Pedestrian Master Plan Technical Update
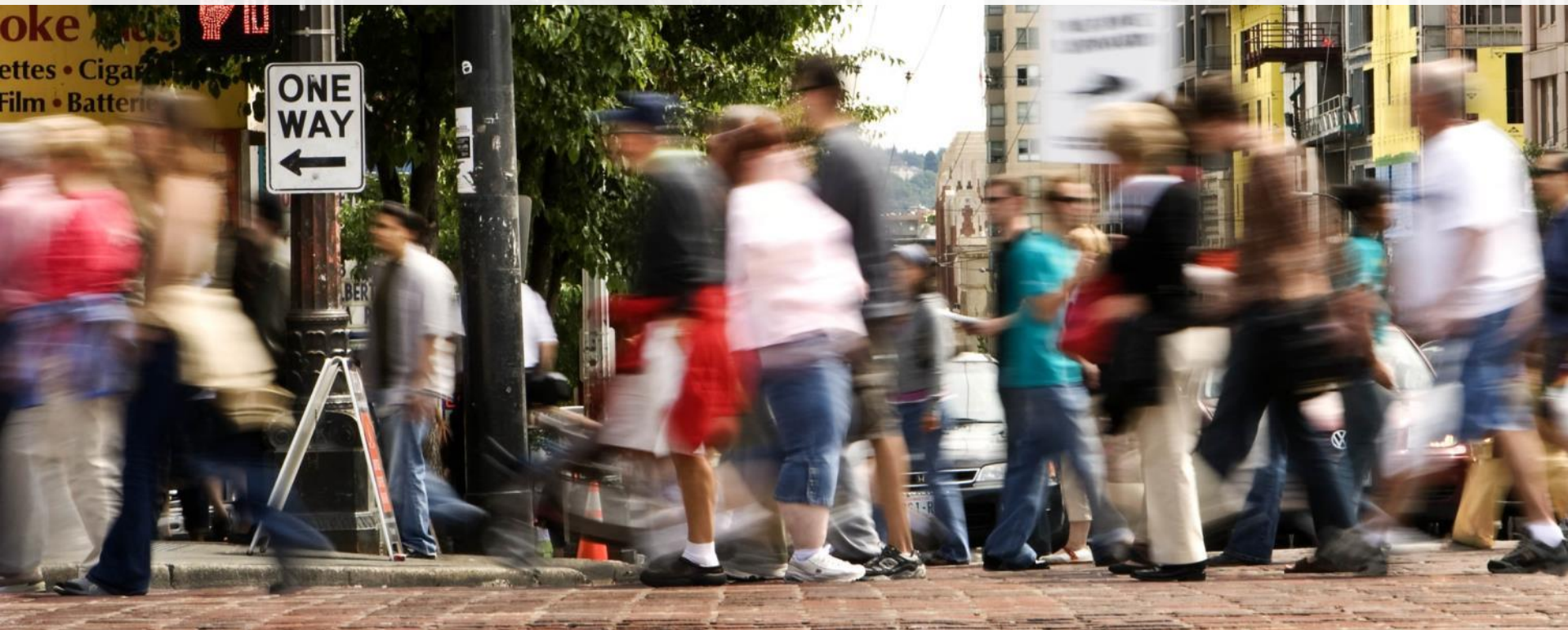
Seattle Pedestrian Advisory Board
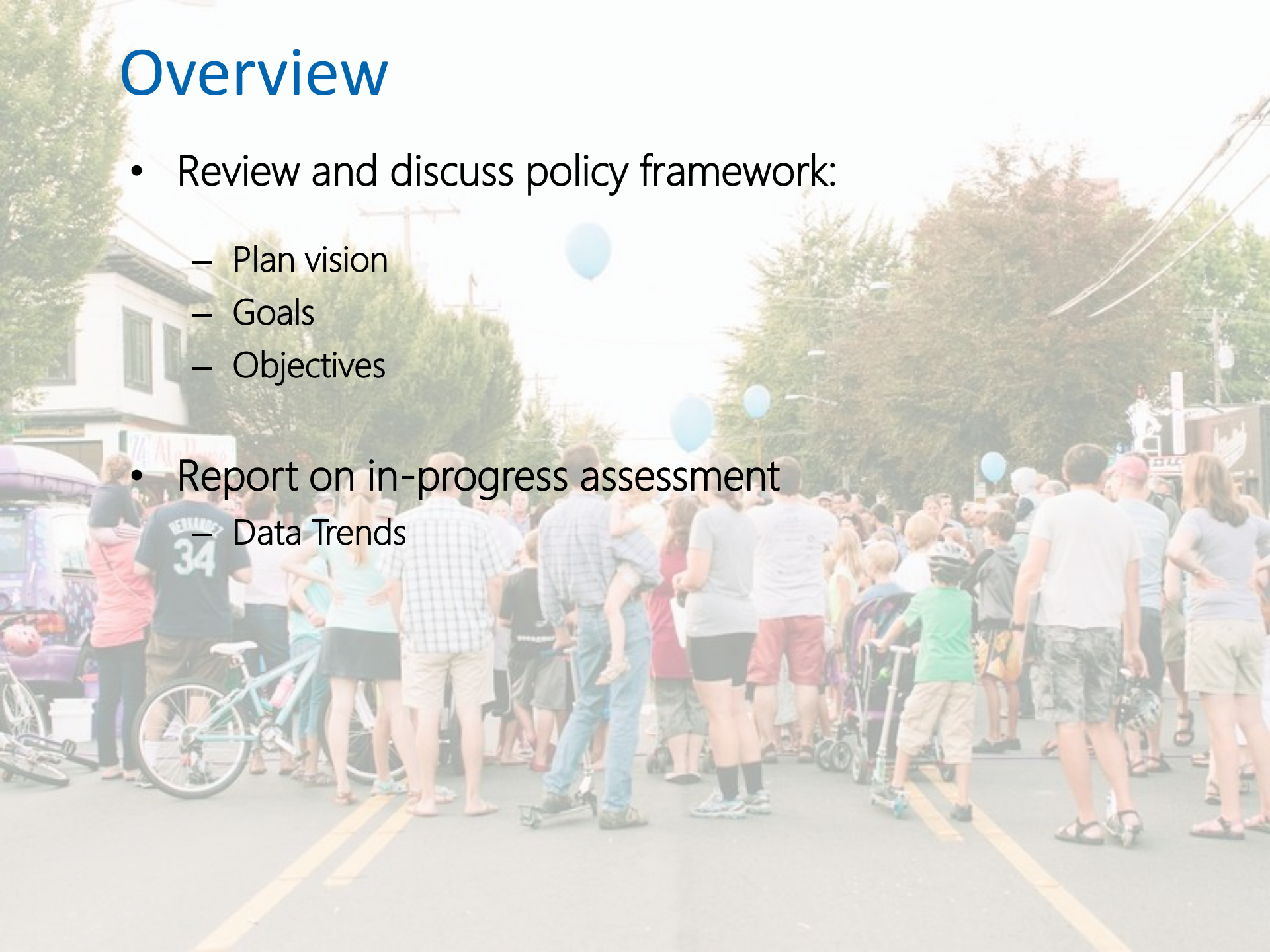
Michelle Marx

