

Seattle Pedestrian Master Plan

Summary

September 2009



Acknowledgements

Mayor Greg Nickels

Seattle City Council

The Seattle Pedestrian Master Plan is a City of Seattle document. It has been prepared by the Seattle Department of Transportation in coordination with multiple city agencies and other community, regional, and state organizations.

The City of Seattle would especially like to thank the individuals who participated on the **Pedestrian Master Plan Advisory Group** for their assistance in the development of this plan: Suzanne Anderson, Sean Ardussi, James Bush, Petaki Cobell, Rebecca Deehr, Randy Earle, Celeste Gilman, Tony Gomez, Mohammed Hassam, Jean Healy, Tom Im, Kirste Johnson, Brian Johnston, Rob Kaufman, Bea Kumasaka, Mark Landreneau, Kate Martin, Michael McGinn, Paul Niebanck, Paulo Nuñez-Ueno, Charles Redmond, James Schultz, Richard Staudt, Preston Tinsley, and BettyLou Valentine.

Additional thanks goes to the **Seattle Pedestrian Advisory Board** and the participants in the **Community Roundtables**, as well as to all of the **people of Seattle** who participated in surveys, meetings, and provided their comments during plan development.

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Photos

All photos taken on Seattle streets by SDOT or SvR/TDG unless otherwise noted.

Page 8: top right - Paul Wright; middle right - versea (flickr)

Disclaimer

The Seattle Pedestrian Master Plan is established as part of the City of Seattle's comprehensive effort to make Seattle the most walkable city in the nation by identifying actions, projects, and programs to improve pedestrian safety while equitably enhancing the vibrancy and health of Seattle's communities. It is expressly the purpose of the Pedestrian Master Plan to provide for and promote the health, safety, and welfare of the general public, and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by its terms. Nothing contained in the Pedestrian Master Plan is intended to be nor shall be construed to establish a standard of care or to create or form the basis for any liability on the part of the City, or its officers, employees, or agents, by reason or in consequence of any act or omission in connection with the implementation of the Pedestrian Master Plan. Additionally, the photographs appearing in this plan document are for illustrative purposes solely, and different or additional images may appear in the web-based version of the Pedestrian Master Plan.



Letter of Support from Mayor Nickels



Together we're working to make Seattle the most walkable city in the nation. The Seattle Pedestrian Master Plan is the first citywide action plan focused on walking. Walking is not only the most affordable way to get around town—it also protects our climate by reducing the greenhouse gasses that cause global warming. What color shoes to wear today should be one of the toughest questions for your morning commute. We're making progress thanks to the voter-approved Bridging the Gap transportation levy. We've been able to build more sidewalks, improve crossings, and do more to increase pedestrian safety than ever before.

The Pedestrian Master Plan is our action agenda to build healthy communities and increase walking, biking, and transit use. The plan:

- Targets safety, equity, vibrancy, and health;
- Analyzes every street and intersection to improve and sustain walking through education, enforcement, engineering, encouragement, and evaluation; and
- Prioritizes projects to serve those with the greatest need—those who are most reliant on walking and transit for transportation and recreation.

Thanks to the Seattle Department of Transportation for leading this effort and to the citizens of the Pedestrian Master Plan Advisory Group who have been active and informed throughout the project. I appreciate their commitment. In addition, I want to thank the Seattle Police Department, Seattle Parks and Recreation, Department of Planning and Development, King County Metro Transit, Public Health—Seattle and King County, and many others for their significant input and leadership. So lace up your sneakers or boots and get walking!

GREG NICKELS
Mayor

Letter from the City Council

On February 5, 2007, the City Council recognized the importance of pedestrian safety in Seattle by passing two resolutions relating to this issue. Resolution 30951, while recognizing the City's efforts to improve pedestrian safety during the previous five years, efforts which had been cited by the U.S. Department of Transportation, nevertheless sought to enhance those efforts with additional activities. The resolution, jointly supported by the Mayor and the Council, called for the convening of an ad hoc advisory group to work with the Seattle Department of Transportation (SDOT) to develop a Pedestrian Master Plan to establish policies and programs to further enhance pedestrian safety and create a more walkable community, and for the development and implementation of a pedestrian safety training program to raise the awareness of pedestrians and drivers alike.

Resolution 30950 established a Special Committee of Pedestrian Safety to oversee the efforts detailed in Resolution 30951. This committee's work will cease with the adoption of the Pedestrian Master Plan, which will then become a part of the portfolio of the Transportation Committee.

The Special Committee on Pedestrian Safety, jointly chaired by Councilmembers Jan Drago and Nick Licata, thanks the members of the Pedestrian Master Plan Advisory Group and the SDOT staff and consultants who worked so hard for nearly two years to create the Pedestrian Master Plan.



Advisory Group Vision

We want Seattle to become a "walking city." People will walk in ever-increasing numbers. We will want to walk; we will walk safely and with pleasure; we will walk for whatever reasons and at whatever times we choose. In Seattle, walking will be a way of life. Our Pedestrian Master Plan elaborates this vision, and gets us going toward its fulfillment.

The plan:

- cites the best of what Seattle has done thus far and encourages a continuing sense of pride in accomplishment;
- demands respect and safety for pedestrians;
- requires that pedestrian connections be made to and among parks, shops, civic spaces, work spaces, and other land uses;
- encourages people to walk for their own benefit, for the life of the city, and for the good of the natural environment;
- obligates all branches and sectors of city government to conduct their work with reference to the vision; and
- names the public and private investments that will be necessary to meet the vision.

We have derived our vision and developed our plan from what we know about the conditions that are essential for human health, a just society, and a sustainable world. We have tested what we know through serious conversations with fellow citizens and affected groups. Our claims are in accord with the best of objective and critical analysis. We speak from our own experiences, our own passions, and our own commitments. What we present here is both optimistic and realistic: it states boldly what the fully achieved vision will require, and it identifies reasonable and feasible ways to begin.

We expect every agent of change in Seattle to participate in the implementation of the Pedestrian Master Plan.

- Pedestrian Master Plan Advisory Group



Please see the Acknowledgements page for a full list of Pedestrian Master Plan Advisory Group members. Not pictured: Suzanne Anderson, Sean Ardussi, Petaki Cobell, Randy Earle, Celeste Gilman, Mohammed Hassam, Jean Healy, Tom Im, James Schultz, and Preston Tinsley



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*"I want my kids to feel free to explore their environment, love their community, and explore the world around them."
- Seattle resident*

Mission

Make Seattle the Most Walkable City in the Nation

A walkable city is a place where people walk because walking is convenient, fun, and a healthy choice. People choose to walk to get to nearby places and to greet their neighbors. Walkable cities share common elements:

- Enjoyable space to walk on every street, such as a walkway, a trail, or a shared space that invites walking;
- Well-maintained pedestrian facilities that are easy to navigate for all;
- Destinations within walking distance that allow people to live close to many different types of shops, schools, jobs, services, and parks;
- Clear connections to transit to provide access to destinations that are beyond walking distance; and
- Places of respite that invite casual conversation, encourage connection with nature, and provide places to play.

In a walkable city, the pedestrian realm is attractive—whether it be a street tree turning colors in the fall, an interesting detail in a façade or on a walkway, a sidewalk cafe that bubbles with laughter, an inviting display in a shop window, or the smile on the face of a passerby. Walkable cities invite people to explore, to experience people and places first-hand, and to use their feet to connect with their culture.

Goals

***"My vision is being able to walk to something in every neighborhood."
- Seattle resident***

The mission of the Pedestrian Master Plan is to make Seattle the most walkable city in the nation. The plan includes four goals to meet that mission while supporting the vision of the Pedestrian Master Plan Advisory Group. These goals were developed through conversations with the Advisory Group and many other Seattle residents.

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 pedestrian environment that sustains healthy communities and supports a vibrant economy.



Health

Raise awareness of the important role of walking in promoting health and preventing disease.



