Pedestrian Master Plan Update Briefing
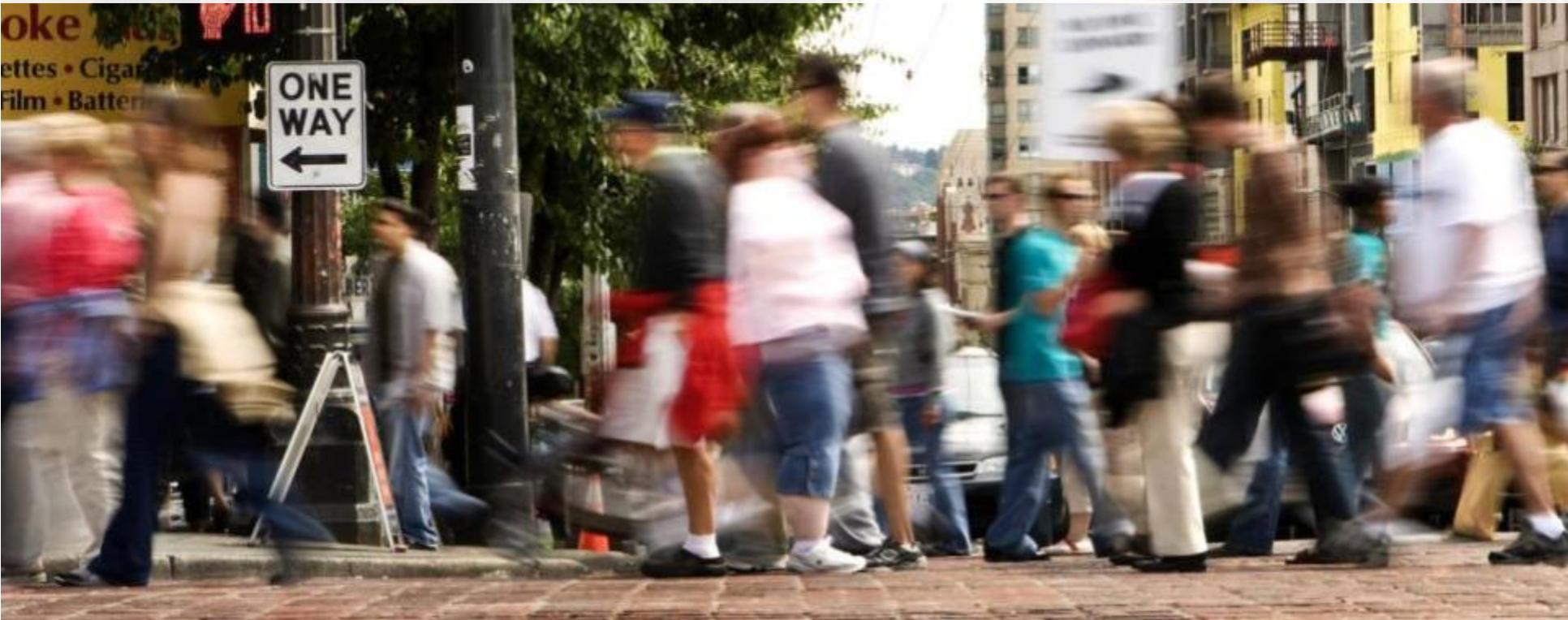
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Urban Forestry Commission

