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 update scope-of-work
• What is the PMP trying to achieve?
• Existing PMP structure
• Ongoing prioritization update
• Public outreach strategy
PMP update scope of work:

- Assess Plan progress
- Update data / prioritization
- Update toolbox (including incorporating Neighborhood Greenways, Low Cost Sidewalks)
- Establish performance targets
- Develop implementation plan
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)

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

Which tools are appropriate for different locations?
PMP is a resource allocation plan

- 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

Walkability Programs
- PMP Implementation:
  - Sidewalk Development
  - Crossing Improvements
  - Sidewalk Accessibility Program (ADA)

Vision Zero

Safe Routes to School

Neighborhood Greenways
- Neighborhood Street Fund (NSF)
- Neighborhood Park and Street Fund (NPSF)

Maintenance Activities
- Sidewalk Repair Program

Education/Encouragement Programs
- Be Super Safe
- Pedestrian Safety for Seniors
- Walking maps/guide
- Holiday safety campaign
- NavSeattle
- Commute Trip Reduction

Capital Projects
- PMP priorities included within projected scope and cost estimates of Move Seattle projects.

Complete Streets
- All SDOT capital projects evaluated against PM/Pas part of Complete Streets review

Private Development / Other Agencies
## PMP prioritization guides investments

<table>
<thead>
<tr>
<th>Projects in PMP High Priority Areas since 2009</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>New sidewalks</td>
<td>70%</td>
</tr>
<tr>
<td>Repaired sidewalks</td>
<td>78%</td>
</tr>
<tr>
<td>New crosswalks</td>
<td>85%</td>
</tr>
<tr>
<td>Crossing improvements (ADA ramps, refuge islands, etc.)</td>
<td>86%</td>
</tr>
<tr>
<td>New pedestrian signals</td>
<td>92%</td>
</tr>
</tbody>
</table>
**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.
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).

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).
Goals for updated prioritization:

• Update outdated data

• Reground methodology with Plan goals

• Revise criteria to align with recent SDOT/City initiatives

• Streamline methodology where possible
  • Separate “signal” from “noise”
  • Narrow priority project list
  • Emphasize connectivity
  • Ground projects to “motivating need”
Updated prioritization structure

Existing:

- Corridor Function
- Equity
- Vibrancy

Proposed:

- Safety
- Equity + Health
- Vibrancy

Comparison between existing and proposed prioritization structure.
## Potential datasets: What’s most important?

### Health and Equity Factors
- Auto ownership
- Low income population
- Disability population
- Diabetes rates
- Physical activity rates
- Obesity rates
- Communities of color
- Age 17 and younger
- Age 65 and older
- Low English-speaking ability
- Low educational attainment
- Renter households
- Housing cost-burdened households
- Canopy cover

### Vibrancy Factors
- Universities or Colleges
- Major Generator (e.g. Pike Place, Convention Center)
- Multi-family, condominiums and apartments
- Major Retail
- Minor Retail
- Hospital and Community Service
- Park and Open Space
- Population forecast
- Employment forecast
- Light rail stations
- Major bus stops
- Minor bus stops
- Trails
- Bridges
- Stairways
- Urban Hubs/Villages
- NC Zoning
- FTN network
- Arterials
- Neighborhood Greenways
- Schools

### Along the Roadway
- Street classifications (proxy for volume)
- Arterial speed limit
- Buffer
- Sidewalk status
- Slope (along)
- Parking
- Curb
- Length of block
- Peak hour parking
- Street trees
- Alleys

### Crossing the Roadway
- Street classifications (proxy for volume)
- Arterial speed limit
- Road width
- Distance between traffic signals and stop signs
- Crosswalk
- Curb ramp
- Signal control
- Stop sign control
- Number of collisions
- Block length

### Safety Factors
- Pedestrian collisions
- Arterial classifications
- Roadway width
- Signalized pedestrian crossing spacing
- Speed
### Safety (working draft)

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

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#### "Corridor Function": Existing 2009 Factors

