

PMP Implementation Plan – Project Selection



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SPAB Briefing
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PMP Update - Implementation Approach

- Apply qualitative factors to list of scored PIN locations
- Select investment priorities based on PIN score and qualitative data
- Match deliverables with annual funding availability
- Coordinate among SDOT programs

Criteria	Description
Leveraging opportunities	Coordinate delivery with other projects to reduce costs
Policy directive	Project specified by plan, policy, Mayor, or City Council
Community interest	Local community or stakeholders have expressed interest in improvements
Geographic balancing	Project improves the balance of funding spent among geographic sectors of the city

How do qualitative factors play into project selection?

- Leveraging opportunities:
 - Grant-funded projects, corridor improvements, private development, major projects
- Policy direction
 - Age-Friendly Community scoring
- Community interest
 - YVYC partnerships, community process
- Geographic balancing
 - Distribute projects based on % of PIN missing sidewalks that falls within each Council District (i.e., measure of network completeness)

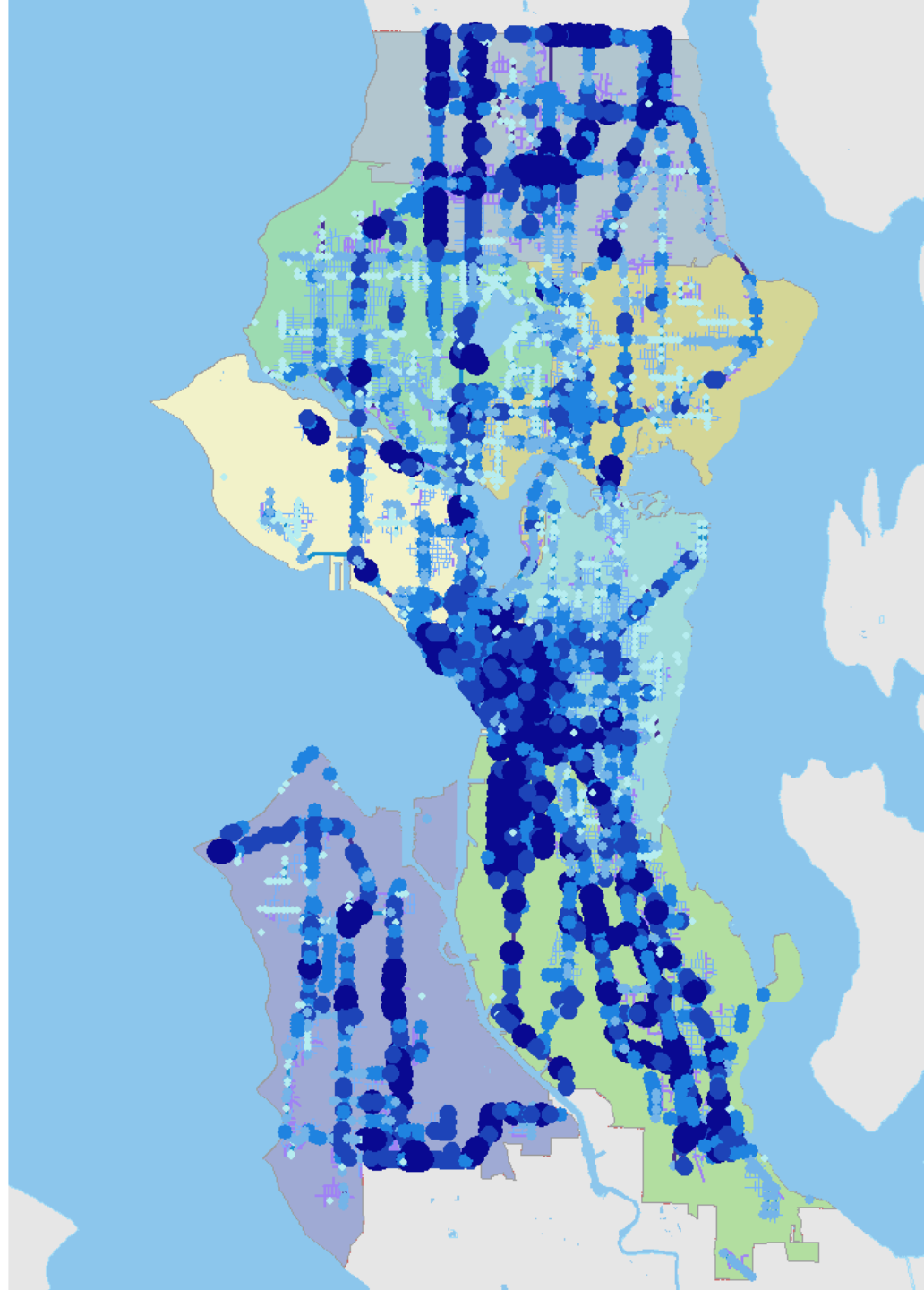
PMP Implementation Funding

Program	2018	2019	2020	2021	2022	5-Year Total
PMP New Sidewalks	5.7 M	5.2 M	4.1 M	4.0 M	4.0 M	23.0 M
PMP Crossings, ADA, Stairways	7.7 M	7.8 M	7.8 M	7.8 M	7.8 M	38.9 M
PMP School Safety (SRTS)	2.5 M	2.0 M	1.9 M	1.9 M	1.9 M	10.2 M
Sidewalk Repair Program	1.6 M	1.6 M	1.6 M	1.6 M	1.7 M	8.1 M
Total						80.2 M