Walking in Seattle Today

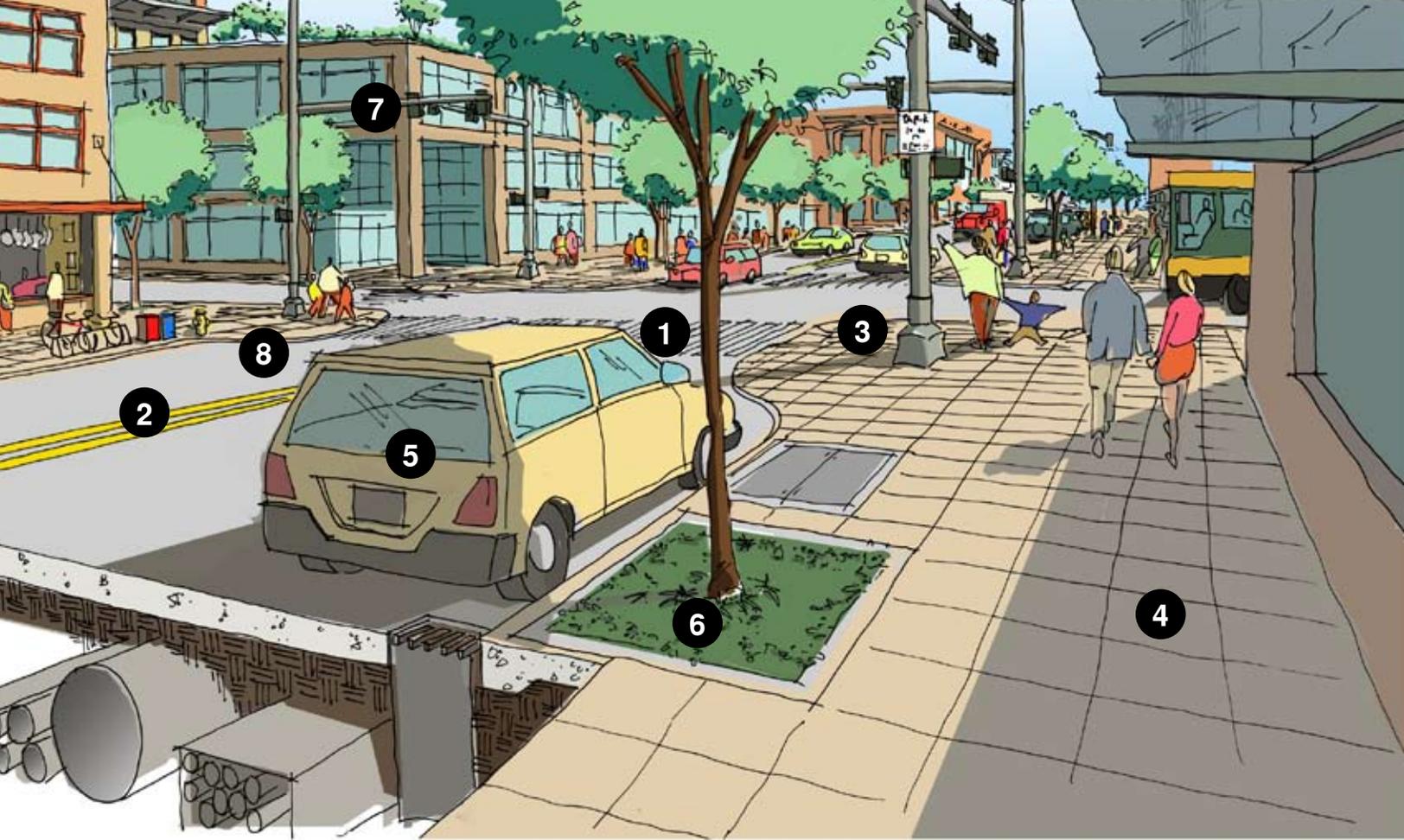
Seattle is consistently recognized as one of the nation's safest and most accessible cities for walking. The presence, quality, and connectivity of Seattle's pedestrian network varies greatly throughout the city, and improvements can be made. Some neighborhoods, such as Capitol Hill, Fremont, and West Seattle Junction, have a commercial core that serves as a destination for activity and is easily accessible on foot. This pattern does not exist in all of Seattle's neighborhoods, many of which have fewer destinations and streets lacking sidewalks or other pedestrian infrastructure.

Both the natural and built environment impact walking and can create barriers that are especially challenging for children, people with disabilities, and older residents.

- Hills, valleys, and lakes as well as rainy, dark winters are special challenges for pedestrians in Seattle.
- Walking is a less practical form of transportation in areas of the city where individual motor vehicle travel is given priority, access to transit is poor, and there are few destinations and services within walking distance to residences.
- Walking conditions along and across streets with high traffic volumes and high speeds are uncomfortable, especially in locations that have long blocks and auto-oriented development.
- Free-flowing on- and off-ramps along highways and major arterial roads, such as Interstate-5 and Aurora, make pedestrian crossings difficult.
- Signs, overgrown vegetation, parked cars, and other elements that can block a walking path make walking difficult.

A baseline "snapshot" of the pedestrian environment and experience in Seattle is available on the plan's website in the State of the Pedestrian Environment Report.





Elements of a Walkable Street

The quality and location of Seattle's existing pedestrian facilities and other conditions that affect the pedestrian experience are important factors in achieving the Pedestrian Master Plan goals of safety, equity, vibrancy, and health.

The plan completed two citywide condition assessments, Along the Roadway and Across the Roadway, in order to better understand existing conditions, as well as to identify future opportunities for improvement. These assessments were done using existing City of Seattle data. A substitute was used in some cases if the desired data was not available for the entire city. Speed limit (a substitute for 85th-percentile observed speed) and collision data were used in both assessments. Examples of the walkable street elements included in the plan are shown here.



1 **Marked Crosswalks**
show preferred crossing
location



2 **Road Width**
affects vehicle speeds
and pedestrian crossings



3 **Curb Ramps**
facilitate crossing the
roadway



4 **Sidewalks / Walkways**
provide space for walking



5 **On-Street Parking**
narrows road width



6 **Buffers**
provide separation



7 **Traffic Signals**
assist with crossings



8 **Curb Bulbs**
reduce crossing distance

Where People Walk

Developing a vibrant pedestrian environment is one of the goals of the Pedestrian Master Plan. Destinations that get people walking—such as transit stations, parks, schools, grocery stores, and libraries—play a key role in creating vibrancy. However, not all destinations generate the same levels of pedestrian activity. For example, a regional transit station is likely to have more pedestrian traffic than a local bus stop. Multi-family residential buildings and regional destinations, such as the Pike Place Market, are likely to encourage more pedestrian activity than low density office and retail uses. In addition, the distances people are willing to walk to and from different types of destinations vary. For example, people may be more likely to walk farther to a light rail station than to a coffee shop. Examples of locations that have high, medium, and low pedestrian potential demand are shown below.

High Potential Demand



university or college

regional or citywide attraction: park or museum

apartments, condos, mixed use

bus transfer point (five or more routes) or light rail station

center city retail

Medium Potential Demand



school

shared use trail

grocery store

hospital

libraries, community centers, social services

Low Potential Demand



stairs

bridges or overpasses

cafes or restaurants

local bus stop

P →
PARKING

City
Center
via
Ballard
Bridge
↗

MARKET ST

TULLY'S COFFEE

TULLY'S COFFEE

Tully's coffee

Tully's coffee

Tully's coffee

BEST DIRECT
SEMDOG M
BEST ACTOR
STREET
GRAN TO
WWW.MALE ST





Becoming the Most Walkable City

The vision of Seattle as a walking city and the goals of safety, equity, vibrancy, and health are the foundation on which the Seattle Pedestrian Master Plan is built. The plan brings together the viewpoints of representatives from neighborhoods and associations, city staff, and partner agencies to identify and improve upon the tools that we as a community use to develop and engage in a walking lifestyle.