April 8, 2015

SDOT
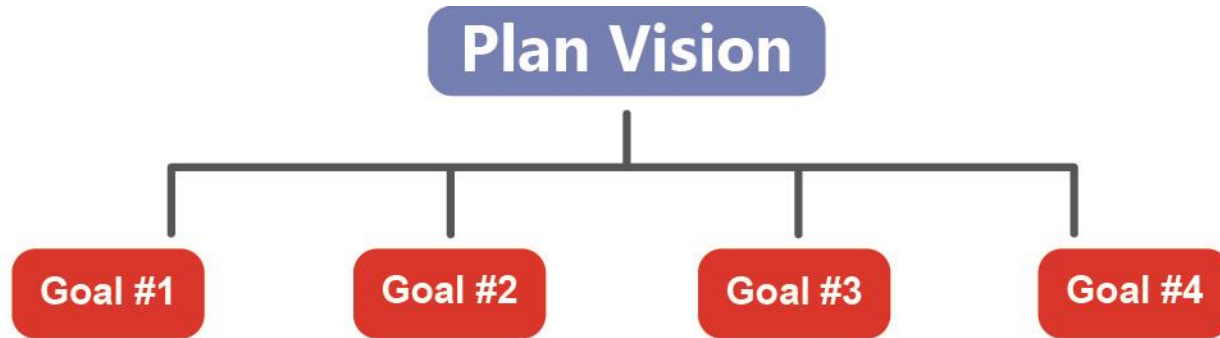Seattle Department of Transportation

Overview

- Review and discuss policy framework:

  – Plan vision
  – Goals
  – Objectives

- Report on in-progress assessment
  – Data Trends

Plan Vision

Vision:

Articulates the desired future outcome of the Plan.

Goals:

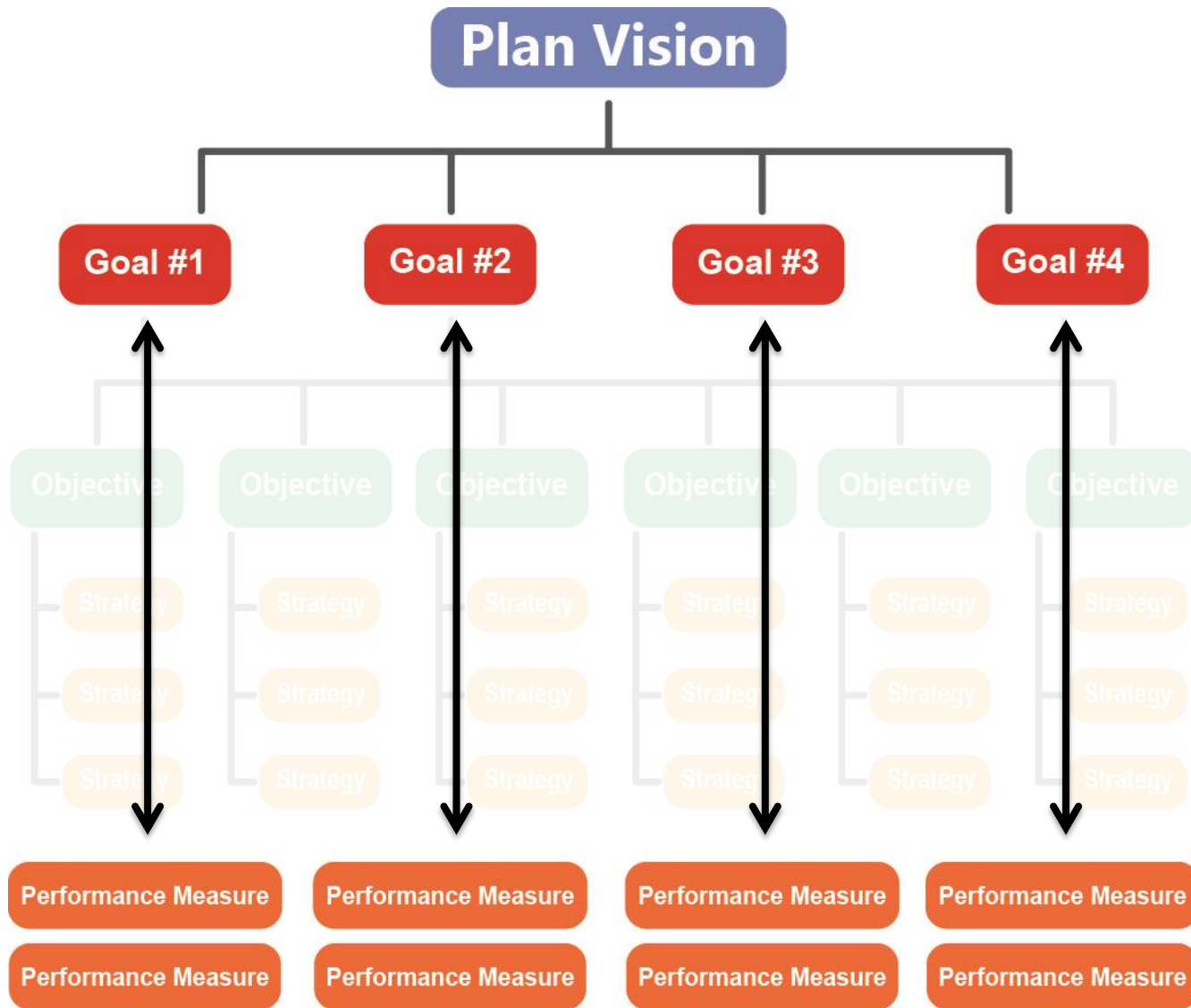Desired outcomes (what we hope to accomplish).

Objectives:

How we plan to accomplish the Plan goals.

Strategies:

Key actions for implementing each objective.

Performance Measures:

How we track progress in achieving Plan goals.

PMP Vision

Make Seattle the Most Walkable City in the Nation

PMP 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 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.

PMP Goals	BMP Goals	City's Core Values
Safety: Reduce the number and severity of crashes involving pedestrians.	**Safety**: Improve safety for bicycle riders.	**A Safe City**
Equity: Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.	**Equity:** Provide equal bicycling access for all; through public engagement, program delivery, and capital investment.	**An Affordable City**
Vibrancy: Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy.	**Livability:** Build vibrant and healthy communities by creating a welcoming environment for bicycle riding.	**A Vibrant City**
Health: Raise awareness of the important role of walking in promoting health and preventing disease.	**Ridership:** Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.	**An Innovative City**
	Connectivity: Create a bicycle network that connects to places that people want to go, and provides a time-efficient travel option.	**An Interconnected City**

Objectives

- **Objective 1**: Complete and maintain the pedestrian system identified in the PMP

- **Objective 2:** Improve walkability on all streets.

- **Objective 3:** Increase pedestrian safety.

- **Objective 4:** Plan, design, and build complete streets to move people and goods.

- **Objective 5:** Create vibrant public spaces that encourage walking

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

Performance measures

Goal	Performance Measure
Safety	Rate of crashes involving pedestrians
	Vehicle speeds along identified corridors
	School participation in pedestrian safety, education, and encouragement program
	Driver and pedestrian behaviors and awareness of pedestrian laws
Equity	City investments toward Top Tier projects in High Priority Areas
	Public communication about pedestrian issues
	Transit ridership
	Mode share (more people walking)
Vibrancy	Streetscape vibrancy
	Pedestrian activity
Health	Self-reported physical activity
	Children walking or biking to or from school

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Pedestrian Activity: Pedestrian counts

Downtown Pedestrian Counts at Core Sites*

Legend:
- Summer
- Average
- Holiday

Y-axis: 20,000 – 45,000
X-axis: 2009, 2010, 2011, 2012, 2013, 2014
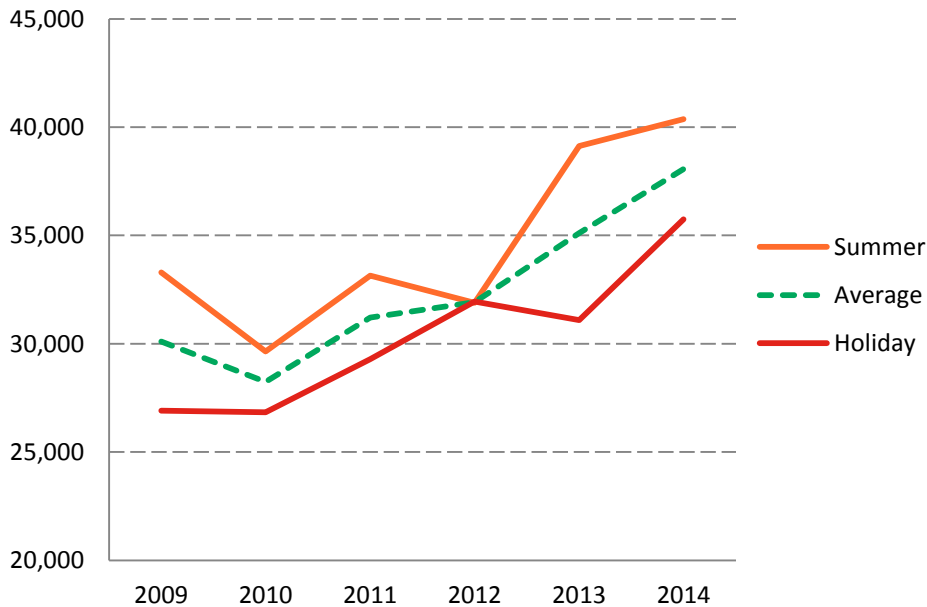
Source: Downtown Seattle Association

