

Seattle Pedestrian Master Plan



Seattle Design Commission

April 16, 2009

Barbara Gray, AICP
SDOT Policy and Planning

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



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A vibrant Seattle through transportation excellence Grace Crunican, Director

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State of the Pedestrian Environment Report

The goal of Seattle's Pedestrian Master Plan is to get more people walking, to reduce the number and severity of crashes involving pedestrians, and to engage the people of Seattle in developing solutions. The State of the Pedestrian Environment Report provides an overview of existing opportunities and constraints to walking along and across roadways in Seattle, and sets the stage for subsequent tasks that will include a more in-depth analysis and recommendations for areas such as funding, education, and encouragement. Since walking conditions in Seattle are constantly changing, this report provides a snapshot from spring 2008. It is intended to be a brief synopsis that focuses on general themes and consistent issues as observed throughout the City by the project team.

The links provided in the sidebar to the left are designed to help you navigate to each section of the State of the Pedestrian Environment Report. If you have questions about this report, please contact Jennifer Wieland, SDOT Project Staff, at jennifer.wieland@seattle.gov or by phone at 206-733-9970.

- State of the Pedestrian Environment Report Home
- Background
- Planning Context
- Existing Conditions
 - Existing Facilities
 - Along the Roadway
 - Across the Roadway
 - Crashes
- Summary
- Appendix A: Existing Conditions Maps
- Seattle Pedestrian Master Plan Home
- SDOT Pedestrian Program Home



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BRIDGING the GAP
Your Transportation and Work
Encouragement
- Mayor Greg Nickels

