

Pedestrian Master Plan Update



Transit Advisory Board
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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

- What is the PMP?
- PMP policy framework
- What we've heard
- Prioritizing pedestrian improvements
- Plan implementation
- Next steps



PMP is a resource allocation plan

- 20-year blueprint to provide walking improvements
- 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

Seattle Department of Transportation

CITY OF SEATTLE PEDESTRIAN MASTER PLAN



Public Review Draft
April

PMP Policy Framework

Vision: Seattle is the most walkable city in the Nation

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.



What we've heard

Focus investments on:

- Streets connecting families and children to schools
- Streets connecting people to transit stops
- Sidewalks and crossings on busy arterial streets
- Residential streets where sidewalks are missing
- Locations where pedestrians are injured

PMP Public Outreach in Numbers



4,700
Total survey responses collected

Over 6,000
Written comments

45
Neighborhoods represented



8 Different languages translated

- Korean
- Thai
- Russian
- Chinese
- Vietnamese
- Spanish
- Laotian
- Cambodian



3
Outdoor summer events



Over 25
community briefings



2
Pedestrian Master Plan open houses

Prioritizing pedestrian improvements

Step 1

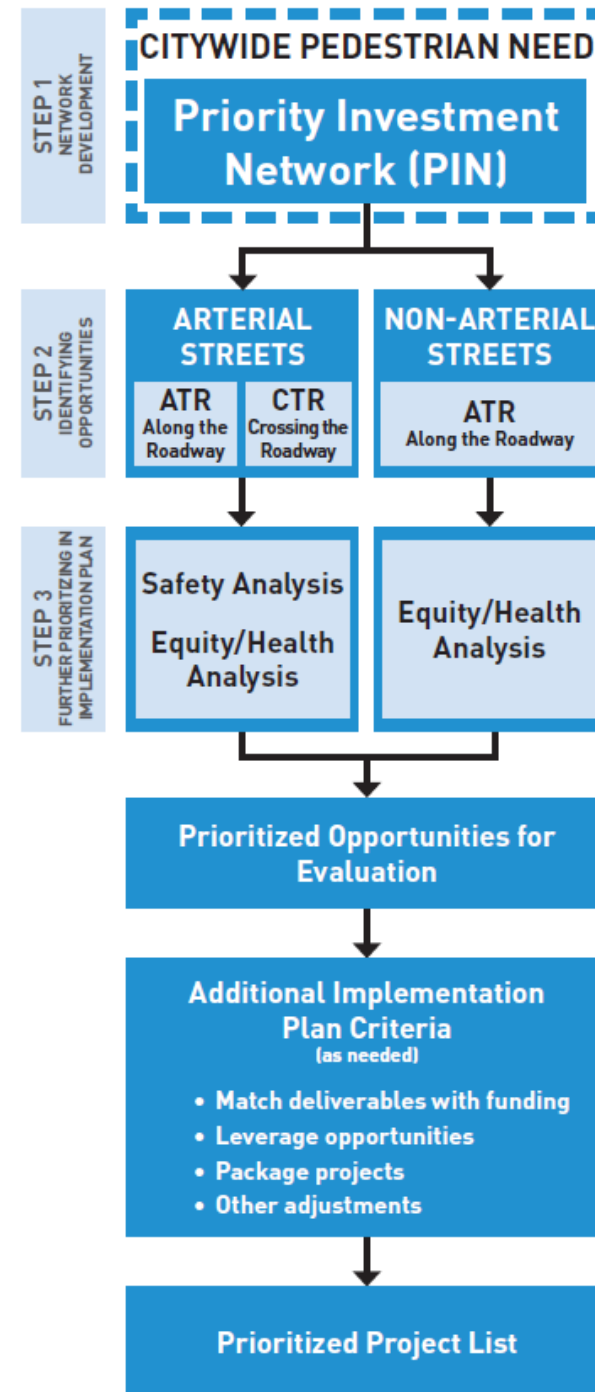
Develop a citywide “Priority Investment Network” (PIN) using demand (vibrancy) factors

