



Pedestrian Master Plan Update Briefing



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Seattle Design Commission
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Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

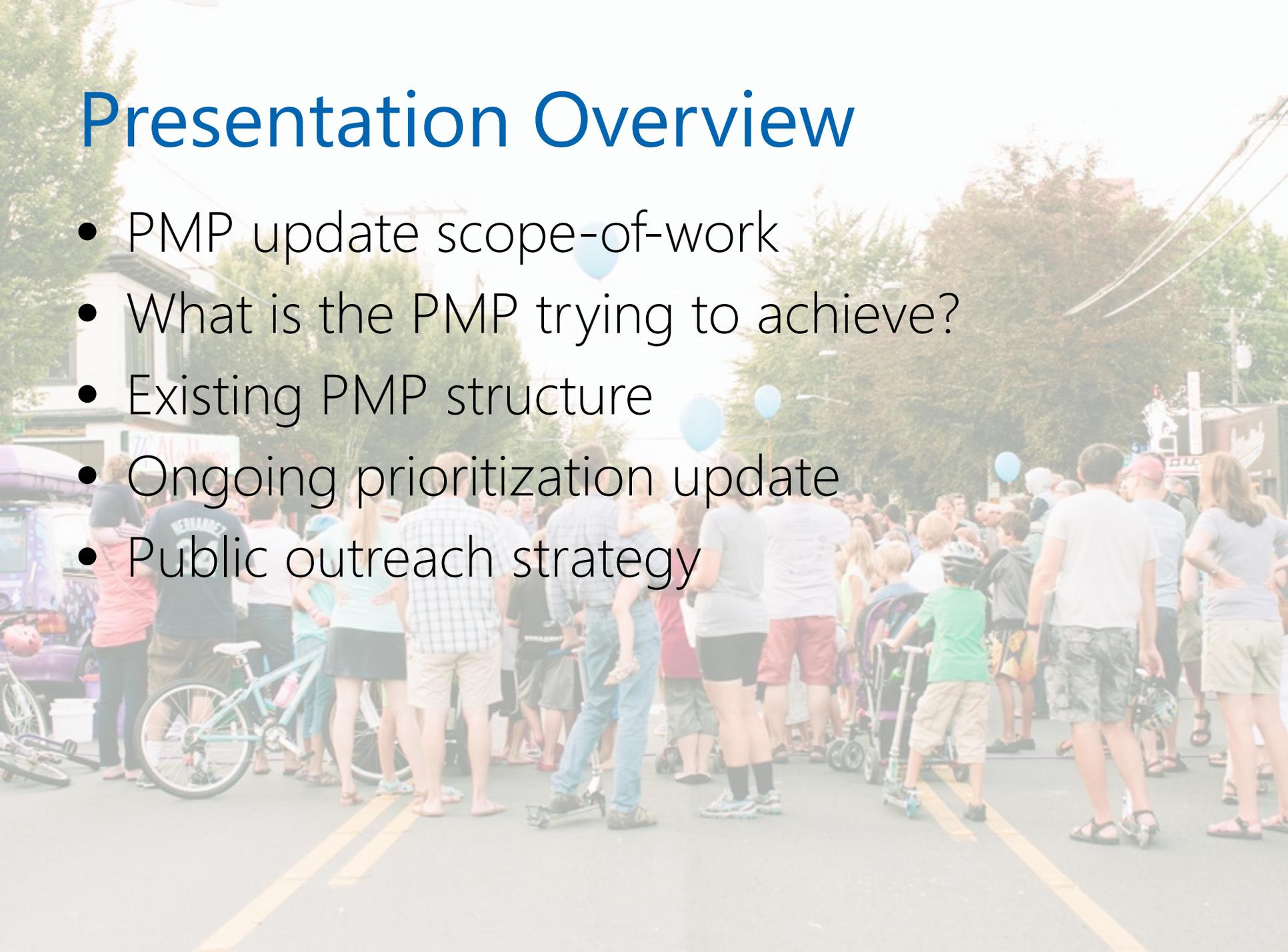
Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all