Encouragement

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Promote Walkability

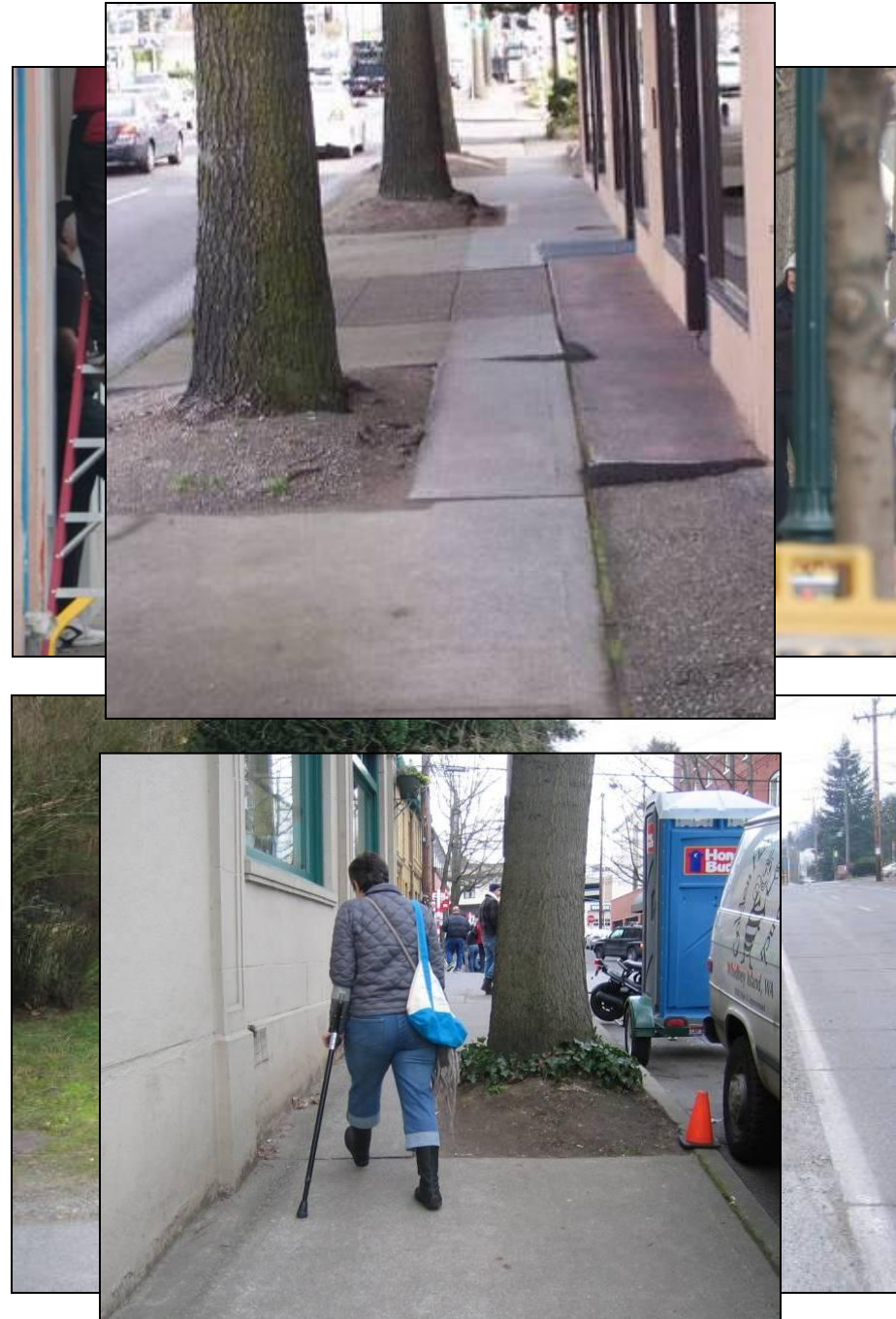


Complete Missing Pieces

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