October 7, 2015

SDOT
Seattle Department of Transportation

Overview

- PMP update scope-of-work
- Existing PMP structure
- Ongoing prioritization update
- Public outreach strategy
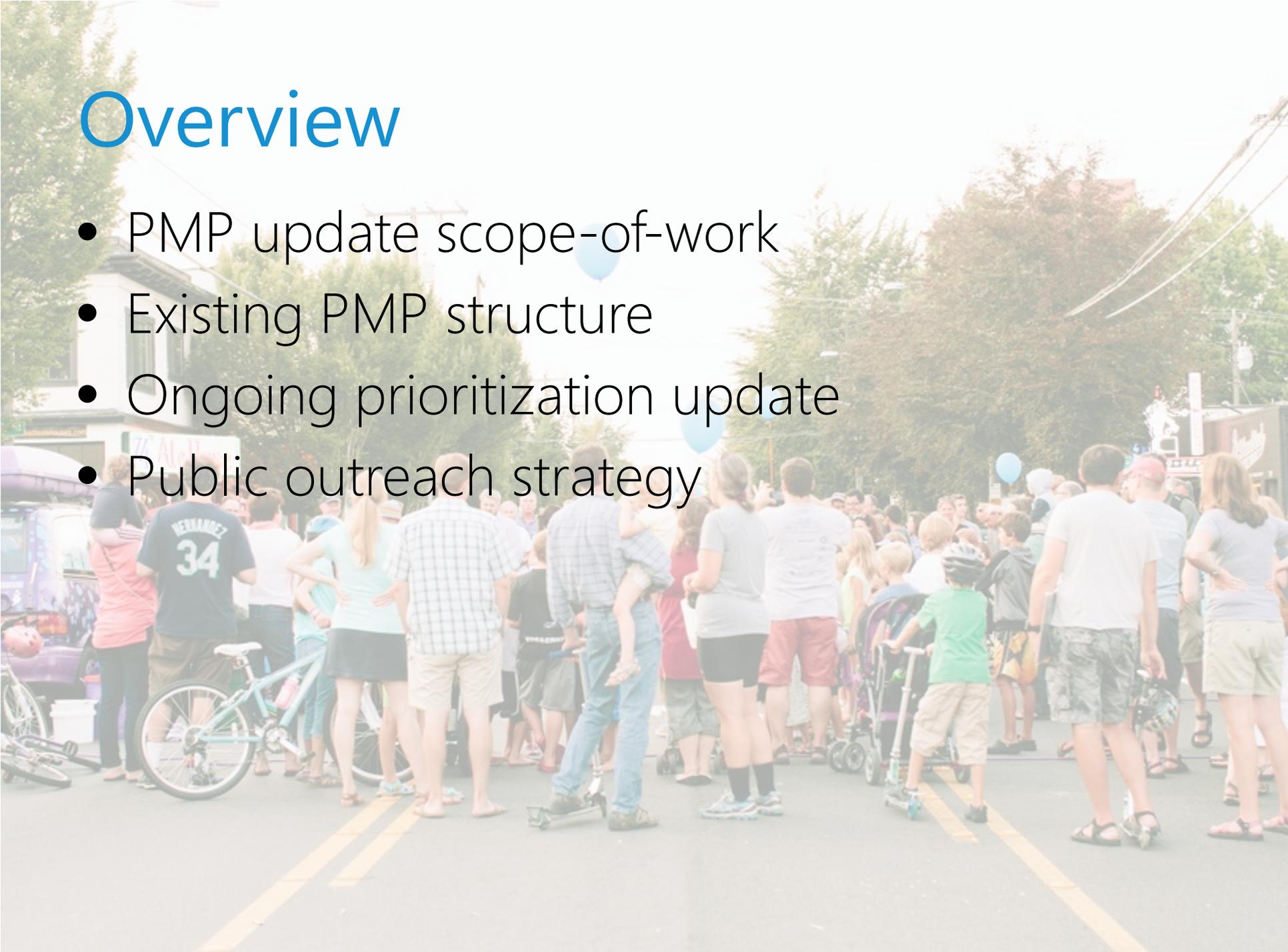
PMP update scope of work:

- Assess Plan progress

- Update data / prioritization

- Update toolbox (including incorporating Neighborhood Greenways, Low Cost Sidewalks)

- Establish performance targets

- Develop implementation plan

Pedestrian Master Plan Update

Plan Implementation

- PMP Implementation Plan (matching resources to needs)

- Updating ROWIM / standard specs for Toolbox items

Updated "High Priority Areas"

- To guide walkability investments

Updated Walkability "Toolbox"

- New sidewalks
- Alternative / low-cost sidewalks
- Crossing improvements
- Sidewalk maintenance
- Neighborhood greenways
- Traffic calming
- Speed limit reductions
- No turn on red
- Other, new, innovative treatments (tbd)

Which tools are appropriate for different locations?