*Core Sites describes the nine sites consistently counted since pedestrian counts began in December 2006.

Citywide Pedestrian Counts Average PM Peak*

Y-axis: 20,000 – 45,000
X-axis: 2011, 2012, 2013, 2014
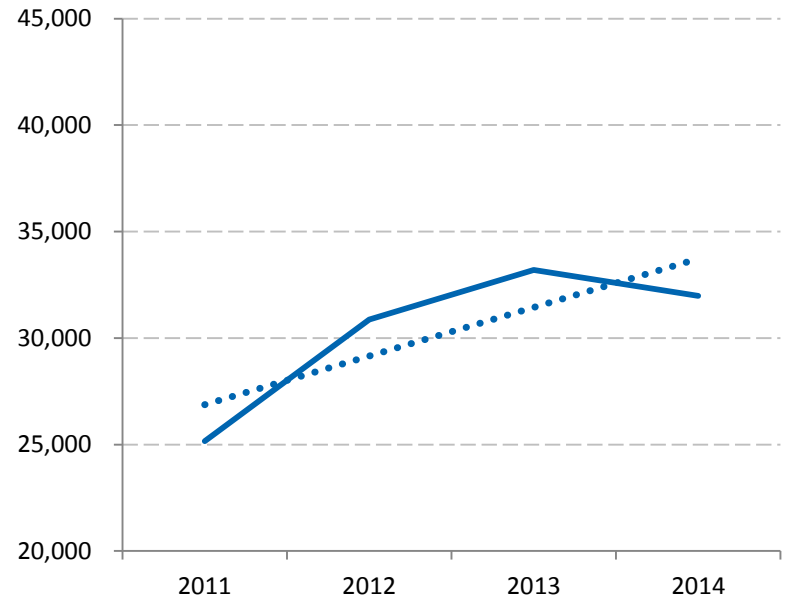
Source: SDOT

*Average quarterly PM count (5-7 PM) for count in January, May, and September at 50 count locations citywide

Pedestrian activity: Mode share
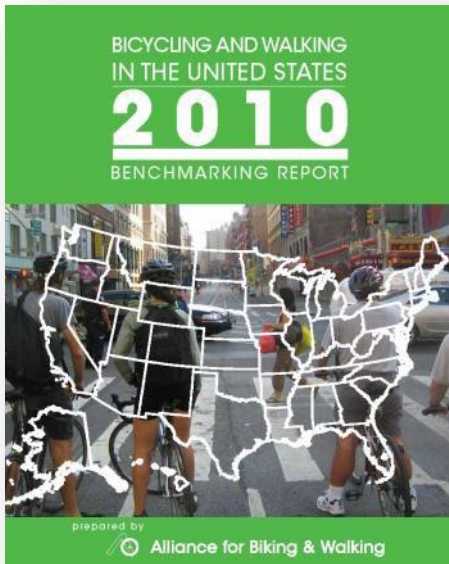
2007 ACS, walk to work
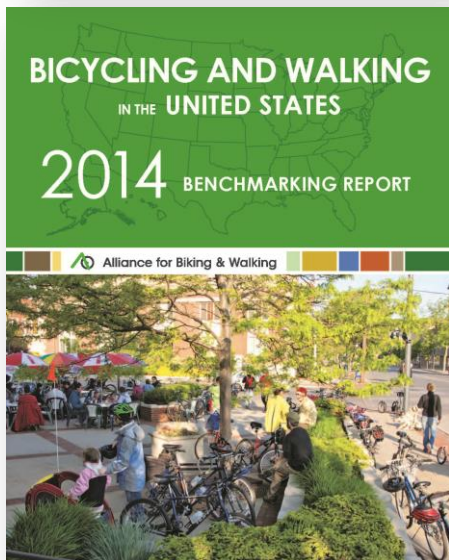
2011 ACS, walk to work

2007 ACS
8.3 % walk to work

2011 ACS
8.6 % walk to work

2007 ACS
5 walk to work

1	Boston	13.3%
2	Washington, DC	11.1%
3	New York	10.3%
4	San Francisco	9.7%
5	Seattle	8.3%
6	Philadelphia	7.9%
7	Baltimore	7.0%
8	New Orleans	6.9%
9	Honolulu	6.8%
10	Minneapolis	6.4%