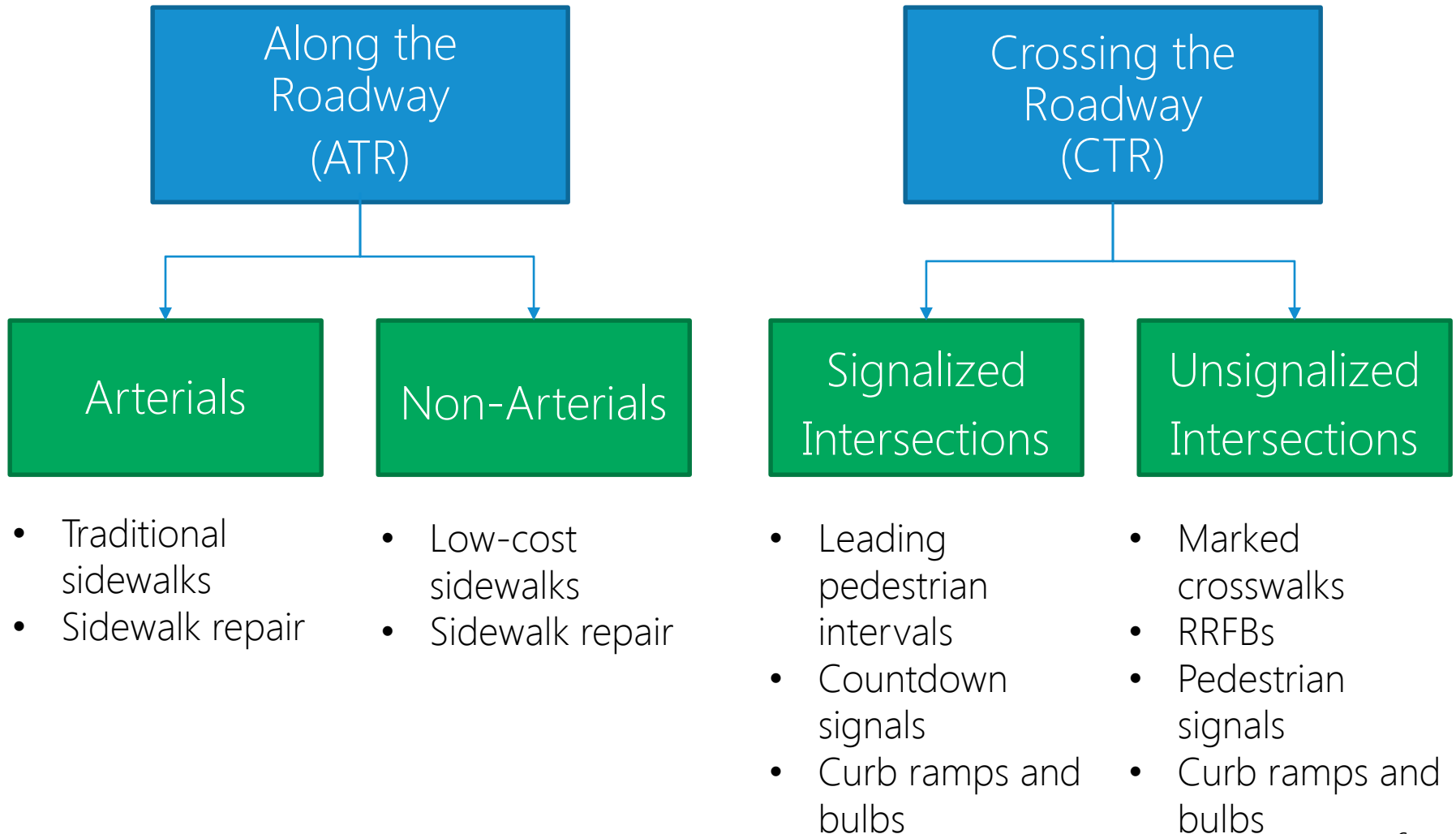
Priority Investment Network

Street Segments:
12,292

PIN Crossings:
4,155



Step 1: Filtering the PIN



PIN Data Processing: Arterials

Arterial PIN Segments – 4,635



Selected segments missing sidewalks on
least one side of the street – 474



Removed segments that do not warrant
SDOT improvements – 296

