

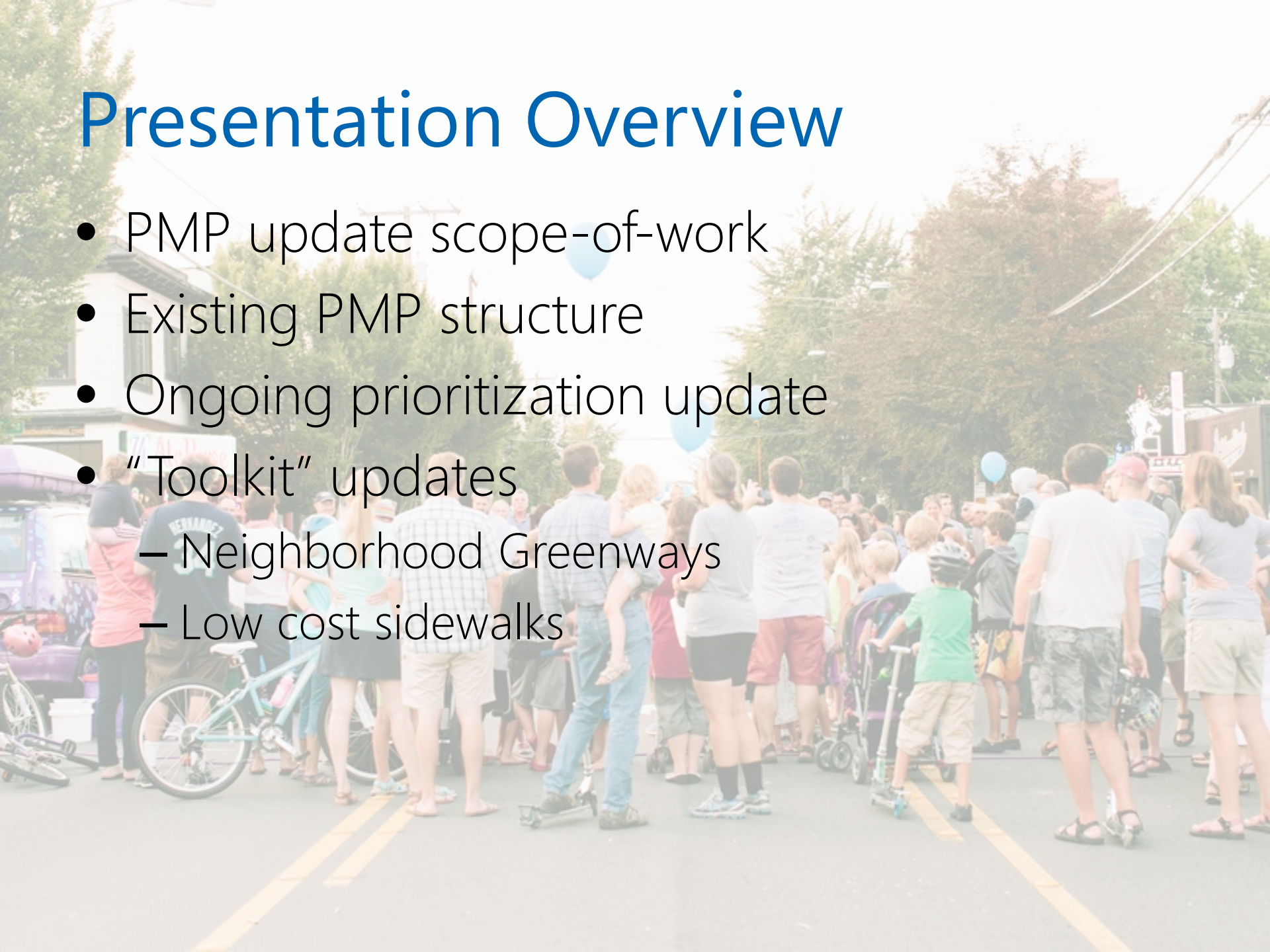
Pedestrian Master Plan Update: SBAB Briefing



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October 7, 2015

Presentation Overview

- PMP update scope-of-work
- Existing PMP structure
- Ongoing prioritization update
- “Toolkit” updates
 - Neighborhood Greenways
 - Low cost sidewalks



Pedestrian Master Plan Update

Updated "High Priority Areas"

- To guide walkability investments

Updated Walkability "Toolbox"

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

Which tools are appropriate for different locations?

