

## ***Prioritizing Elements of a Walkable System***

Following an evaluation of existing SDOT prioritization criteria for sidewalks, curb ramps, Neighborhood Street Fund, and Safe Routes to Schools, the project team identified elements that expand the existing SDOT prioritization criteria and make it applicable to the Walkable System Plan. After collecting existing data, the prioritized elements were quantified as part of the Pedestrian Demand Methodology. This methodology identified the locations likely to have higher volumes of pedestrian activity. Ratings were applied to each data set to identify priority project areas. The ratings helped to rank projects for near-term and long-term implementation as part of the 2020 System Plan.

### ***Basic Infrastructure*** (data source: SDOT)

Existing data identify where there is a lack of basic pedestrian infrastructure including sidewalks and curb ramps. The following data indicate where system connectivity can be improved:

- Sidewalk segment fills a missing link or connects two pedestrian generators
- Complete or extend buffer (e.g., planting strip, street trees)
- Intersection improvements (e.g., signals, crosswalks, curb ramps)
- Condition of infrastructure, where data is available

### ***Pedestrian Attractors/Generators*** (data source: SPU/DPD/SDOT)

Present land use designations are available to identify parcels that commonly attract and generate pedestrian activity. Examples of pedestrian attractors include:

- Grocery stores
- Transportation facilities: High or intermediate capacity transit stations (light rail, bus rapid transit), local transit (bus stops, street car), ferry and train terminals
- Schools: Public and private schools (K-12), colleges/universities
- Community facilities: Community centers, libraries, parks, post offices
- Health and human service centers: Hospitals, community health clinics, child care centers, senior centers, elder care facilities
- Retail (shops and restaurants)
- Event/entertainment centers: Stadiums, convention centers, performance halls, Pike Place Market, Seattle Center, museums, waterfront attractions

### ***Traffic Along the Roadway*** (data source: SDOT)

The type of traffic along the roadway can be used with the street type information to paint a picture of the pedestrian environment. The following data were considered in project identification and prioritization:

- Traffic volume
- Speed limit
- Street width
- Multi-modal corridor (e.g., dedicated lane for bus, bicycle lane/bicycle boulevard, streetcar, light rail)

### ***Pedestrian Crashes*** (data source: SDOT)

This data is reported to the state and was used to identify locations with a history of pedestrian crashes.

Population Projections (data source: DPD/PSRC)

Seattle's Comprehensive Plan policies and goals outline the urban village strategy for growth management within the city. Urban villages are identified as the place where new development must accommodate additional commercial and residential densities. The following information will identify where densities are projected to change:

- Population density (current and projected)
- Employment density (current and projected)

Demographics (data source: DPD/Office of Housing/SDOT)

This information will be used to evaluate equitable geographic distribution of resources throughout the city, consider historically underserved neighborhoods, and employ the current policies on race and social justice:

- Income
- Disability status
- Households with low automobile ownership rates

Health (data source: King County)

This data will indicate areas of the city with known health disparities, including locations with higher than average rates of chronic disease, obesity, and low rates of physical activity.

Balancing Factors (data source: SDOT)

In addition to the prioritization criteria, balancing factors will be applied to ensure that the selected projects support the goals of the Pedestrian Master Plan.

- Does the project serve a particular population, such as children, seniors, or another concentration of people likely to use walking as a primary mode of transportation?
- Does the project improve the vitality of the area, balancing the needs of the Center City, neighborhood business districts, and residential community destinations? Is the project already included in a neighborhood or sub-area plan or does it have community support?
- Leveraging Funding: If the project is a high-priority project, are there funding opportunities available? Can the project be timed to coincide with other City, public, or private projects to improve efficiencies?
- Implementation Opportunities and Constraints: Is it the "right time" for a project even if it may be difficult to design or construct due to topography, drainage, or community opposition?