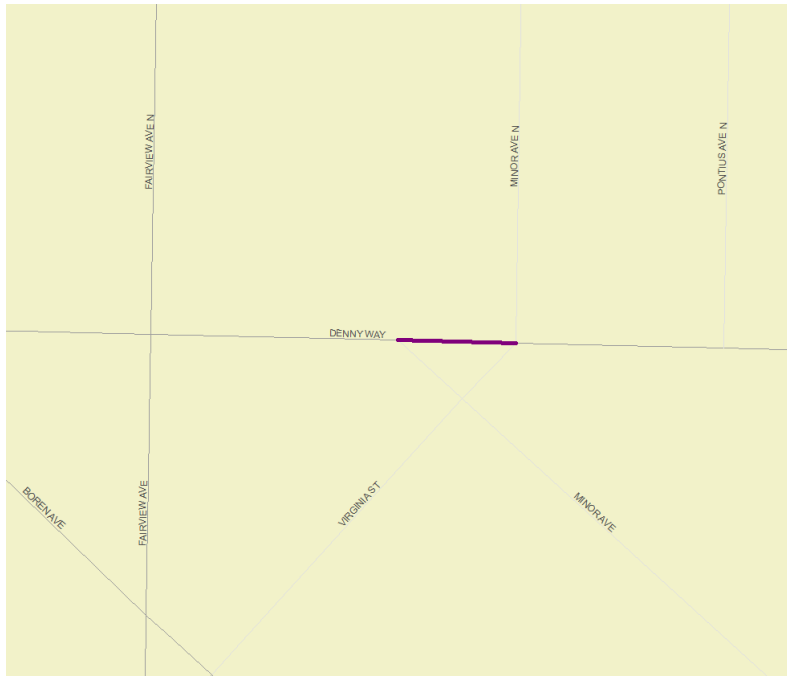


Added age-friendly score* to the PMP
score – 296



Selected top 100 projects based on total
score broken down by council district









PIN Data Processing: Non-Arterials

Non-arterial PIN segments – 7,657

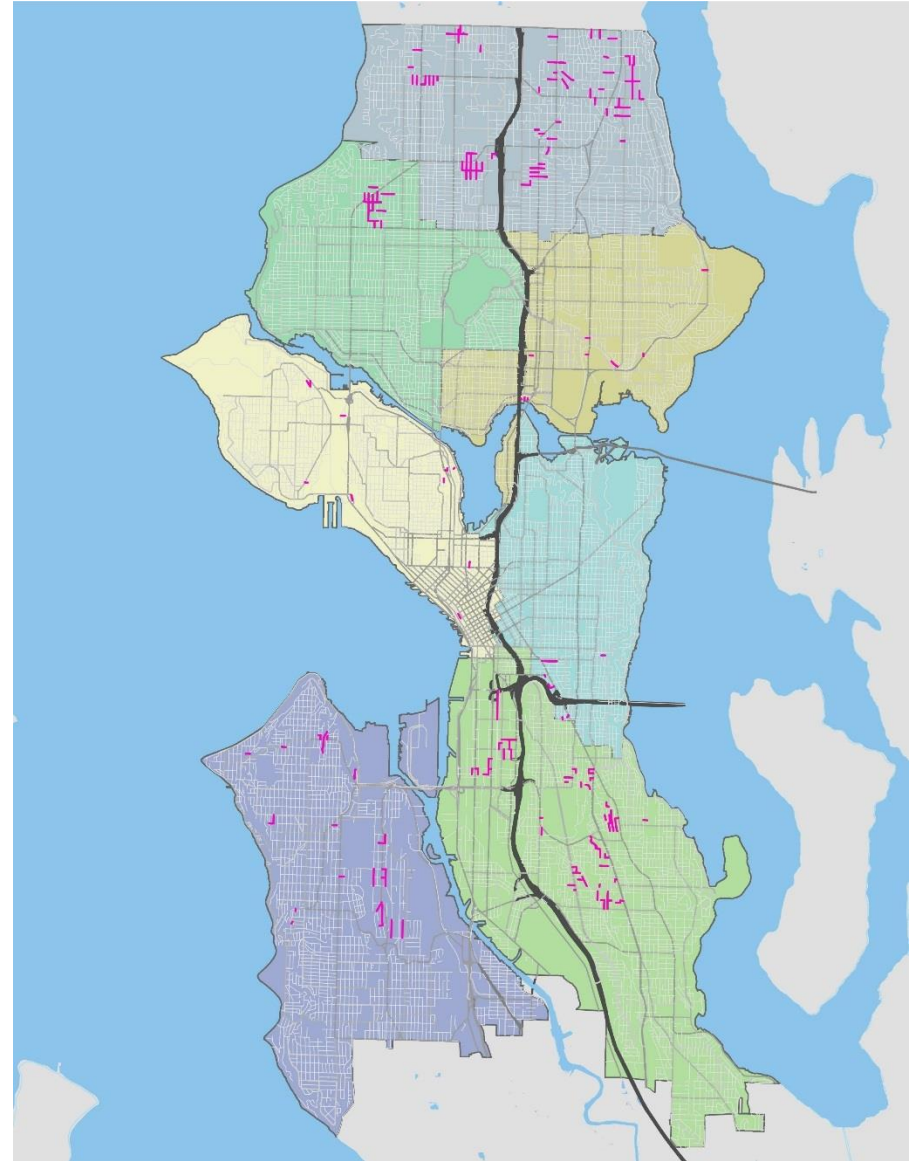
Selected segments missing sidewalks on both sides of the street – 1,241