PMP Policy Framework

Plan Vision: Seattle is the most walkable city in the Nation

Plan 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.

Building Blocks → Contribution to Total Score → High Priority Areas
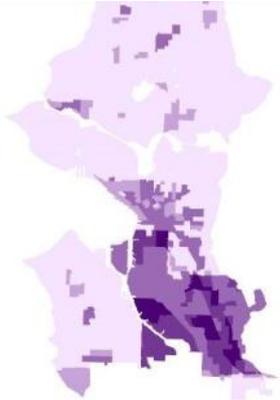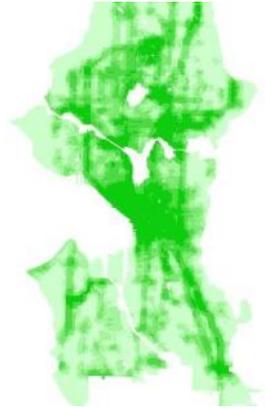
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High Priority Areas
Priority

Low   High

City Parks

Across the Roadway
Top Tier Project Locations

Along 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).

The Along the Roadway Tier Project Locations shows where high impr opportunities along the (purple lines) overlap w priority areas (dark ora
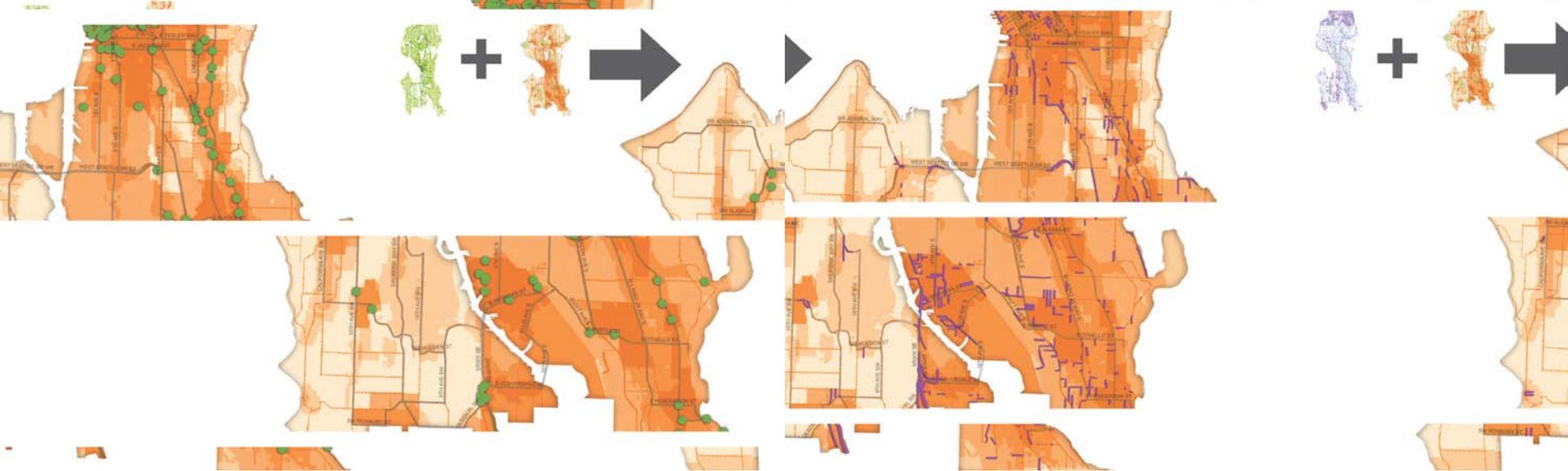
Goals for updated prioritization:

- Update outdated data

- Reground methodology with Plan goals

- Revise criteria to align with recent SDOT/City initiatives

- Streamline methodology where possible

  - Separate "signal" from "noise"