The Pedestrian Master Plan is flexible—it can serve current needs and adapt to changes in the future. This plan is web-based, reflecting Seattle's "online" approach to information sharing and providing a tool that is accessible to people with vision impairment. The website extends the usefulness of the plan through links to other online resources, and it is arranged so that information specific to your project, your pedestrian-related concerns, and your neighborhood is quickly accessible.

This plan covers policies, programs, and projects that will influence the pedestrian environment. We encourage you to use this plan as a resource to answer questions, inspire action, and motivate you to help make Seattle the most walkable city.

Policy and Program Recommendations

An in-depth review of City of Seattle policies and practices related to the pedestrian environment and experience informed the development of the plan's objectives and strategies.

Each of the following objectives helps to achieve one or more of the plan goals of safety, equity, vibrancy, and health. The following pages provide further detail about the objectives, as well as strategies and key actions to implement each objective. The plan's website includes an "Implementation Matrix," which provides the full list of actions needed to develop policies and programs that will make it easier to walk in Seattle.

Objective 1: Complete and maintain the pedestrian system identified in the Pedestrian Master Plan

Objective 2: Improve walkability on all streets

Objective 3: Increase pedestrian safety

Objective 4: Plan, design, and build complete streets to move more people and goods

Objective 5: Create vibrant public spaces that encourage walking

Objective 6: Get more people walking for transportation, recreation, and health



Objective 1: Complete and maintain the pedestrian system identified in the Pedestrian Master Plan

Funding improvements for new pedestrian facilities and programs as well as the maintenance of existing facilities is an essential step in completing and maintaining Seattle's pedestrian system.

Strategy

1.1: Fund new improvements and maintenance programs to promote walking

Sample of actions to achieve Objective 1:

- Identify a long-term and sustained investment strategy to fund pedestrian improvements
- Achieve equity in investment using the prioritization criteria set forth in the plan
- Leverage investments across funding programs and with a broad range of partners



Objective 2: Improve walkability on all streets

All streets in Seattle should be walkable at a basic level to encourage Seattle's residents and visitors to explore their environment. A clear walkable zone is a horizontal and vertical space that is free of obstructions, fast-moving vehicular traffic, and other potential hazards.

Strategies

- 2.1: Create and maintain a walkable zone on all streets to enable a clear pedestrian path of travel
- 2.2: Improve pedestrian access to major destinations
- 2.3: Create an expanded set of design standards for pedestrian paths and sidewalks
- 2.4: Support the dual benefits of tree canopy coverage and walkability

Sample of actions to achieve Objective 2:

- Implement a program to communicate the importance of keeping the walkable zone clear and in good condition
- Provide attractive pedestrian access through and across major barriers, including freeways and rail corridors
- Develop standard practices that support tree planting and sidewalk maintenance



Objective 3: Increase pedestrian safety

A sense of safety is an important consideration as people make the choice to walk. There are a variety of design, engineering, education, and enforcement tools that can help to make walking feel safer both along and across the roadway.

Strategies

- 3.1: Maintain pedestrian visibility at intersections
- 3.2: Improve crossing conditions, especially in areas with high pedestrian demand
- 3.3: Manage vehicle speeds to support and encourage walking

Sample of actions to achieve Objective 3:

- Update guidelines for installing marked crosswalks and stop bars
- Enforce "no parking" restrictions at intersection approaches
- Employ traffic calming measures, based on assessments of need, on both residential and arterial streets



Objective 4: Plan, design, and build complete streets to move more people and goods

Complete streets accommodate multi-modal travel, including freight, with walkways, bicycle lanes, and transit facilities. Complete streets encourage walking by providing appealing spaces to walk, connections to destinations, and comfortable walking conditions. Improvements such as curb ramps, landscape buffers, and natural drainage assist in making a friendly walking environment. Additional strategies, such as attractive streetscapes that include lighting, benches, kiosks, and other human-scaled elements, encourage walking and other forms of travel.

Strategy

4.1: Allocate and design Seattle's rights-of-way to support complete streets principles

Sample of actions to achieve Objective 4:

- Continue to review and update all design guidelines, standards, and policies to be consistent with the Complete Streets ordinance
- Address modal conflicts that result from Complete Streets implementation
- Coordinate transportation and land use plans to leverage investments



Objective 5: Create vibrant public spaces that encourage walking

Seattle's neighborhoods should be connected by a network of pleasurable and interesting places that invite people to walk. While there is no magic formula, walking is supported by mixing land uses, creating human-scaled buildings, providing visual amenities and engaging streetscapes, developing programs for public spaces, illuminating the pedestrian realm, and planting appropriate vegetation. These strategies contribute to making great places for walking.

Strategies

- 5.1: Create an appropriate mix of uses and destinations within neighborhoods
- 5.2: Reclaim and activate public spaces
- 5.3: Expand the use of pedestrian-scaled lighting

Sample of actions to achieve Objective 5:

- Use land use and zoning tools to encourage and support pedestrian-friendly growth and development
- Develop a public space network in the Center City and other neighborhoods that connects open spaces and areas of high pedestrian demand
- Develop guidelines for car-free and shared space streets



Objective 6: Get more people walking for transportation, recreation, and health

Walking is an inexpensive form of transportation and recreation that provides health benefits for people, communities, and the environment. Promoting walking includes education and encouragement campaigns that provide information about walking routes, groups, connections to transit and destinations, events, and ways to improve pedestrian safety.

Strategies

- 6.1: Promote the benefits of walking as part of citywide sustainability and equity initiatives and through new and expanded programs
- 6.2: Foster communication to support pedestrian travel
- 6.3: Create a strong pedestrian education program
- 6.4: Establish and strengthen partnerships
- 6.5: Monitor and communicate the Pedestrian Master Plan delivery actions

Sample of actions to achieve Objective 6:

- Create or expand programs that promote the benefits of walking
- Expand pedestrian wayfinding and walking map programs citywide
- Design and implement a pedestrian safety education campaign that targets drivers and pedestrians

Toolbox

The Pedestrian Master Plan includes a toolbox of strategies to achieve the plan's vision of Seattle as walking city and to meet the goals of safety, equity, vibrancy, and health. These tools have been used successfully locally and in other cities to promote walkability. The toolbox is an online resource that can be used by city staff, partner agencies, developers, and the public to inform projects, programs, policies, and other matters related to the pedestrian environment and experience. The tools were developed in response to common pedestrian issues identified during discussions with Seattle residents, the Pedestrian Master Plan Advisory Group, and the Inter-Agency Team of City and agency staff. The toolbox covers the following subjects related to walkability:

- Enforcement
- Education
- Encouragement
- Design, Engineering, and Accessibility
- Planning, Land Use, and Zoning
- Equity, Health, and Environment
- Funding

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4806

Best
DREAM

PUSH
FOR
SIGNAL





Accessibility

The City of Seattle employs many policies and design standards for physical treatments to help people with varying abilities move around the city. The Americans with Disabilities Act (ADA), enacted in 1990, extended comprehensive civil rights protections to people with disabilities. Since the passage of the ADA, installation of facilities such as curb ramps, raised crosswalks, push buttons for signals, and specialty signage have become more widespread. New treatments such as tactile warning strips, audible signals, reflective signage, and in-pavement lighting are now regularly being installed, and new approaches are continually in development. These facilities make it easier to get around for all pedestrians, including people using wheelchairs, strollers, canes, walkers, and hand carts. The examples on the following page illustrate some existing tools. We encourage you to observe how these treatments benefit all pedestrians while walking in your neighborhood.



Specialty Signs
alert drivers to special conditions or users



Construction Zone Access
maintains pedestrian travel paths during construction



Push Buttons
may activate a walk signal



Handrails
help people climb steep streets



Tactile Warning Strips
alert users before they enter a street



Countdown Signals
tell people how long they have to complete a crossing



Bus Stop Landings
facilitate access to transit



Audible Signals
provide directional guidance

Analysis

Using the Pedestrian Master Plan Analysis to Define Projects

The plan places a high value on data to inform how decisions are made about the projects and programs that can improve and sustain walking in Seattle. To begin, the project team collected, compiled, and analyzed data related to the plan goals of safety, equity, vibrancy, and health. The analysis addressed both the quality of the pedestrian environment and anticipated pedestrian activity levels; it is meant to focus resources in areas where conditions are difficult and where people need to be able to walk the most. The analysis also considers socioeconomic and health factors, such as lower rates of automobile ownership and higher rates of diabetes and obesity.