Removed segments on dead end streets and streets >10% slope – 676

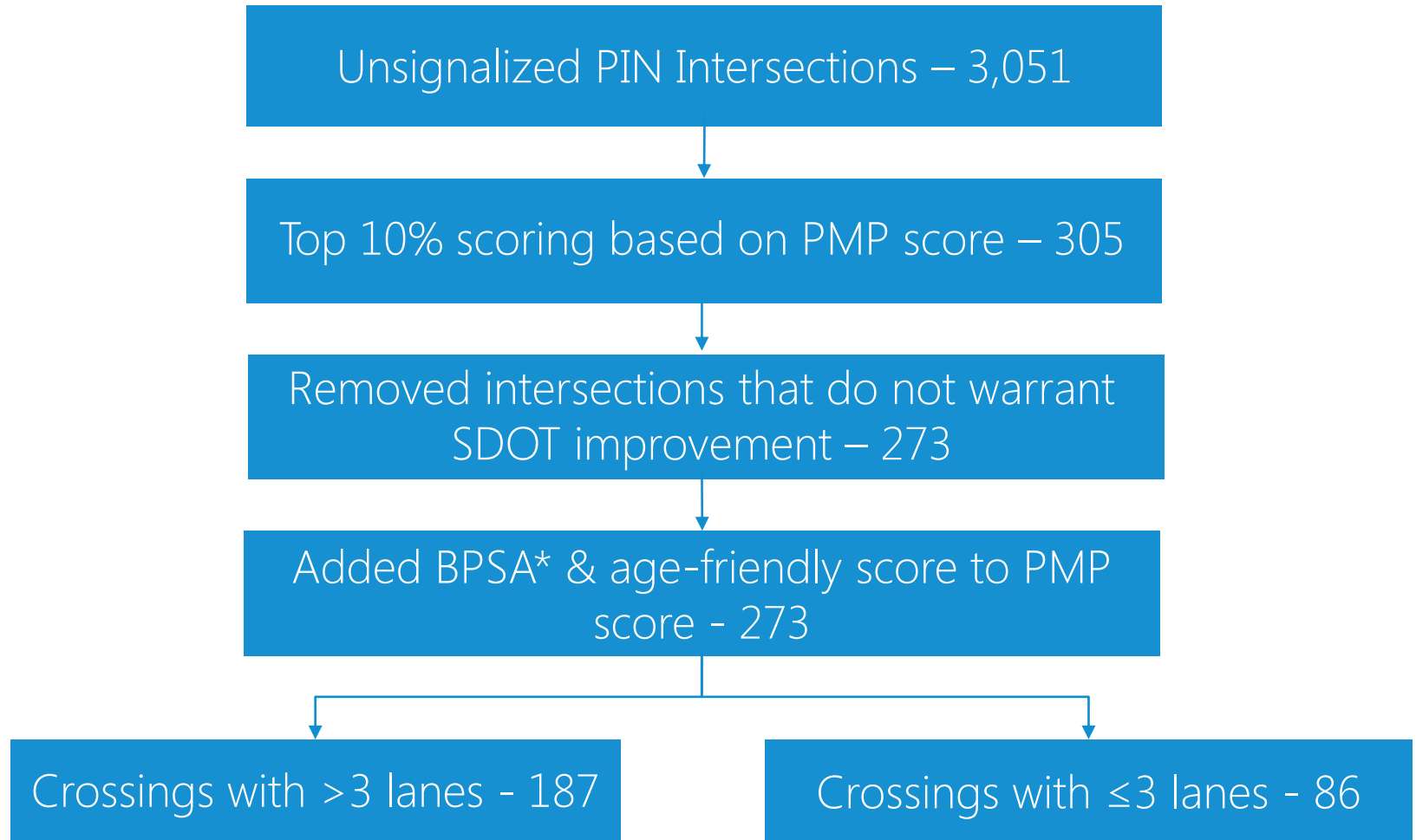
Removed segments that do not warrant SDOT improvements - 661

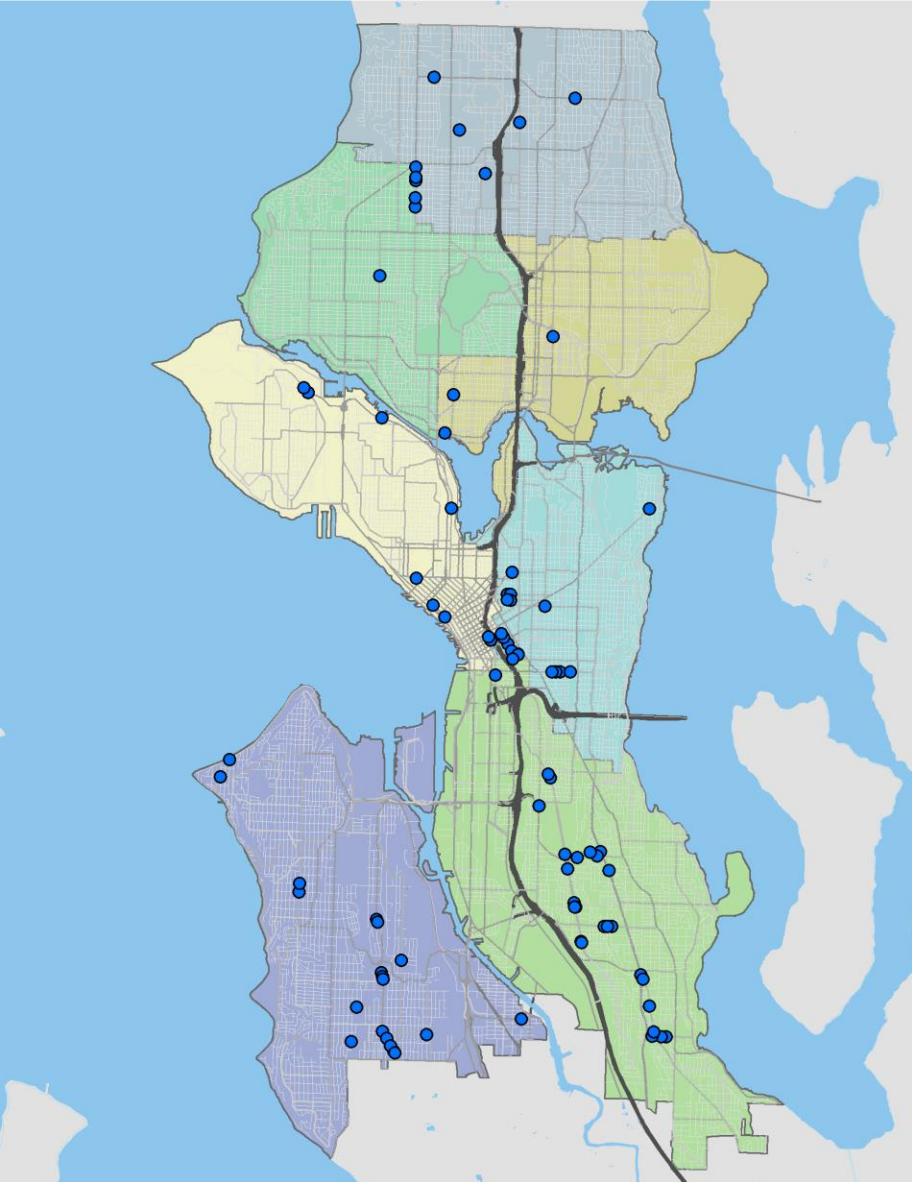
Added age-friendly score to the PMP score - 661