Plan Implementation

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

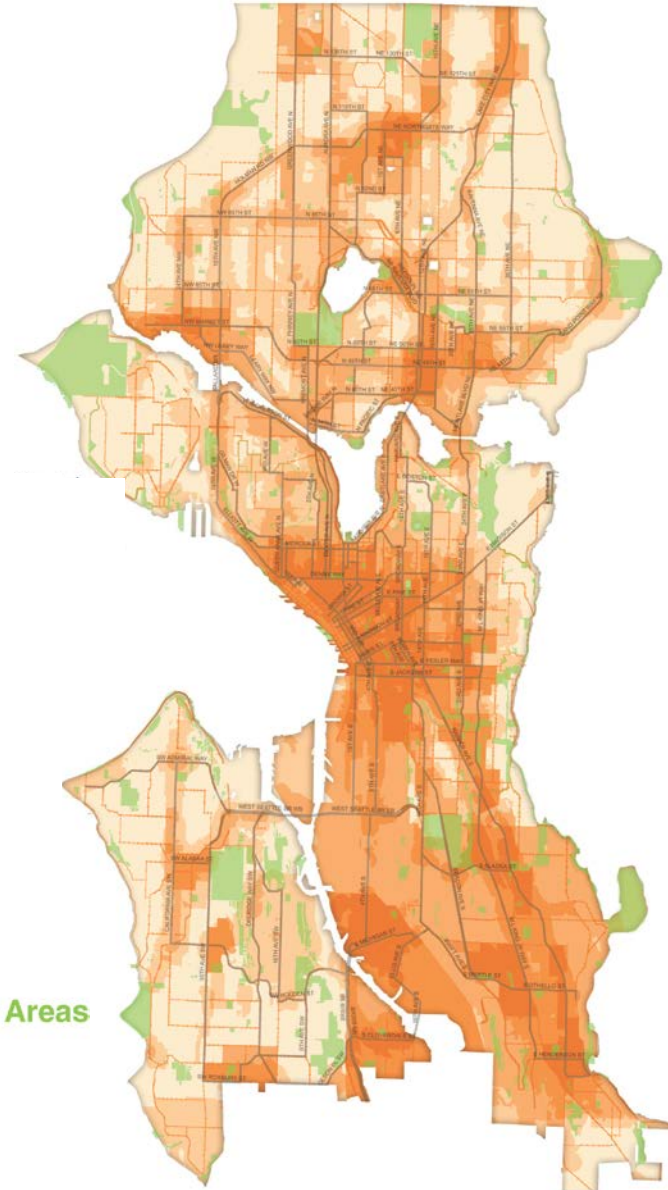
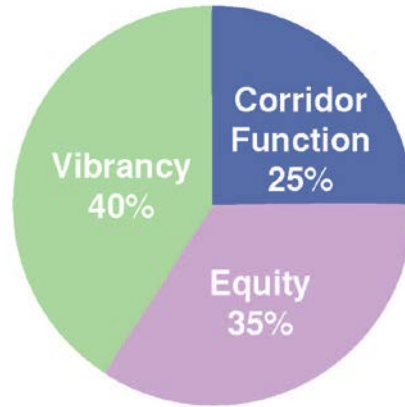
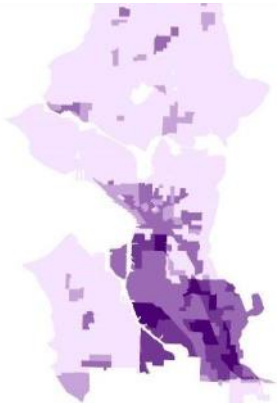
Building Blocks



