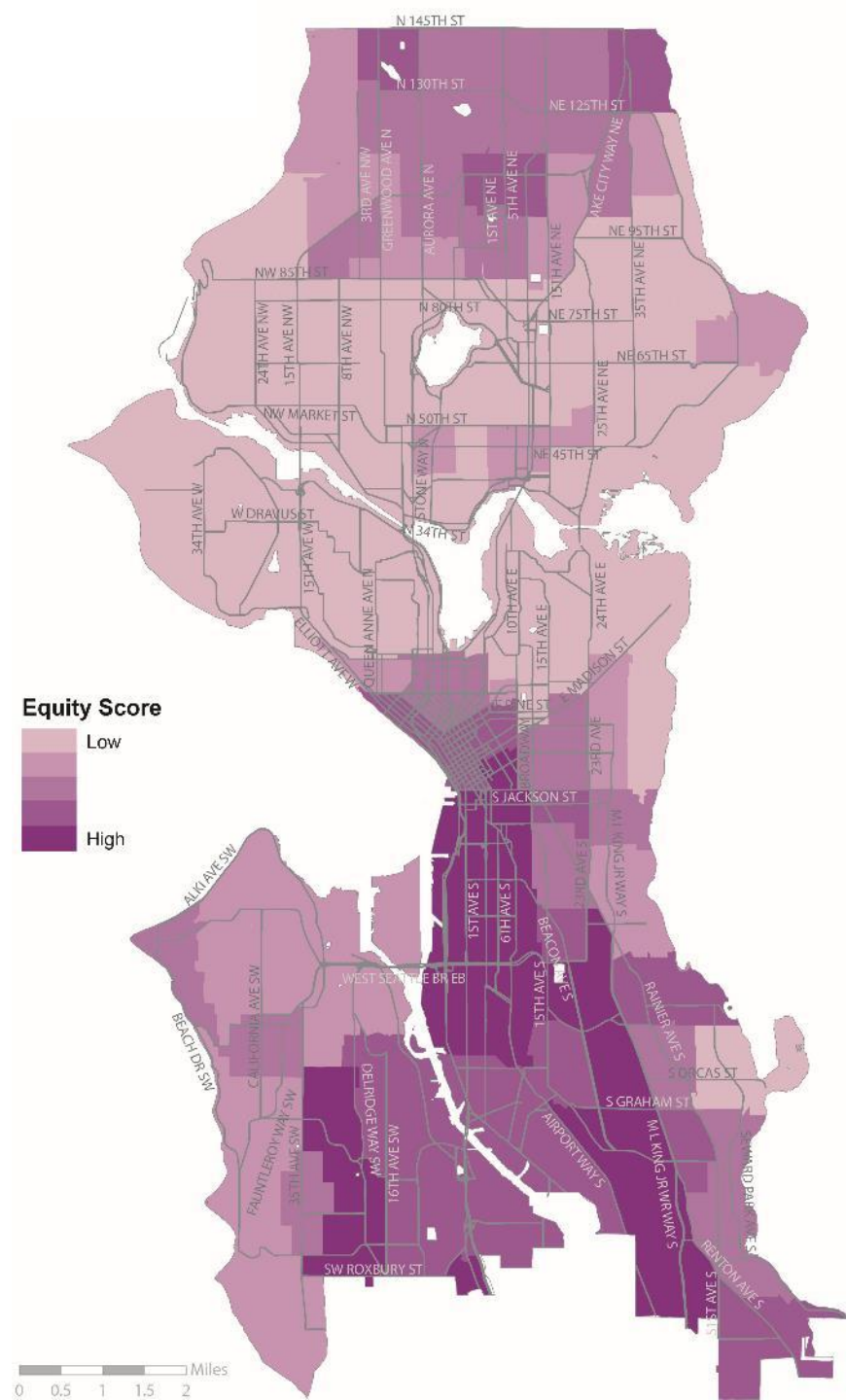
Low income population

Disability population

Diabetes rates

Physical activity rates

Obesity rates



PMP Implementation Plan

- Will be developed after Plan adoption
- Identify locations within the PIN for near-term improvements based on:
 - Safety/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/health data to be updated regularly



Implementing strategies and actions

- Stem from Plan goals/objectives
- Outline how we will improve walking conditions within the PIN.
- 19 implementing strategies
- 64 implementing actions

ACTION 1.1.4 PROVIDE LOW-COST WALKING IMPROVEMENTS ON NON-ARTERIAL STREETS, INCLUDING NEIGHBORHOOD GREENWAYS

In order to maximize resources and provide walking improvements to more people as quickly as possible, we will provide innovative, lower-cost walkability improvements on non-arterial streets lacking sidewalks within the Priority Investment Network. Low-cost walking improvements are an alternative to traditional concrete, curb, and gutter sidewalks. Because they can be installed for as little as one-half the cost of a traditional sidewalk, these lower-cost techniques will enable SDOT to provide significantly more walking improvements to more people. These lower-cost improvements are intended for residential streets to help connect people to important neighborhood destinations such as schools, parks, and transit stops. Traditional concrete sidewalks will still be provided on arterial streets.