Step 2

Identify opportunities to improve walking conditions along and crossing the streets in the PIN

Step 3

Further prioritization as the Plan is implemented, using **safety and equity/health analyses** to identify areas within the network to evaluate first



Step 1: Priority Investment Network

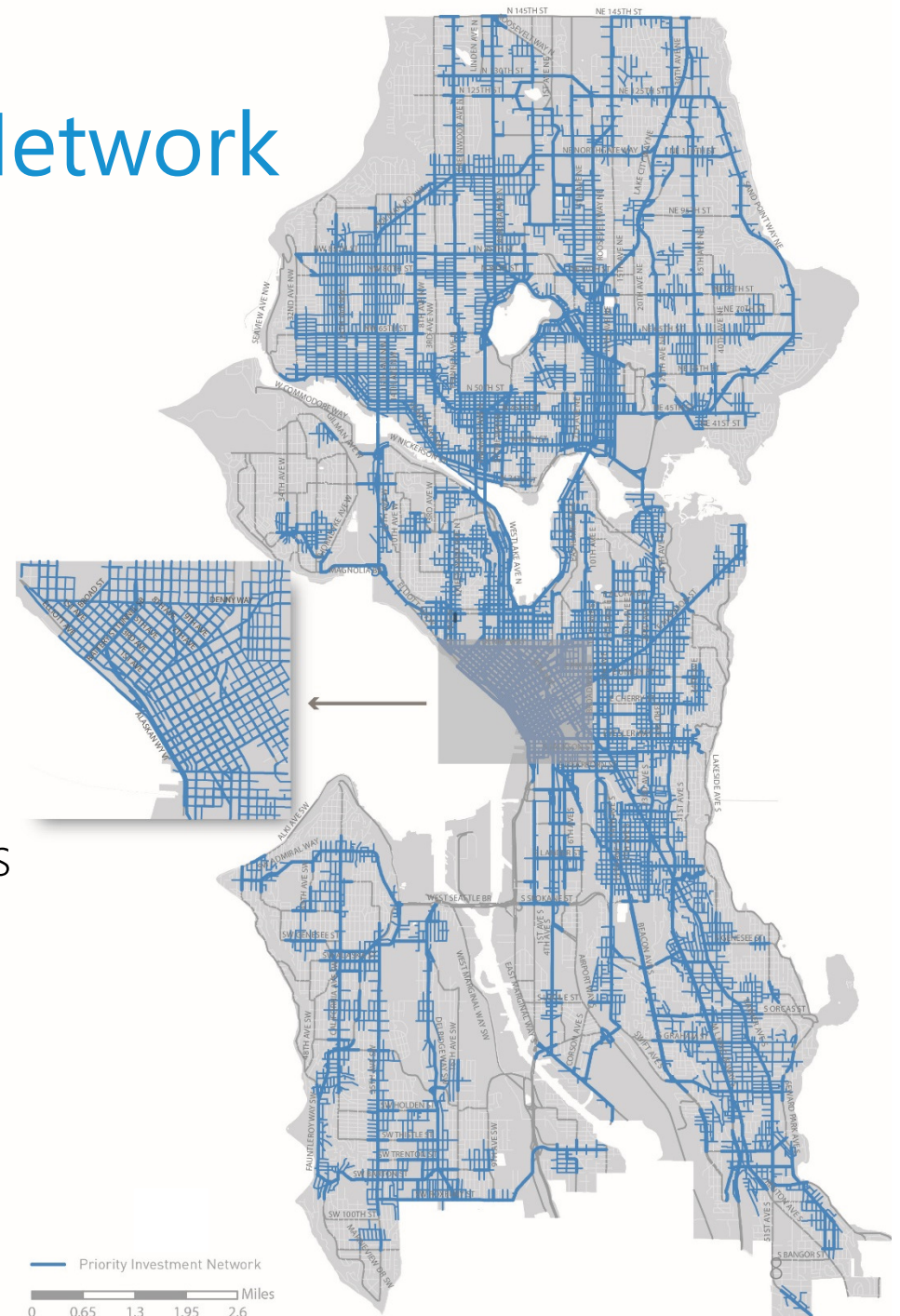
Updated Factors

Walksheds to Frequent Transit Network (FTN) stops
(walkshed distance based on transit type)