  - Narrow priority project list

 - Emphasize connectivity

  - Ground projects to "motivating need"

Updated prioritization structure
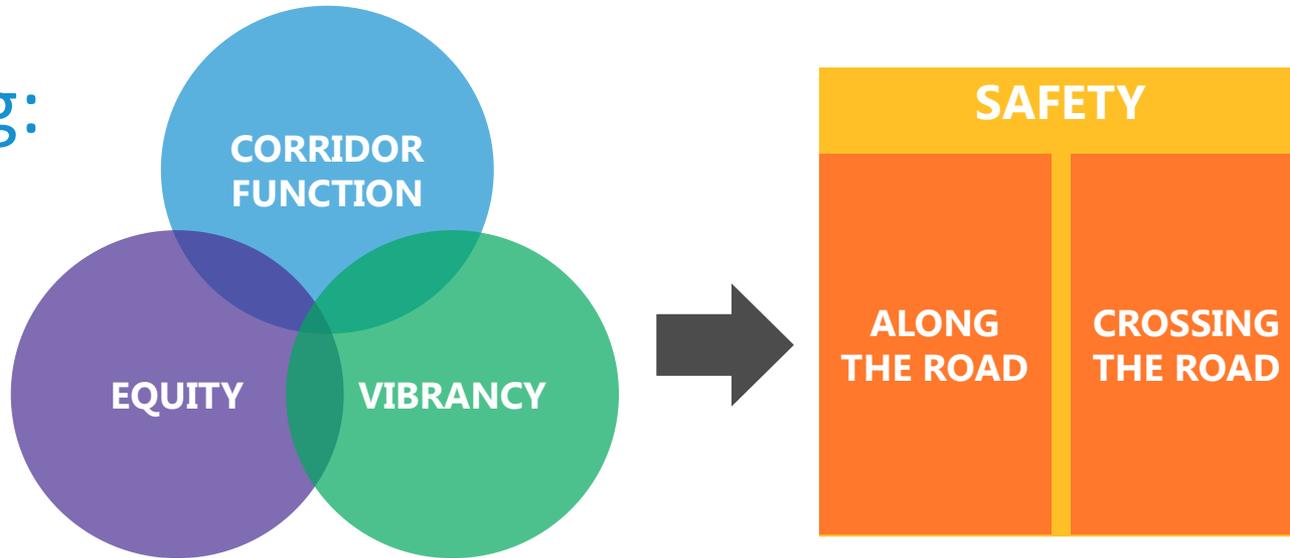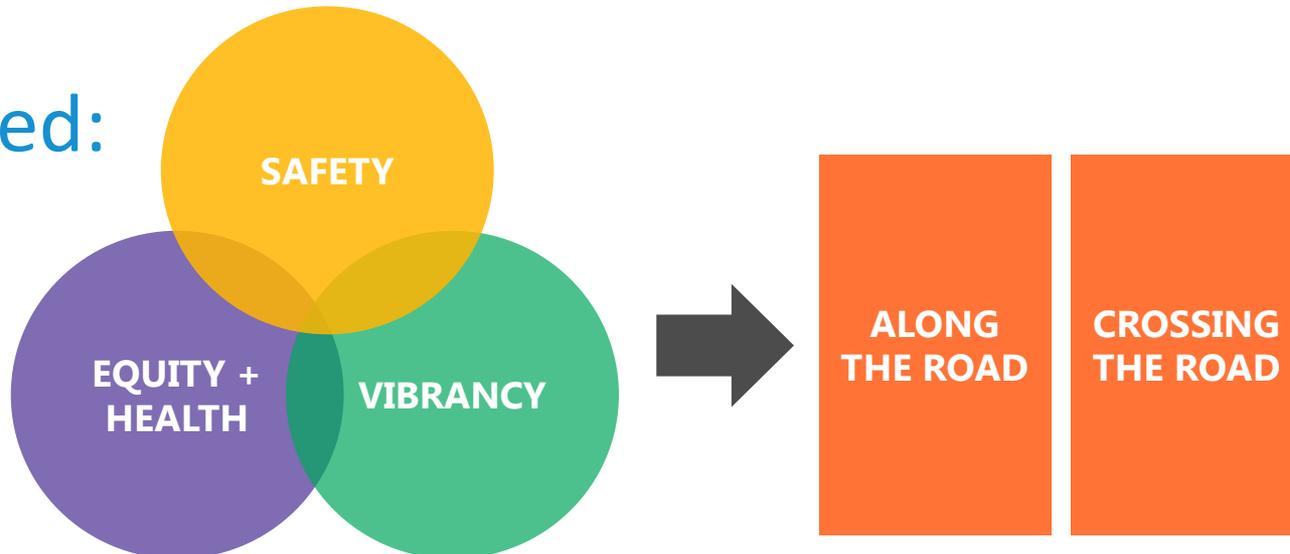
Safety (working draft)