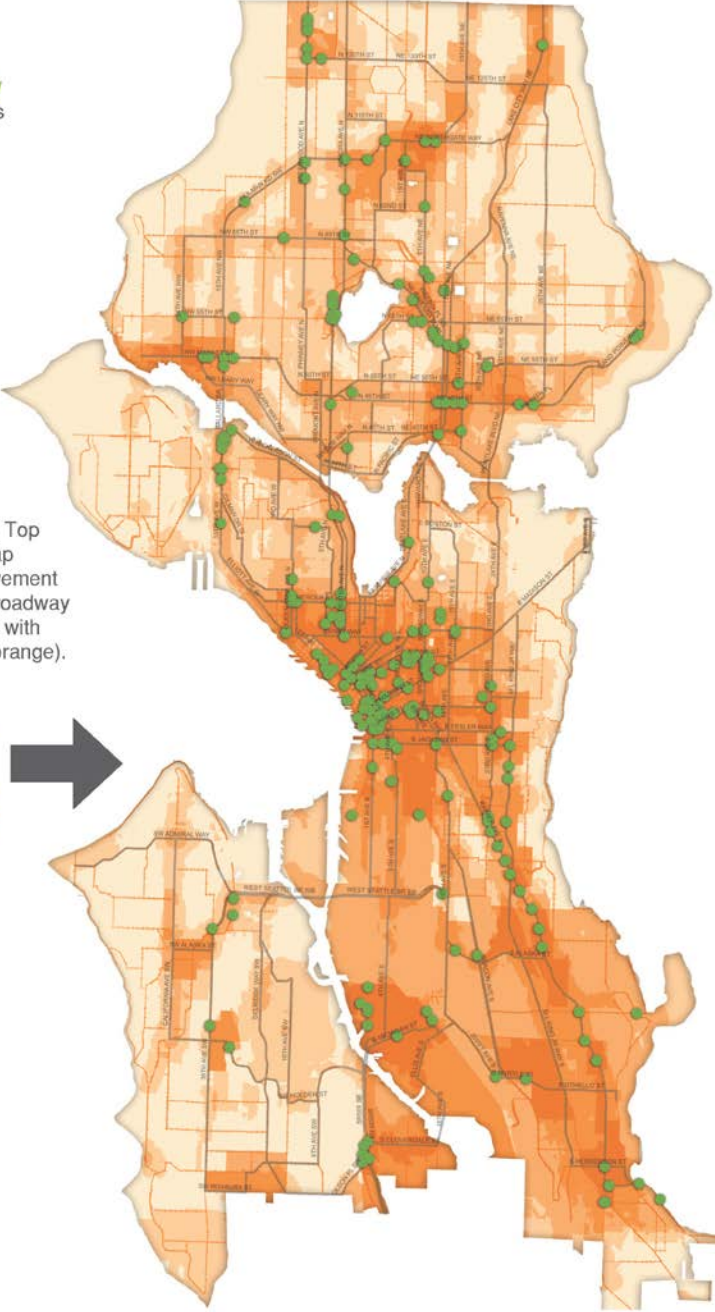
Contribution to Total Score



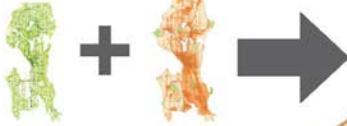
High Priority Areas



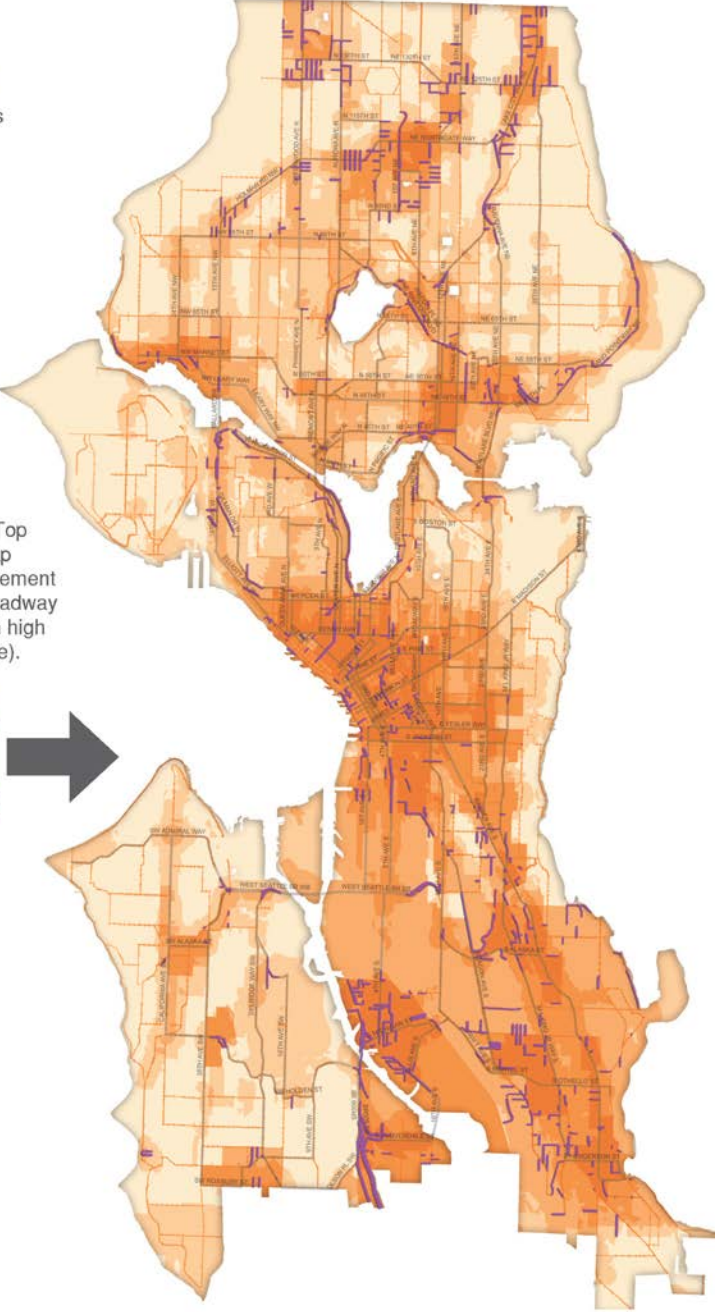
Across the Roadway
Top Tier Project Locations