FTN arterials

Walksheds to public schools (1/4 mile)

- Investments are directed to this network (further prioritization is required)
- Responds to community priorities
- Helps address desire for system connectivity
- Distributes investment priorities across the city



Step 2: Identify opportunities for further evaluation

Along the roadway

- Evaluates arterial and non-arterial streets
 - Sidewalk presence
- Definition of sidewalk on arterials = includes curb
- Does not assess sidewalk condition

Crossing the roadway

- Evaluates arterial streets
 - Controlled stop spacing
 - Crossing width
 - Curb ramp status

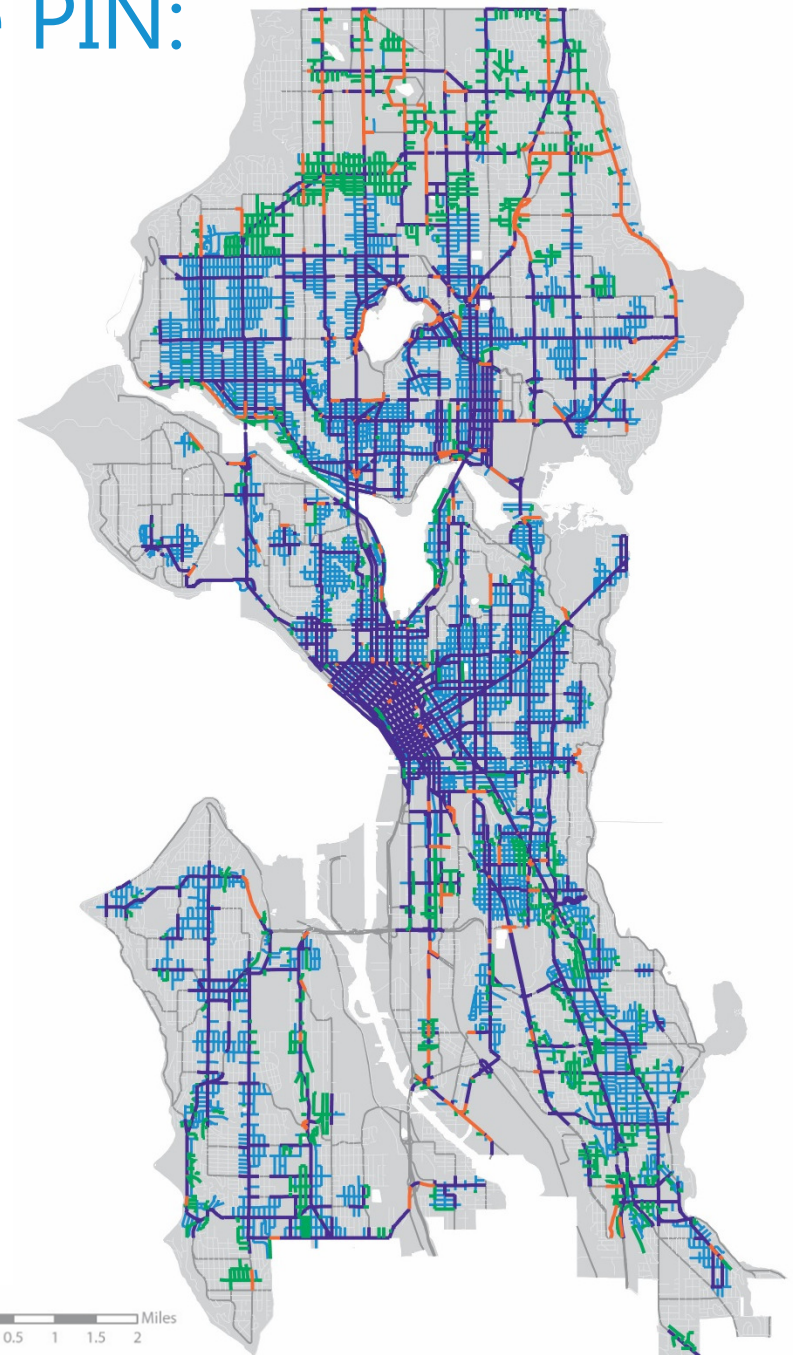
Identifying needs within the PIN: Missing sidewalks