Selected top 250 projects based on total score broken down by council district

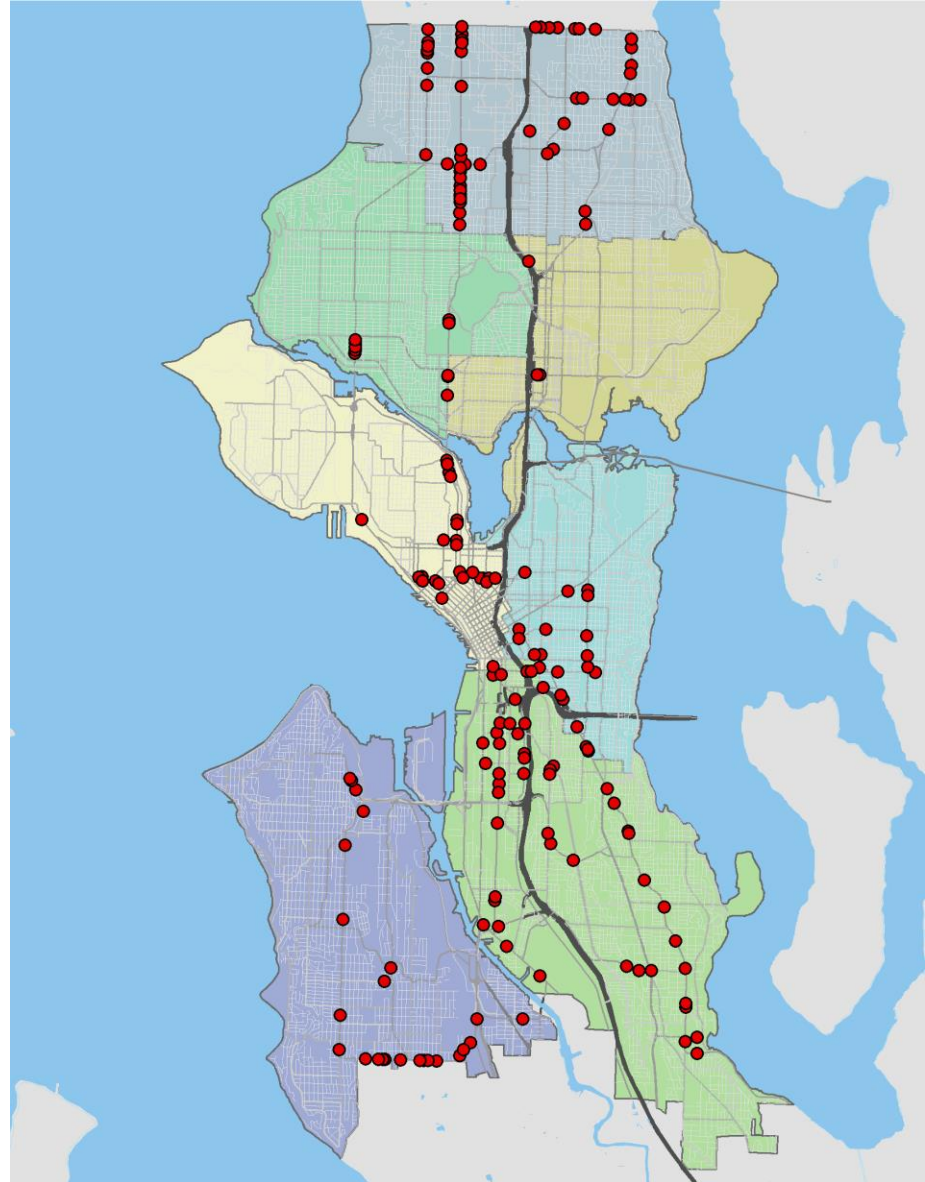


PIN Data Processing: Unsignalized Crossings





Crossing: ≤ 3 lanes



Crossing: > 3 lanes

PIN Data Processing: Signalized Crossings

Signalized PIN Intersections – 1,000



Selected BPSA Intersections - 482



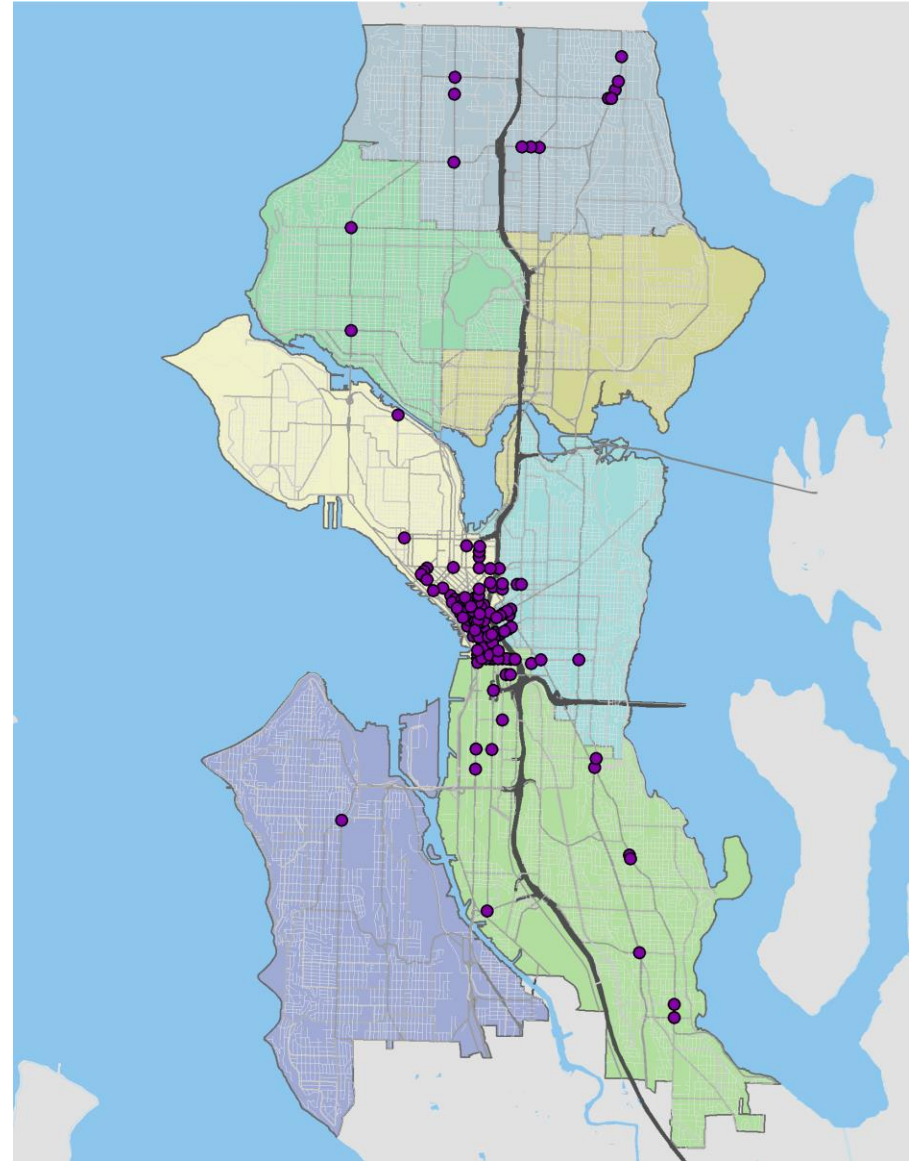
Removed intersections included in Vision Zero work plan - 463