11. Chicago
12. Oakland
13. Milwaukee
14. Portland, OR
15. Denver
16. Miami
17. Tucson
18. Atlanta
19. Cleveland
20. Los Angeles
21. Long Beach
22. Sacramento
23. Raleigh
24. Detroit
25. Columbus
26. San Diego
27. Colorado Springs
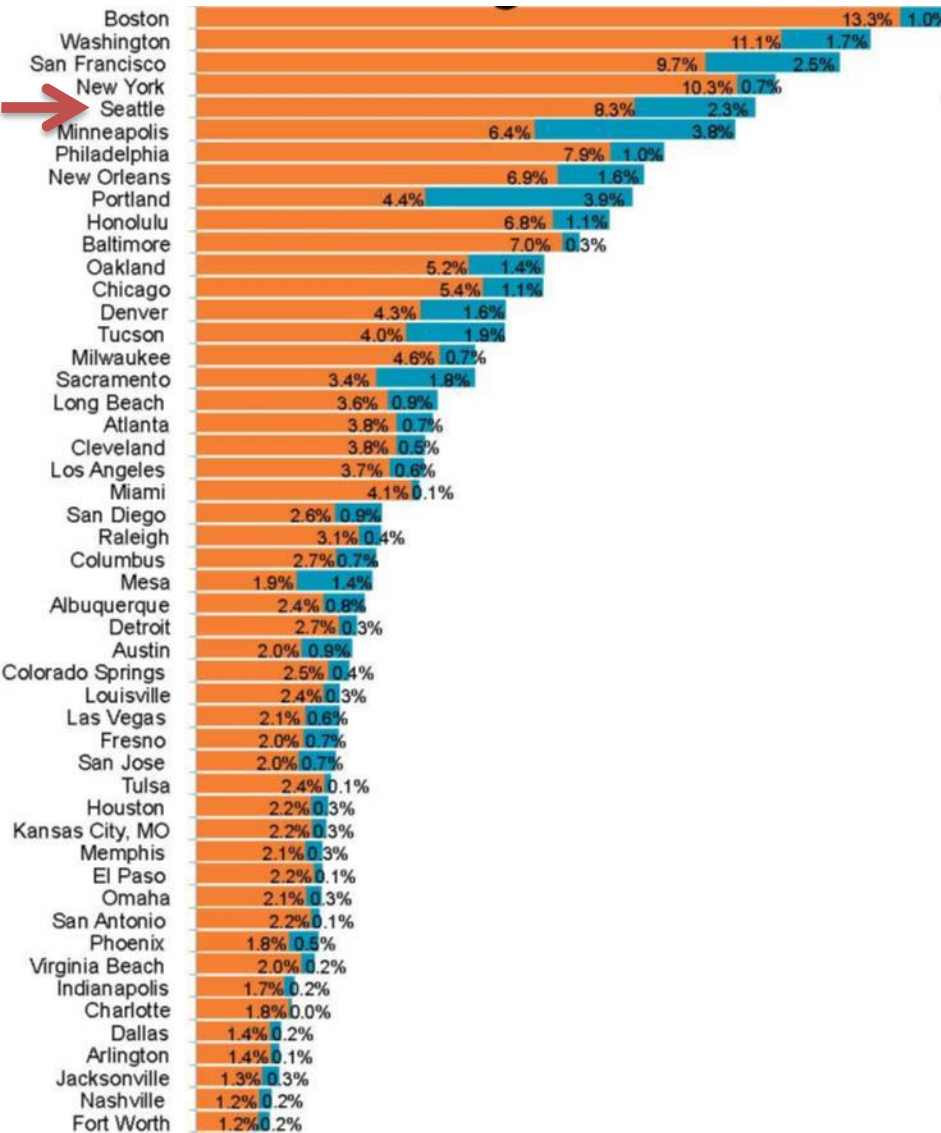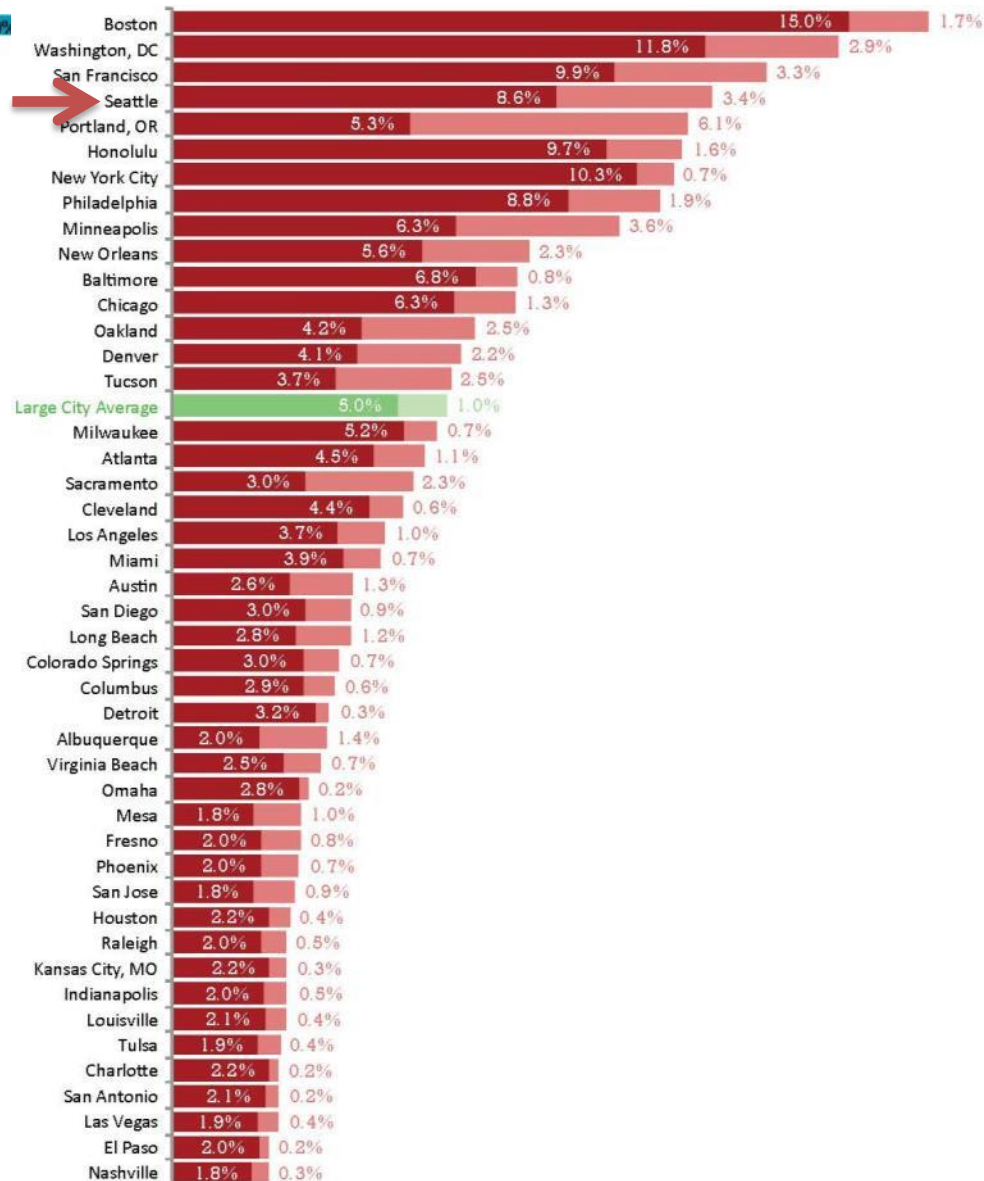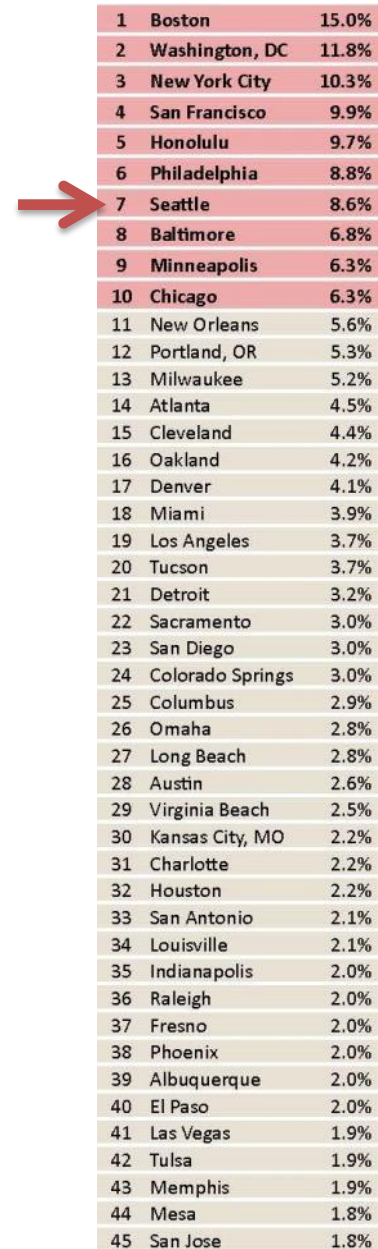28. Tulsa
29. Louisville
30. Albuquerque
31. El Paso
32. Kansas City, MO
33. San Antonio
34. Houston
35. Omaha
36. Las Vegas
37. Memphis
38. Fresno
39. Virginia Beach
40. Austin
41. San Jose
42. Mesa
43. Phoenix
44. Charlotte
45. Indianapolis