<table>
<thead>
<tr>
<th>Seattle street types</th>
</tr>
</thead>
</table>

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#### Safety: Draft Updated Factors (based on SDOT Pedestrian Safety Analysis)

<table>
<thead>
<tr>
<th>Factor</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian collisions</td>
<td>Serious injuries and fatalities highly weighted. Data from the last 8 years.</td>
</tr>
<tr>
<td>Arterial classifications</td>
<td>Proxy for volume; Majority of severe injuries occur on principal and minor arterials</td>
</tr>
<tr>
<td>Roadway width</td>
<td>Using # of lanes where available, and curb to curb width where # lanes is not available.</td>
</tr>
<tr>
<td>Signalized pedestrian crossing spacing</td>
<td>Capturing both signal-controlled intersections and signal-controlled mid-block crossing opportunities</td>
</tr>
<tr>
<td>Speed</td>
<td>85th percentile speeds where available, and posted speed limit where actual speed is not available.</td>
</tr>
</tbody>
</table>
**Equity + Health**

**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.

<table>
<thead>
<tr>
<th><strong>2009 Factors</strong></th>
<th><strong>Additional Factors Considered</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto ownership</td>
<td>Communities of color</td>
</tr>
<tr>
<td>Low income population</td>
<td>Used in Seattle 2035, RSJI, Move Seattle/Levy, BMP Equity Analyses</td>
</tr>
<tr>
<td>Disability population</td>
<td>Age 17 and younger</td>
</tr>
<tr>
<td>Diabetes rates</td>
<td>Our intention for including age would be dependence on walking but that is captured in low-income. Unsure how to account for “high concentration of vulnerable users.”</td>
</tr>
<tr>
<td>Physical activity rates</td>
<td>Age 65 and older</td>
</tr>
<tr>
<td>Obesity rates</td>
<td>Low English-speaking ability</td>
</tr>
<tr>
<td></td>
<td>Captured with Communities of color</td>
</tr>
<tr>
<td></td>
<td>Low educational attainment</td>
</tr>
<tr>
<td></td>
<td>Captured with Low income</td>
</tr>
<tr>
<td></td>
<td>Renter households</td>
</tr>
<tr>
<td></td>
<td>Captured with Low income</td>
</tr>
<tr>
<td></td>
<td>Housing cost-burdened households</td>
</tr>
<tr>
<td></td>
<td>Captured with Low income</td>
</tr>
<tr>
<td></td>
<td>Canopy cover</td>
</tr>
<tr>
<td></td>
<td>Captured through “presence of buffer” in Along and Across the Roadway measures</td>
</tr>
</tbody>
</table>
Equity datasets included

Communities of color

Low-income pop.

Disability pop.
Equity datasets included

Physical activity

Obesity rate

Diabetes rate
Equity datasets not recommended

Cars / household  
Under 18 pop.  
65 and older pop.
Equity datasets not recommended

Low English speaking ability

Low educational attainment

Renter occupied
# Vibrancy

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

## 2009 Factors

- Universities or Colleges
- Major Generator (e.g. Pike Place, Convention Center)
- Multi-family, condominiums and apartments
- Major Retail
- Minor Retail
- Hospital and Community Service
- Park and Open Space
- Population forecast
- Employment forecast
- Light rail stations
- Major bus stops
- Minor bus stops
- Trails
- Bridges
- Stairways

## Draft Updated Factors

<table>
<thead>
<tr>
<th>Urban Villages &amp; Urban Centers</th>
<th>Factors in job and housing growth. Urban Centers will be heavily weighted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Commercial Zoning</td>
<td>Capture neighborhood retail destinations outside of urban villages.</td>
</tr>
<tr>
<td>10 minute walkshed to Frequent Transit Network (FTN) stops</td>
<td></td>
</tr>
<tr>
<td>10 minute walkshed to parks</td>
<td></td>
</tr>
<tr>
<td>10 minute walkshed to schools</td>
<td></td>
</tr>
</tbody>
</table>
Explore priority 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)
Potential benefits of focus on access to transit and schools