Added age-friendly score* to the PMP score - 463



Selected top 30% scoring crossings - 139



Additional Scoring Factors

- Age-Friendly Score

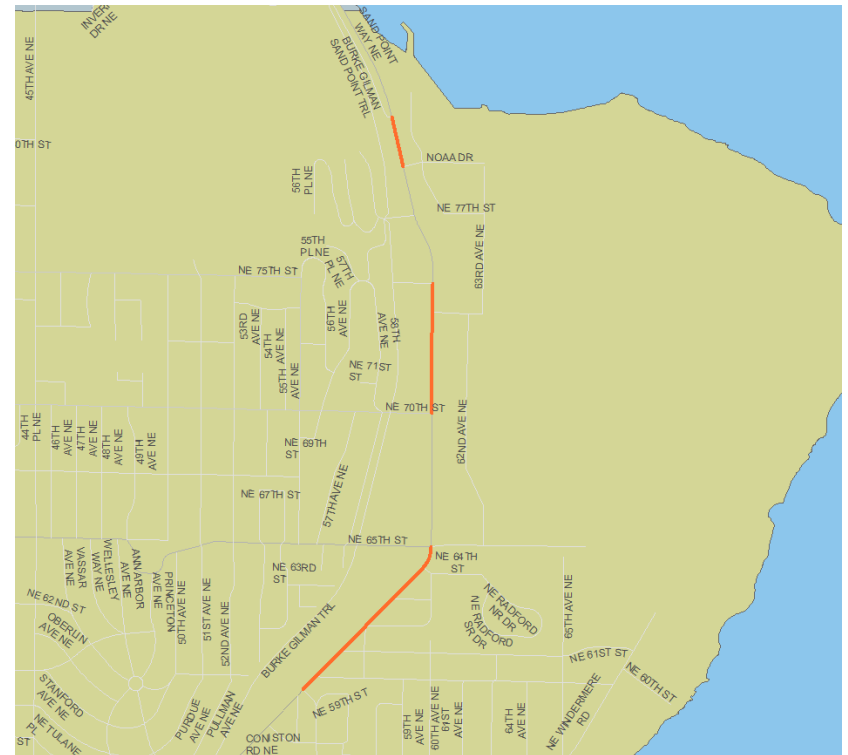
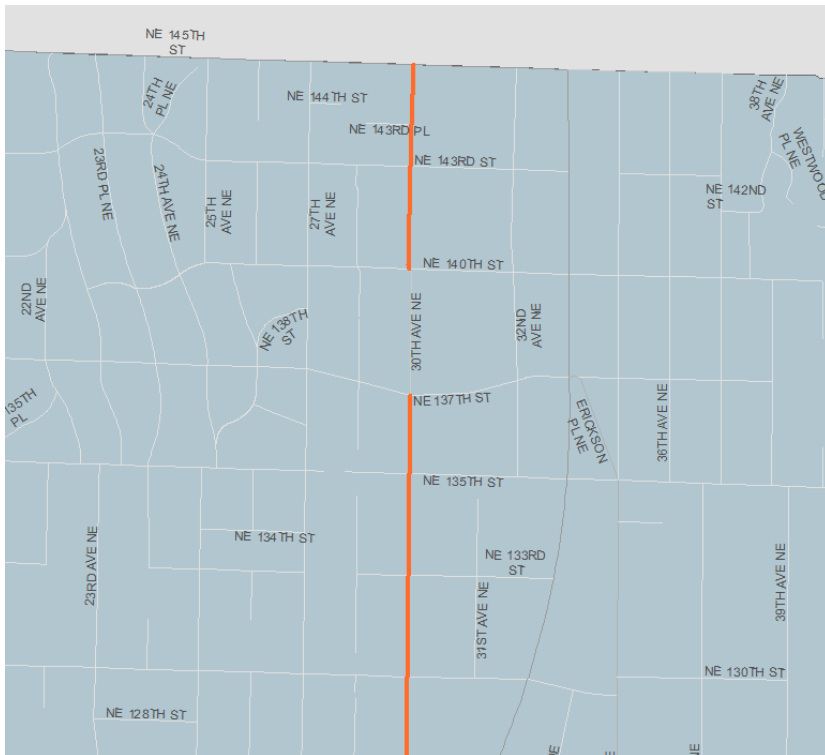
Category	Score
First Mile	
% population over 64 by census block group	0-8
Last Mile	