Presentation Overview

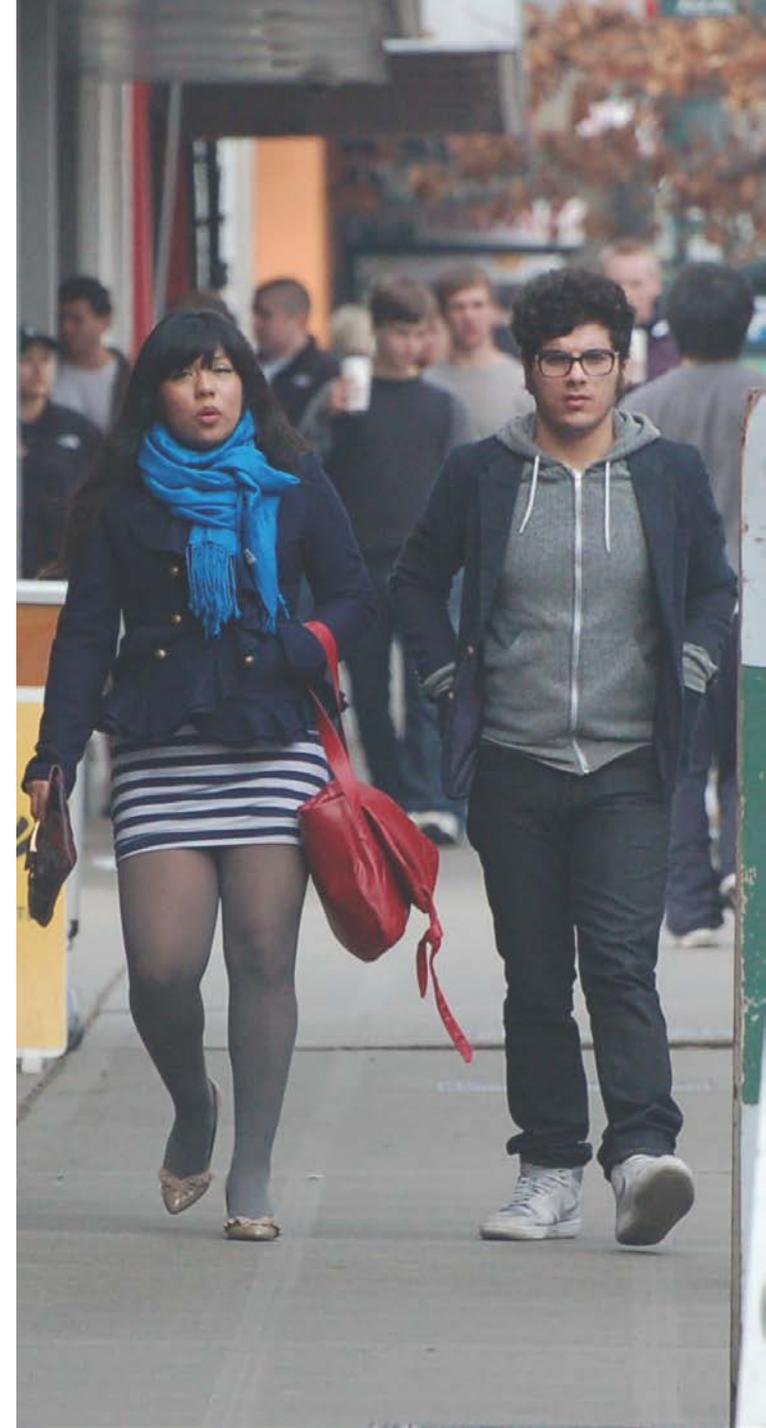
- PMP update scope-of-work
- What is the PMP trying to achieve?
- Existing PMP structure
- Ongoing prioritization update
- Public outreach strategy





PMP update scope of work:

- Assess Plan progress
- Update data / prioritization
- Update toolbox (including incorporating Neighborhood Greenways, Low Cost Sidewalks)
- Establish performance targets
- Develop implementation plan





Pedestrian Master Plan Update

Updated "High Priority Areas"

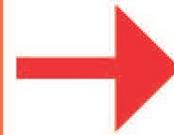
- To guide walkability investments

Updated Walkability "Toolbox"

- New sidewalks
- Alternative / low-cost sidewalks
- Crossing improvements
- Sidewalk maintenance
- Neighborhood greenways
- Traffic calming
- Speed limit reductions
- No turn on red
- Other, new, innovative treatments (tbd)



Which tools are appropriate for different locations?