- Arterial missing sidewalk (traditional sidewalks)
- Non-arterial missing sidewalk (low-cost sidewalks)
- Arterial streets (crossing improvements, maintenance)
- Non-arterial streets (maintenance)

	All arterials city-wide	All arterials within PIN
Total # blockfaces	12,791	9,158
Total blockfaces (or partial blockfaces) missing sidewalks	1,400	669*

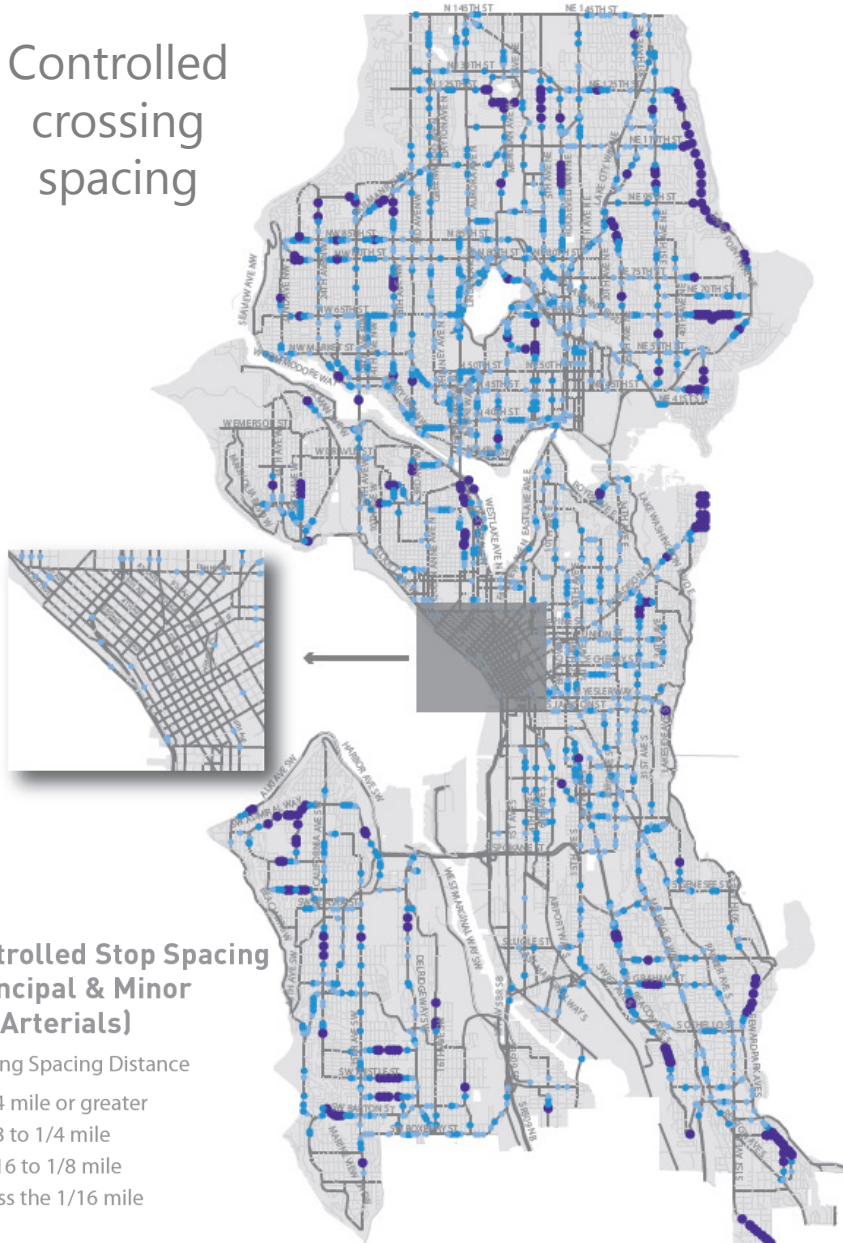
	All non-arterials city-wide	All non-arterials within PIN
Total # blockfaces	32,511	14,770
Total blockfaces (or partial blockfaces) missing sidewalks	10,001	3,136*

* Based on SDOT Asset Management database. Not all locations shown as missing sidewalks are necessarily feasible or desirable locations for new sidewalks.



