Pedestrian Master Plan Update
Draft Prioritization Process

Seattle Pedestrian Advisory Board Meeting

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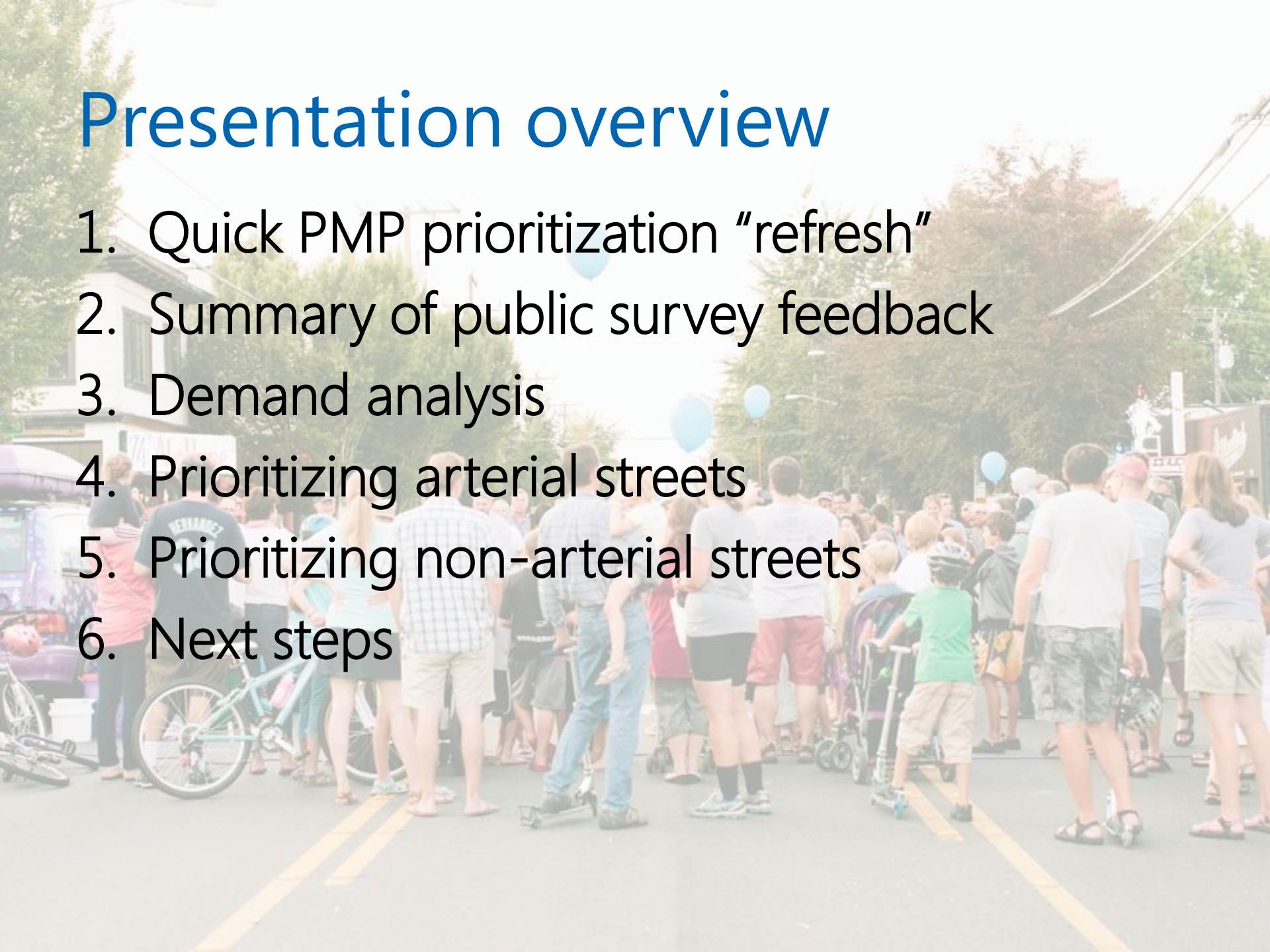
February 10, 2016

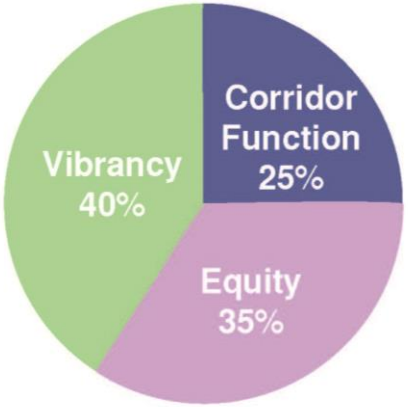
SDOT
Seattle Department of Transportation

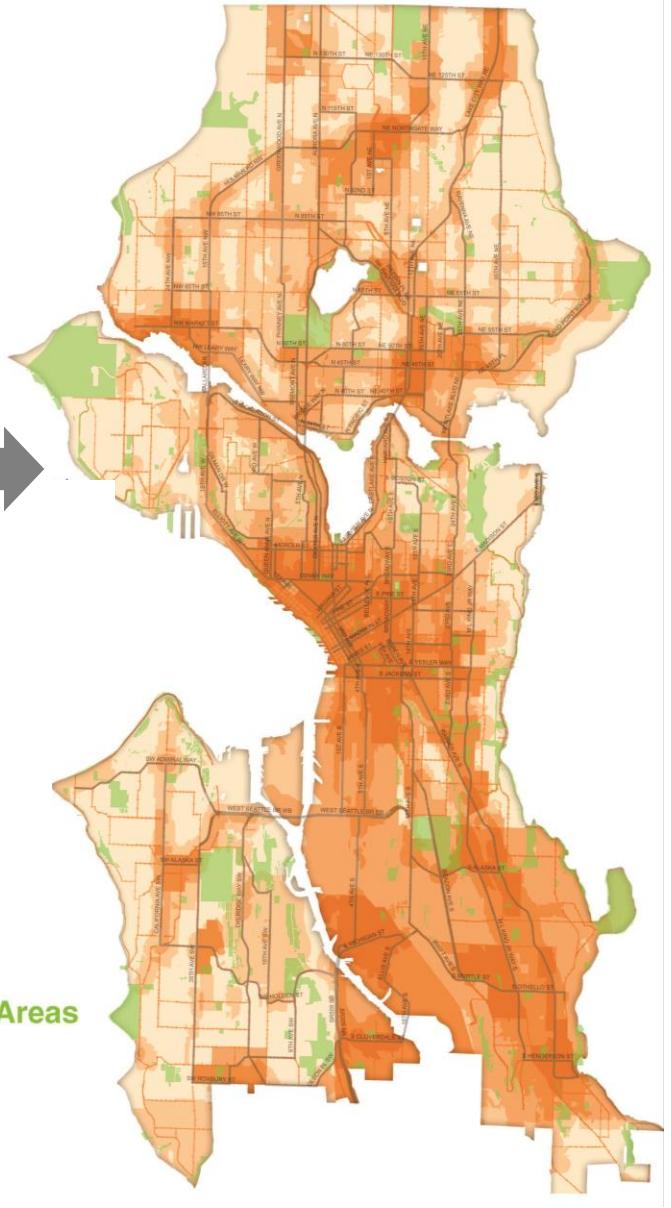
Presentation overview

1. Quick PMP prioritization "refresh"
2. Summary of public survey feedback
3. Demand analysis
4. Prioritizing arterial streets
5. Prioritizing non-arterial streets
6. Next steps