¼ mile distance to congregate meal site	0-1
¼ mile distance to senior center	0-2
¼ mile distance to medical facility	0-2
Max Score	13

- Bike and Pedestrian Safety Analysis (BPSA) Score

Category	Score
Higher-priority intersection for pedestrians in BPSA	0-5
Max Score	5

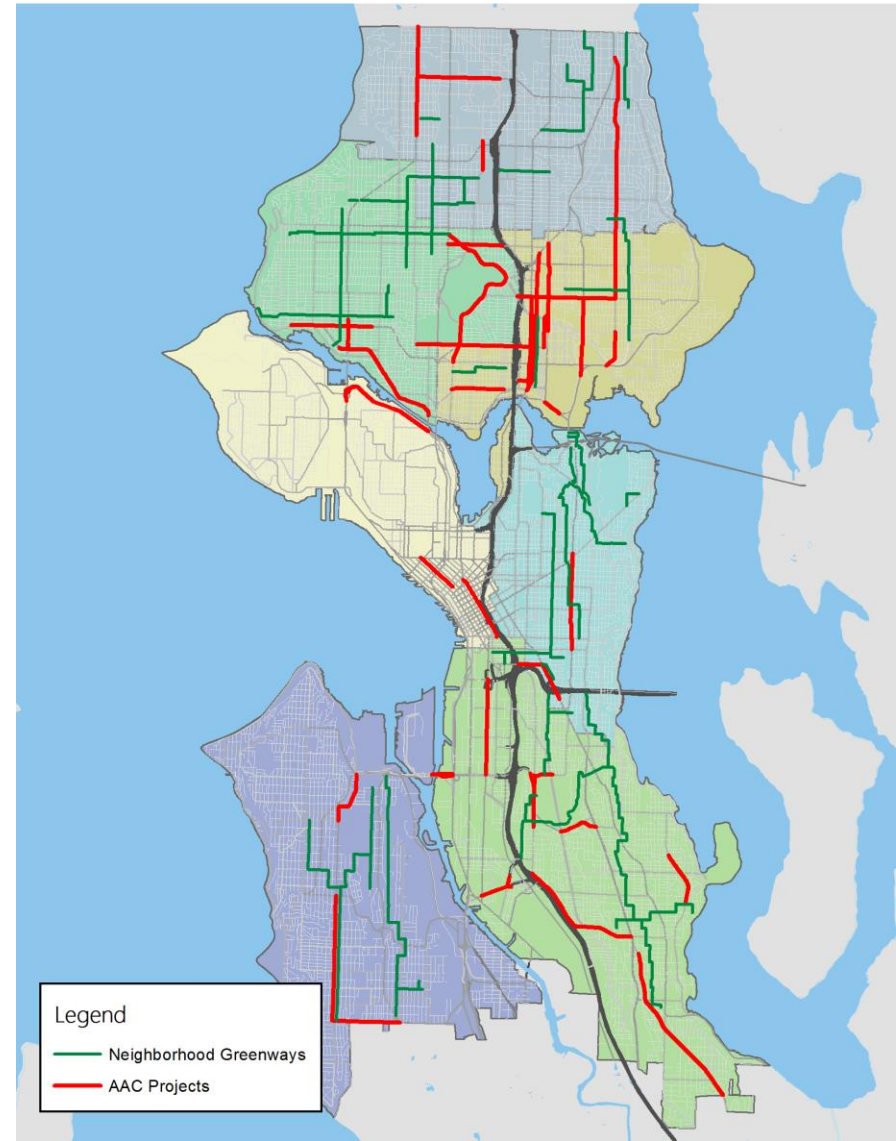
Filling in the Gaps...