2011 ACS
#7 walk to work

|		
1	Boston	15.0%
2	Washington, DC	11.8%
3	New York City	10.3%
4	San Francisco	9.9%
5	Honolulu	9.7%
6	Philadelphia	8.8%
7	Seattle	8.6%
8	Baltimore	6.8%
9	Minneapolis	6.3%
10	Chicago	6.3%
11	New Orleans	5.6%
12	Portland, OR	5.3%
13	Milwaukee	5.2%
14	Atlanta	4.5%
15	Cleveland	4.4%
16	Oakland	4.2%
17	Denver	4.1%
18	Miami	3.9%
19	Los Angeles	3.7%
20	Tucson	3.7%
21	Detroit	3.2%
22	Sacramento	3.0%
23	San Diego	3.0%
24	Colorado Springs	3.0%
25	Columbus	2.9%
26	Omaha	2.8%
27	Long Beach	2.8%
28	Austin	2.6%
29	Virginia Beach	2.5%
30	Kansas City, MO	2.2%
31	Charlotte	2.2%
32	Houston	2.2%
33	San Antonio	2.1%
34	Louisville	2.1%
35	Indianapolis	2.0%
36	Raleigh	2.0%
37	Fresno	2.0%
38	Phoenix	2.0%
39	Albuquerque	2.0%
40	El Paso	2.0%
41	Las Vegas	1.9%
42	Tulsa	1.9%
43	Memphis	1.9%
44	Mesa	1.8%
45	San Jose	1.8%