1. PMP prioritization “refresh”

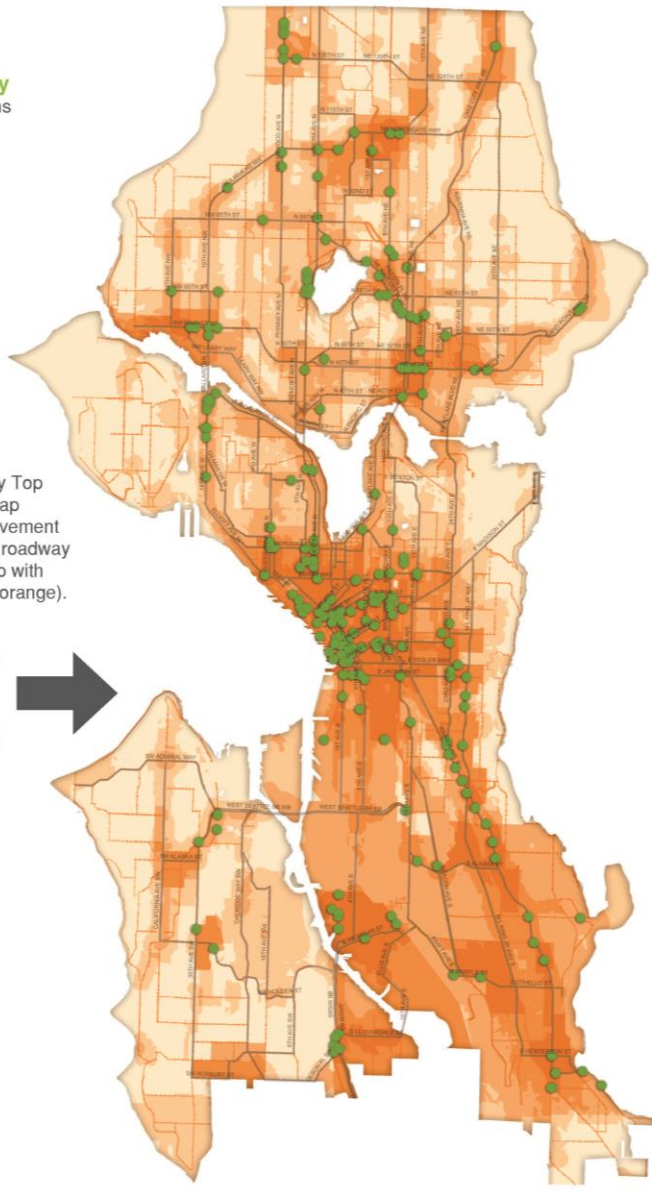




1. PMP prioritization “refresh”

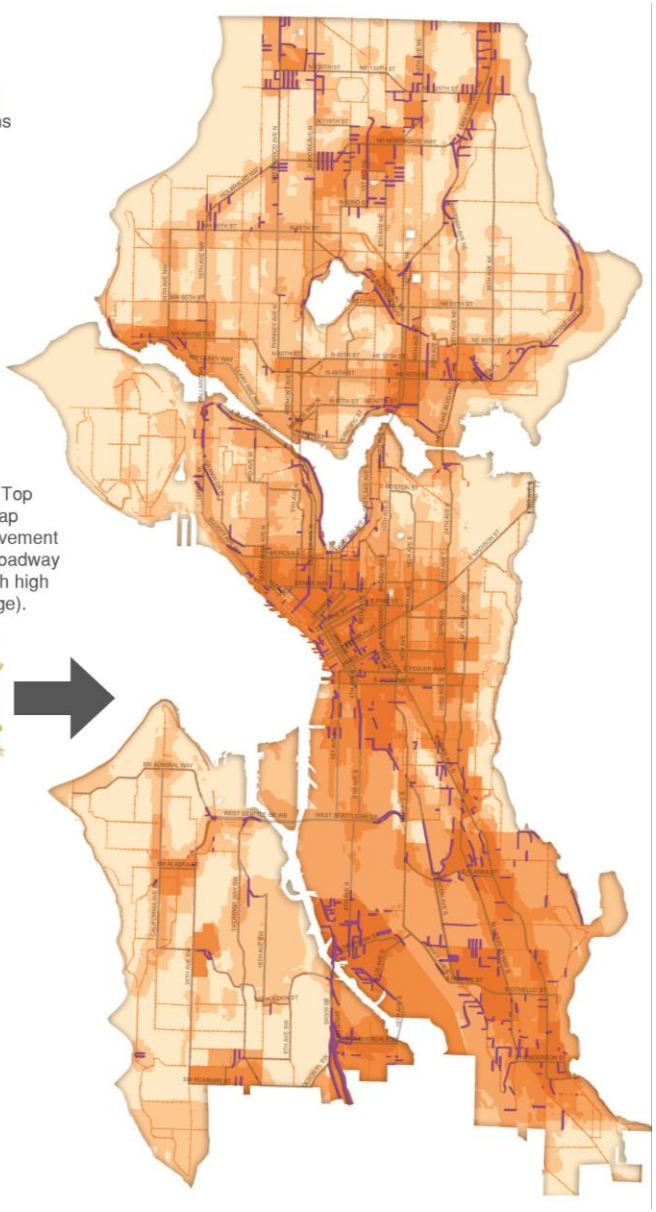
Across the Roadway
Top Tier Project Locations

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).