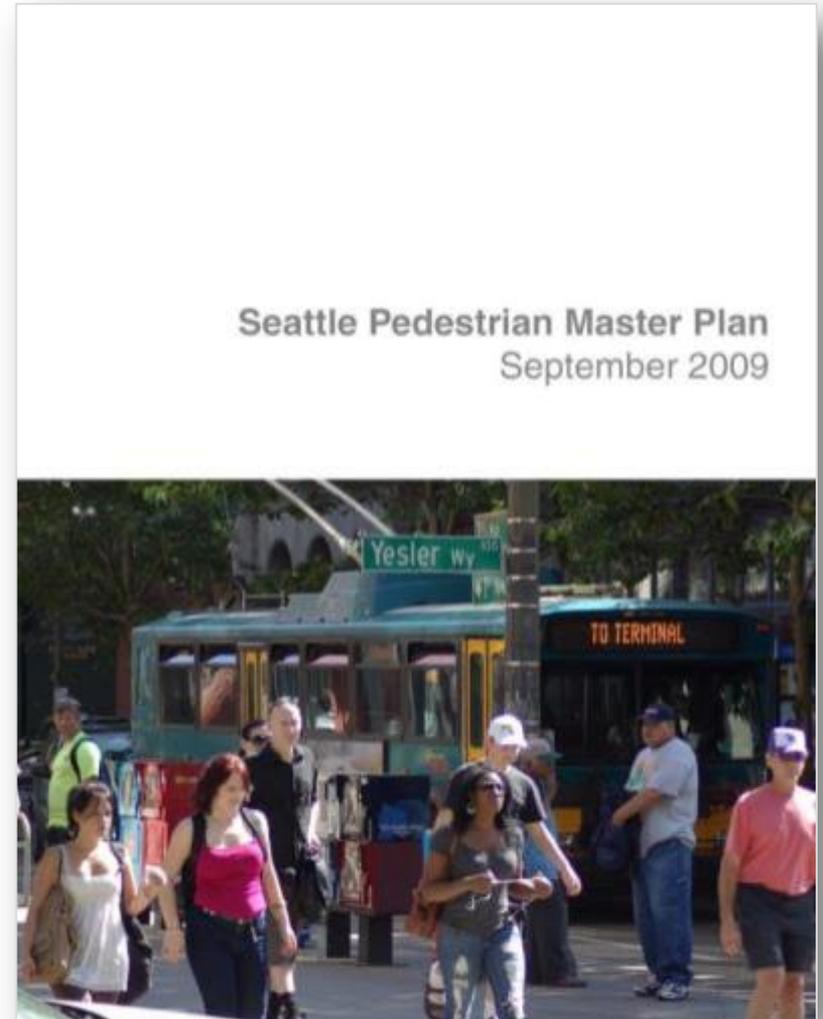


Plan Implementation

- PMP Implementation Plan (matching resources to needs)
- Updating ROWIM / standard specs for Toolbox items