The maps on the following pages are the result of this analysis. The maps and the data are meant to be real-world, practical tools to inform decision making on a day-to-day basis and help to prioritize pedestrian projects in the short term. If the City of Seattle can only afford to build or improve a certain number of sidewalks or curb ramps each year, which ones should be built first? This analysis is also designed to help the City make long-term decisions by informing the process of selecting and programming projects. The goal is to create the tools to identify projects that serve people with the greatest needs. The tools used to improve the pedestrian environment and experience will vary depending on land use and other factors.

The maps and data can help the City pursue future funding opportunities, while also enabling it to make focused and effective decisions if funding unexpectedly becomes available and projects need to be identified quickly. It is equally applicable in times when budgets are constrained, as the City is asked to do more with less. As new data become available, they can be incorporated into the framework for prioritizing projects identified in this plan.



BORDERS

24 W MAGNOLIA

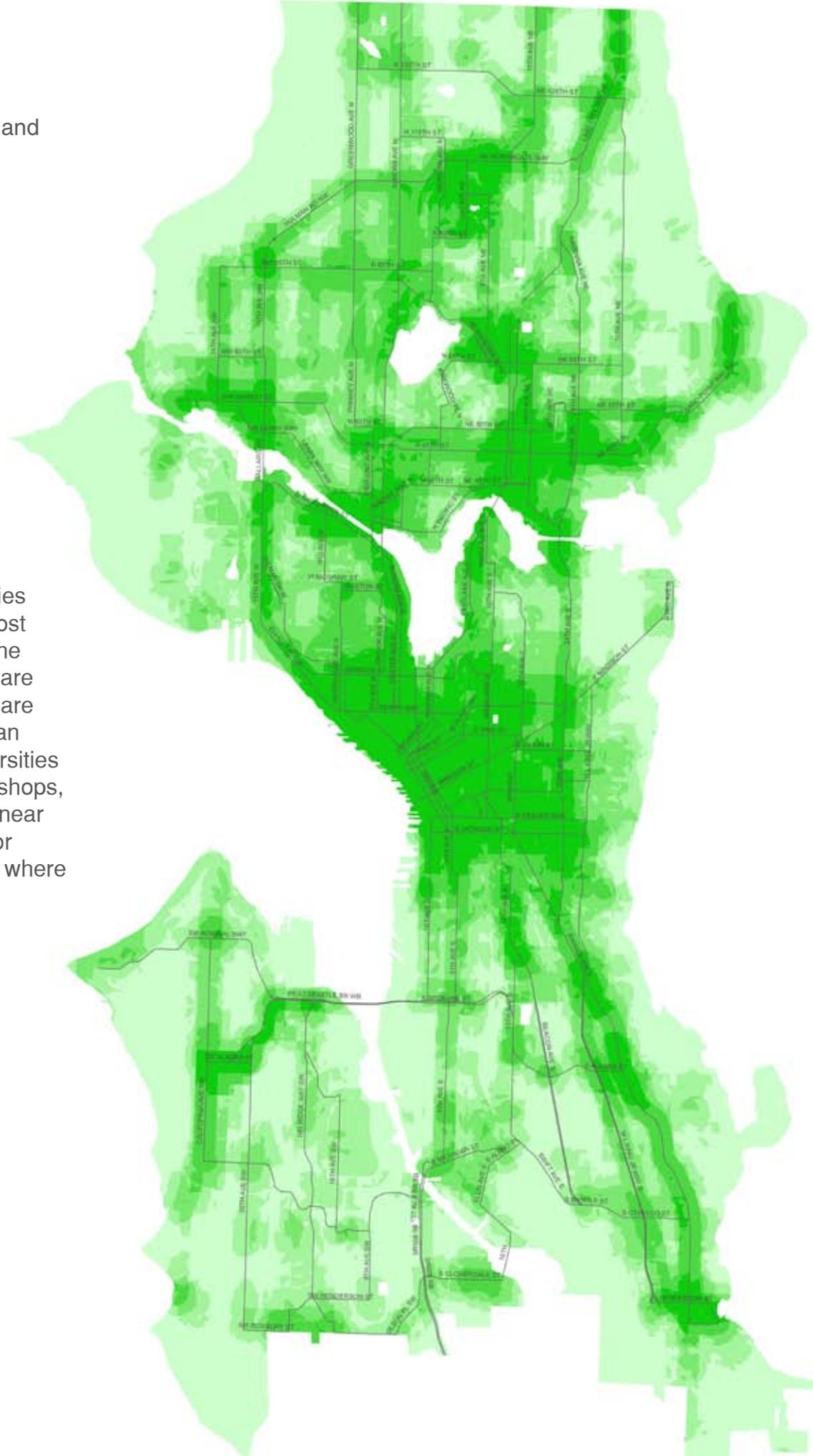
Route	Destination
19	265
24	266
33	268
64	311
250	545
252	
255	
17	
0	
61	

Vibrancy

Potential Pedestrian Demand



The Vibrancy Map identifies where pedestrians are most likely to be today and in the future. These "hot spots" are shown in dark green and are based on where pedestrian generators such as universities or schools, transit stops, shops, and services are located near each other (see page 8 for more examples of places where people walk).