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

Draft Factors (based on SDOT Pedestrian Safety Analysis)	
Pedestrian collisions	Serious injuries and fatalities highly weighted. Data from the last 8 years.
Arterial classifications	Proxy for volume; Majority of severe injuries occur on principal and minor arterials
Roadway width	Using # of lanes where available, and curb to curb width where # lanes is not available.
Signalized pedestrian crossing spacing	Capturing both signal-controlled intersections and signal-controlled mid-block crossing opportunities
Speed	85th percentile speeds where available, and posted speed limit where actual speed is not available.

Roadway Network Safety Priorities - Arterials Only

— Highest Need

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— Lowest Need
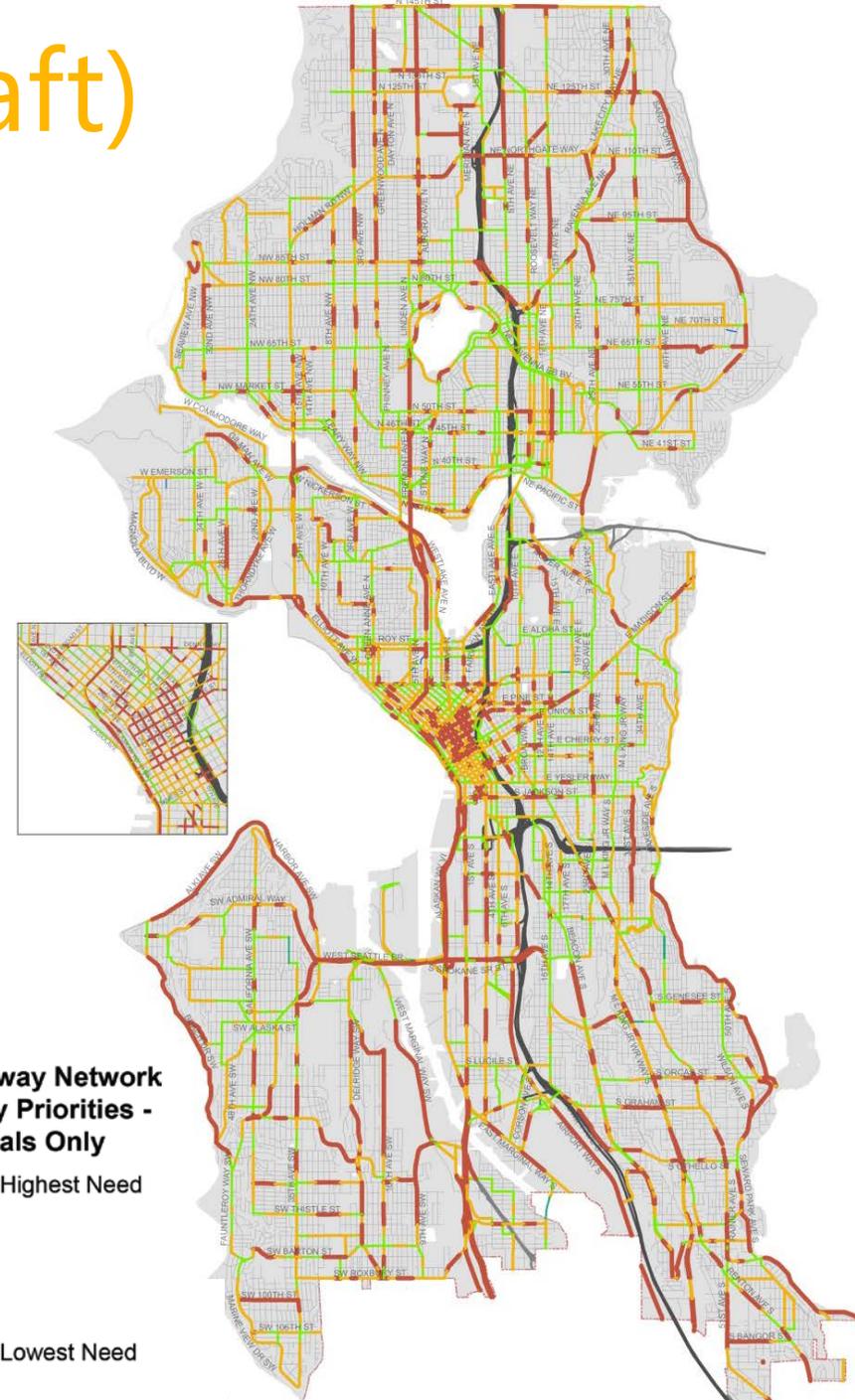
Equity + Health
(working draft)