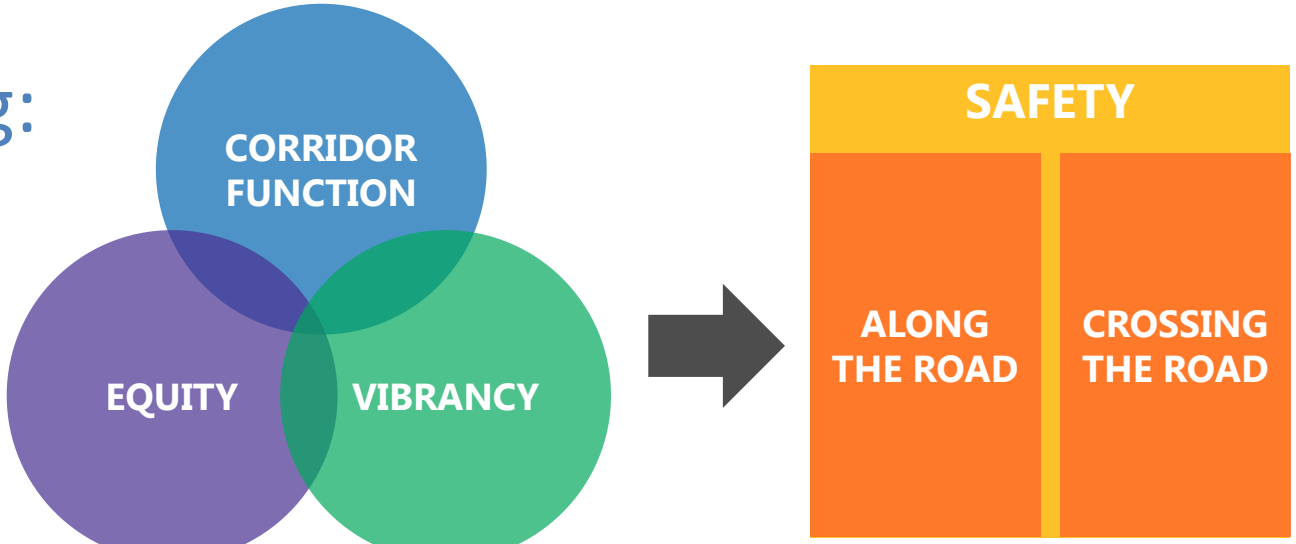
Along the Roadway
Top Tier Project Locations

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).

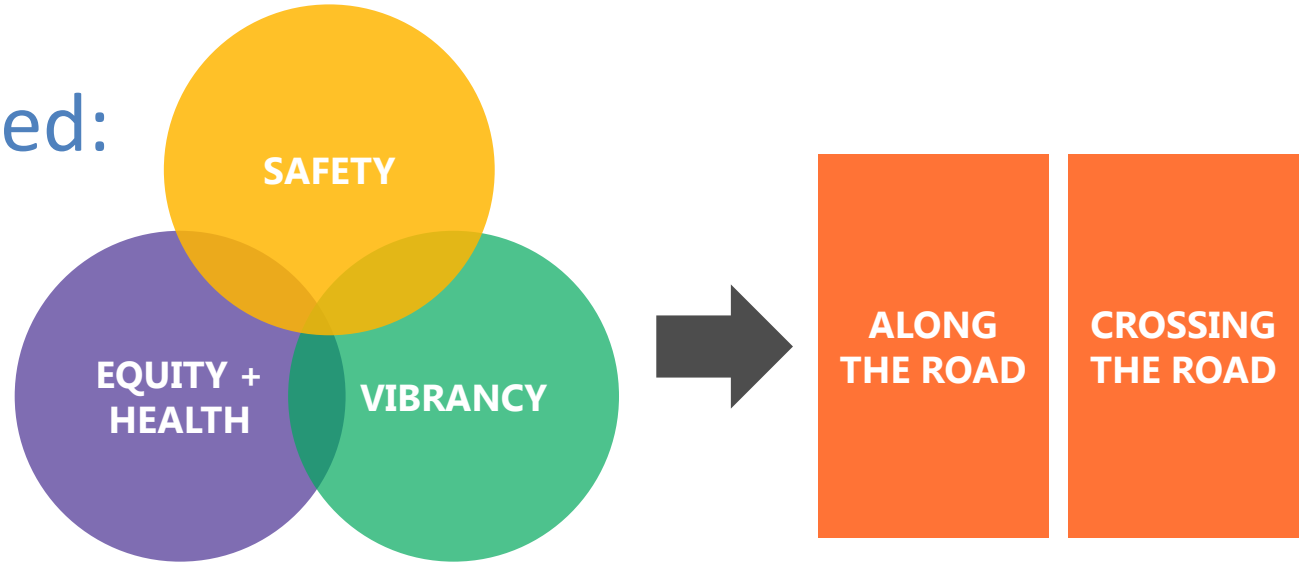


1. PMP prioritization “refresh”

Existing:

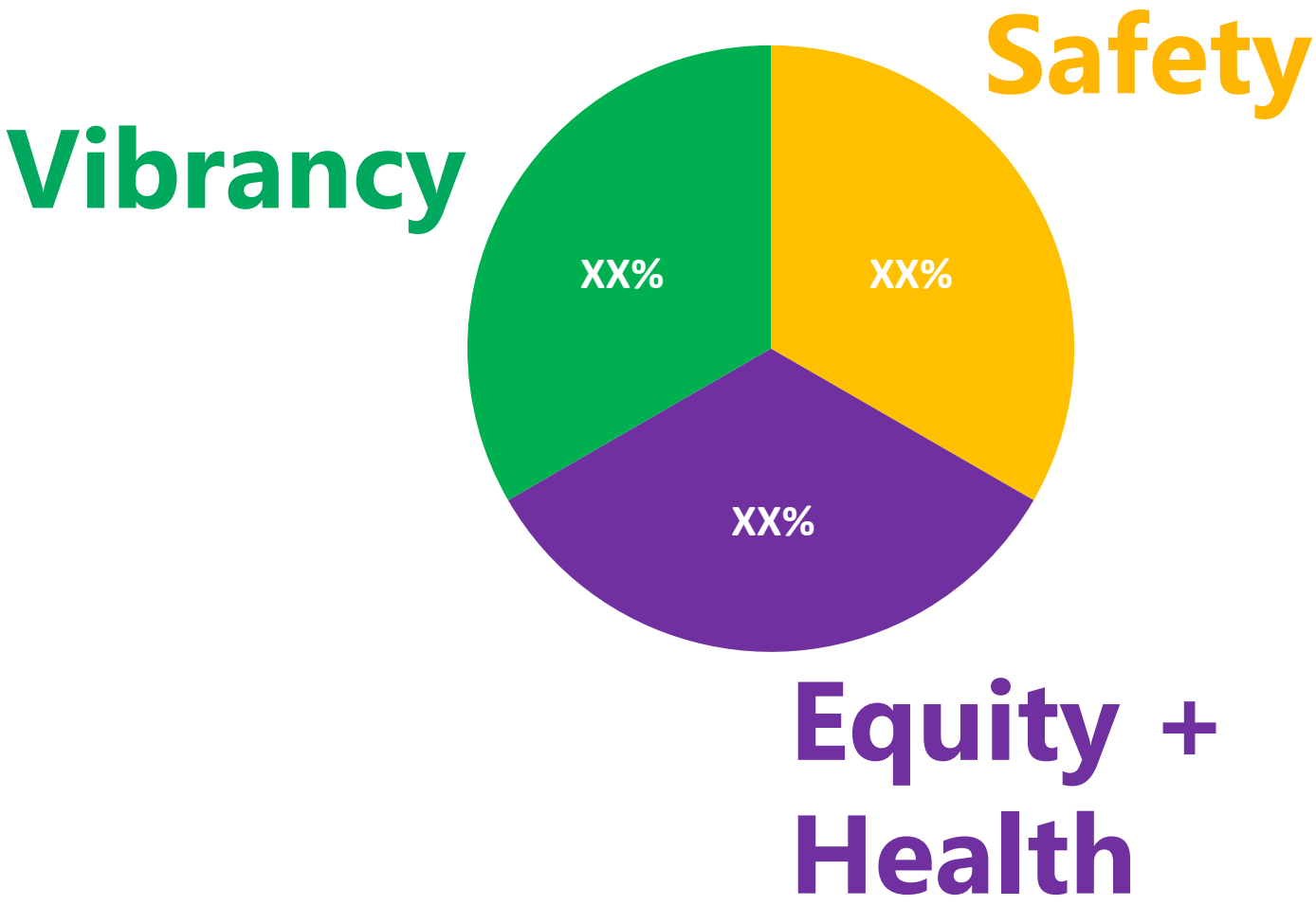


Proposed:



1. PMP prioritization “refresh”

Key public outreach question: How to weigh factors?



2. Public survey results

Seattle Pedestrian Master Plan Update: What are Your Walking Priorities?

Thank you for taking the Pedestrian Master Plan Survey! Your thoughts will help us improve walkability in Seattle over the next several years.

In 2009, Seattle's 20-year Pedestrian Master Plan set out to make Seattle the most walkable city in the nation. The Plan goals of safety, equity, vibrancy, and health drive decisions about where to provide new sidewalks, curb ramps, crosswalks, signs, and many other improvements that make it easier to walk in our neighborhoods.

As part of our update to the Pedestrian Master Plan, **we need your input** on the types of pedestrian improvements you think are most important, and where you think we should build them. We will use your feedback help identify the highest priority areas to focus improvements.

The survey will take less than ten minutes to fill out. Thank you!

1. What makes it difficult or unpleasant for you to walk?

Please rate the following conditions that can make it difficult or unpleasant for people to walk, from 1 (not a problem) to 6 (absolute barrier).

	1 Not a problem	2	3	4	5	6 Absolute barrier
Busy streets with no sidewalks	☐	☐	☐	☐	☐	☐
Residential streets with no sidewalks	☐	☐	☐	☐	☐	☐
Tripping hazards on sidewalks	☐	☐	☐	☐	☐	☐
Sidewalks that are too narrow	☐	☐	☐	☐	☐	☐
Sidewalks that do not provide a buffer (such as street trees, landscaping, or parked cars) between people walking and moving cars	☐	☐	☐	☐	☐	☐
Not enough safe ways to cross busy streets (such as traffic signals, stop signs, or crosswalks)	☐	☐	☐	☐	☐	☐
Missing curb ramps (wheelchair ramps) at intersections	☐	☐	☐	☐	☐	☐
People driving too fast	☐	☐	☐	☐	☐	☐

2. Public survey results

TABLE 3: QUESTION #1, "WHAT MAKES IT DIFFICULT OR UNPLEASANT FOR YOU TO WALK?"

Higher score means absolute barrier to walking.

Percent Giving Highest Score	Average Point Value
46%	Busy streets with no sidewalks 4.74
28%	Residential streets with no sidewalks 4.15
21%	Not enough safe ways to cross busy streets 4.15
23%	Drivers not stopping for people crossing streets 4.15
20%	People driving too fast 4.07
13%	Poor Lighting 3.73
13%	Blocked sidewalks 3.58
10%	Tripping hazards on sidewalks 3.48
9%	Sidewalks that do not provide a buffer 3.18
6%	Sidewalks that are too narrow 3.00
7%	Not enough time to cross with signal 2.89
8%	Missing curb ramps at intersections 2.59

TABLE 5: QUESTION #2, "WHERE SHOULD THE CITY PRIORITIZE WALKING IMPROVEMENTS FIRST?"

Higher score means extremely important improvement location.

Percent Giving Highest Score	Average Point Value
51%	Places where the most pedestrians are injured 5.15
48%	On streets connecting families and children to schools 5.05
38%	On streets connecting people to transit stops 4.87
38%	To serve people who rely on walking the most 4.76
36%	Along and across busy arterial streets 4.75
32%	On streets connecting people to community facilities 4.70
29%	On streets connecting people to neighborhood businesses 4.67
30%	On residential streets without sidewalks 4.23
22%	In areas with the most people walking 4.06

TABLE 4: QUESTION #3, "WHAT TYPES OF PEDESTRIAN IMPROVEMENTS SHOULD WE BUILD FIRST?"

Higher score means build these now.

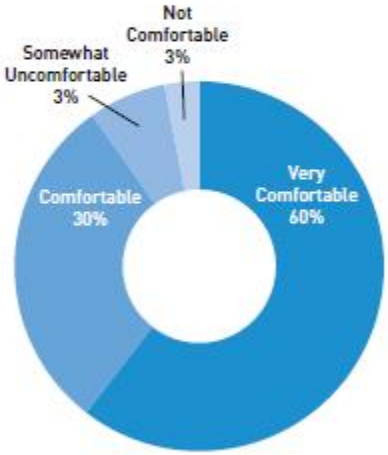
Percent Giving Highest Score	Average Point Value
49%	Build sidewalks where they are missing on busy arterial streets 5.07
35%	Provide more safe ways to cross busy arterial streets 4.68
32%	Provide safe walking paths where they are missing on residential streets 4.44
18%	Repair and maintain existing sidewalks in areas with the most people walking 3.88
18%	Provide safe walking paths on neighborhood greenways 3.86
22%	Reduce speeds on residential streets 3.66
19%	Reduce speeds on busy arterial streets 3.56
12%	Provide a buffer between people walking on sidewalks and cars on busy streets 3.43

2. Public survey results

1. STAMPED AND STAINED ASPHALT SIDEWALK WITH CURB

This option is a raised walkway, separated from vehicular traffic by an extruded curb. The asphalt sidewalk is stamped and stained to look like brick. There is no landscaping or other buffer between the roadway and the walking path.

90% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



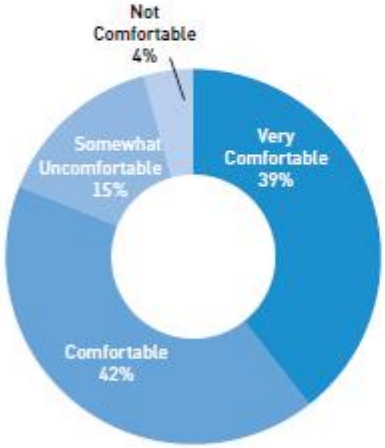

[NE 105th St]

"I really like the stamped asphalt sidewalks as I use them often and find them just as good, and sometimes better than, 'traditional' concrete. I know that they are considerably less-expensive to put in, thus more sidewalks could be put in for every dollar spent. I like that a lot!"

2. STAINED ASPHALT SIDEWALK WITH CURB

This option is a raised walkway, separated from vehicular traffic by an extruded curb. The asphalt is stained gray to appear similar to concrete. There is no landscaping or other buffer between the roadway and the walking path.

81% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.




[N 87th St.]

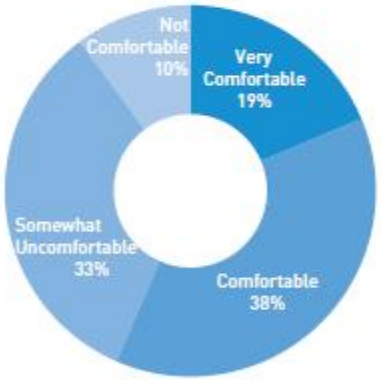
"Comfortable so long as the raise is sufficient to keep cars from parking here or drivers thinking this is a parking strip."

2. Public survey results

3. CURB-SEPARATED WALKING PATH AT SAME LEVEL AS CARS

This option is a walking path at the same level as the roadway, separated from cars by a curb or wheel-stops. There is no landscaping or other buffer between the roadway and the walking path.

57% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



"Very comfortable if the difference between walking and driving spaces are made extremely obvious (i.e., difference in color/material) to drivers."

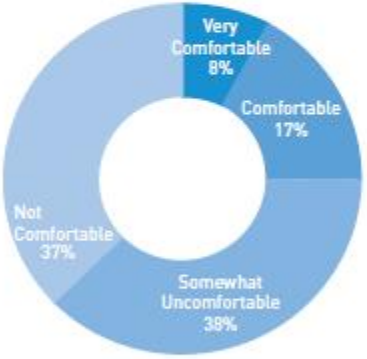

[N 97th St & Fremont Ave N]


[28th Ave NW]

4. SHARED WALKING SPACE WITH TRAFFIC CALMING FEATURES TO SLOW CARS

In this option, people walking and people driving share the roadway space. Traffic calming features such as chicanes, landscape elements, and speed humps are used to slow cars.

25% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.




[Shared road]


[Longfellow Shared Space Street, Santa Monica, CA]


[Speed hump]

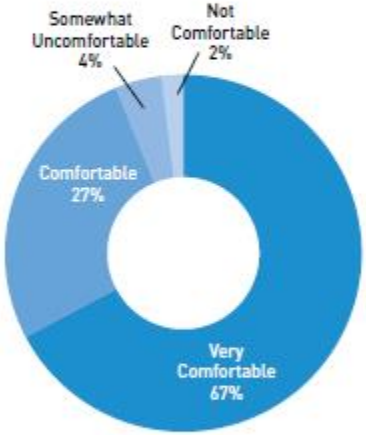
"In some neighborhoods where traffic is very low on the road this would be ok, but some roads that are more busy I would not be comfortable walking on."

2. Public survey results

5. TRADITIONAL CONCRETE SIDEWALK WITH CURBS ON ONE SIDE OF THE STREET ONLY, WITH RAIN GARDENS

With this option, project costs would be shared with other City agencies where stormwater retention features are needed. Sidewalks could be built concurrently with drainage improvements.

94% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



"Sidewalks on only one side of the street seems like a good budget option. Rain gardens are great -- be sure landscaping stays small enough to preserve visibility and safety."

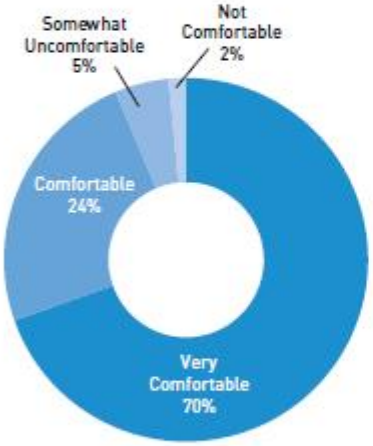

[2nd Ave NW]


[2nd Ave NW]

6. WALKING PATH AT SAME LEVEL AS CARS, SET BEHIND LANDSCAPING

This option is a walking path at the same level as the roadway, but is separated by landscaping. The walking path is not raised, and there is no curb.

94% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



"Great buffer between cars and pedestrians. I really love the winding path through the landscape. Seems like a very pleasant place to walk and safe too."

