Pedestrian Master Plan Update

Seattle Pedestrian Advisory Board
Michelle Marx
June 8, 2016
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

- What is a modal master plan?
- Overview of 2009 PMP
- Public feedback
- Updated prioritization
- Implementing strategies and actions
- Updated performance measures
- Next steps
Elements of modal master plans

• Policy framework
  – Vision, goals, objectives, performance measures
• Identified network
• Prioritization/identified projects
• Strategies and actions
PMP is a resource allocation plan

• 20-year blueprint to provide walking improvements
• Data-driven prioritization of funding
• Designed to focus resources where:
  – There is high existing and potential pedestrian demand
  – There are safety concerns
  – There are populations with the greatest need
SDOT walkability programs guided by PMP

Pedestrian Master Plan

Walkability Programs
- PMP Implementation:
  - Sidewalk Development
  - Crossing Improvements
  - Sidewalk Accessibility Program (ADA)

Vision Zero

Safe Routes to School

Neighborhood Greenways
- Neighborhood Street Fund (NSF)
- Neighborhood Park and Street Fund (NPSF)

Maintenance Activities
- Sidewalk Repair Program

Education/Encouragement Programs
- Be Super Safe
- Pedestrian Safety for Seniors
- Walking maps/guide
- Holiday safety campaign
- NavSeattle
- Commute Trip Reduction

Capital Projects
- PMP priorities included within projected scope and cost estimates of Move Seattle projects.

Complete Streets
- All SDOT capital projects evaluated against PMP as part of Complete Streets review

Private Development / Other Agencies
PMP 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.
2009 PMP: Demand

Evaluates land uses / destinations likely to generate pedestrian traffic

- **High generators:**
  - University or college
  - Major destination
  - High frequency/regional transit

- **Medium generators:**
  - School
  - Major retail/grocery
  - Hospital
  - Community center
  - Park

- **Low generators:**
  - Minor retail
  - Minor bus stop
  - Bridges/stairs
2009 PMP: Equity/Health

Evaluates where improvements will serve those with the greatest need

Data evaluated:

• Income
• Automobile ownership
• Disability population
• Diabetes rates
• Physical activity rates
• Obesity rates
2009 PMP: “Corridor Function”

• Assigns score for each designated street type:
  – Regional connectors
  – Commercial connectors
  – Local connectors
  – Main streets
  – Mixed use streets
  – Green streets
  – Residential streets
  – Industrial streets

• Prioritizes improvements to auto-oriented street types
2009 PMP prioritization

Building Blocks

- Vibrancy (demand)
- Corridor Function (safety)
- Equity

Contribution to Total Score

- Vibrancy: 40%
- Corridor Function: 25%
- Equity: 35%

High Priority Areas

<table>
<thead>
<tr>
<th>Priority</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
<th>City Parks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Map showing high priority areas in the city.
2009 PMP prioritization

**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).
Why update the PMP?

• Assess our progress

• Ensure Plan continues to reflect community priorities and City policies
  – Vision Zero
  – Equity concerns

• Update data / prioritization

• Update strategies and actions (including incorporating Neighborhood Greenways, low-cost sidewalks)

• Establish performance trends and targets
Public outreach

1. What makes it difficult or unpleasant for you to walk?

2. Where should the City prioritize walking improvements first?

3. What types of pedestrian improvements should we build first?
What we 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
Prioritizing pedestrian improvements

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

**Updated Factors**

- Walksheds to Frequent Transit Network (FTN) stops (walkshed distance based on transit type)
- FTN arterials
- Walksheds to public schools (1/4 mile)

- 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
### Step 2: Identify opportunities
**Along-the-roadway**

<table>
<thead>
<tr>
<th>Arterial missing sidewalk (traditional sidewalks)</th>
<th>Non-arterial missing sidewalk (low-cost sidewalks)</th>
<th>Arterial streets (crossing improvements, maintenance)</th>
<th>Non-arterial streets (maintenance)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>All arterials</strong></th>
<th><strong>All non-arterials</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Citywide</strong></td>
<td><strong>Priority</strong></td>
<td><strong>Citywide</strong></td>
</tr>
<tr>
<td></td>
<td>Investment Network</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------</td>
<td>-----------------------</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.
Step 2: Identify opportunities
Crossing-the-roadway

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 than 1/16 mile

Crossing Width
Number of vehicle lanes at arterial intersections
- 4 or more
- 3
- 2 or less
Step 3: Further prioritizing (arterials)

<table>
<thead>
<tr>
<th>Safety Factors (based on SDOT Pedestrian Safety Analysis and Vision Zero objectives)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian collisions</td>
</tr>
<tr>
<td>Arterial classifications</td>
</tr>
<tr>
<td>Roadway width</td>
</tr>
<tr>
<td>Speed</td>
</tr>
<tr>
<td>Controlled crossing spacing</td>
</tr>
</tbody>
</table>

Roadway Network Safety Priorities - Arterials Only
- Highest Need
- Mid Need
- Lowest Need
Step 3: Further prioritizing (arterials and non-arterials)

### Health and Equity Factors

<table>
<thead>
<tr>
<th>Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communities of color (new)</td>
</tr>
<tr>
<td>Low income population</td>
</tr>
<tr>
<td>Disability population</td>
</tr>
<tr>
<td>Diabetes rates</td>
</tr>
<tr>
<td>Physical activity rates</td>
</tr>
<tr>
<td>Obesity rates</td>
</tr>
</tbody>
</table>
PMP Implementation Plan