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.

| Draft Factors |
| --- |
| Low income population |
| Disability population |
| Diabetes rates |
| Physical activity rates |
| Obesity rates |
| Communities of color |
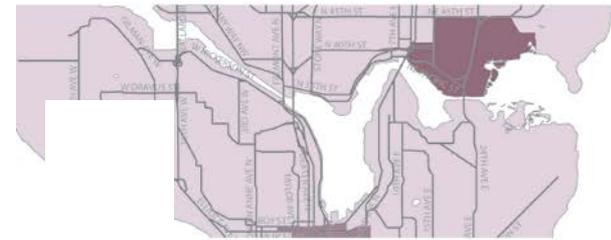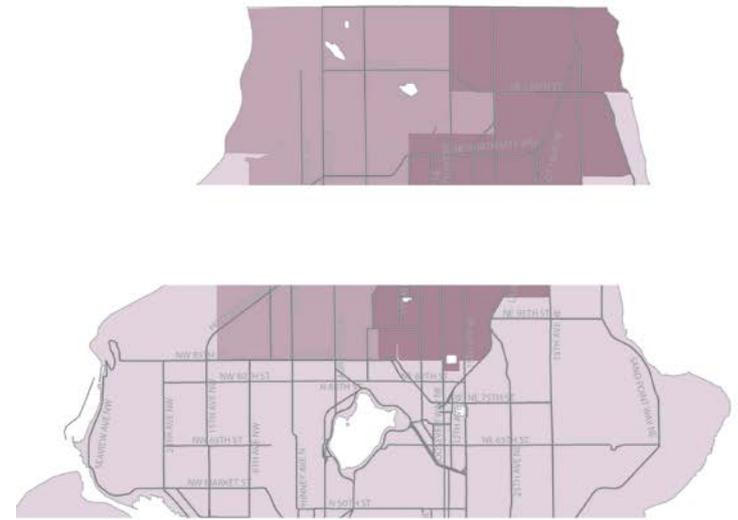
Vibrancy
(working draft)