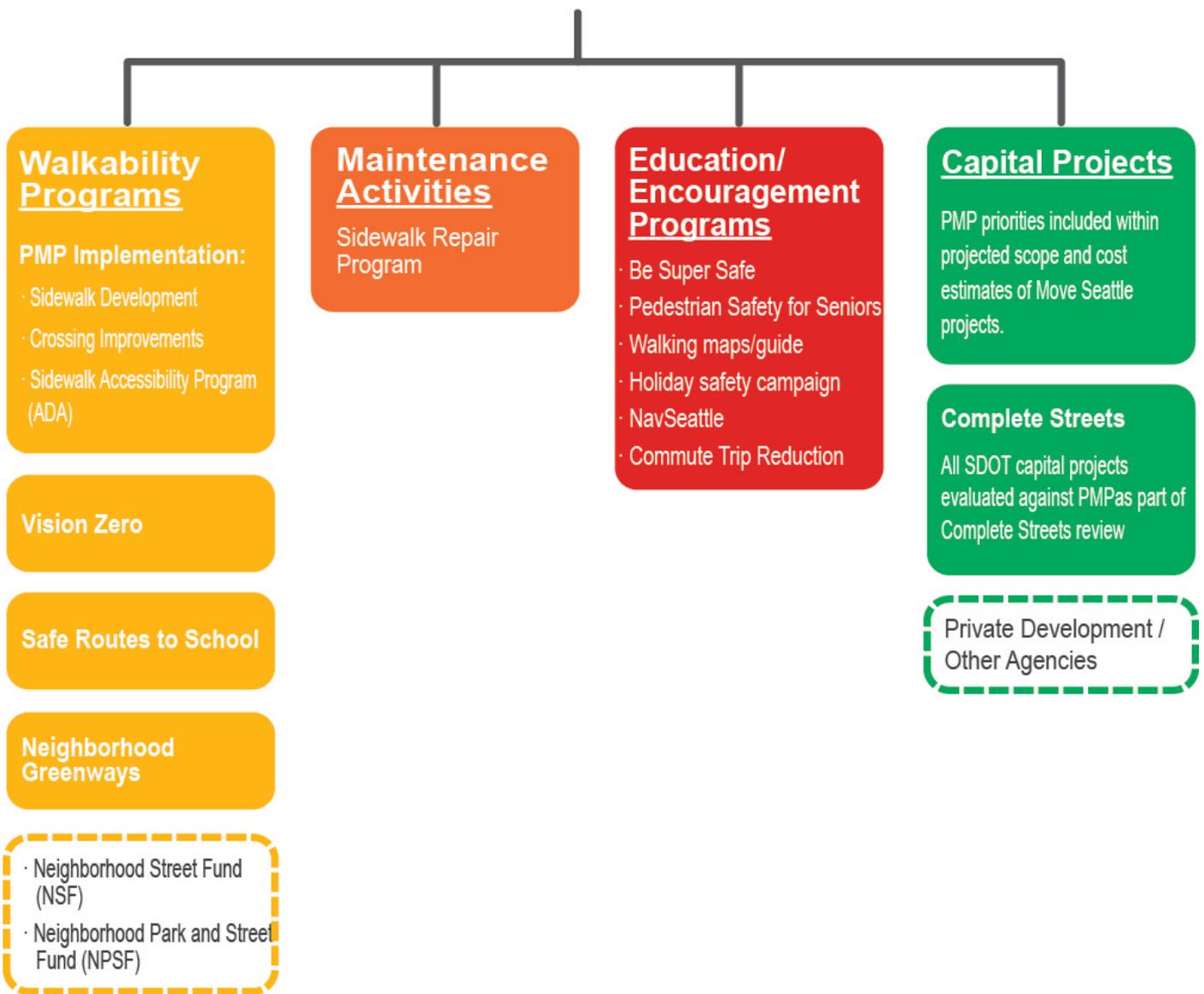
PMP is a resource allocation plan

- 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



PMP prioritization guides investments

Projects in PMP High Priority Areas since 2009

New sidewalks	70%
Repaired sidewalks	78%
New crosswalks	85%
Crossing improvements (ADA ramps, refuge islands, etc.)	86%
New pedestrian signals	92%

PMP Policy Framework

Plan Vision: Seattle is the most walkable city in the Nation

Plan 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.



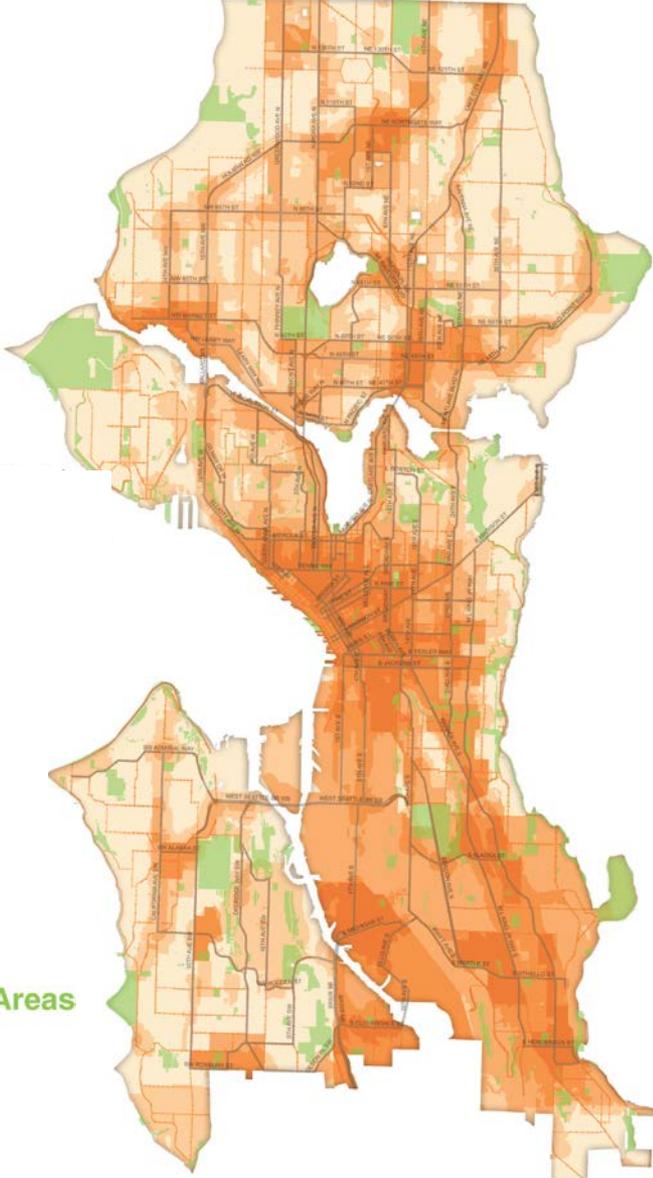
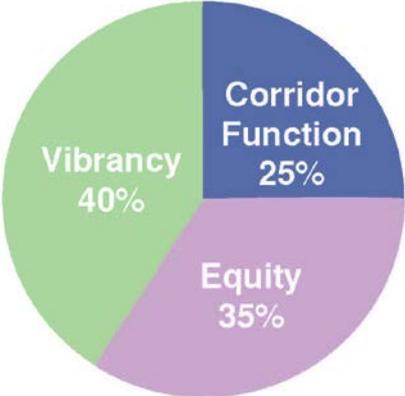
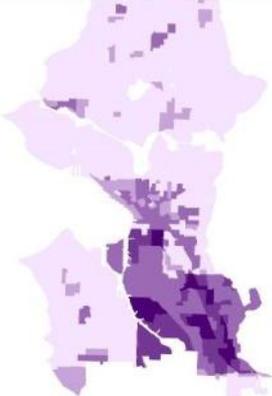
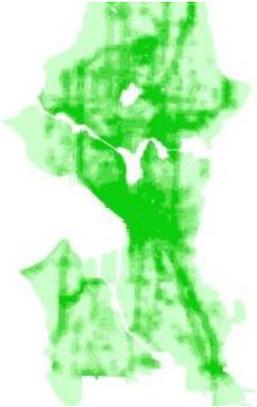
Building Blocks