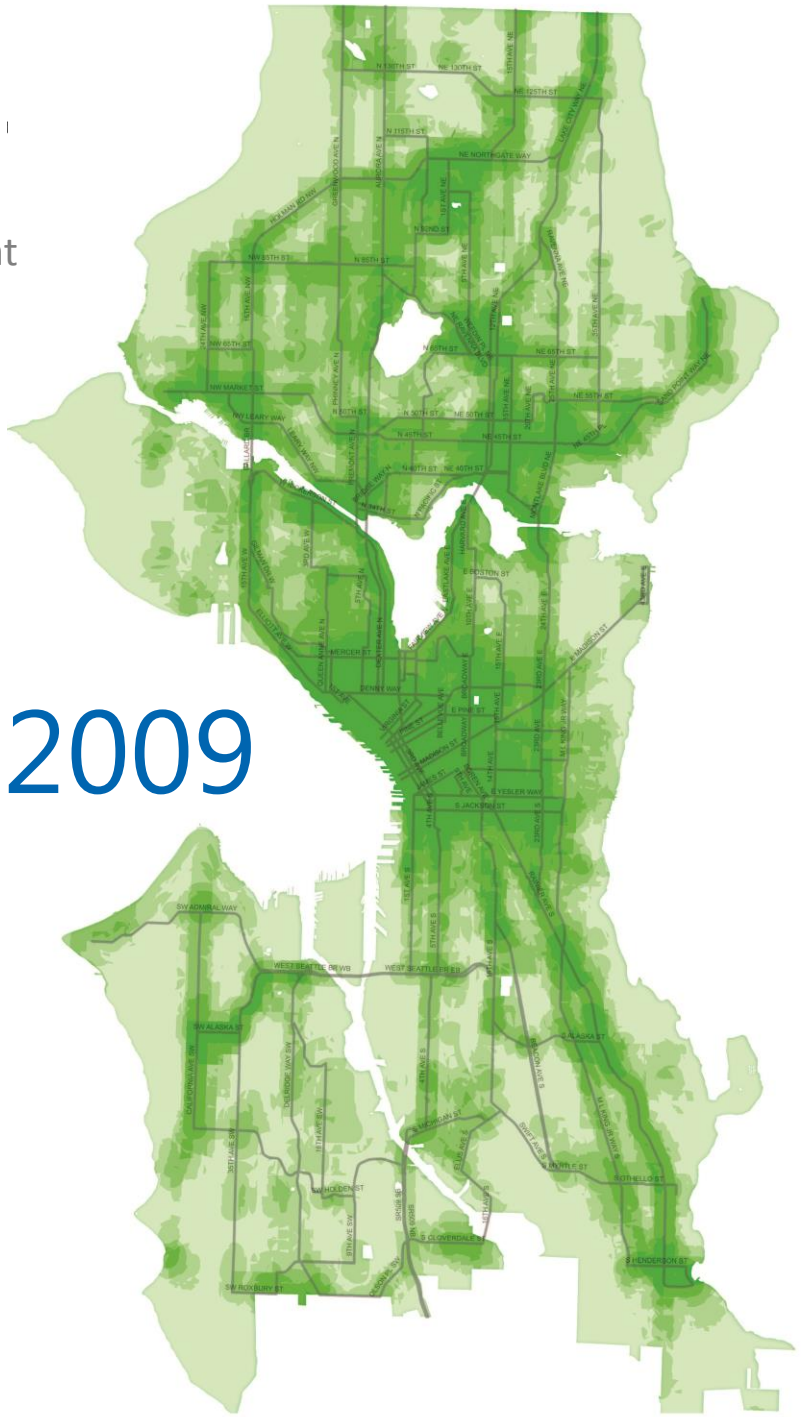

[17th Ave NE Green Street]


[At-grade sidewalk behind landscaping]

3. Demand analysis

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



3. Demand analysis

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

Draft Updated Factors
Frequent Transit Network arterials
Walk sheds to Frequent Transit Network (FTN) stops
Walk sheds to public schools

- Responds to public priorities as articulated in PMP public survey (access to schools & transit)
- Broadens geographic distribution of priorities
- Sharpens priorities by focusing on key generators
- Helps address desire for system connectivity

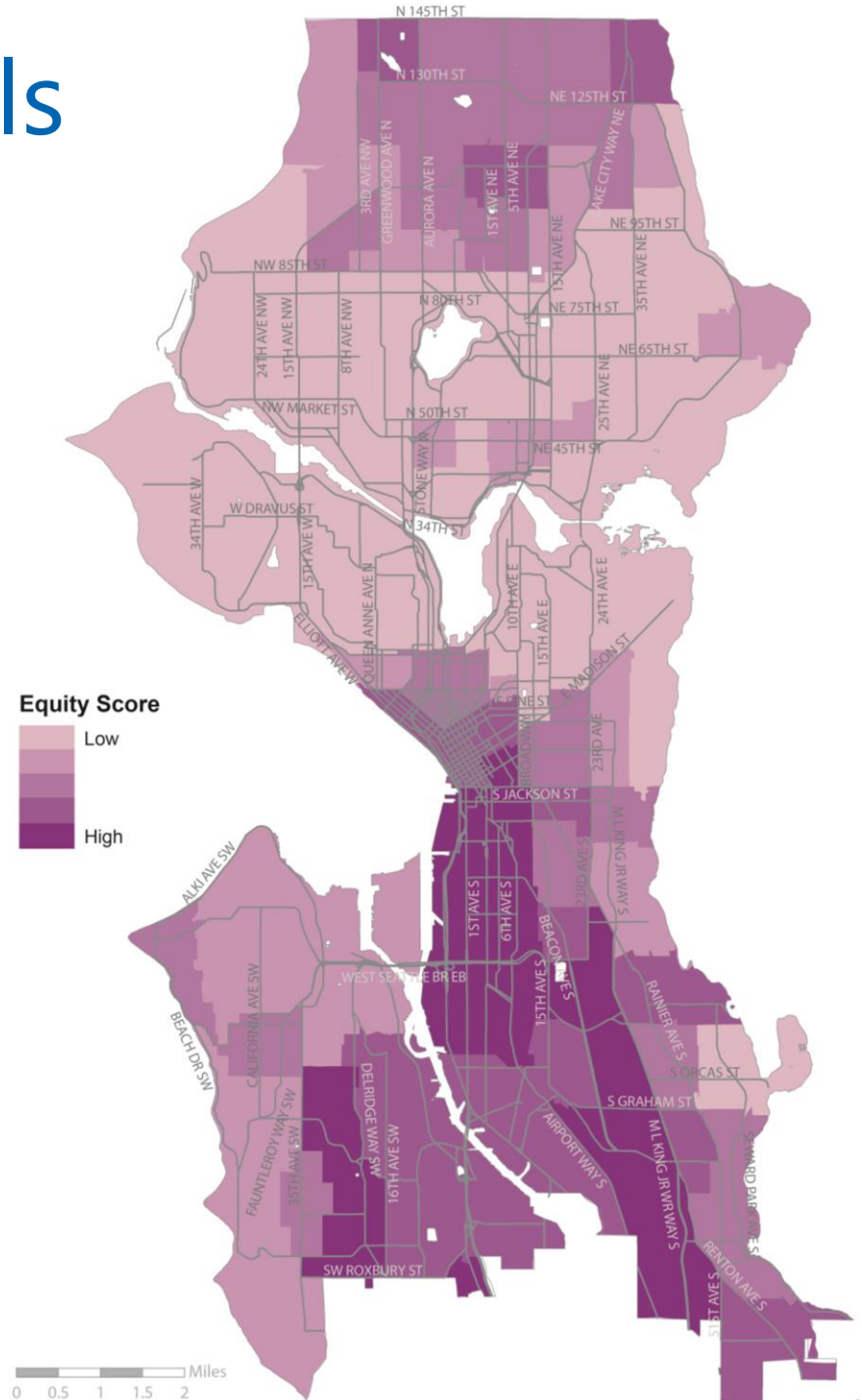
(Continued in GIS…)