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)

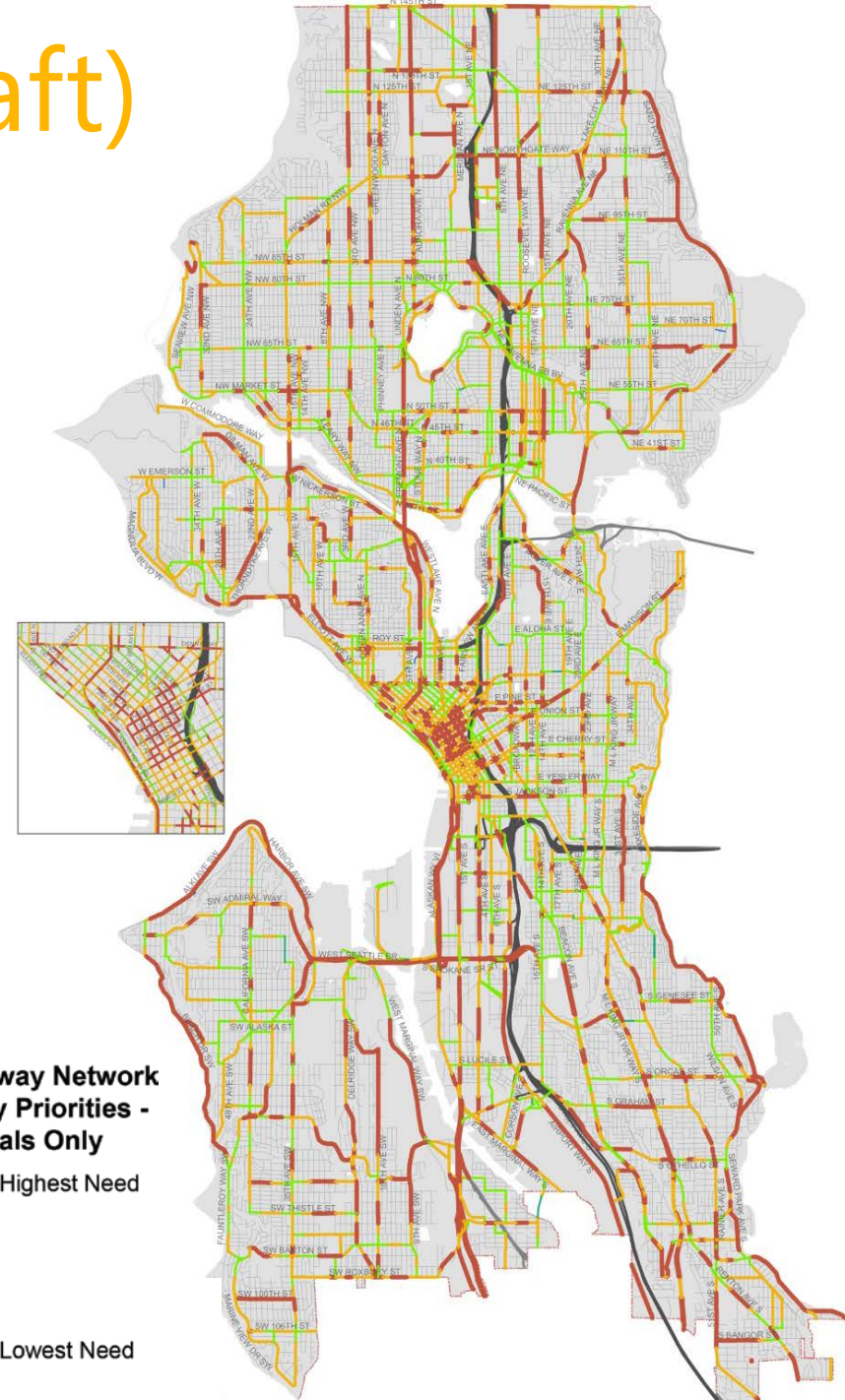
Safety Goal: Reduce the number and severity of crashes involving pedestrians.