Contribution to Total Score

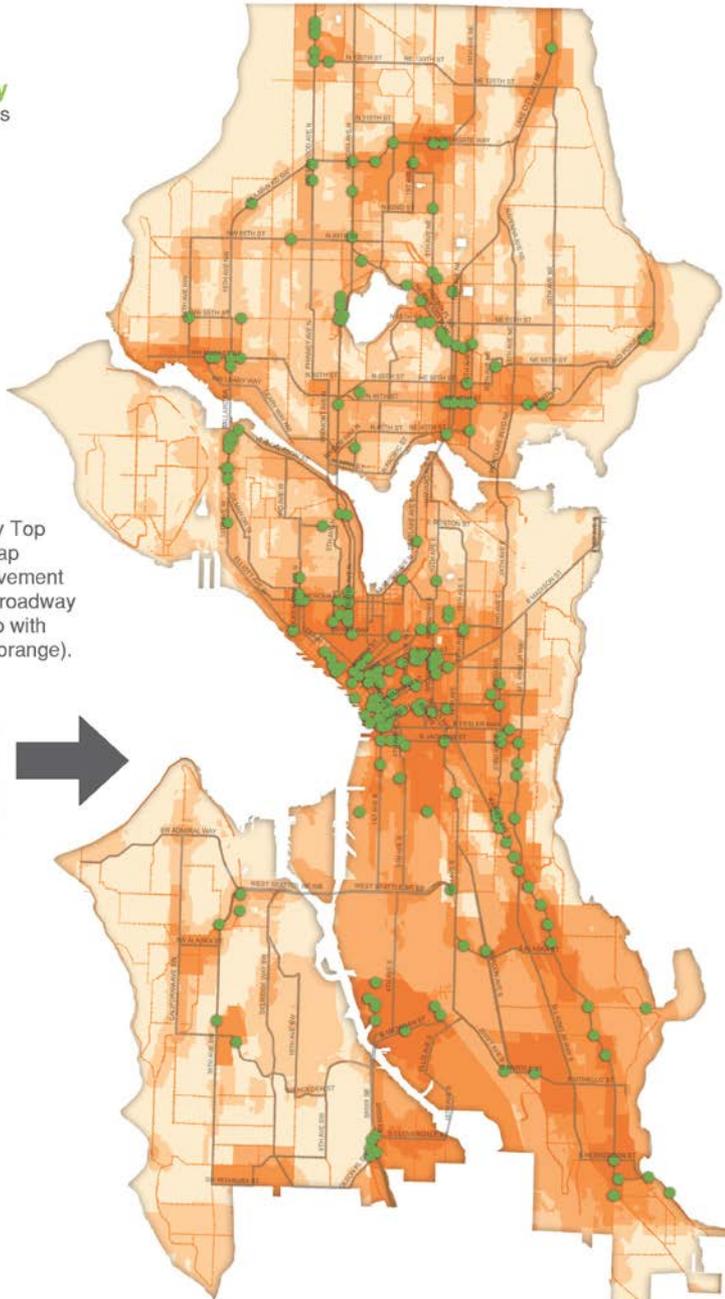


High Priority Areas





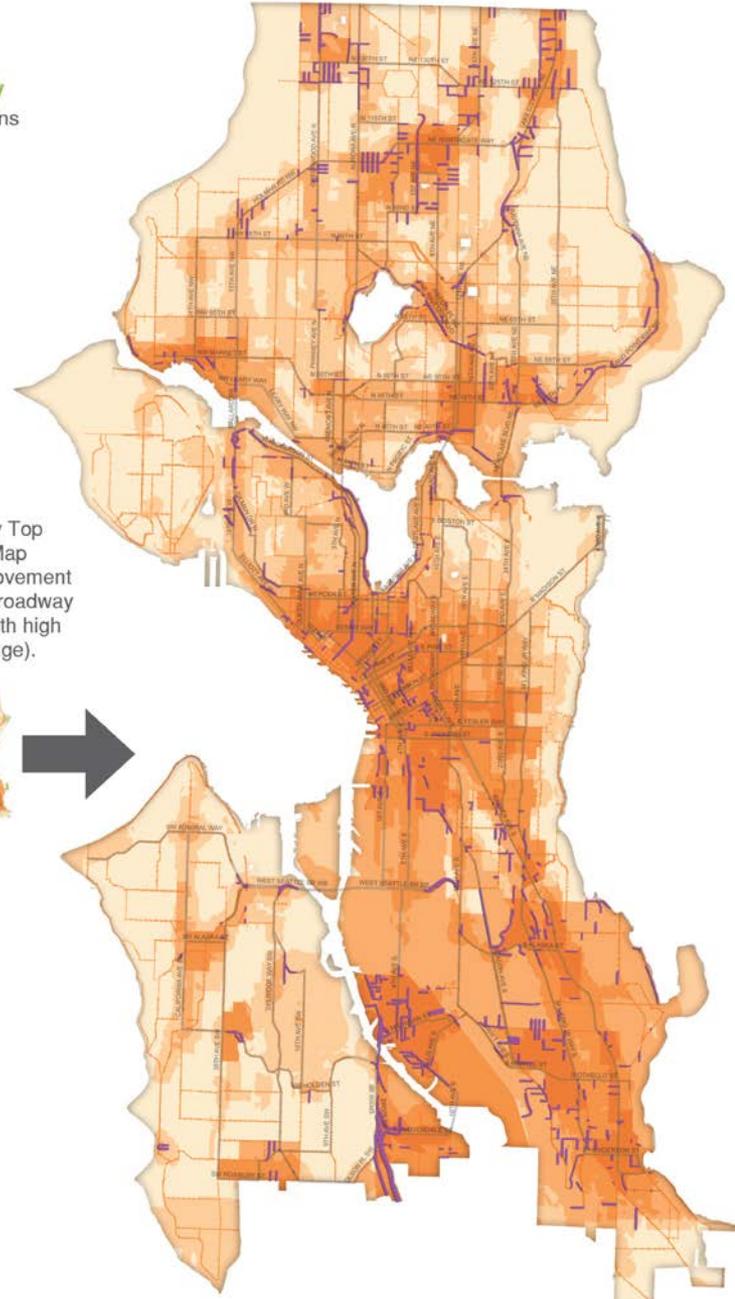