• Will be developed after Plan adoption
• Identify locations within the PIN for near-term improvements based on:
  – Safety/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/health data to be updated regularly
Implementing strategies and actions

- Stem from Plan goals/objectives
- Outline how we will improve walking conditions within the PIN.
- 19 implementing strategies
- 64 implementing actions

ACTION 1.1.4 PROVIDE LOW-COST WALKING IMPROVEMENTS ON NON-ARTERIAL STREETS, INCLUDING NEIGHBORHOOD GREENWAYS

In order to maximize resources and provide walking improvements to more people as quickly as possible, we will provide innovative, lower-cost walkability improvements on non-arterial streets lacking sidewalks within the Priority Investment Network. Low-cost walking improvements are an alternative to traditional concrete, curb, and gutter sidewalks. Because they can be installed for as little as one-half the cost of a traditional sidewalk, these lower-cost techniques will enable SDOT to provide significantly more walking improvements to more people. These lower-cost improvements are intended for residential streets to help connect people to important neighborhood destinations such as schools, parks, and transit stops. Traditional concrete sidewalks will still be provided on arterial streets.

The type of low-cost walking improvement appropriate for a given street will depend upon the context of the street, including the right-of-way available, drainage needs, impacts to parking, and the location and number of driveways. Low-cost walking improvements may include any of the following treatments:

- Stamped and/or stained asphalt sidewalks
- Delineated, at-grade walking paths
- At-grade walking paths separated by landscaping
- Shared walking space with calmed traffic
- Coordinated infrastructure delivered in partnership with drainage improvements provided by Seattle Public Utilities

Stamped and stained asphalt sidewalk with curb (raised walkway) along NE 105th Street.

Curb-separated walking path at the same level as cars at N 97th Street and Fremont Avenue N.

At-grade walking path behind green stormwater infrastructure without curb in the City of Shoreline.

Traditional concrete sidewalk with curbs on one side of the street only, with rain gardens that could be implemented in coordination with Seattle Public Utilities. 2nd Avenue NE pictured above.
STRATEGY 1.2
FACILITATE THE PROVISION OF NEW SIDEWALKS BY THE PRIVATE SECTOR
As new private development occurs, these projects should construct new and repair older sidewalks, curb ramps and pedestrian amenities, bringing them in line with the current Right-of-Way Improvements Manual (ROWIM) standards. Installing and improving pedestrian facilities in tandem with new development incrementally upgrades Seattle’s pedestrian realm as the city grows and pedestrian demand increases.

Considerations
- Because private developments typically only provide pedestrian realm improvements along the property’s frontage, sidewalk improvements are incremental, and some developer-driven sidewalk segments may remain disconnected from the overall sidewalk network.
- Codes and regulations governing sidewalk improvements for new development within the right-of-way are currently located in the ROWIM, Seattle Municipal Code (SMC) sections 15.32, 15.70, 21.16, 23.48, 23.53, and Pedestrian “P” Zones Ordinance 124770.

Actions associated with this strategy
1.2.1 Evaluate more stringent land use code standards for new sidewalks.
1.2.2 Explore opportunities to incentivize pedestrian realm improvements above and beyond existing land use code requirements.
1.2.3 Increase the number of street concept plans to make it easier for developers to go above and beyond code requirements to enhance the pedestrian realm.
1.2.4 Explore options for developers to provide alternative mitigation, in lieu of requiring sidewalk construction.

1.2.5 Explore mechanisms to accept voluntary contributions for both new sidewalk projects and enhancements to existing projects.
1.2.6 Consider working with large sponsors to develop a private partnership program and leverage public dollars.

STRATEGY 1.3
CONSOLIDATE DRIVEWAYS AND CURB CUTS
Driveways and curb cuts create areas of conflict between pedestrians walking on the sidewalk and moving vehicles accessing private parcels. They can also be difficult to navigate for people with disabilities and/or mobility challenges.

Consolidating, minimizing, and/or eliminating driveways and curb cuts creates a safer and more comfortable walking environment by reducing potential conflicts between pedestrians and turning vehicles. This strategy can also provide more on-street parking opportunities and space in the pedestrian realm for landscaping and amenities.

Considerations
- Minimizing driveways and curb cuts increases pedestrian comfort, maintains a continuous pedestrian realm, and can minimize traffic delay by reducing interference between turning and through traffic.
- In areas without alleys, curb cuts for access to parcels are difficult to avoid.
- SDOT can work with Seattle Department of Construction and Inspection (SDCI) to discuss access strategies for new developments early in the development review process to minimize access impacts.
- The City could encourage—through incentives and regulations—consolidated access points.

Actions associated with this strategy
1.3.1 Work with the SDCI to explore stronger code requirements and/or incentives to minimize curb cuts and driveway widths on all street types and particularly key pedestrian and transit streets.
1.3.2 Utilize the development review process to review access strategies for new developments early in the design process to minimize access impacts.
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>
## Plan 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</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 walking 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>
PMP Public review draft

- Public comment period
  - 45 days

- Working with Department of Neighborhoods (DON) to spread the word

- Hard copy of the plan distributed to
  - Seattle libraries
  - City Council
  - Mayor’s office

- Available online

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