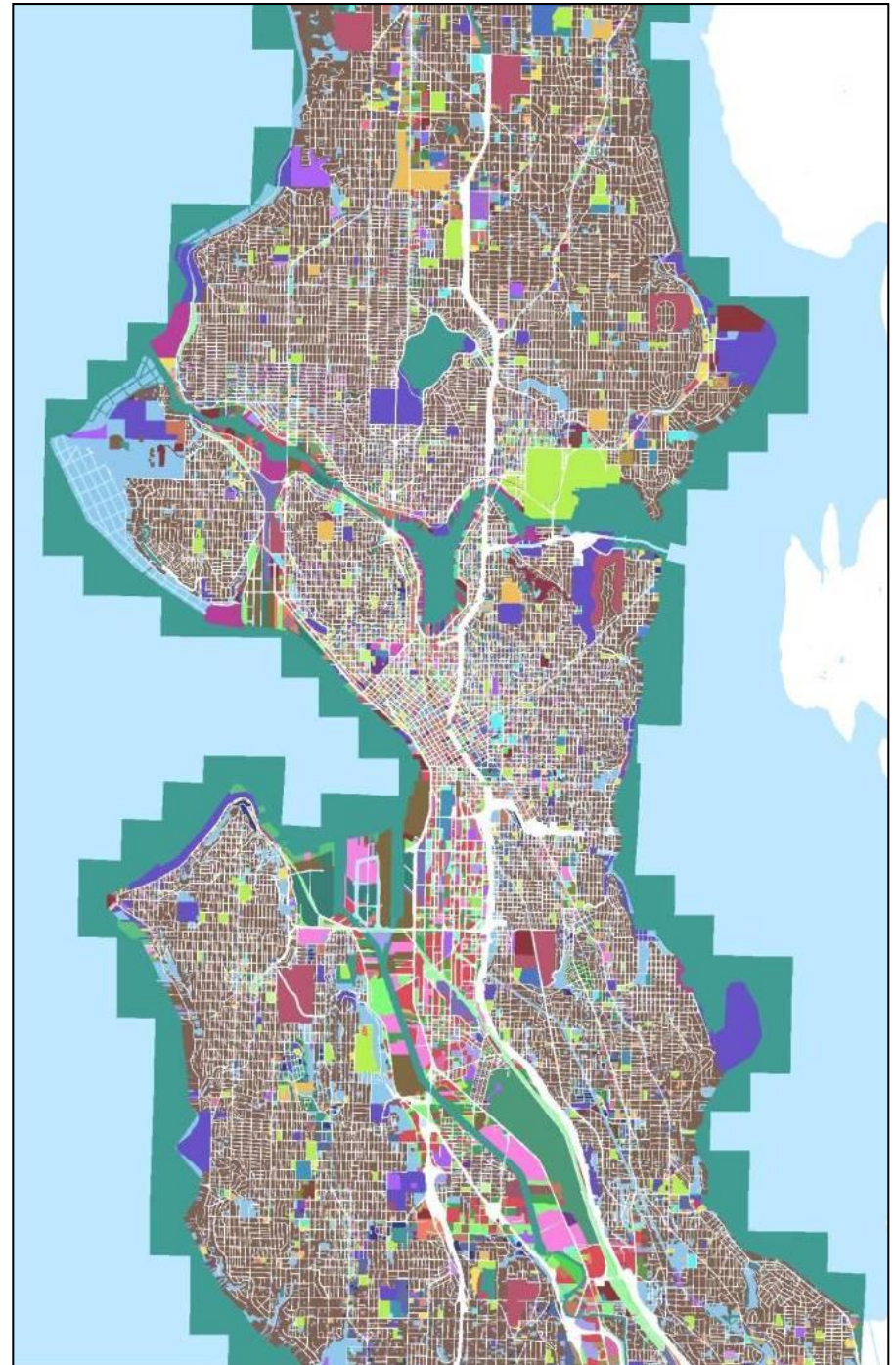
Reclaim and activate public spaces

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



Plan Elements

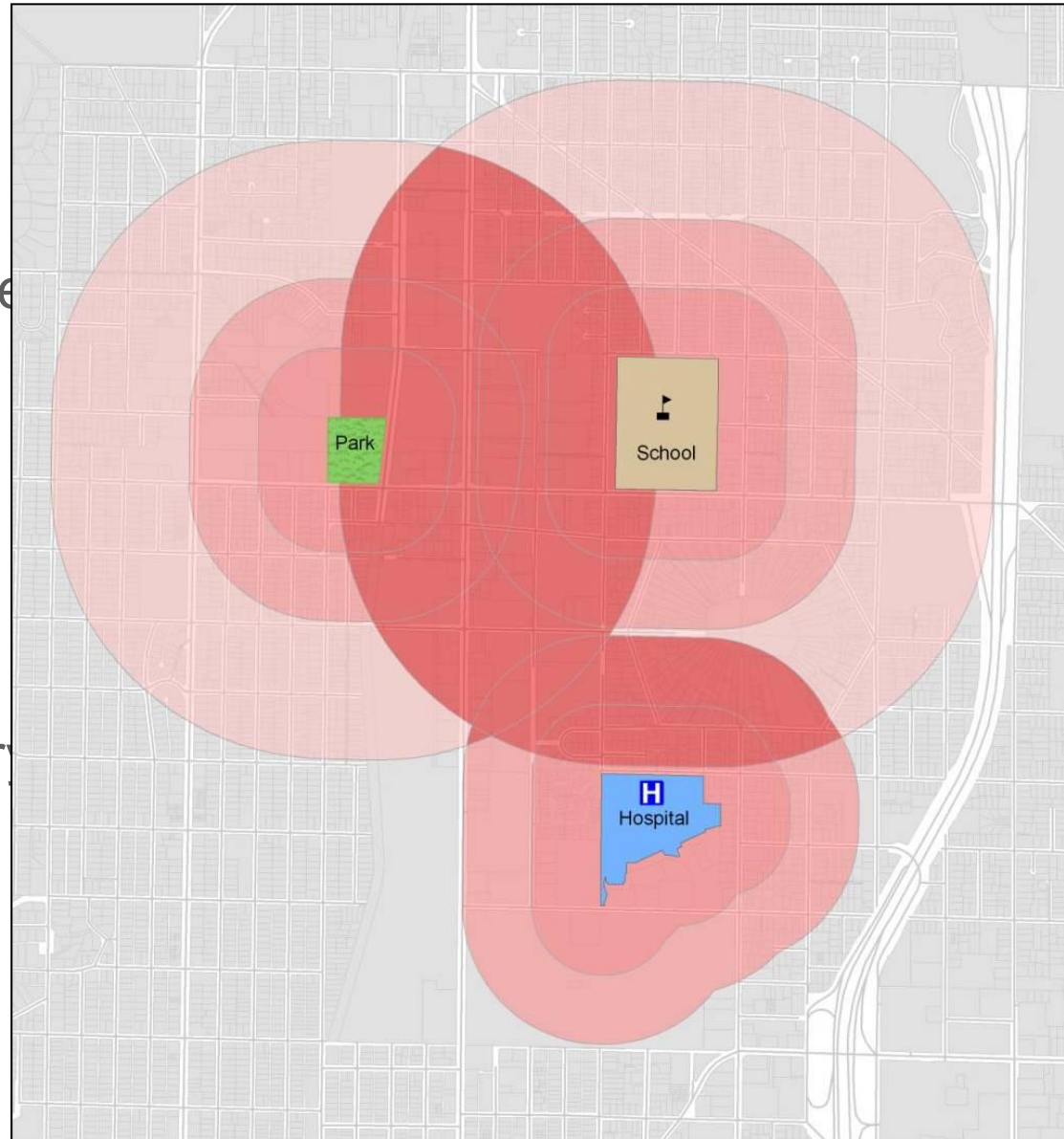
- State of the Pedestrian Environment Report