Across the Roadway Top Tier Project Locations



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).



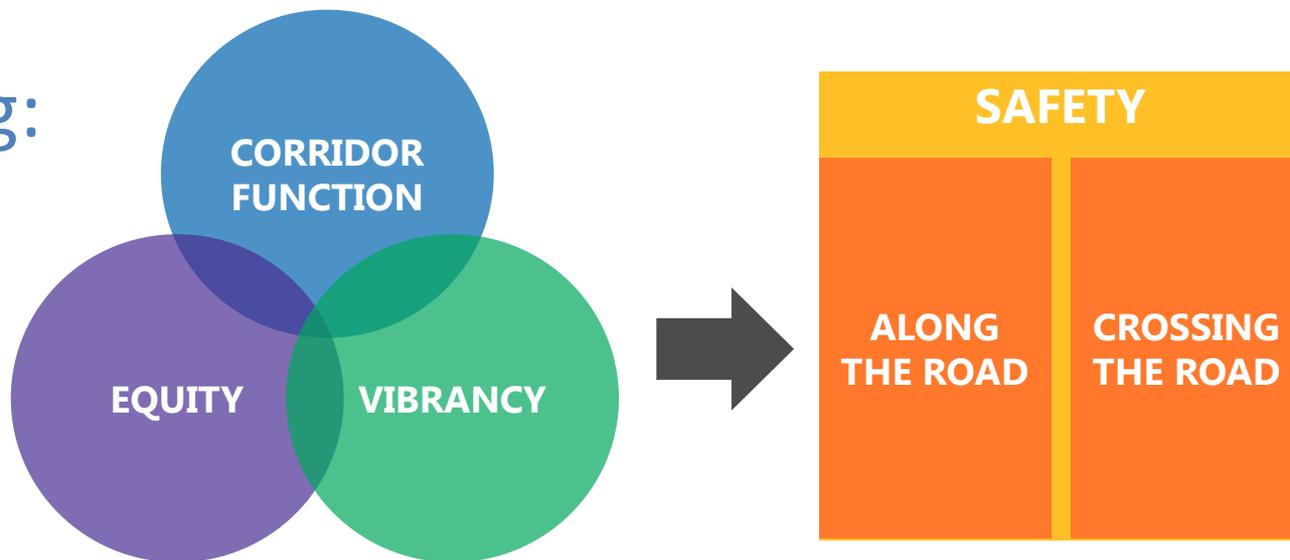
Goals for updated prioritization:

- Update outdated data
- Reground methodology with Plan goals
- Revise criteria to align with recent SDOT/City initiatives
- Streamline methodology where possible
 - Separate “signal” from “noise”
 - Narrow priority project list
 - Emphasize connectivity
 - Ground projects to “motivating need”

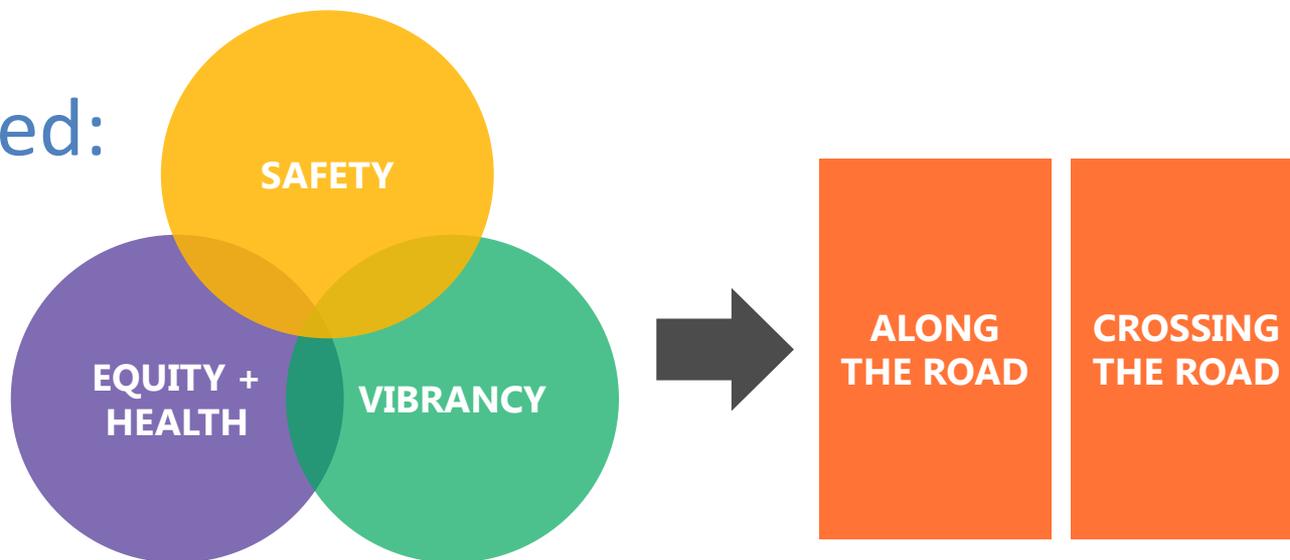


Updated prioritization structure

Existing:



Proposed:



Potential datasets: What's most important?

Health and Equity Factors

Auto ownership

Low income population

Disability population

Diabetes rates

Physical activity rates

Obesity rates

Communities of color

Age 17 and younger

Age 65 and older

Low English-speaking ability

Low educational attainment

Renter households

Housing cost-burdened households

Canopy cover

Safety Factors

Pedestrian collisions

Arterial classifications

Roadway width

Signalized pedestrian crossing spacing

Speed

Vibrancy Factors

Universities or Colleges

Major Generator (e.g. Pike Place, Convention Center)

Multi-family, condominiums and apartments

Major Retail

Minor Retail

Hospital and Community Service

Park and Open Space

Population forecast

Employment forecast

Light rail stations

Major bus stops

Minor bus stops

Trails

Bridges

Stairways

Urban Hubs/Villages

NC Zoning

FTN network

Arterials

Neighborhood Greenways

Schools

Along the Roadway

Street classifications (proxy for volume)

Arterial speed limit

Buffer

Sidewalk status

Slope (along)

Parking

Curb

Length of block

Peak hour parking

Street trees

Alleys

Crossing the Roadway

Street classifications (proxy for volume)

Arterial speed limit

Road width

Distance between traffic signals and stop signs

Crosswalk

Curb ramp

Signal control

Stop sign control

Number of collisions

Block length

Safety (working draft)

