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

- PMP document overview
- Policy framework
- Measuring progress
- Prioritization
- Implementation
- Next steps
Chapter 1: Introduction

• PMP is a resource allocation plan

• Blueprint to direct pedestrian investments

• Community engagement
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
Chapter 2: 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.
Chapter 3: Measuring Progress

- Assesses performance toward desired plan outcomes since 2009
- 79% of investments in High Priority Areas
- Small percentage of Top Tier projects completed

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>On Track?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate of crashes involving pedestrians</td>
<td>✗</td>
</tr>
<tr>
<td>Change in vehicle speeds on identified corridors</td>
<td>✗</td>
</tr>
<tr>
<td>School participation in pedestrian safety, education, and encouragement programs</td>
<td>✓</td>
</tr>
<tr>
<td>Driver and pedestrian behaviors and awareness of pedestrian laws</td>
<td>✗</td>
</tr>
<tr>
<td>City investments toward Top Tier projects in High Priority Areas</td>
<td>✓</td>
</tr>
<tr>
<td>Public communication about pedestrian issues</td>
<td>✗</td>
</tr>
<tr>
<td>Transit ridership</td>
<td>✓</td>
</tr>
<tr>
<td>Mode share (more people walking)</td>
<td>✓</td>
</tr>
<tr>
<td>Increase streetscape vibrancy</td>
<td>✓</td>
</tr>
<tr>
<td>Increase pedestrian volumes in selected count locations</td>
<td>✓</td>
</tr>
<tr>
<td>Self-reported physical activity</td>
<td>✗</td>
</tr>
<tr>
<td>Children walking or biking to or from school</td>
<td>✓</td>
</tr>
</tbody>
</table>
Chapter 4: Prioritizing Pedestrian Improvements

Step 1
Develop a citywide “Priority Investment Network” (PIN) using vibrancy (demand) 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
Priority Investment Network

- 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
Along the roadway opportunities

Map shows Priority Investment Network segments

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

<table>
<thead>
<tr>
<th></th>
<th>All arterials</th>
<th>All non-arterials</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Citywide</td>
<td>Priority Investment Network</td>
</tr>
<tr>
<td>Total blockfaces</td>
<td>12,791</td>
<td>9,158</td>
</tr>
<tr>
<td>Blockfaces missing sidewalks*</td>
<td>1,400</td>
<td>669</td>
</tr>
<tr>
<td>Percent missing sidewalks</td>
<td>10.9%</td>
<td>7.3%</td>
</tr>
</tbody>
</table>

* Based on SDOT Asset Management database. Includes full or partial blockfaces. Not all locations may be feasible or desirable locations for new sidewalks. Blockface totals may change as the database is updated.
Crossing the roadway opportunities

Controlled stop spacing

Crossing width

Controlled Stop Spacing (Principal & Minor PIN Arterials)
Crossing Spacing Distance
- 1/4 mile or greater
- 1/8 to 1/4 mile
- 1/16 to 1/8 mile
- Less the 1/16 mile

Crossing Width
Number of vehicle lanes at arterial intersections
- 4 or more
- 3
- 2 or less
Prioritization: safety

• Used to further prioritize arterial streets

• Analysis include:
  – Pedestrian collisions
  – Arterial classification
  – Roadway width
  – Speed
  – Controlled crossing spacing
Prioritization: equity and health

- Used to further prioritize arterial and non-arterial streets

- Analysis includes:
  - Race
  - Income
  - Disabled population
  - Diabetes, obesity, and physical activity rates
Chapter 5: Implementing Strategies and Actions

• Based on plan goals

• Strategies identify how to achieve progress toward realizing the plan goals

• Actions are specific tasks for implementation

Example Strategies

Along the roadway
✓ Build out the PMP Priority Investment Network

Crossing the roadway
✓ Improve pedestrian visibility at crossings
✓ Shorten pedestrian crossing distances

Network-wide
✓ Manage vehicle speeds

Education, Encouragement, and Enforcement
✓ Enforce vehicular speed limits and safe driving behaviors

Pedestrian Quality and Comfort
✓ Provide pedestrian buffers
✓ Create inviting pedestrian spaces
Chapter 6: Plan Implementation

- Funding strategy
- Implementation Plan
- Performance measures
**New sidewalk costs / funding example**

Draft Priority Investment Network (PIN) 20-year need

<table>
<thead>
<tr>
<th>Blockfaces missing sidewalk*</th>
<th>Total cost (Arterials: $300K/blockface Non-arterials: $150K/blockface)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial streets within PIN</td>
<td>669 (47.5 miles)</td>
</tr>
<tr>
<td>Non-arterial streets within PIN</td>
<td>3,058 (202.5 miles)</td>
</tr>
<tr>
<td>Total PIN sidewalk need</td>
<td>3,727</td>
</tr>
</tbody>
</table>

* Based on SDOT Asset Management database. Not all may be suitable locations for new sidewalks.

** Planning-level cost estimates can vary widely, based on site conditions, delivery method, and other factors. Cost estimate is in 2015 dollars.

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**Move Seattle funding (9-year)**

<table>
<thead>
<tr>
<th>SDOT Program</th>
<th>Total Levy Amount*</th>
<th>Levy Deliverable</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMP Implementation Program (sidewalks)</td>
<td>$61M</td>
<td>Build 250 new blocks of sidewalk (traditional and “low cost” sidewalks)</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$7M</td>
<td>Complete 9-12 Safe Routes to School projects each year</td>
</tr>
<tr>
<td>Vision Zero</td>
<td>$23M</td>
<td>Complete 12-15 corridor safety projects, improving safety for all travelers</td>
</tr>
<tr>
<td>Neighborhood Greenways</td>
<td>$48M</td>
<td>60 miles of new greenways</td>
</tr>
<tr>
<td>Multimodal improvements</td>
<td>$104M</td>
<td>Complete 7+ multimodal corridor projects (will include pedestrian elements)</td>
</tr>
<tr>
<td>Drainage partnership</td>
<td>$10M</td>
<td>Partner with SPU to provide pedestrian infrastructure and address drainage issues in the flood-prone South Park neighborhood</td>
</tr>
</tbody>
</table>

*Not all levy funding amount totals are solely for sidewalk development*
Implementation Plan

• Will be developed after PMP adoption

• Identify locations within the PIN for near-term improvements based on:
  – Safety and 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 and health data to be updated regularly
## PMP performance measures

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

- Did we set the context correctly?
- Is the prioritization discussion clear?
- Did we address your items in the Strategies and Actions?
- Are the performance measures and targets/trends reflective of SPAB input?
# Status and next steps

<table>
<thead>
<tr>
<th></th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop draft plan</td>
<td></td>
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<tr>
<td>Release draft plan for public review</td>
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<tr>
<td>Public review and outreach</td>
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<tr>
<td>Address comments</td>
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<tr>
<td>Anticipated Mayor’s recommended plan*</td>
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</tbody>
</table>

*Implementation Plan will be developed after Plan adoption*
Questions?

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ian.macek@seattle.gov | (206) 684-7576

www.seattle.gov/transportation/pedMasterPlan.htm

www.seattle.gov/transportation