Draft Updated 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.

Roadway Network Safety Priorities - Arterials Only

- Highest Need
- Medium Need
- Lowest Need



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 Updated Factors

Auto ownership

Low income population

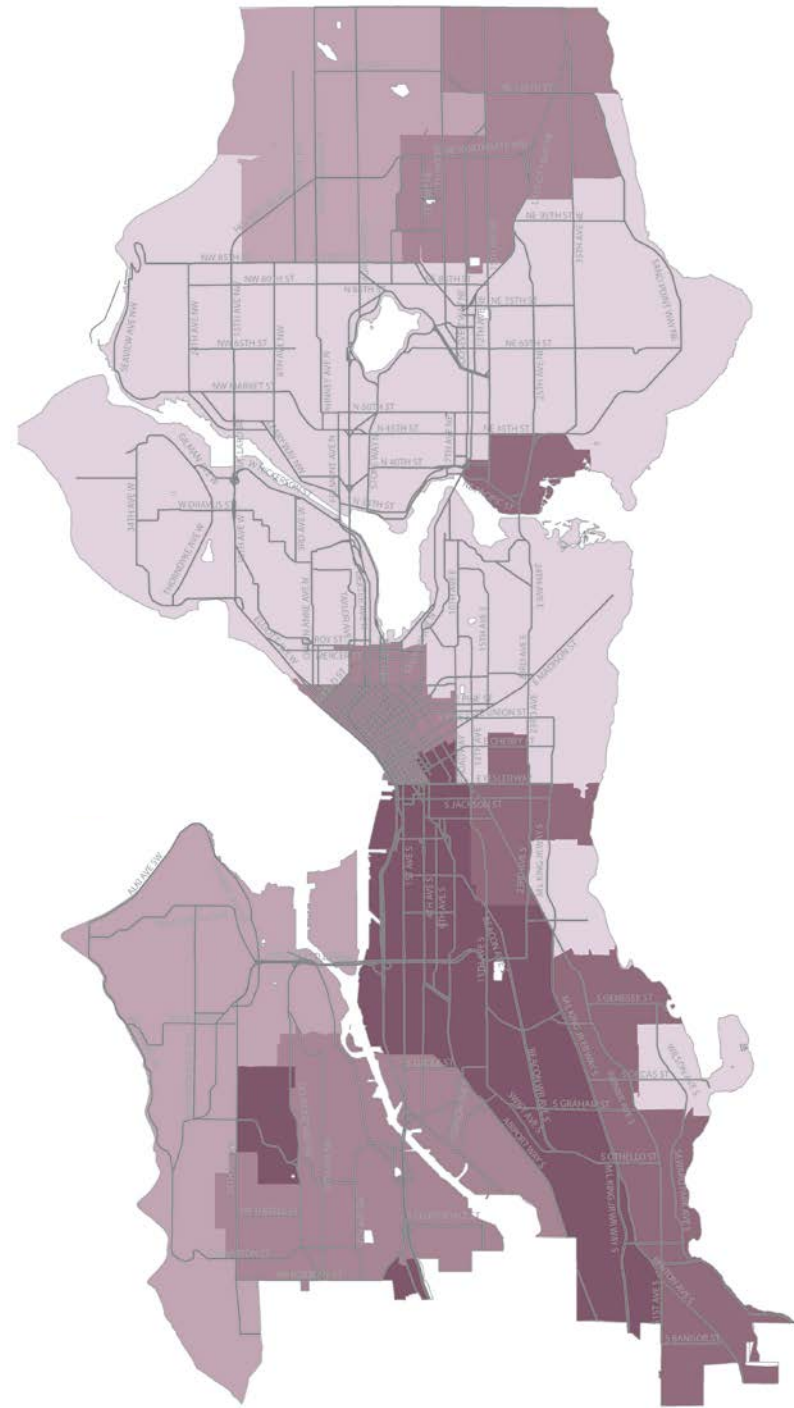
Disability population

Diabetes rates

Physical activity rates

Obesity rates

Communities of color (NEW)