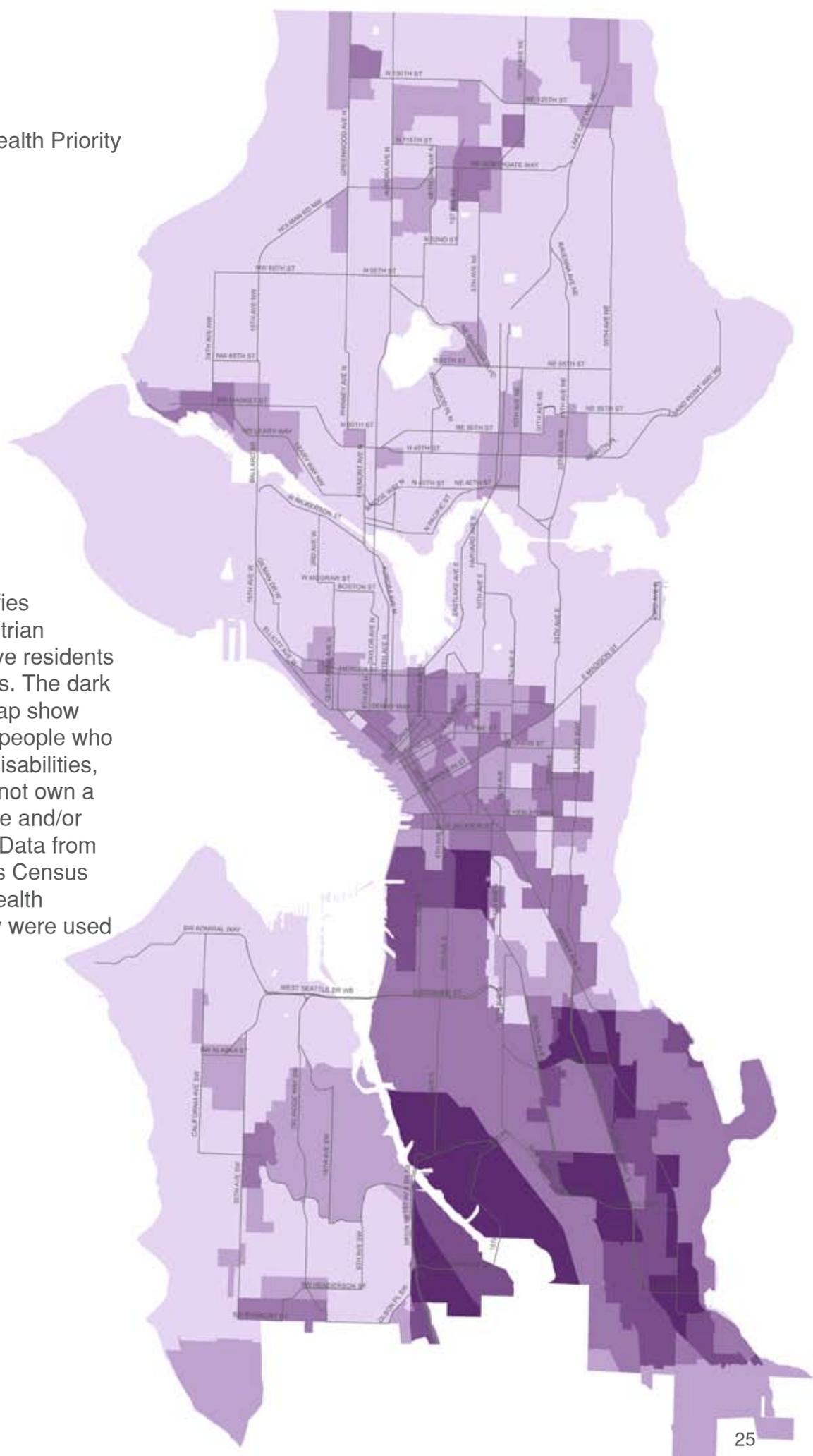
Equity

Socioeconomic and Health Priority

Low High



The Equity Map identifies locations where pedestrian improvements will serve residents with the greatest needs. The dark purple areas on the map show where there are more people who have lower incomes, disabilities, and diabetes, who do not own a car, and who are obese and/or less physically active. Data from the 2000 United States Census and the most recent health survey by King County were used to create this map.



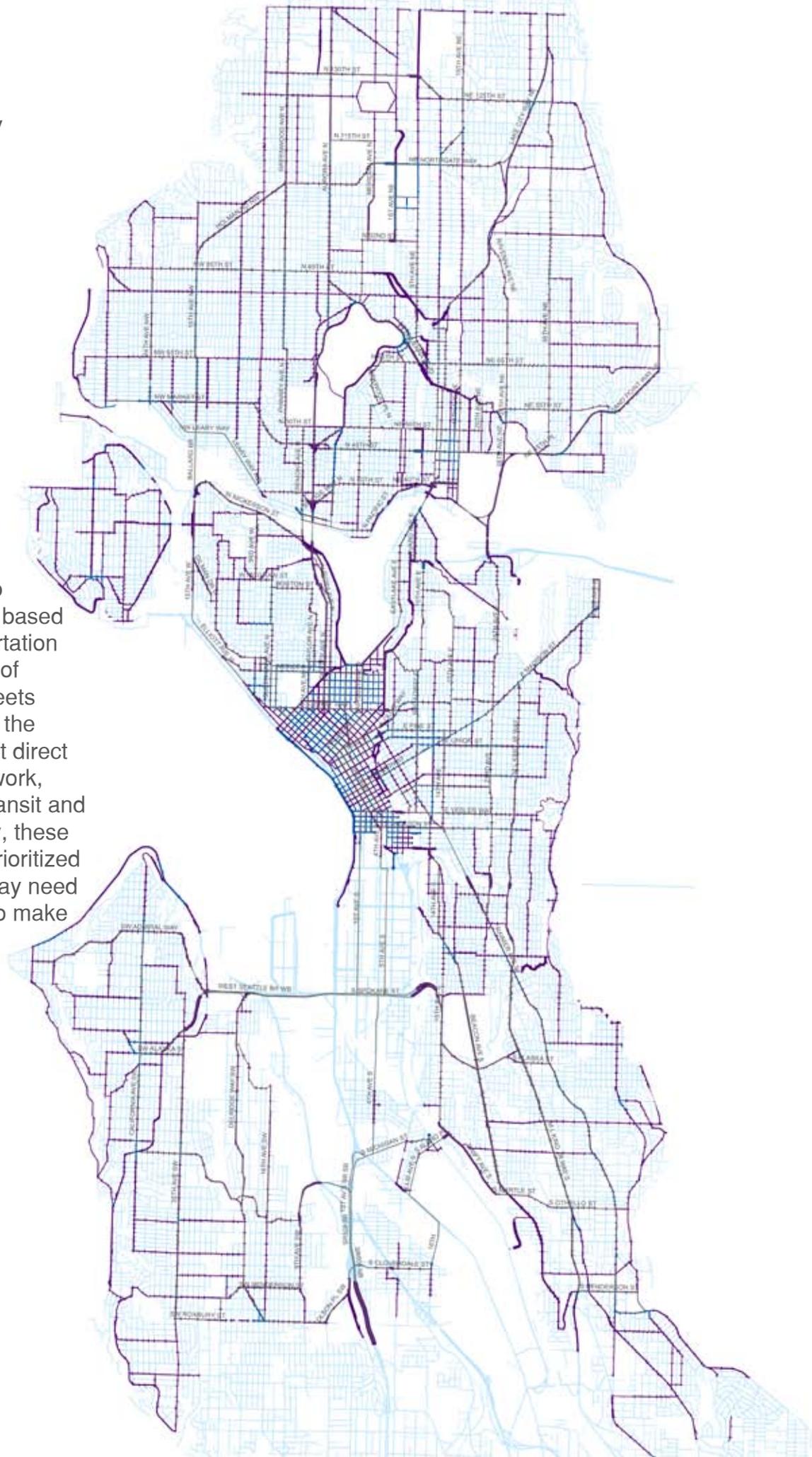
Corridor Function

Pedestrian Linkage Priority

Low High



The Corridor Function Map prioritizes Seattle's streets based on their role in the transportation network and the character of adjacent land use. The streets with a darker blue color on the map often provide the most direct links in the pedestrian network, including connections to transit and other services. Additionally, these streets traditionally have prioritized motor vehicle travel and may need significant improvements to make them more walkable.