- 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

<table>
<thead>
<tr>
<th>Draft Factors</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road width</td>
<td></td>
</tr>
<tr>
<td>Distance between traffic signals and stop signs</td>
<td></td>
</tr>
<tr>
<td>Crosswalk</td>
<td></td>
</tr>
<tr>
<td>Curb ramp</td>
<td>Update via current ADA ramp audit</td>
</tr>
<tr>
<td>Signal control</td>
<td>Refine per SDOT’s Pedestrian Safety Analysis.</td>
</tr>
<tr>
<td>Stop sign control</td>
<td></td>
</tr>
<tr>
<td>Block length</td>
<td></td>
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</tbody>
</table>

## Along the Roadway

<table>
<thead>
<tr>
<th>Draft Factors</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk status</td>
<td></td>
</tr>
<tr>
<td>Curb</td>
<td></td>
</tr>
<tr>
<td>Buffer (parking, landscape)</td>
<td></td>
</tr>
<tr>
<td>Peak hour parking</td>
<td>Differentiated, and likely higher rated, than parking. Buffer during the busiest times.</td>
</tr>
<tr>
<td>Street trees</td>
<td>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.</td>
</tr>
<tr>
<td>Alleys</td>
<td>Used as a proxy for access control, limited to alleys, rather than many driveways.</td>
</tr>
</tbody>
</table>
Key public outreach question: How to weigh factors?

- Safety: XX%
- Vibrancy: XX%
- Equity + Health: XX%
Public outreach

• Public surveys for feedback on:
  – The factors that should guide how the City prioritizes walkability improvements (to inform weighting)
  – Low cost sidewalk concepts and other new toolbox items

• Community events and briefings (September/October)

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Advisory Board</td>
<td>9/9/15</td>
</tr>
<tr>
<td>Summer Parkways</td>
<td>9/12/15</td>
</tr>
<tr>
<td>Feet First Walks</td>
<td>9/12/15</td>
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<tr>
<td>Seattle Design Festival: Feet First booth</td>
<td>9/12-13/15</td>
</tr>
<tr>
<td>Freight Advisory Board</td>
<td>9/15/15</td>
</tr>
<tr>
<td>Design Commission</td>
<td>9/17/15</td>
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<tr>
<td>Commission for People with Disabilities</td>
<td>9/17/15</td>
</tr>
<tr>
<td>Park(ing) Day</td>
<td>9/18/15</td>
</tr>
<tr>
<td>Summer Parkways</td>
<td>9/19/15</td>
</tr>
<tr>
<td>Madison Bus Rapid Transit Open House</td>
<td>9/28/15</td>
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<tr>
<td>Freight Master Plan Open House</td>
<td>9/28/15</td>
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<tr>
<td>Feet First Walktober Events</td>
<td>October</td>
</tr>
<tr>
<td>Immigrant &amp; Refugee Commission</td>
<td>10/6/15</td>
</tr>
<tr>
<td>Freight Master Plan Open House</td>
<td>10/6/15</td>
</tr>
<tr>
<td>Urban Forestry Commission</td>
<td>10/7/15</td>
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<tr>
<td>Bicycle Advisory Board</td>
<td>10/7/15</td>
</tr>
<tr>
<td>Uptown Urban Design Framework Public Meeting</td>
<td>10/8/15</td>
</tr>
<tr>
<td>Pedestrian Advisory Board</td>
<td>10/14/15</td>
</tr>
<tr>
<td>Planning Commission</td>
<td>10/22/15</td>
</tr>
</tbody>
</table>
### Next steps

<table>
<thead>
<tr>
<th>Task</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
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<tbody>
<tr>
<td>Public outreach</td>
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<td>Update prioritization</td>
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<td>Update toolbox</td>
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<tr>
<td>Establish performance targets</td>
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<tr>
<td>Public draft plan review</td>
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<tr>
<td>Develop implementation plan</td>
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</table>
Questions?

michelle.marx@seattle.gov | (206) 684-0633
www.seattle.gov/transportation/bike.htm

www.seattle.gov/transportation