Pedestrian Master Plan Technical Update

Seattle Pedestrian Advisory Board
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June 17, 2015
Overview

• Update on ongoing assessment work
• Refresher on existing prioritization methodology
• “Best practices” findings
• Schedule
## Update on ongoing assessment work

<table>
<thead>
<tr>
<th>Goal</th>
<th>Performance Measure</th>
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<tbody>
<tr>
<td>Safety</td>
<td>Rate of crashes involving pedestrians</td>
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<tr>
<td></td>
<td>Vehicle speeds along identified corridors</td>
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<td></td>
<td>School participation in pedestrian safety, education, and encouragement program</td>
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<td></td>
<td>Driver and pedestrian behaviors and awareness of pedestrian laws</td>
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<td>Equity</td>
<td>City investments toward Top Tier projects in High Priority Areas</td>
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<td>Public communication about pedestrian issues</td>
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<td></td>
<td>Transit ridership</td>
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<td></td>
<td>Mode share (more people walking)</td>
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<tr>
<td>Vibrancy</td>
<td>Streetscape vibrancy</td>
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<td></td>
<td>Pedestrian activity</td>
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<tr>
<td>Health</td>
<td>Self-reported physical activity</td>
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<tr>
<td></td>
<td>Children walking or biking to or from school</td>
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</table>
Seattle’s data-driven prioritization process:

• Designed to focus resources where:
  – There is high existing and potential pedestrian demand
  – There are safety concerns
  – There are populations with the greatest need
Pedestrian Potential

- Demand analysis captured latent demand
- Identified land uses that generate walking trips
- Mapped out eight, quarter and half mile walksheds to generate heat map of demand
Pedestrian Demand

Where are people walking?
Evaluates land uses / destinations likely to generate pedestrian traffic

Low Potential Demand
- stairs
- bridges/overpasses
- cafes/restaurants
- local bus stop

Medium Potential Demand
- school
- shared use trail
- grocery store
- hospital
- libraries, community centers, social services

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
Equity

Evaluates where improvements will serve those with the greatest need

Data evaluated:
• Income
• Automobile ownership
• Disability population
• Diabetes rates
• Physical activity rates
• Obesity rates
Roadway Characteristics

- Balances street classification and land use by assigning a score for each designated street type
- Prioritizes improvements to auto-oriented street types
- Connects pedestrians to destinations
Assessing Improvement Opportunities: Crossing the Roadway

Data evaluated:
- Roadway width
- Traffic volumes
- Posted speed limits
- Signal/stop controlled
- Distance between signals/stop signs
- Existence of crosswalks
- Existence of curb ramps
- Collisions
Assessing Improvement Opportunities: Along the Roadway

Data evaluated:
- Presence of sidewalks
- Presence of curb
- Presence / width of buffers
- Traffic volumes
- Speed limit
- Slope
- On-street parking
- Length of block
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
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).
## PMP prioritization guides investments

<table>
<thead>
<tr>
<th>BTG Projects in PMP High Priority Areas</th>
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<tbody>
<tr>
<td>New sidewalks</td>
<td>70%</td>
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<tr>
<td>Repaired sidewalks</td>
<td>78%</td>
</tr>
<tr>
<td>New crosswalks</td>
<td>85%</td>
</tr>
<tr>
<td>Crossing improvements (ADA ramps, refuge islands, etc.)</td>
<td>86%</td>
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<tr>
<td>New pedestrian signals</td>
<td>92%</td>
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</tbody>
</table>
“Best Practices”

- Review of cities often identified as walkable and had Ped Plans updated since 2009:
  - New York (2010)
  - San Francisco (2010)
  - Boston (2014)
  - Philadelphia (2012)
  - Chicago (2011)
  - Sydney, Australia (2015)
  - Vancouver, Canada (2012)
“Best Practices”

• Review of Papers from Advocacy Groups:

  – Advocacy Advance: a partnership between Alliance for Walking and Biking and The League of American Bicyclists

  – Policy Link and Prevention Institute

  – Victoria Transport Policy Institute

  – Smart Growth America / National Complete Streets Coalition
“Best Practices” – Prioritization

• Findings:
  – Criteria relates to Plan goals and policies
  – Seattle’s methodology (including health and equity data) is cited as a Best Practice
  – Data driven prioritizations support funding requests
  – Locations and conditions of existing facilities used
“Best Practices” Toolbox

• Findings:
  – Audience: Public facing and graphic/image rich
  – Format: PDF or on-line, searchable, more consistent with Seattle ROWIM (San Francisco and Boston)
  – Innovation:
    • NACTO Urban Streets Guide
    • Related back to goals and policies
    • Included public space management and street activation
    • Integrated green stormwater infrastructure
    • ADA guidance
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>June 22</td>
<td>SDOT TAC Workshop #1: Prioritization</td>
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<tr>
<td>July 8</td>
<td>SPAB Monthly Meeting: Report on TAC workshop</td>
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<td>July 15</td>
<td>SPAB Workshop #1: Prioritization</td>
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<tr>
<td>August 12</td>
<td>SPAB Monthly Meeting: Prioritization execution and results</td>
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<tr>
<td>September 2</td>
<td>SPAB Workshop #2: Toolbox</td>
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<td>September 9</td>
<td>SPAB Monthly Meeting: Report on Toolbox workshops</td>
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<tr>
<td>September 24</td>
<td>SPAB Workshop #3: Performance Targets</td>
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Questions?

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ian.macek@seattle.gov
http://www.seattle.gov/transportation/pedestrian_masterplan

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