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Pedestrian Potential

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

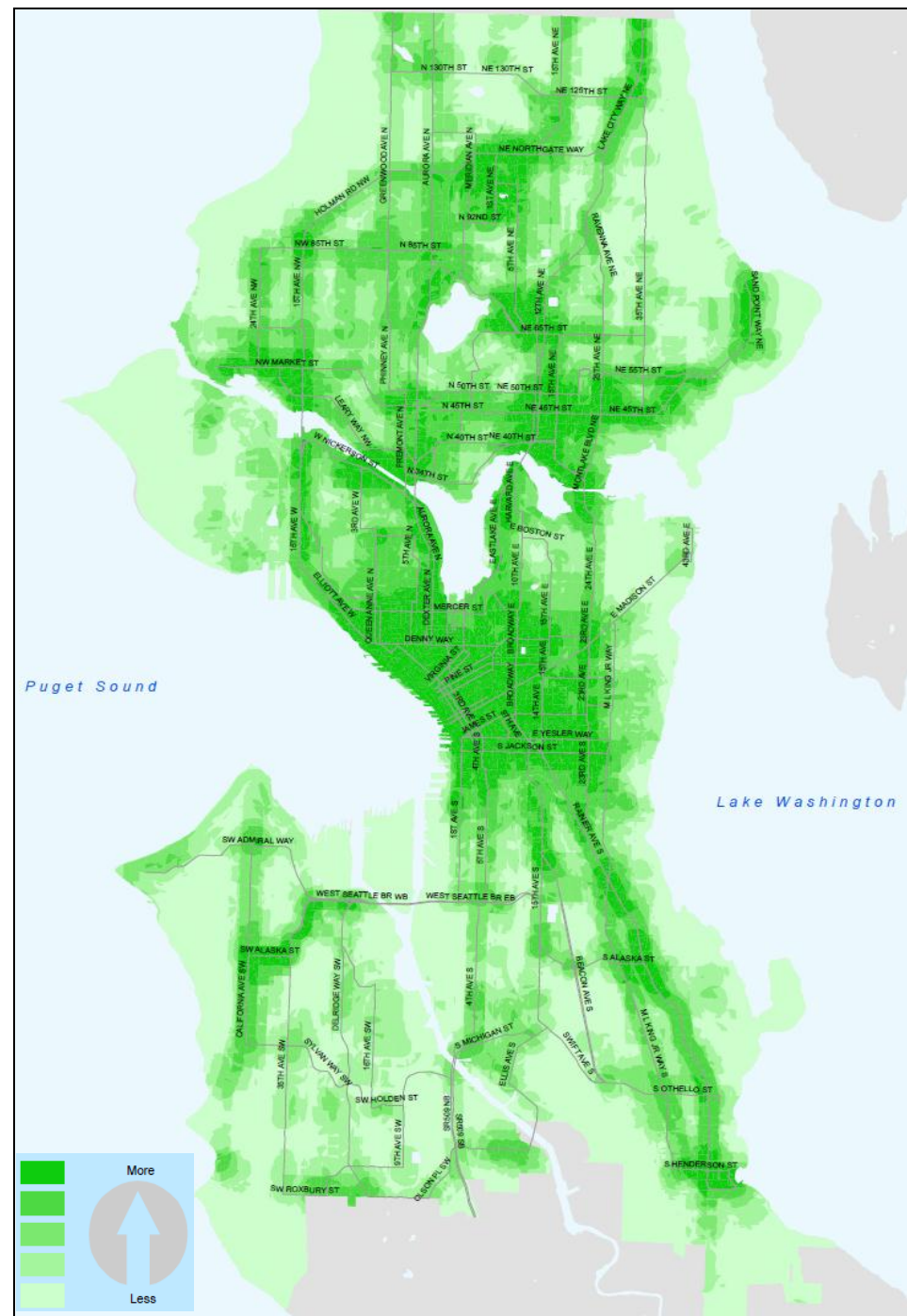


Where are People Walking?