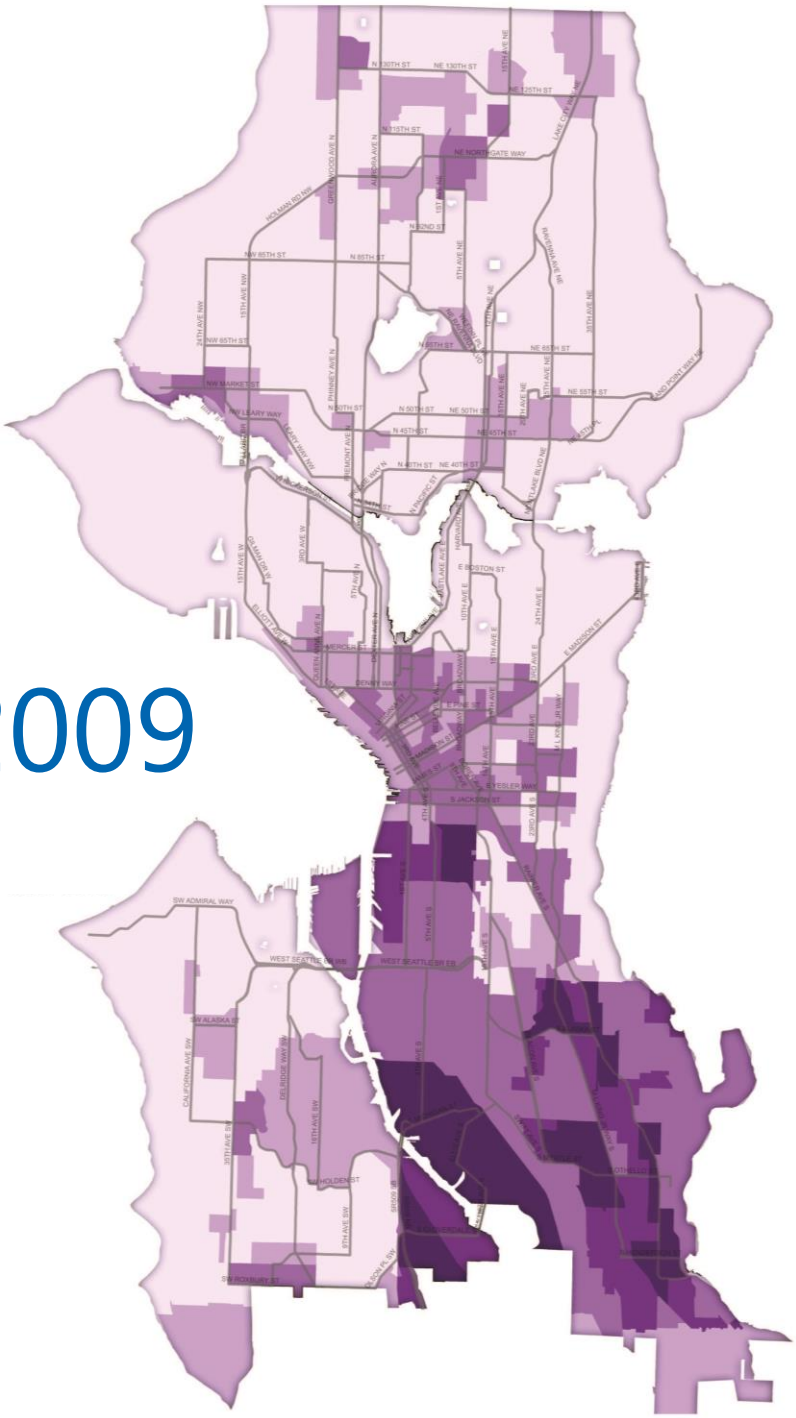
4. Prioritizing arterials

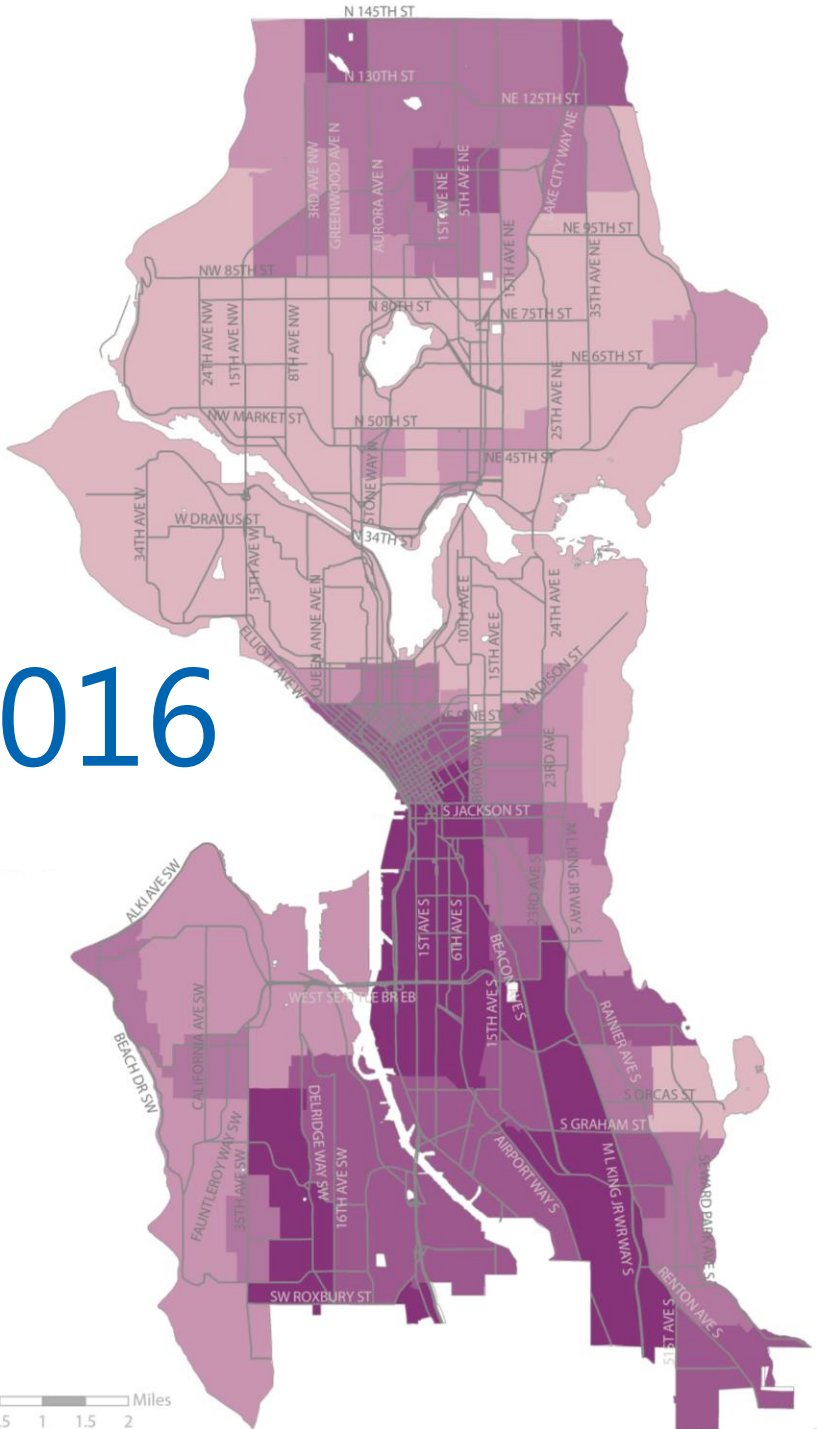
Equity: Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.