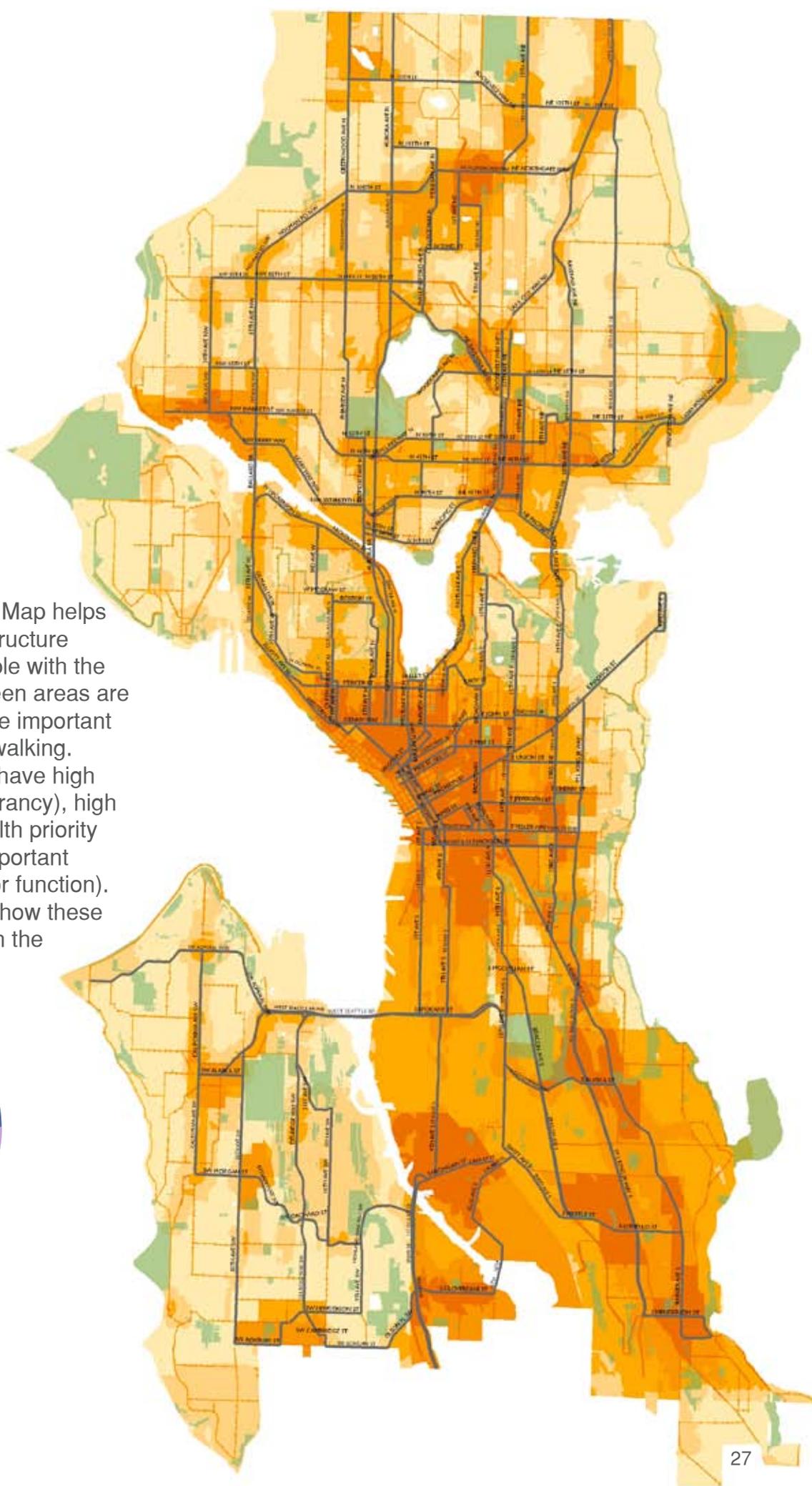
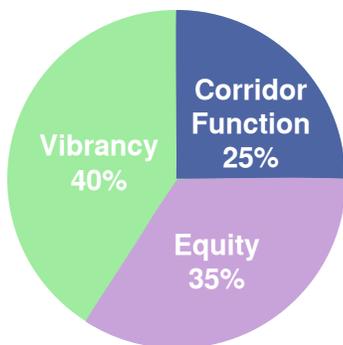
High Priority Areas

Priority



City Parks

The High Priority Areas Map helps the City prioritize infrastructure projects that serve people with the greatest needs. The green areas are park locations, which are important places for recreational walking. The dark orange areas have high pedestrian demand (vibrancy), high socioeconomic and health priority (equity), and provide important pedestrian links (corridor function). The chart below shows how these factors were weighted in the analysis.



Across the Roadway

Improvement Opportunity

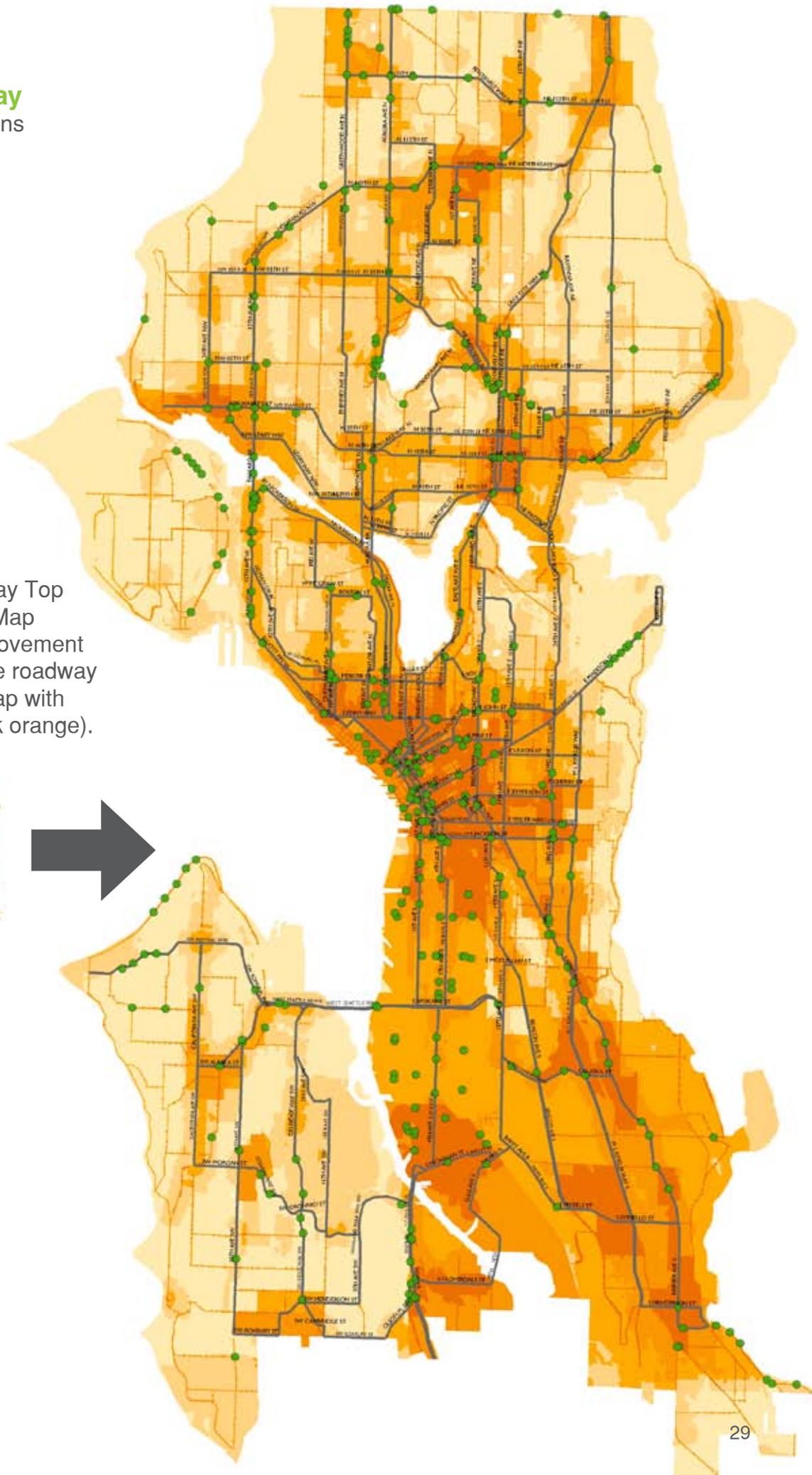
Low High



The Across the Roadway Map reflects how comfortable it is to cross different roads in Seattle by accounting for roadway characteristics such as the presence of curb ramps, crosswalks, traffic signals and signs, roadway width, and traffic speed and volume. The larger dark green circles on this map show where there are the highest opportunities for improvement across the roadway.

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).