- Demand based on current land use and future growth



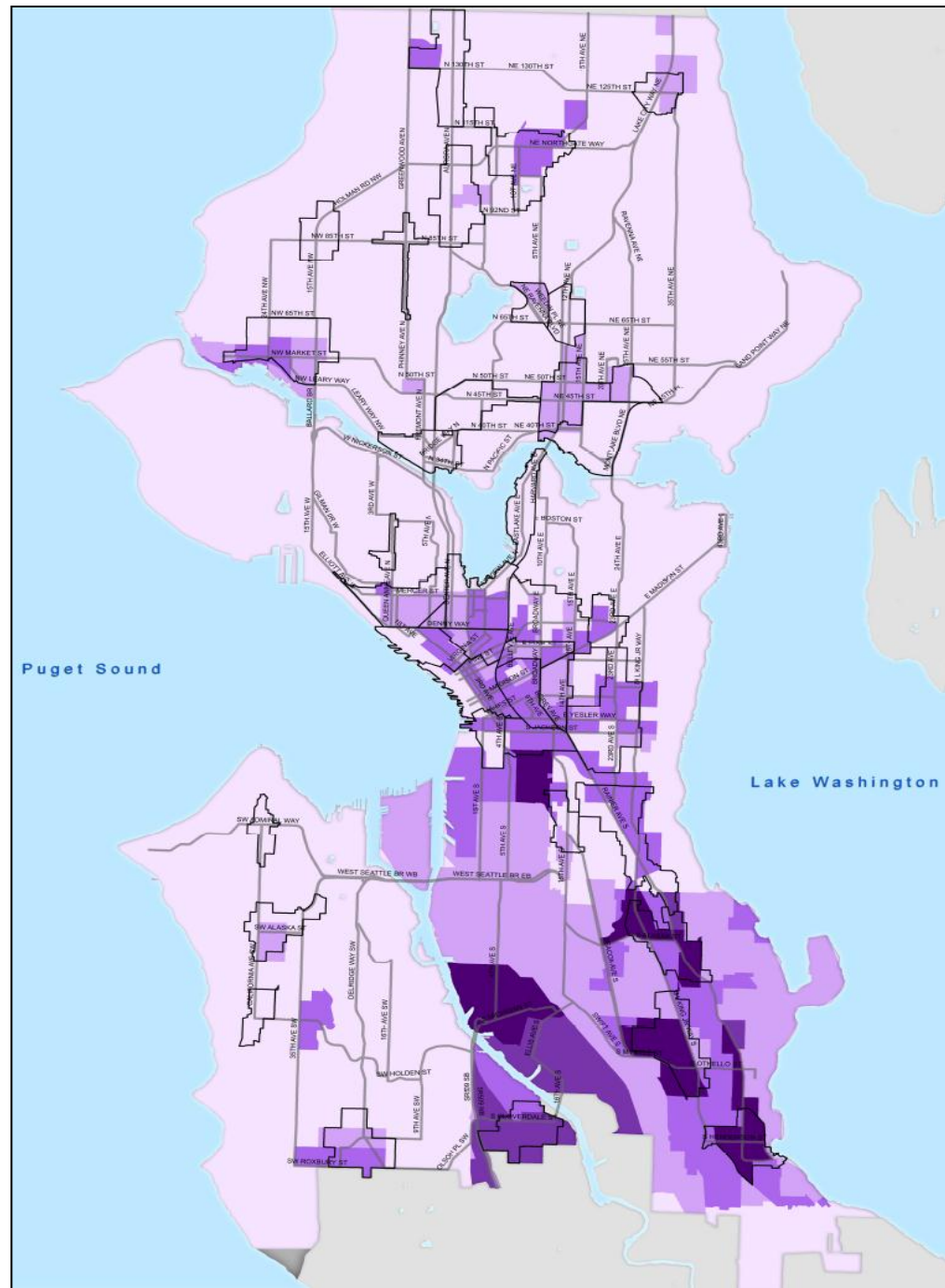
Downtown
University District



Equity

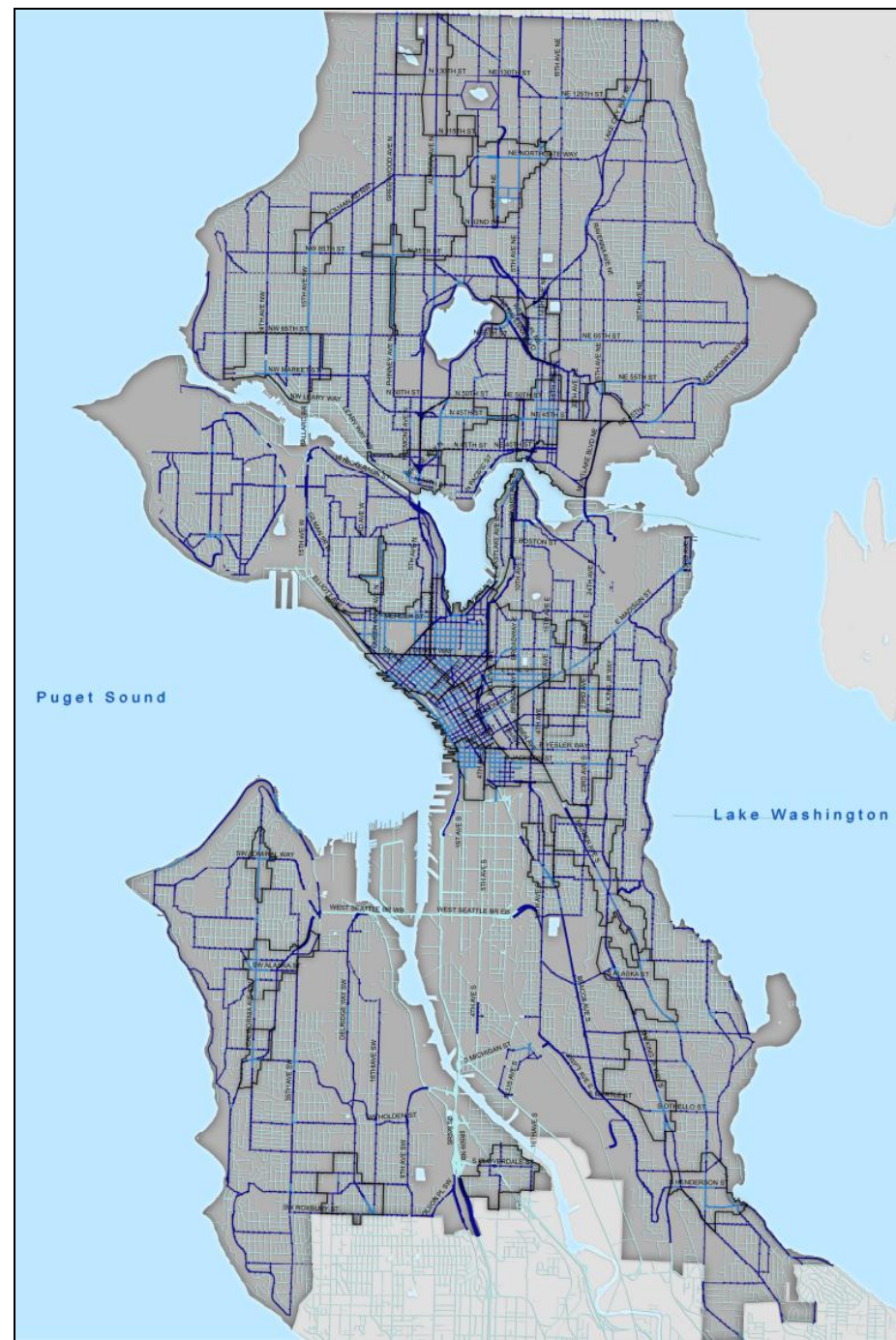
- Original criteria:

- 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