Vibrancy

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

Draft Updated Factors

Urban Villages &
Urban Centers

Factors in job and housing growth.
Urban Centers will be heavily
weighted.

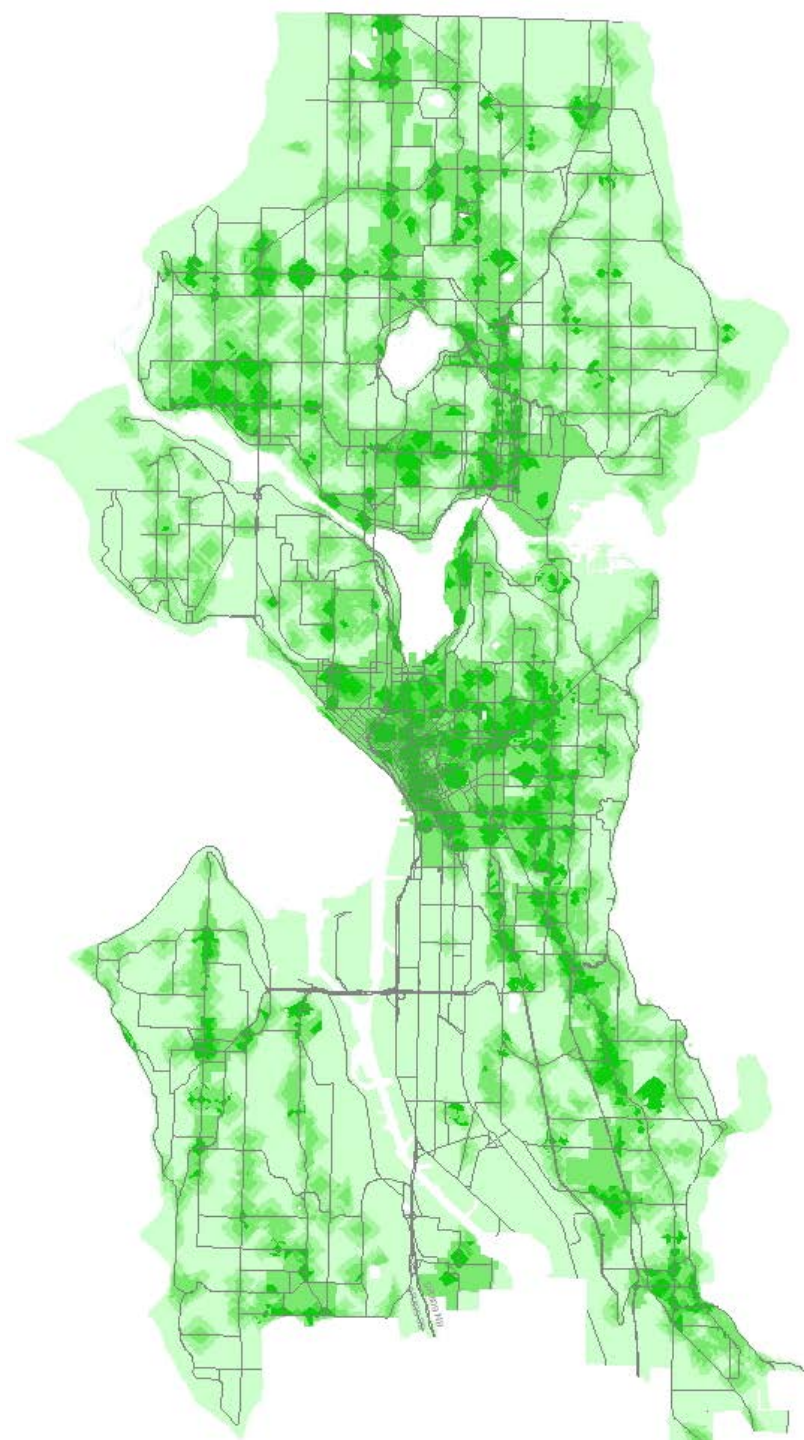
Neighborhood
Commercial Zoning

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 focus on connections to key destinations (schools and transit)