Identifying needs within the PIN: crossings

Controlled crossing spacing

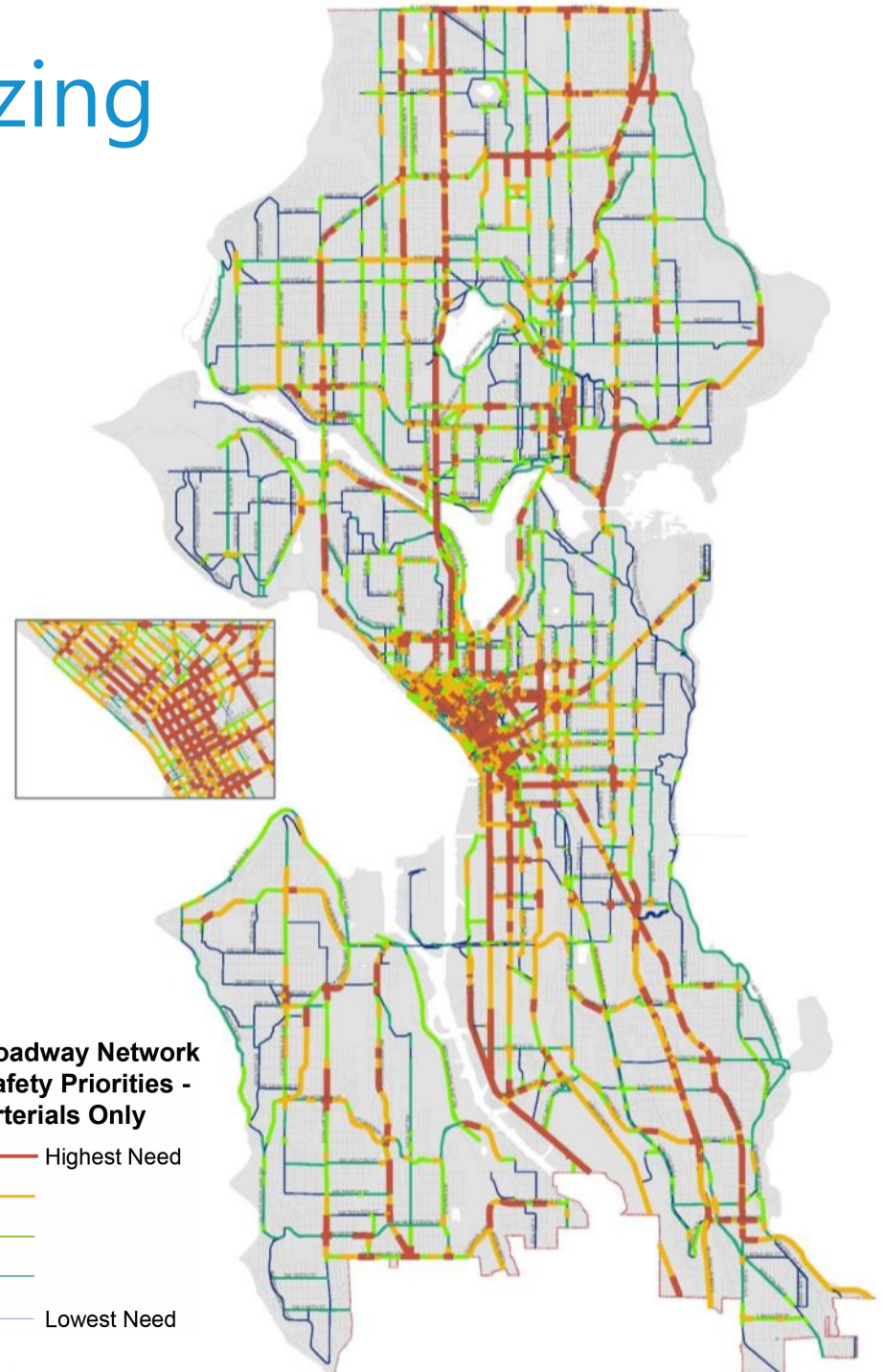


Crossing width



Step 3: Further prioritizing (arterials)