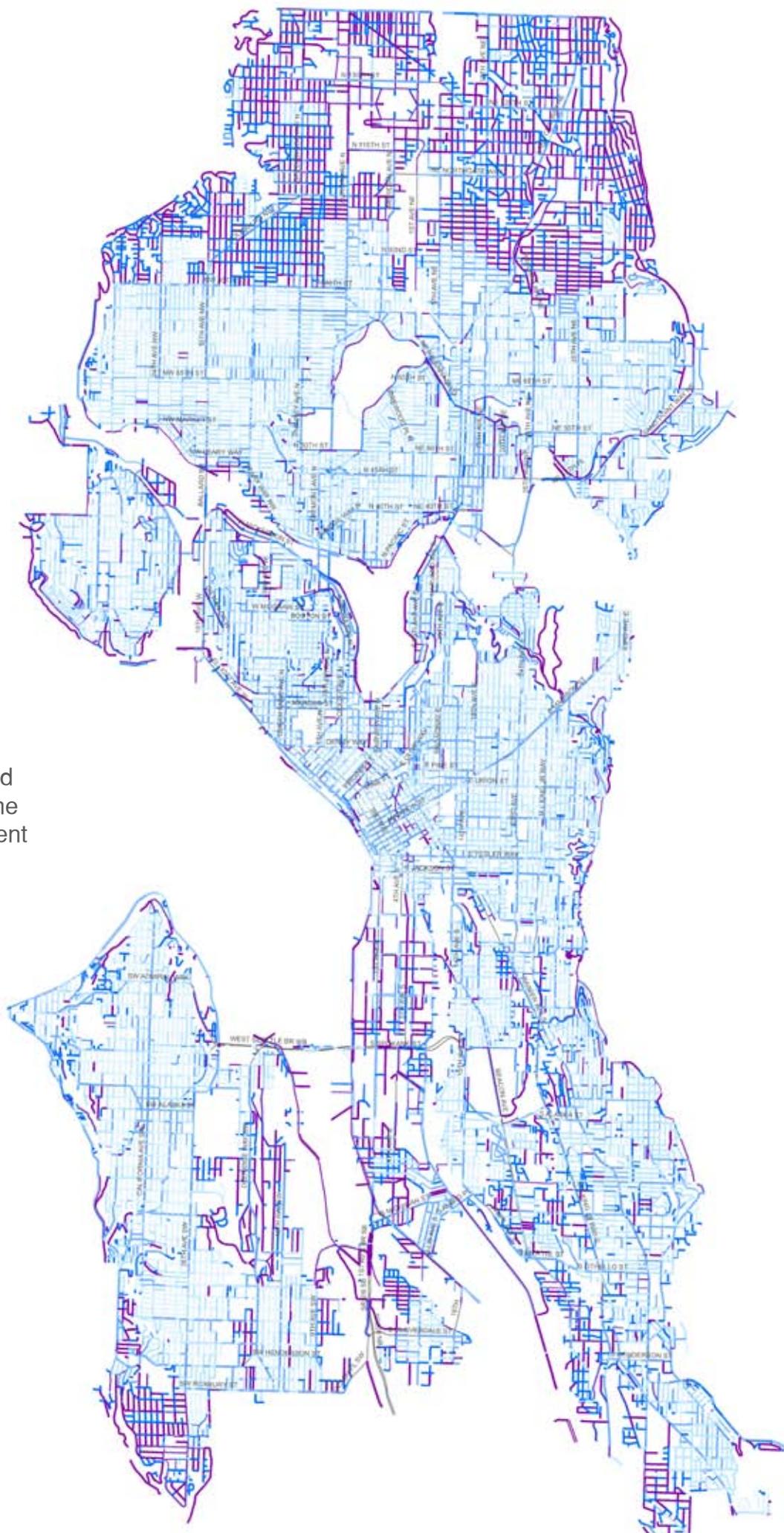


Along the Roadway Improvement Opportunity

Low High

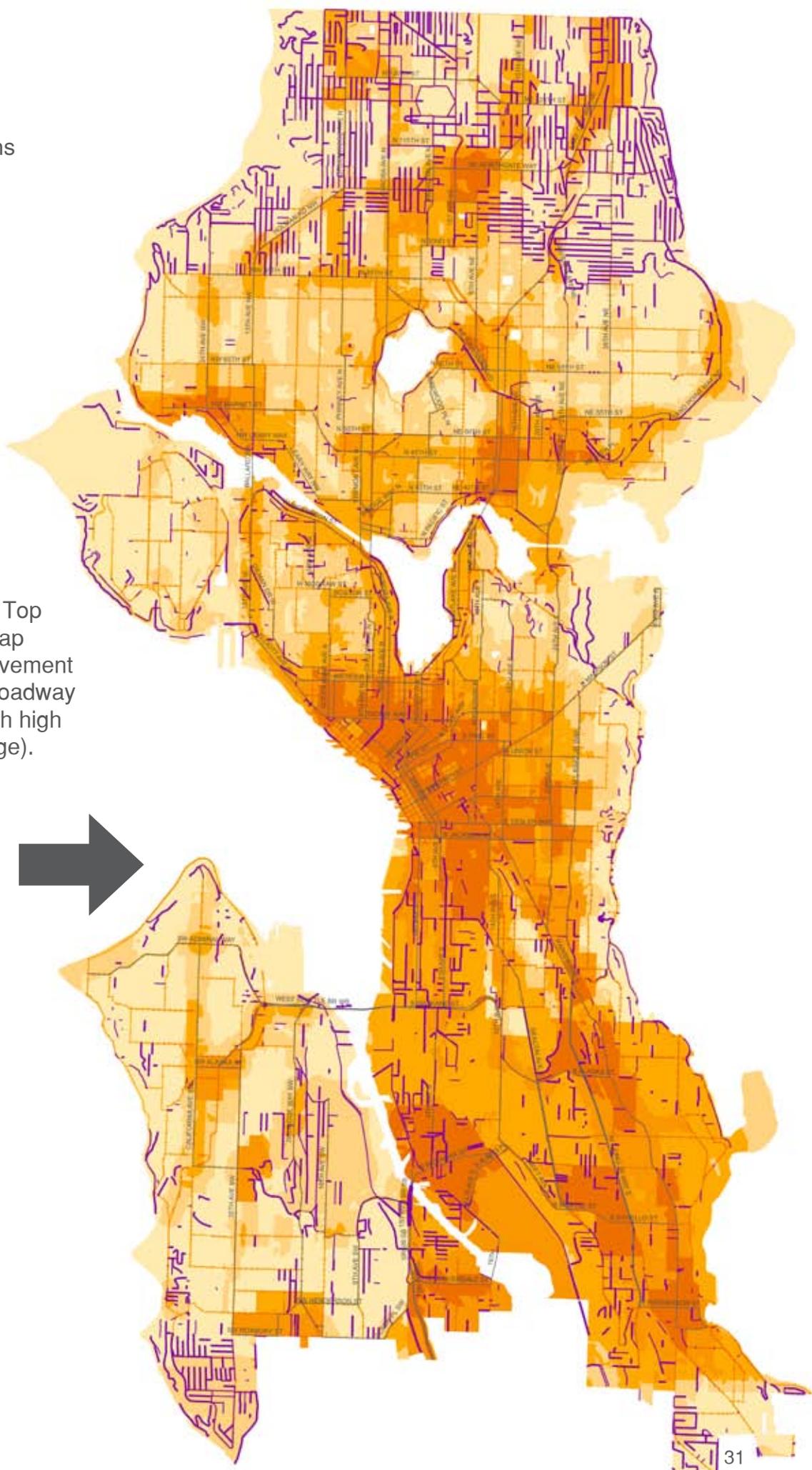


The Along the Roadway Map reflects the quality of the pedestrian environment along different roads in Seattle by assessing the presence of sidewalks, buffers such as parked cars or trees, hills, and the volume and speed of traffic on the adjacent road. The dark purple lines on the map show where there are the highest opportunities for improvement along the roadway.



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).





Funding the Plan

The Bridging the Gap transportation funding levy provides approximately \$60 million for pedestrian improvements over the next six years (2009-2014). Based on current program allocations, funding for new improvements (for example, sidewalks, curb ramps, and signals) would be approximately \$41 million, and funding for maintenance (for example, sidewalk repair or crosswalk re-striping) would be approximately \$19 million. This funding will be directed toward new infrastructure and maintenance needs in Top Tier projects in High Priority Areas. Additional improvements are likely to occur through private development and by leveraging other public and private resources.

The proposed improvements through Bridging the Gap represent a small portion of the potential projects and programs that could improve walkability in Seattle. The analysis summarized on the previous pages describes the process that will be used to determine project locations. If additional funding sources become available in the future, there are many opportunities for improvements both along and across the roadway that have been identified using this analysis.