Health: Get more people walking to improve health and increase mobility.

Factors
Communities of color (new)
Low income population
Disability population
Diabetes rates
Physical activity rates
Obesity rates



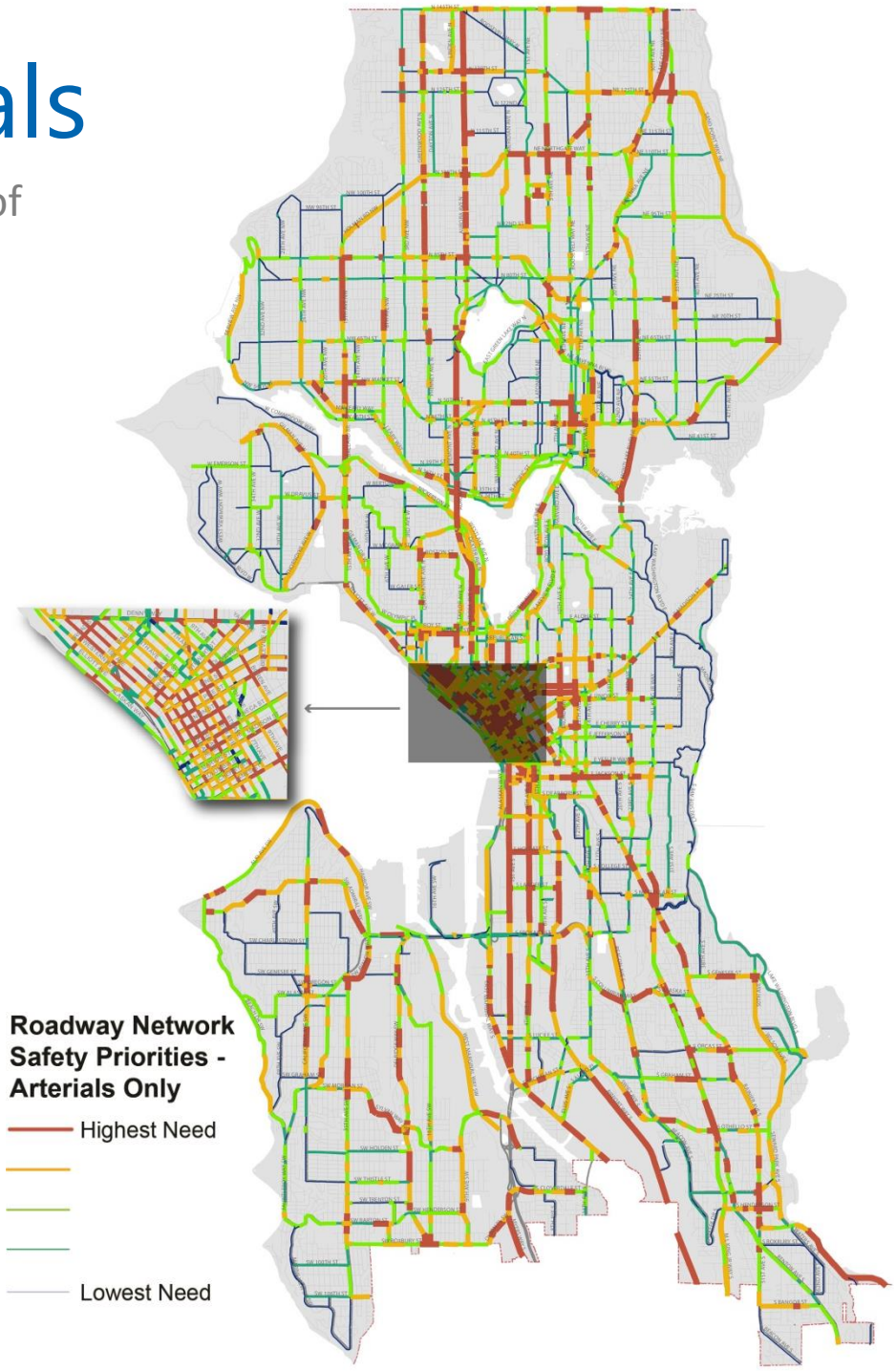

2009


2016
N 145TH ST
N 130TH ST
NE 125TH ST
NE 95TH ST
NW 85TH ST
N 80TH ST
NE 75TH ST
NE 65TH ST
NW MARKET ST
N 50TH ST
NE 45TH ST
W DRAVUS ST
N 34TH ST
S JACKSON ST
S ORCAS ST
S GRAHAM ST
SW ROXBURY ST
3RD AVE NW
GREENWOOD AVE N
AURORA AVE N
1ST AVE NE
5TH AVE NE
LAKE CITY WAY NE
35TH AVE NE
24TH AVE NW
15TH AVE NW
8TH AVE NW
25TH AVE NE
34TH AVE W
15TH AVE W
STONE WAY N
QUEEN ANNE AVE N
10TH AVE E
15TH AVE E
24TH AVE E
MADISON ST
BROADWAY
23RD AVE
M L KING JR WAY S
ALKI AVE SW
BEACH DR SW
CALIFORNIA AVE SW
1ST AVE S
6TH AVE S
15TH AVE S
RAINIER AVE S
FAUNTLEROY WAY SW
35TH AVE SW
DELRIDGE WAY SW
16TH AVE SW
AIRPORT WAY S
RENTON AVE S
51ST AVE S
Miles
0 0.5 1 1.5 2

4. Prioritizing arterials

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

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 minor arterials
Roadway width	Curb to curb width
Speed	85th percentile speeds where available, and posted speed limit where actual speed is not available.
Controlled crossing spacing	On principal and minor arterials



(Continued in GIS…)

6. Next steps

Crossing the Roadway

Draft Factors	
Road width	
Distance between traffic signals and stop signs	
Crosswalk	
Curb ramp	Update via current ADA ramp audit
Signal control	
Stop sign control	
Block length	

Along the Roadway

Draft Factors	
Sidewalk status	
Curb	
Buffer (parking, landscape)	
Peak hour parking	Differentiated, and likely higher rated, than parking. Buffer during the busiest times.
Street trees	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.
Alleys	Used as a proxy for access control, limited to alleys, rather than many driveways.

Questions?

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www.seattle.gov/transportation




SDOT
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