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



Step 3: Further prioritizing (arterials and non-arterials)

Health and Equity Factors

Communities of color (new)

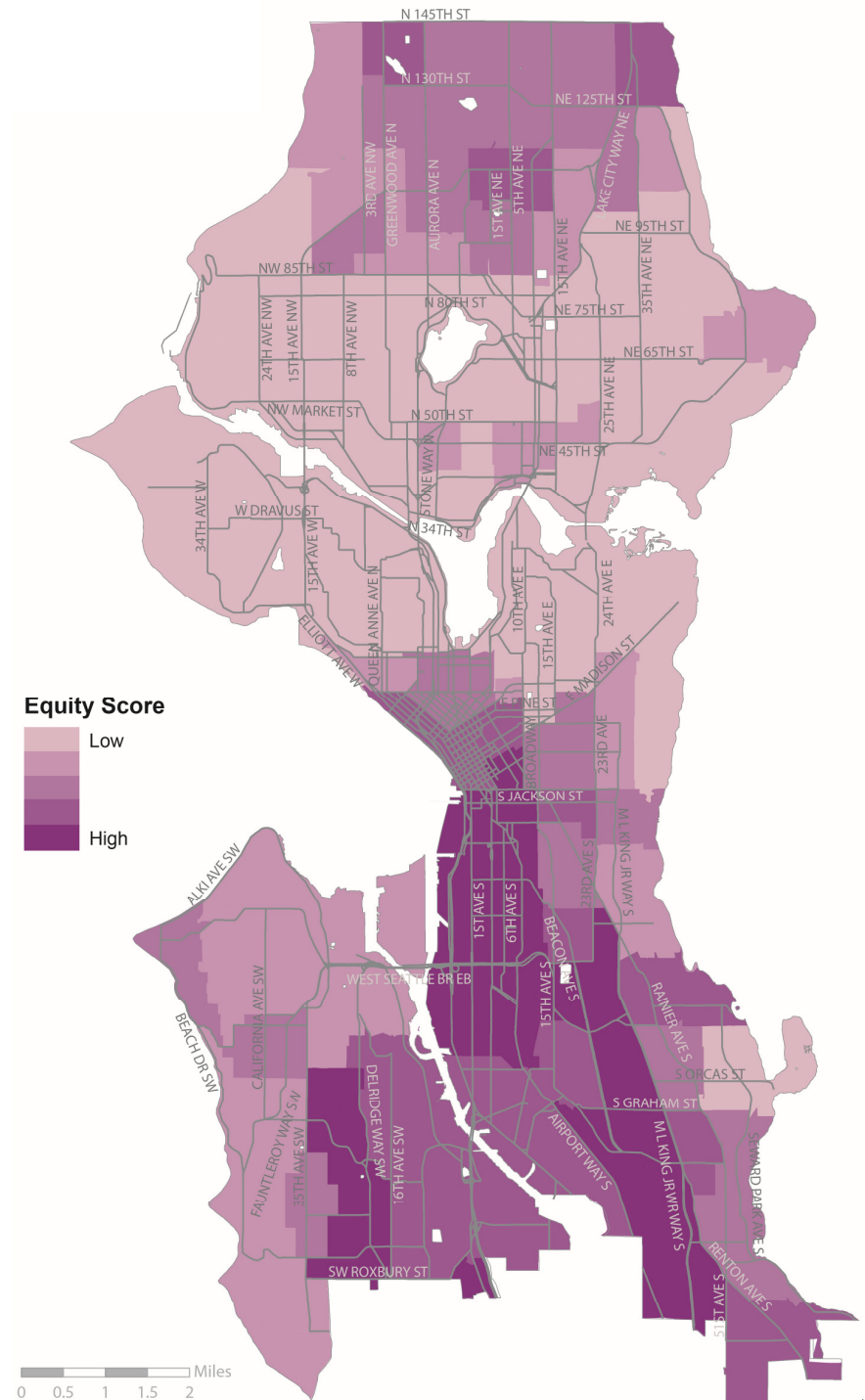
Low income population

Disability population

Diabetes rates

Physical activity rates

Obesity rates



PMP Implementation Plan

- Will be developed after Plan adoption
- Identify locations within the PIN for near-term improvements based on:
 - Safety/Equity/Health analyses
 - Annual funding streams, grant opportunities, and other resources.
 - Program/project leveraging opportunities
 - Other balancing factors
- Implementation Plan will be updated regularly
 - Reflects changing funding and leveraging opportunities
 - Allows safety/equity/health data to be updated regularly



Implementing strategies and actions

- Stem from Plan goals/objectives
- Outline how we will improve walking conditions within the PIN.
- 19 implementing strategies
- 64 implementing actions

ACTION 1.1.4 PROVIDE LOW-COST WALKING IMPROVEMENTS ON NON-ARTERIAL STREETS, INCLUDING NEIGHBORHOOD GREENWAYS

In order to maximize resources and provide walking improvements to more people as quickly as possible, we will provide innovative, lower-cost walkability improvements on non-arterial streets lacking sidewalks within the Priority Investment Network. Low-cost walking improvements are an alternative to traditional concrete, curb, and gutter sidewalks. Because they can be installed for as little as one-half the cost of a traditional sidewalk, these lower-cost techniques will enable SDOT to provide significantly more walking improvements to more people. These lower-cost improvements are intended for residential streets to help connect people to important neighborhood destinations such as schools, parks, and transit stops. Traditional concrete sidewalks will still be provided on arterial streets.

The type of low-cost walking improvement appropriate for a given street will depend upon the context of the street, including the right-of-way available, drainage needs, impacts to parking, and the location and number of driveways. Low-cost walking improvements may include any of the following treatments:

- Stamped and/or stained asphalt sidewalks
 - Delineated, at-grade walking paths
 - At-grade walking paths separated by landscaping
 - Shared walking space with calmed traffic
 - Coordinated infrastructure delivered in partnership with drainage improvements provided by Seattle Public Utilities
-



Stamped and stained asphalt sidewalk with curb (raised walkway) along NE 105th Street.



Curb-separated walking path at the same level as cars at N 97th Street and Fremont Avenue N.



At-grade walking path behind green stormwater infrastructure without curb in the City of Shoreline.



Traditional concrete sidewalk with curbs on one side of the street only, with rain gardens that could be implemented in coordination with Seattle Public Utilities. 2nd Avenue NE pictured above.

Plan performance measures

Measure	Desired trend	Performance target
Number of pedestrian fatalities and serious injury collisions	Decreasing rate	Pedestrian fatalities and serious injury collisions reach zero by 2030
Rate of crashes involving pedestrians	Decreasing rate of pedestrian crashes per 100,000 residents	(None recommended)
Percent of sidewalks within the PIN completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of PIN arterial sidewalks complete by 2035
Mode share	Increasing percentage of walking trips	(None recommended)
Pedestrian activity	Increasing number of pedestrians at count locations over time	(None recommended)
Children walking or biking to or from school	Increasing number of trips by children	(None recommended)

PMP Public review draft

- Public comment period
 - 45 days
- Hard copy of the plan distributed to
 - Seattle libraries
 - City Council
 - Mayor's office
- Available online
- Work with Department of Neighborhoods (DON) to spread the word



Status and next steps

	April	May	June	July	August
Develop draft plan					
Release draft plan for public review		●			
Public review and outreach					
Address comments					
Anticipated Mayor's recommended plan*					●

*Implementation Plan will be developed after Plan adoption

Questions?

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www.seattle.gov/transportation/pedMasterPlan.htm

www.seattle.gov/transportation