Annual Project Types with Bridging the Gap Funding:

Across the Roadway

- Significant Crossing Treatments (e.g., signals, crossing islands): 3 intersections
- Smaller Crossing Treatments (e.g., curb ramps, crosswalks): 96 intersections
- Maintenance: replacement and repair of crosswalk markings, tactile warning strips, and signage

Along the Roadway

- New Sidewalks: 26 block face equivalents (330 feet x 6 feet)
- Maintenance: sidewalk repair, tree pruning, and vegetation management



Building the System

As part of the Pedestrian Master Plan development process, early implementation funding was set aside to begin pedestrian related programs and projects. A sample of the early implementation actions from 2009 includes:

Across the Roadway

- Improved traffic signals: Installed 40 pedestrian countdown signals, 4 crosswalk beacons, and 2 all-way walk signals
- Constructed 6 curb bulbs and median islands
- Installed 700 crosswalks and stop bars
- Improved signage (including school zones) in 65 locations
- Enforced crosswalk laws (police failure-to-yield stings)
- Evaluated crossing flags program
- Removed parking at intersections to improve visibility

Along the Roadway

- Constructed 25 blocks of new sidewalks
- Maintained 17 blocks of sidewalks
- Planted 800 trees
- Installed 7 wayfinding kiosks and 60 directional signs
- Improved construction zone access
- Created new standards for various types of walkways
- Rehabilitated 4 stairways

In addition to the improvements listed above, the Neighborhood Street Fund projects constructed 27 blocks of new sidewalks in various neighborhoods, as well as sidewalk repair and lighting projects in six business districts. SDOT's Safe Routes to Schools program also completed improvements at six schools.



Performance Measures

The Seattle Pedestrian Master Plan goals are long-term outcomes toward which programs or activities are directed. Goals are the launching point for performance measures and answer the question, "What is the plan designed to do?" Performance measures answer the question, "How will the plan's successes be measured?"

Each performance measure identifies a "baseline" or starting point to compare with information that will be gathered in future years. A "trend" has also been identified to describe the direction of the desired outcome for each performance measure. By establishing a trend that is moving in the direction of the desired outcome, it is possible to determine the progress made towards meeting the plan's goals of safety, equity, vibrancy, and health.

Seattle will be leading the effort in developing consistent standards for defining pedestrian-centric performance measures that are data-driven and can be evaluated in various contexts over time. Many methods for evaluating walkability are employed throughout the nation; however, there is no current national standard, which makes defining targets difficult.

To do this, data will be collected and evaluated by City staff and the Seattle Pedestrian Advisory Board. This collection of data will be used to establish trends that will then inform the development of specific targets. These targets will be set when the Pedestrian Master Plan is updated in 2014.



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

Performance Measure

Baseline

(Desired) Trend

Rate of crashes involving pedestrians

2006 total reported crashes/ pedestrian trips (as identified in the 2006 Puget Sound Regional Council Household Travel Survey)

Decreasing rate

Vehicle speeds along identified corridors

Measured 85th percentile vehicle speed on identified corridors in 2008

Reducing and sustaining 85th percentile vehicle speeds below the speed limit

School participation in pedestrian safety, education, and encouragement programs

Total number of public schools that participated in a program in 2008

Increasing school participation

Driver and pedestrian behaviors and awareness of pedestrian laws

Knowledge, Attitude, and Behavior (KAB) 2009 survey results

Increasing awareness and optimal behavior



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

Performance Measures

Baseline

(Desired) Trend

City investments toward Top Tier projects in High Priority Areas

Inventory/proposed project list as identified in 2009 Seattle Pedestrian Master Plan

Increasing percentage of Top Tier projects completed in High Priority Areas

Public communication about pedestrian issues

Number of views on Seattle Pedestrian Master Plan web page in 2009

Increasing number of views on website

Transit ridership

Number of boardings and alightings in 2008 per service hour

Increasing rate of ridership per service hour

Mode share (more people walking)

Percentage of trips made on foot (as measured in the 2006 Puget Sound Regional Council Household Travel Survey)

Increasing percentage of trips



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

Performance Measures

Baseline

(Desired) Trend

Streetscape vibrancy

Number of annual street use permits that include streetscape elements obtained in 2008

Increasing percentage of annual permits that include streetscape elements

Pedestrian activity

Number of pedestrians in selected locations counted in 2008

Increasing number of pedestrians in selected count locations over time



Health Goal

Raise awareness of the important role of walking in promoting health and preventing disease.

Performance Measures

Self-reported physical activity

Increase number of children walking or biking to or from school

Baseline

Percentage of respondents reporting little or no physical activity in 2006 Health of King County Report

Number of children walking to school as measured in school travel surveys completed by schools participating in the 2008 Safe Routes to School program

(Desired) Trend

Decreasing percentage

Increasing number of trips by children

Commitment and Thanks



Mayor Nickels charged the Seattle Department of Transportation (SDOT) with making Seattle the most walkable city in the nation. The Seattle Pedestrian Master Plan lays out the path to get us there.

Many thanks go to the Mayor and Council for their leadership. The Pedestrian Master Plan Advisory Group and the Seattle Pedestrian Advisory Board did an outstanding job of bringing a broad perspective to this work. Two SDOT employees in particular also must be thanked. Barbara Gray and Jennifer Wieland created and shepherded this effort from its inception to this final product. They deserve much of the credit for the innovative and comprehensive

approach shown in this document.

SDOT has already begun to use the Seattle Pedestrian Master Plan to prioritize and implement projects. We pledge to continue to use this work in the development of our planning, policies, projects, operations, and maintenance of the transportation system.

We are truly on our way to meeting Mayor Nickels' challenge to make Seattle the most walkable city in the nation.

Grace Crunican, Director
Seattle Department of Transportation

Stewardship

The Seattle Pedestrian Advisory Board was created in 1993 and became a permanent organization in 1997. It has eleven citizen volunteers who serve two-year terms (renewable once) and one Get Engaged volunteer who serves for one year.

The Board is charged with the following:

- Advise the Mayor, City Council, and all City departments and offices on matters related to pedestrians, including the impact City actions may have on the pedestrian environment;
- Contribute to all aspects of the City's planning and development processes that may affect pedestrian safety and access; and
- Promote improved pedestrian safety and access by evaluating and recommending changes to City design guidelines and policies.



In keeping with these responsibilities, the Board has been given the task to champion the plan as it is transformed from a document on a screen into a vibrant expression of Seattle's vision to become the nation's most walkable city. We are excited that this day is here because the Board has supported this initiative for a long time. But we can't do it without your help. We encourage you to get involved! We look forward to a dialogue with residents from all parts of Seattle, with businesses, and with City officials.

Pedestrian Resources

Local and Regional

Seattle Pedestrian Master Plan

<http://www.seattle.gov/mostwalkablecity.htm>

Seattle Department of Transportation Pedestrian Program

<http://www.seattle.gov/Transportation/pedestrian.htm>

Washington Department of Transportation Pedestrian Websites

<http://www.wsdot.wa.gov/walk/>

<http://www.wsdot.wa.gov/localprograms/planning.htm>

National and International

Association of Pedestrian and Bicycle Professionals

<http://www.apbp.org/>

America Walks

<http://www.americawalks.org/>

America's Walking

<http://www.pbs.org/americaswalking/index.html>

American Council of the Blind - Pedestrian Safety

<http://www.acb.org/pedestrian/index.html>

American Trails

<http://www.americantrails.org/>

Federal Highway Administration (FHWA) Pedestrian and Bicycle Safety Research

<http://www.fhrc.gov/safety/pedbike/index.htm>

National Center for Bicycling and Walking

<http://www.bikewalk.org/>

National Center for Safe Routes to School

<http://www.saferoutesinfo.org/>

National Complete Streets Coalition

<http://www.completestreets.org/>

Walk21

<http://www.walk21.com/default.asp>

Walkinginfo.org: Pedestrian and Bicycle Information Center

<http://www.walkinginfo.org/>



Seattle Pedestrian Master Plan
<http://www.seattle.gov/mostwalkablecity.htm>