The type of low-cost walking improvement appropriate for a given street will depend upon the context of the street, including the right-of-way available, drainage needs, impacts to parking, and the location and number of driveways. Low-cost walking improvements may include any of the following treatments:

- Stamped and/or stained asphalt sidewalks
 - Delineated, at-grade walking paths
 - At-grade walking paths separated by landscaping
 - Shared walking space with calmed traffic
 - Coordinated infrastructure delivered in partnership with drainage improvements provided by Seattle Public Utilities
-



Stamped and stained asphalt sidewalk with curb (raised walkway) along NE 105th Street.



Curb-separated walking path at the same level as cars at N 97th Street and Fremont Avenue N.



At-grade walking path behind green stormwater infrastructure without curb in the City of Shoreline.



Traditional concrete sidewalk with curbs on one side of the street only, with rain gardens that could be implemented in coordination with Seattle Public Utilities. 2nd Avenue NE pictured above.

STRATEGY 1.2 FACILITATE THE PROVISION OF NEW SIDEWALKS BY THE PRIVATE SECTOR

As new private development occurs, these projects should construct new and repair older sidewalks, curb ramps and pedestrian amenities, bringing them in line with the current Right-of-Way Improvements Manual (ROWIM) standards. Installing and improving pedestrian facilities in tandem with new development incrementally upgrades Seattle's pedestrian realm as the city grows and pedestrian demand increases.

Considerations

- Because private developments typically only provide pedestrian realm improvements along the property's frontage, sidewalk improvements are incremental, and some developer-driven sidewalk segments may remain disconnected from the overall sidewalk network
- Codes and regulations governing sidewalk improvements for new development within the right-of-way are currently located in the ROWIM, Seattle Municipal Code (SMC) sections 15.32, 15.70, 21.16, 23.48, 23.53, and Pedestrian "P" Zones Ordinance 124770

Actions associated with this strategy

- 1.2.1** Evaluate more stringent land use code standards for new sidewalks
- 1.2.2** Explore opportunities to incentivize pedestrian realm improvements above and beyond existing land use code requirements
- 1.2.3** Increase the number of street concept plans to make it easier for developers to go above and beyond code requirements to enhance the pedestrian realm 
- 1.2.4** Explore options for developers to provide alternative mitigation, in lieu of requiring sidewalk construction

●	OBJECTIVE 1: Complete and maintain the pedestrian system identified in the PMP
●	OBJECTIVE 2: Improve walkability on all streets
●	OBJECTIVE 3: Increase pedestrian safety
●	OBJECTIVE 4: Plan, design, and build complete streets to move people and goods
●	OBJECTIVE 5: Create vibrant public spaces that encourage walking
●	OBJECTIVE 6: Raise awareness of the important role of walking for transportation, recreation, and in promoting health and preventing disease



As new development occurs, new sidewalks and curb ramps continuously upgrade the city's pedestrian experience.

- 1.2.5** Explore mechanisms to accept voluntary contributions for both new sidewalk projects and enhancements to existing projects
- 1.2.6** Consider working with large sponsors to develop a private partnership program and leverage public dollars

STRATEGY 1.3 CONSOLIDATE DRIVEWAYS AND CURB CUTS

Driveways and curb cuts create areas of conflict between pedestrians walking on the sidewalk and moving vehicles accessing private parcels. They can also be difficult to navigate for people with disabilities and/or mobility challenges. Consolidating, minimizing, and/or eliminating driveways and curb cuts creates a safer and more comfortable walking environment by reducing potential conflicts between pedestrians and turning vehicles. This strategy can also provide more on-street parking opportunities and space in the pedestrian realm for landscaping and amenities.

Considerations

- Minimizing driveways and curb cuts increases pedestrian comfort, maintains a continuous pedestrian realm, and can minimize traffic delay by reducing interference between turning and through traffic
- In areas without alleys, curb cuts for access to parcels are difficult to avoid
- SDOT can work with Seattle Department of Construction and Inspection (SDCI) to discuss access strategies for new developments early in the development review process to minimize access impacts
- The City could encourage—through incentives and regulations—consolidated access points

Actions associated with this strategy

- 1.3.1** Work with the SDCI to explore stronger code requirements and/or incentives to minimize curb cuts and driveway widths on all street types (and particularly key pedestrian and transit streets) 
- 1.3.2** Utilize the development review process to review access strategies for new developments early in the design process to minimize access impacts

●	OBJECTIVE 1: Complete and maintain the pedestrian system identified in the PMP
●	OBJECTIVE 2: Improve walkability on all streets
●	OBJECTIVE 3: Increase pedestrian safety
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Minimizing the impact of driveways helps to maintain a continuous pedestrian realm and concentrate conflict points to one location along a block face.

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	✓

Plan performance measures

Measure	Desired trend	Performance target
Number of pedestrian fatalities and serious injury collisions	Decreasing rate	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 walking 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)

PMP Public review draft

- Public comment period
 - 45 days
- Working with Department of Neighborhoods (DON) to spread the word
- Hard copy of the plan distributed to
 - Seattle libraries
 - City Council
 - Mayor’s office
- Available online

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

Questions?

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www.seattle.gov/transportation/pedMasterPlan.htm

www.seattle.gov/transportation