Pedestrian activity: Mode share

## Next Step: PSRC travel survey

- Surveys taken in 2006 and 2014

- Surveys accounts for all trips (not just commute trips)

- PSRC currently working on unpacking the raw data to reflect walking trips to access transit

- Data expected to be cleaned up and ready for use by May

Pedestrian safety (the raw numbers)

All Pedestrian-Involved Collisions

Legend:
- Total Pedestrian-Involved Collisions (orange)
- Serious Injury (red)
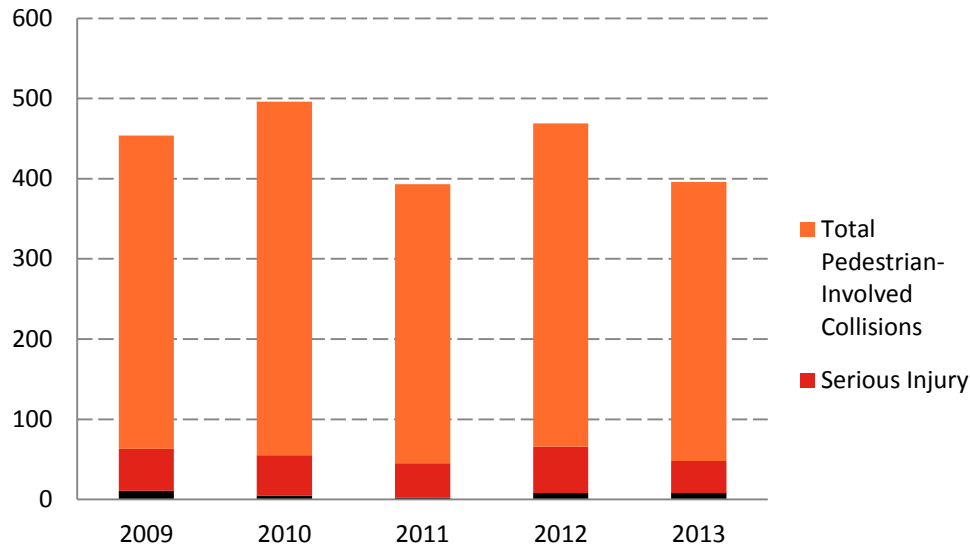
Fatal and Serious Injury Pedestrian-Involved Collisions

Legend:
- Serious Injury (red)
- Fatal (black)
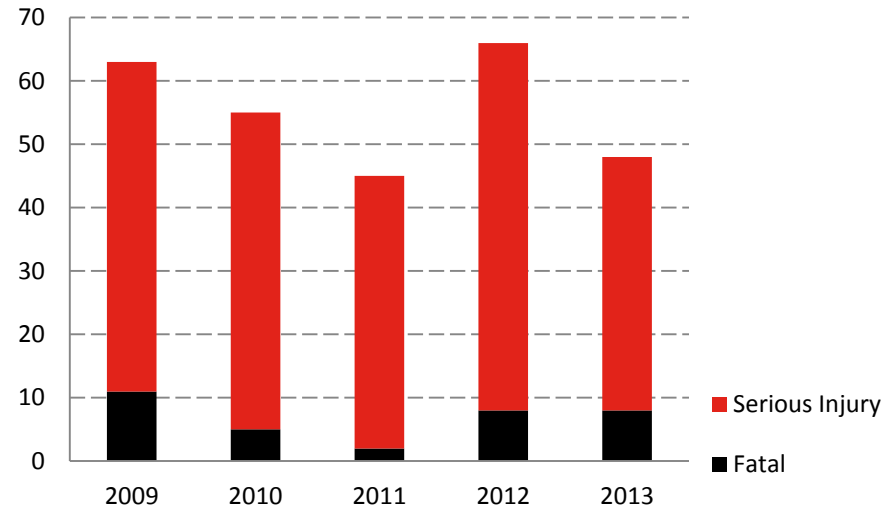
	2009	2013
# Pedestrian Crashes	454	396
# Pedestrian Fatalities	11	8
# Pedestrian Fatalities and Serious Injuries	63	48

Pedestrian safety (the raw numbers)

Crashes with pedestrians, bicyclists, and motorcyclists make up less than 5% of total crashes, but nearly 50% of the fatalities.