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

| Draft Factors	
Urban Villages & Urban Centers	Factors in job and housing growth. Urban Centers will be heavily weighted.
Neighborhood Commercial Zoning	Capture neighborhood retail destinations outside of urban villages.
10 minute walkshed to Frequent Transit Network (FTN) stops	
10 minute walkshed to parks	
10 minute walkshed to schools	
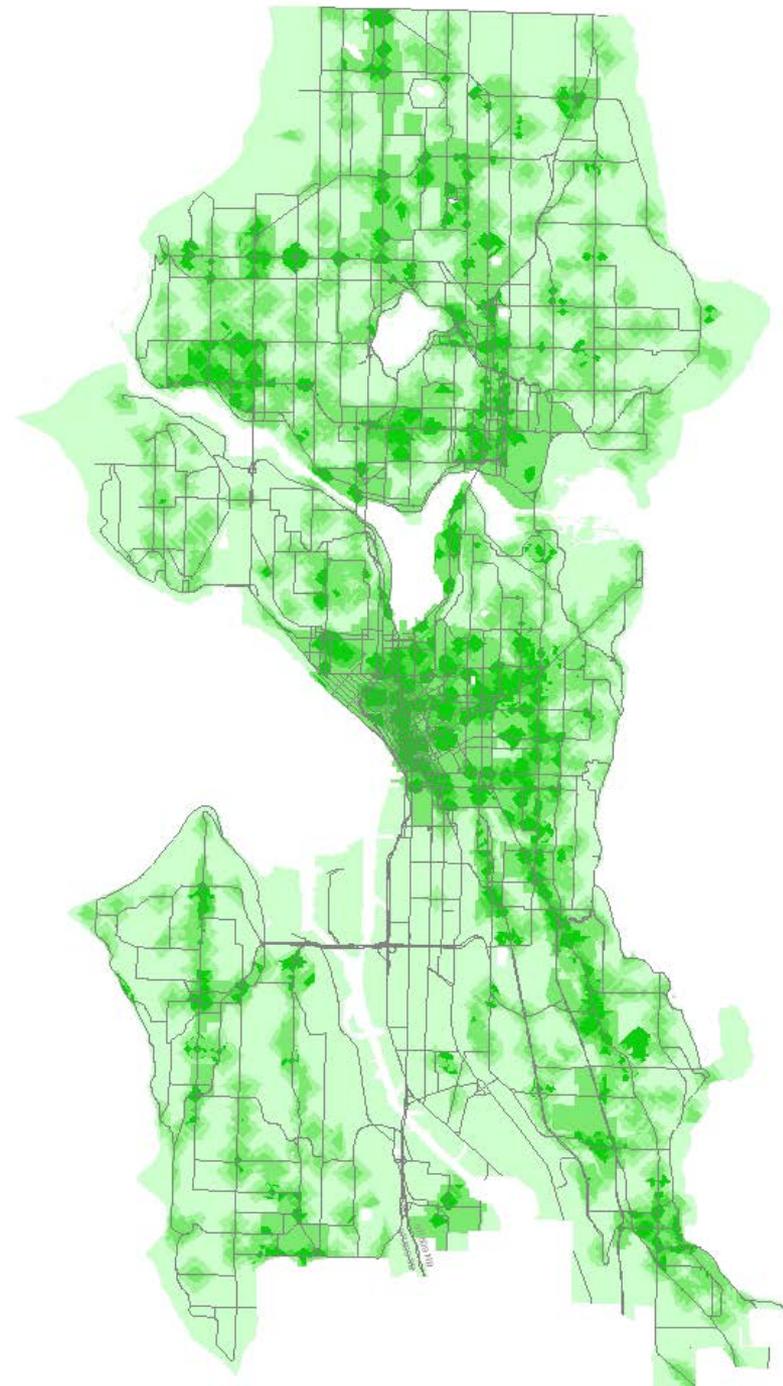
Crossing the Roadway

Draft Factors	
Road width	
Distance between traffic signals and stop signs	
Crosswalk	
Curb ramp	Update via current ADA ramp audit
Signal control	Refine per SDOT's Pedestrian Safety Analysis.
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.