Connect prioritized street segments to create complete projects



Project Coordination

- Pull prioritized project list of sidewalk and crossing improvements
- Timing and delivery coordination with:
 - Your Voice, Your Choice
 - Paving projects (AAC)
 - Neighborhood greenways
 - Vision Zero safety corridors
 - Transit corridors
 - Other major projects
 - Private development



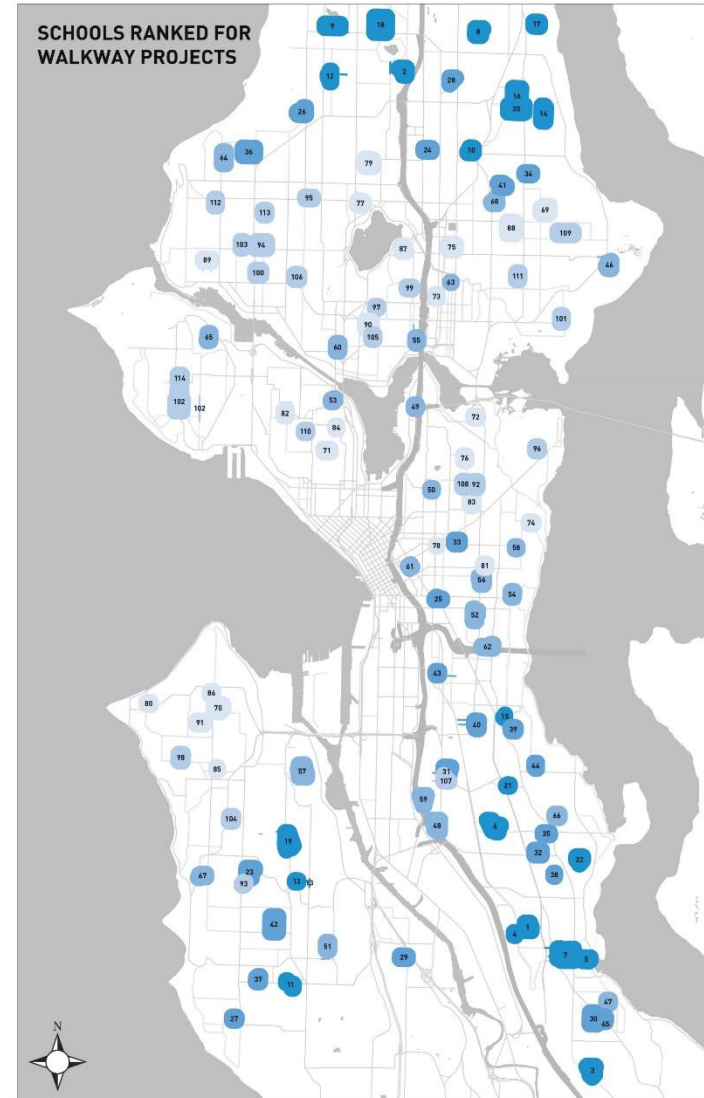
Stairways and Paths

- Evaluating prioritization processes for new stairways and pathways where warranted
- Process to consider availability of connections, health/equity data



Safe Routes to School

- Maintain school-based prioritization model
- Prioritization to consider:
 - Average PIN scores within 600 ft radius of school
 - Equity score for school population (% non-white population)
 - Ped and bike collisions within 600 ft radius



Sidewalk Repair

- Prioritization based on:
 - Data collected from sidewalk condition assessment
 - Claims and complaints
 - PIN scoring



Next Steps

- Revise and formalize prioritization framework
- Develop draft project list based on prioritization, funding, and available data
 - Present to SPAB
 - Compile into 2018-2022 PMP Implementation Plan

Questions?

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http://www.seattle.gov/transportation/pedestrian_masterplan/

www.seattle.gov/transportation/