TRAFFIC FATALITIES ON SEATTLE STREETS
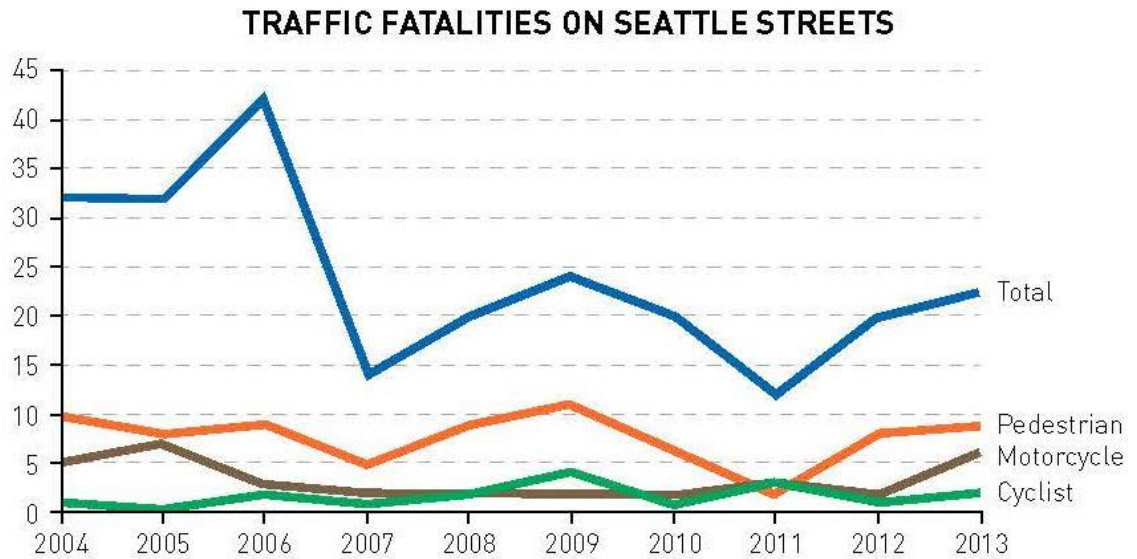
Safety (Pedestrian fatality/crash/injury rates)

Potential numerators:

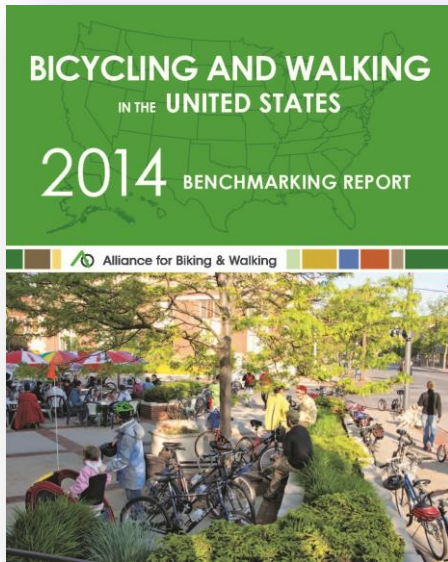| # Crashes	# Fatalities	# Fatalities and Serious Injuries

Potential denominators:

	100,000 people	Total Walkers

Safety

Pedestrian fatality rates
(# fatalities/ ACS-reported walking commuters)

BICYCLING AND WALKING IN THE UNITED STATES
2014 BENCHMARKING REPORT
Alliance for Biking & Walking

2007

Pedestrian fatalities per 10k walking commuters

1	Kansas City, MO	0.3%
2	Boston	0.9%
3	Seattle	1.5%
4	Minneapolis	1.6%
5	New York	1.8%
6	Colorado Springs	2.4%
7	Washington, DC	2.7%
8	San Francisco	2.8%
9	Philadelphia	2.9%
10	Baltimore	3.4%

11. Omaha
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27. Los Angeles
28. Raleigh
29. Sacramento
30. Tucson
31. San Jose
32. Arlington, TX
33. San Antonio
34. Mesa
35. Louisville
36. Las Vegas
37. Memphis
38. Charlotte
39. Houston
40. Fresno
41. Austin
42. Tulsa
43. Albuquerque
44. Detroit
45. Miami

2011

1	Boston	0.9
2	Seattle	2.7
3	Washington, DC	3.3
4	Colorado Springs	3.4
5	San Francisco	4.0
6	New York City	4.0
7	Minneapolis	4.5
8	Chicago	4.5
9	Omaha	4.6
10	Honolulu	5.2
11	Cleveland	5.2
12	Portland, OR	5.8
13	Philadelphia	5.8
14	Oakland	6.3
15	Baltimore	6.7
16	Virginia Beach	6.9
17	Denver	7.6
18	Milwaukee	7.7
19	New Orleans	9.6
20	Mesa	10.6
21	Columbus	11.1
22	San Diego	11.4
23	Long Beach	12.4
24	Arlington, TX	13.9
25	Los Angeles	14.0
26	Austin	14.0
27	Atlanta	14.6
28	San Jose	15.6
29	Wichita	16.8
30	Las Vegas	17.1
31	Raleigh	17.2
32	Tucson	19.0
33	Albuquerque	19.1
34	Tulsa	19.3
35	Indianapolis	19.9
36	Oklahoma City	20.0
37	Houston	20.1
38	Nashville	20.4
39	Kansas City, MO	20.7
40	Miami	21.2
41	Sacramento	21.9
42	Charlotte	22.0
43	Louisville	24.2
44	San Antonio	24.5
45	El Paso	24.7

Assessment, next steps:

- Ongoing data/trends assessment:
  - Mode share and crash/fatality/injury rates:
    - 2013 ACS walk to work rates
    - PSRC mode share data (May)
  - Vehicle speeds along identified corridors
  - School participation in safety/education/encouragement programs
  - KAB survey results
  - Transit boardings
  - Number of street use permits
  - City investment in Tier 1 PMP projects

- Infrastructure assessment ("what we've built")
  - Total sidewalk and crossing improvements built since 2009 (by program/project type)
    - BTG-funded sidewalk development/crossing improvements
    - Safe Routes to School
    - Neighborhood Street Fund
    - Capital projects (Complete Streets)
    - Private development
  - Total number of Tier 1 locations addressed

Questions?

michelle.marx@seattle.gov

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

http://www.seattle.gov/transportation

SDOT
Seattle Department of Transportation