Next steps

- Public surveys for feedback on:
  - The factors that should guide how the City prioritizes walkability improvements (to inform weighting)
  - Low cost sidewalk concepts and other new toolbox items

	August	September	October	November	December	January	February	March
Public outreach		■	■				■	■
Update prioritization	■	■	■	■				
Update toolbox			■	■				
Establish performance targets					■			
Develop public draft plan						■	■	
Develop implementation plan							■	■
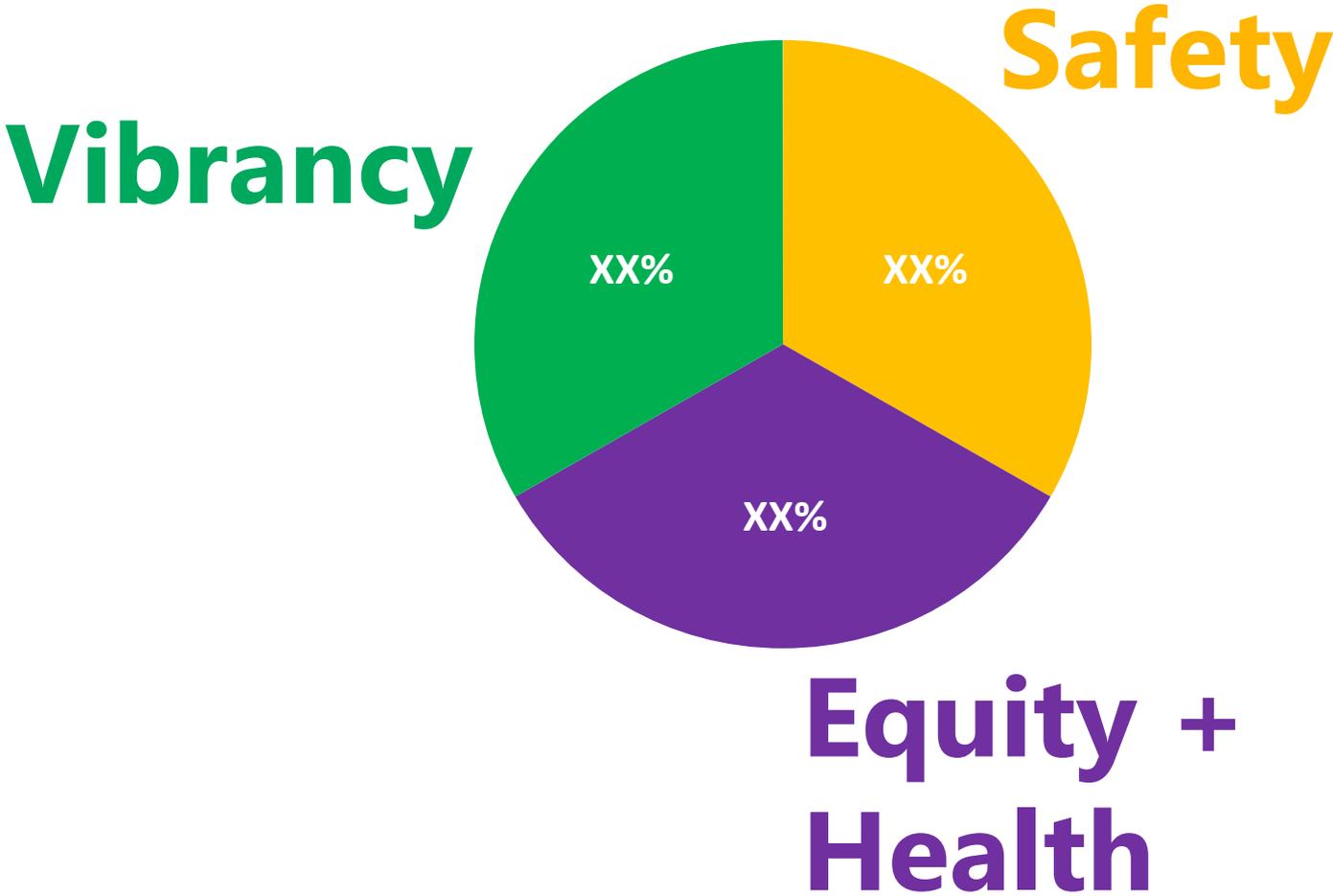
Questions?

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

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