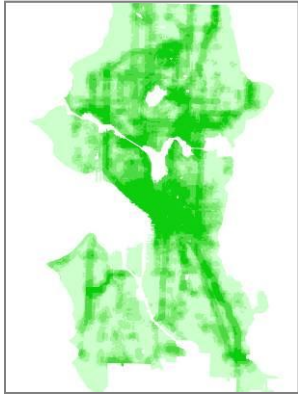
Building Blocks



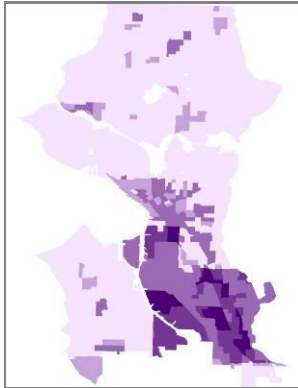
Contribution to
Total Score



High Priority Areas



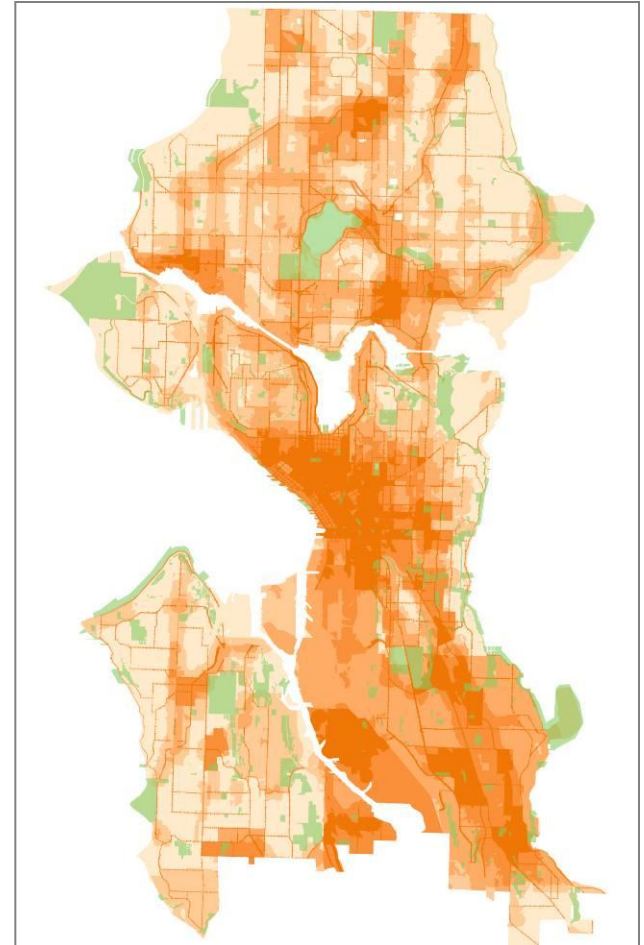
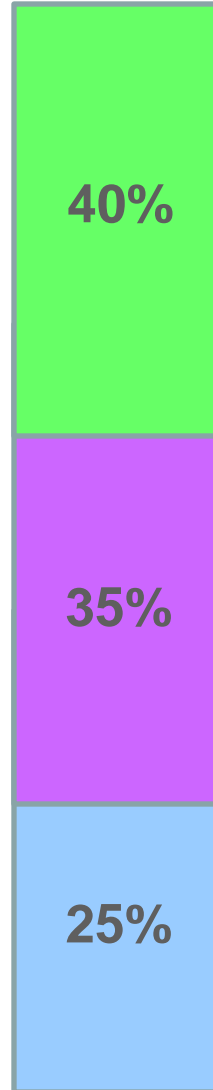
Demand