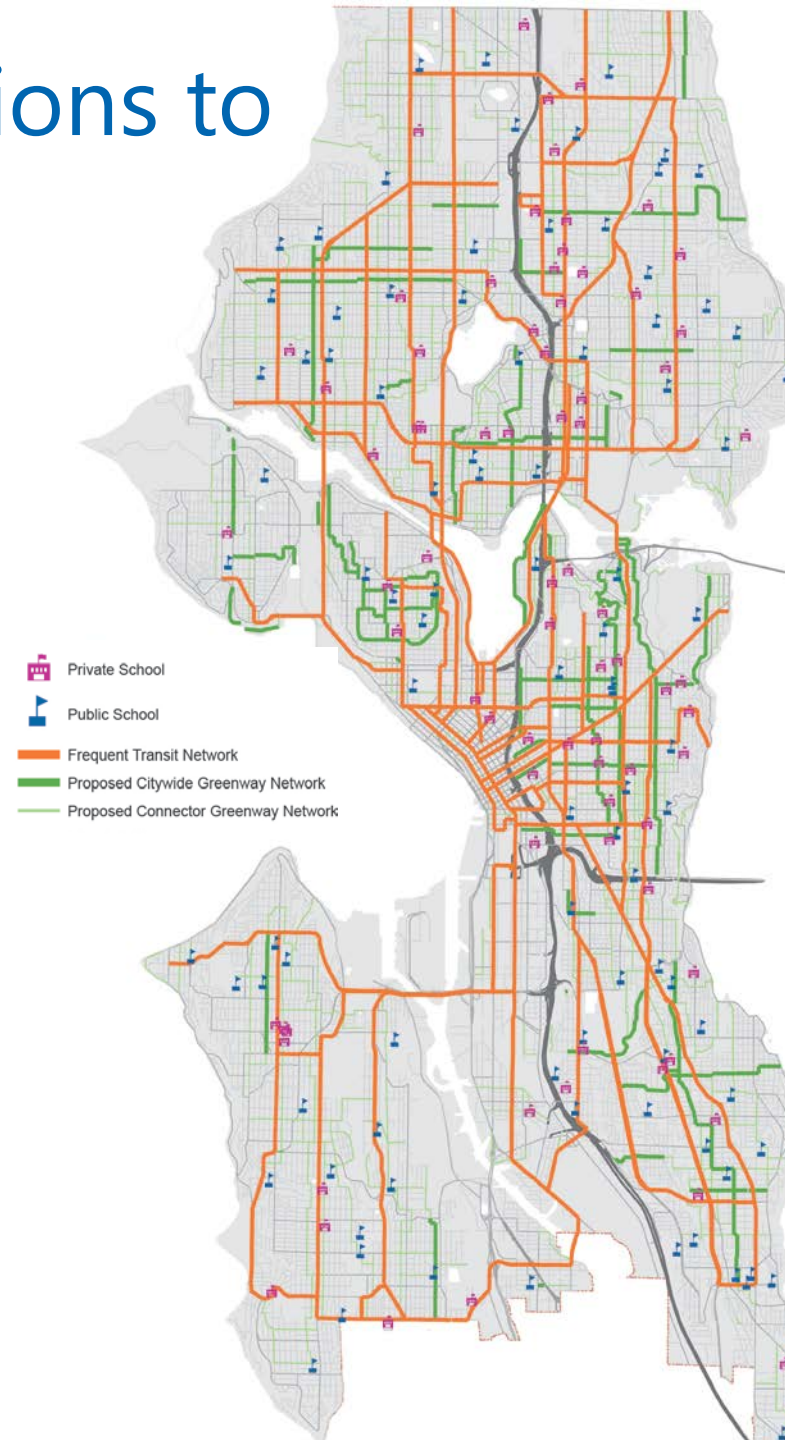
Destination Connectivity Network

Frequent transit network
without sidewalks

Neighborhood
Greenways

Per adopted BMP (may look at
pedestrian-oriented modifications)

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



Questions?

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www.seattle.gov/transportation/bike.htm

www.seattle.gov/transportation

