Is Seattle a Walking City?

- National leader in pedestrian policies and facilities
- Challenges to walking still exist

Arterial traffic calming in West Seattle

Basic infrastructure--27% of Seattle’s streets do not have sidewalks
Raising the Bar

- Innovative approach
  - Web-based plan
  - Data driven and objective

- Moving beyond transportation
  - Race and Social Justice
  - Climate action
  - Healthy communities
  - Placemaking

- Building partnerships

- Tools for decision making
Make Seattle the Most Walkable City in the Nation

Identify actions, projects, and programs to achieve the following goals:

• Safety
• Equity
• Vibrancy
• Health
Plan Elements

• State of the Pedestrian Environment Report
• Toolbox
• Recommendations
• System plan
• Funding and implementation
Plan Elements

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Plan Elements

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Improve Walkability

Create 6’ x 7’ clear zone

- Establish horizontal and vertical space free of obstructions
  - Remove encroachments
  - Maintain facilities

- Address policy conflict between trees and sidewalks
Increase Safety

Build safe streets

- Manage vehicle speeds
- Maintain visibility at intersections
- Enhance crossing conditions
Create Vibrant Spaces

*Reclaim and activate public spaces*

- Integrate public spaces with adjacent businesses
- Create guidelines for car-free and shared space streets
- Develop a public space network
Plan Elements

- State of the Pedestrian Environment Report
- Toolbox
- Recommendations
- System plan
- Funding and implementation
Pedestrian Potential

*Demand Generators*

- **High generator**
  - University or college
  - Major destination
  - Light rail
  - Major bus stop

- **Medium generator**
  - School
  - Major retail / grocery
  - Hospital
  - Community center
  - Park

- **Low generator**
  - Minor retail
  - Minor bus stop
Where are People Walking?

• Demand based on current land use and future growth
Equity

- Original criteria:
  - Low income
  - Low auto ownership
  - People with disabilities
  - Population over 65
  - Population under 18
  - Obesity
  - Chronic disease
  - Asthma
  - Low physical activity
Corridor Function

- Balances street classification and land use
- Prioritizes improvements to auto-oriented corridors
Prioritization Strategy

Building Blocks

- Demand
- Equity
- Corridor Function

Contribution to Total Score

- Demand: 40%
- Equity: 35%
- Corridor Function: 25%

High Priority Areas

This map shows the combination of the highest pedestrian demand areas, locations with specific socioeconomic characteristics, and the weighted values for each street type.
Improvement Opportunities

Along the Roadway

Across the Roadway
Complete and Maintain the System

- Identify a long-term and sustained strategy
- Leverage investments across programs
- Explore innovative funding tools
- Ensure accountability and stewardship
- Monitor performance
Available Funding (2009-2014)

**Total funding:** $60-72 million
($10-12 million annually)

- **Maintenance:** $17-23 million
  ($3-3.8 million annually)
  - Includes: sidewalk repair, crosswalk re-striping)

- **New infrastructure:** $43-49 million
  ($7-8 million annually)
  - Includes: sidewalks, signals, curb ramps
System Completion by 2014 -- $72 million

New Infrastructure -- $49 mil.
- **Sidewalks**: 190 block face equivalents (32 per year)
- **Significant crossing treatments**: 24 intersections (4 per year)
- **Curb ramps and crosswalks**: 579 intersections (96 per year)

Maintenance -- $23 mil.
- **Along the roadway**: 5,455 block face equivalents (909 per year)
- **Across the roadway**: 4,044 intersections (674 per year)
System Completion by 2014

- Based on current program allocations:
  - 4.7% of new sidewalk projects in Tier 1
  - 21.2% of new intersection projects in Tier 1
Early Implementation

• Enforcement
  − Crosswalk "stings"
  − Speed vans

• Education
  − School-based programs
  − KAB survey

• Encouragement
  − Neighborhood wayfinding
  − Construction zone working group

• Evaluation
  − Crossing flags program

• Engineering
  − In-pavement flashers
  − Stop bar installation
  − New walkway standard plans
Public Engagement

- Walking Preferences Survey
  - Summer 2008: 1,400+ responses

- Community Roundtables
  - Summer 2008: 7 roundtables
  - Reconvening in May/June 2009

- District and Community Council Meetings

- Station Area Planning
  - May Town Hall Meetings

- Events
  - May 6: Mayoral Event
  - May 11-12: Mark Fenton
  - Festivals
  - Summer Streets
## Next Steps

<table>
<thead>
<tr>
<th>Anticipated Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>May and June 2009</td>
<td>Public review of SDOT draft</td>
</tr>
<tr>
<td>Summer 2009</td>
<td>Final presentation to Mayor of revised plan and approval to forward to City Council for adoption by resolution</td>
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</tbody>
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