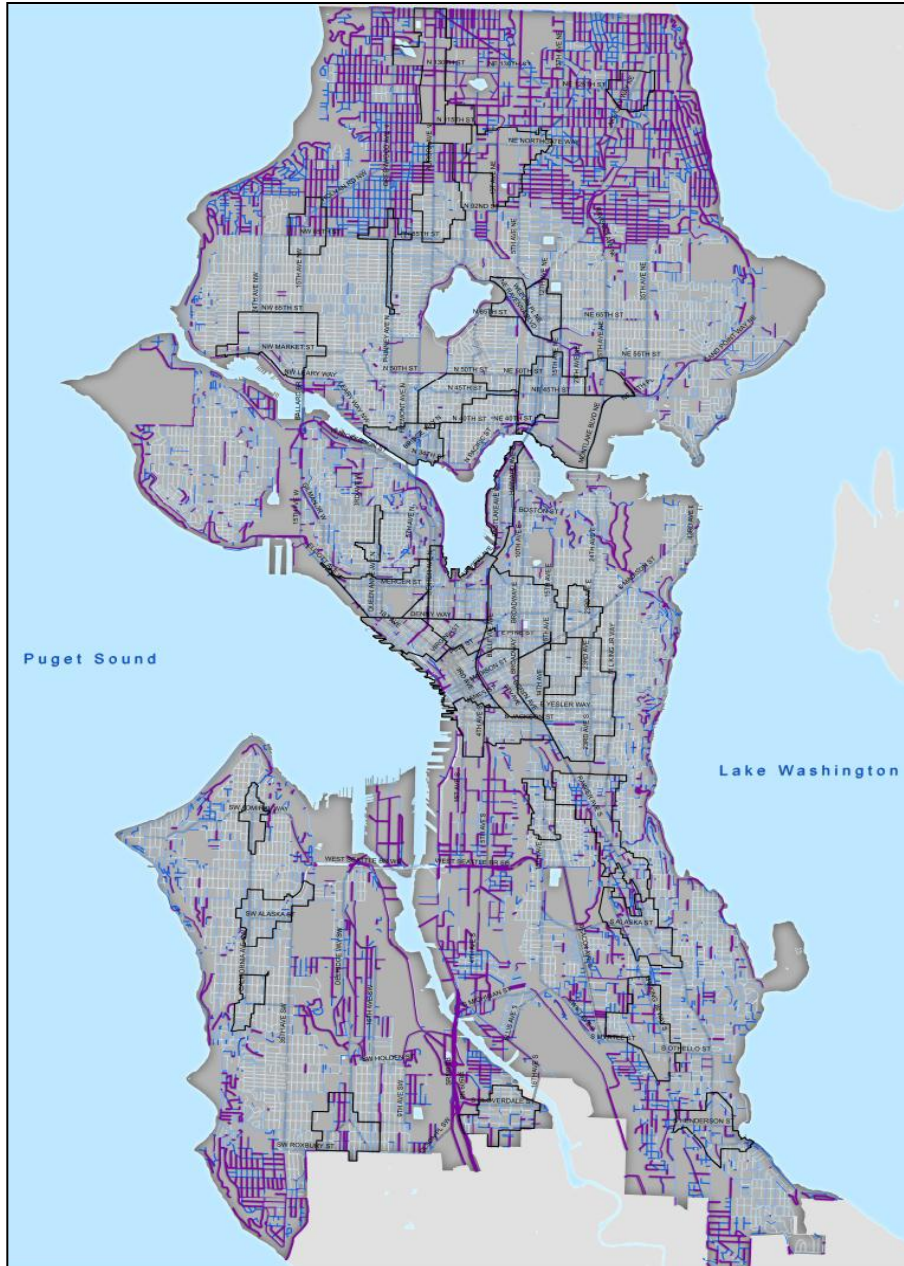
Equity



Corridor
Function



Improvement Opportunities

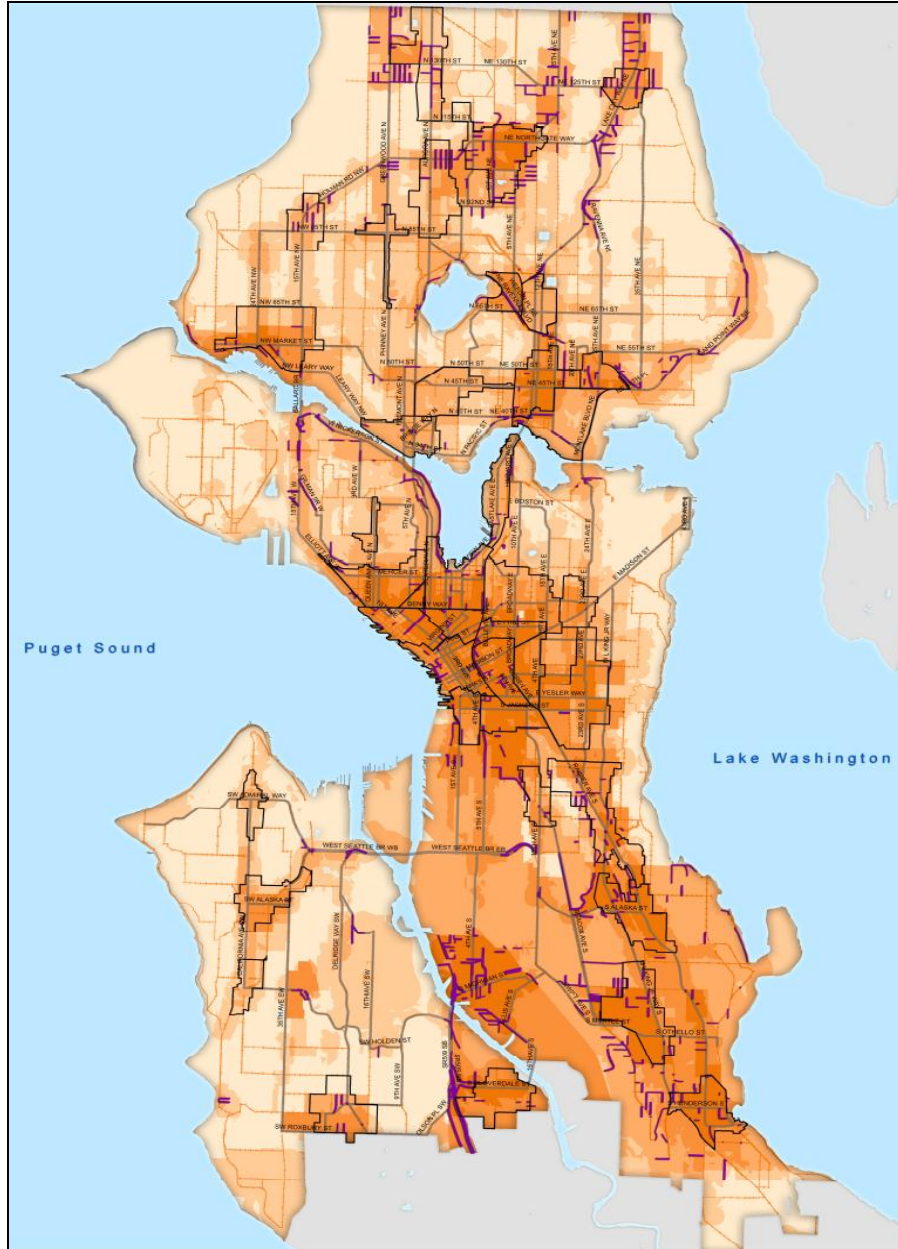


Along the Roadway

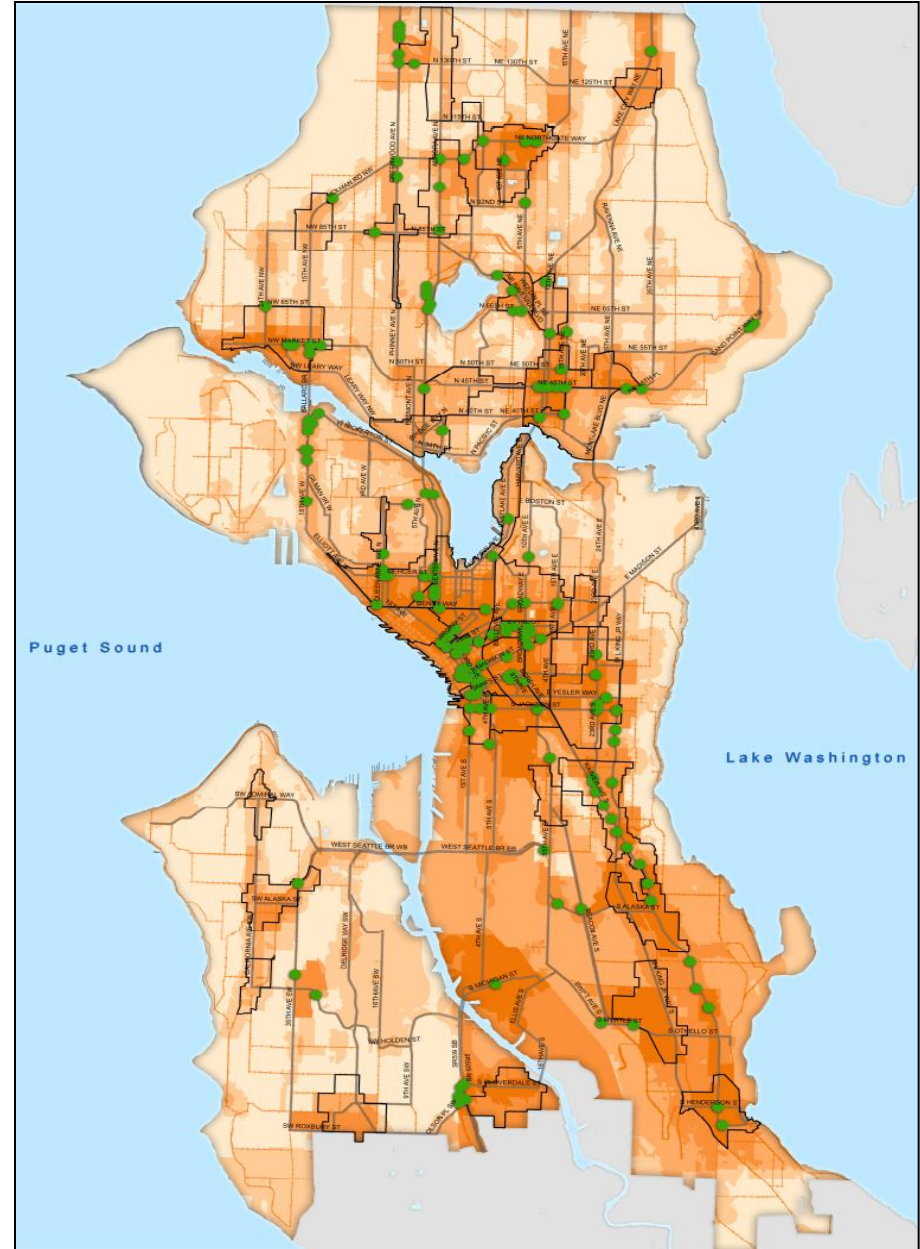


Across the Roadway

Prioritizing Improvement Opportunities



Tier 1 Along the Roadway



Tier 1 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)



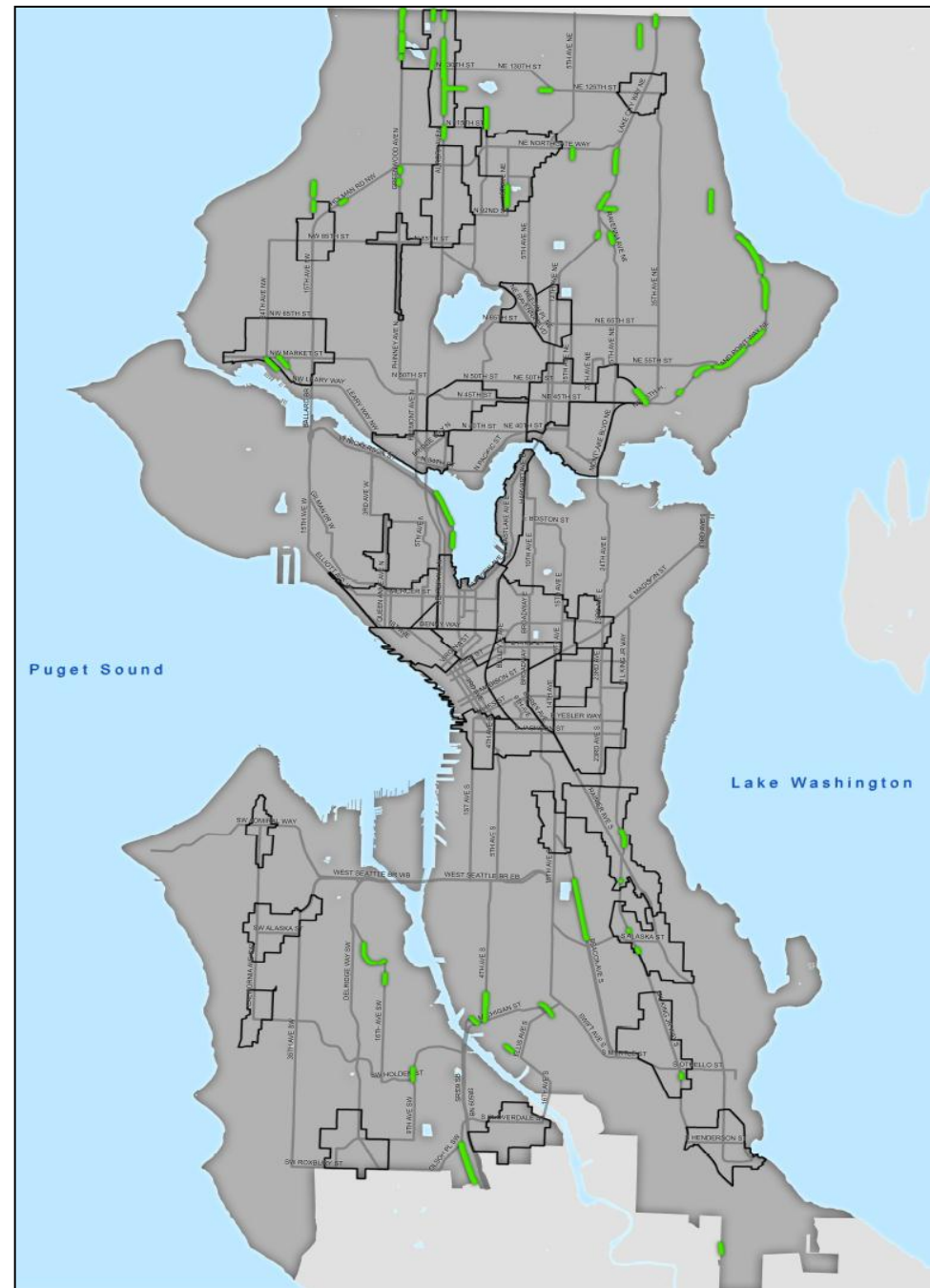
Maintenance -- \$23 mil.

- ***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



Along the Roadway Completion

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

Anticipated Date

May and June 2009

Summer 2009

Action

Public review of SDOT draft

Final presentation to Mayor of revised plan and approval to forward to City Council for adoption by resolution