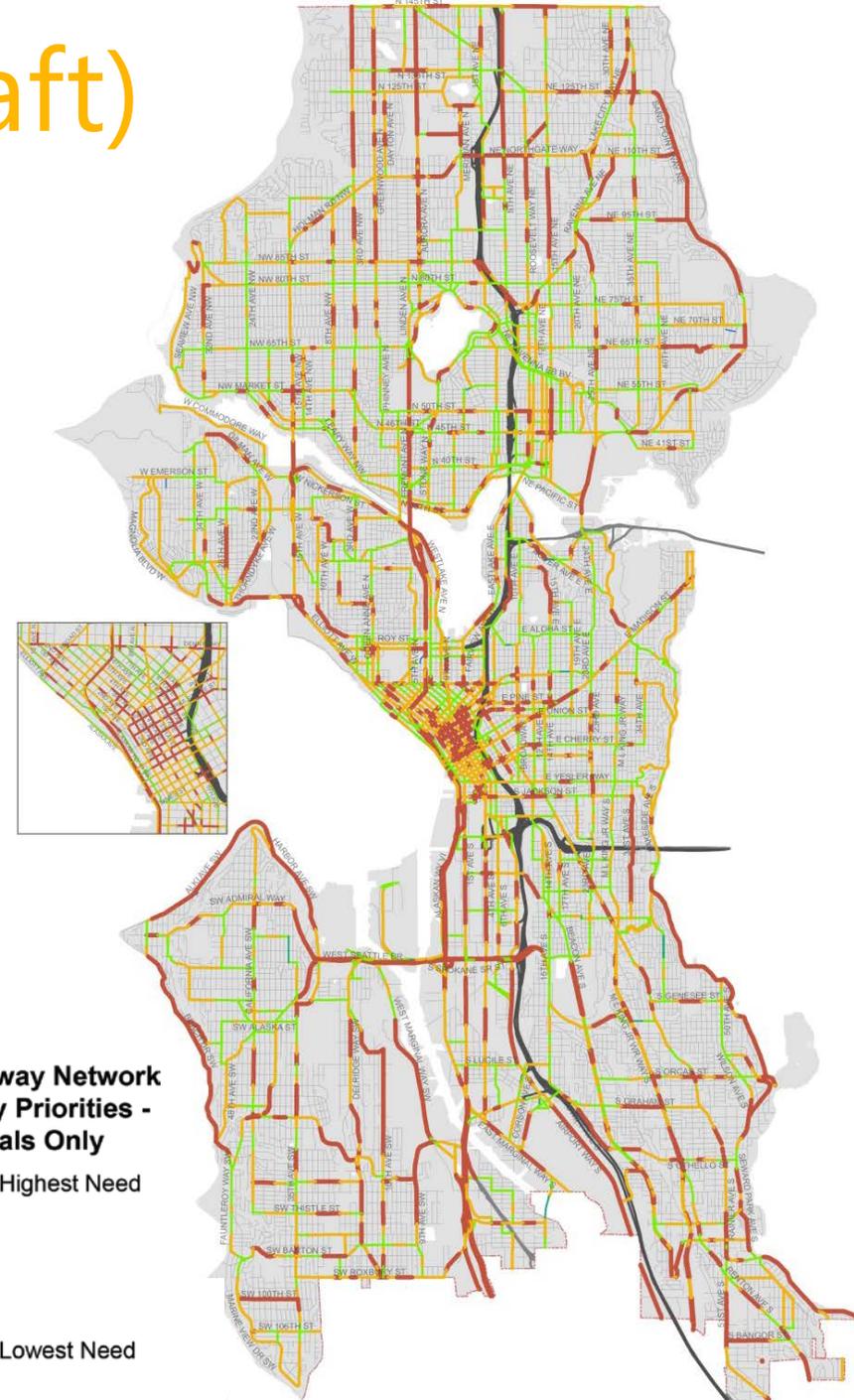
Safety Goal: Reduce the number and severity of crashes involving pedestrians.

“Corridor Function”: Existing 2009 Factors

Seattle street types

Safety: Draft Updated Factors (based on SDOT Pedestrian Safety Analysis)

Pedestrian collisions	Serious injuries and fatalities highly weighted. Data from the last 8 years.
Arterial classifications	Proxy for volume; Majority of severe injuries occur on principal and minor arterials
Roadway width	Using # of lanes where available, and curb to curb width where # lanes is not available.
Signalized pedestrian crossing spacing	Capturing both signal-controlled intersections and signal-controlled mid-block crossing opportunities
Speed	85 th percentile speeds where available, and posted speed limit where actual speed is not available.





Equity + Health

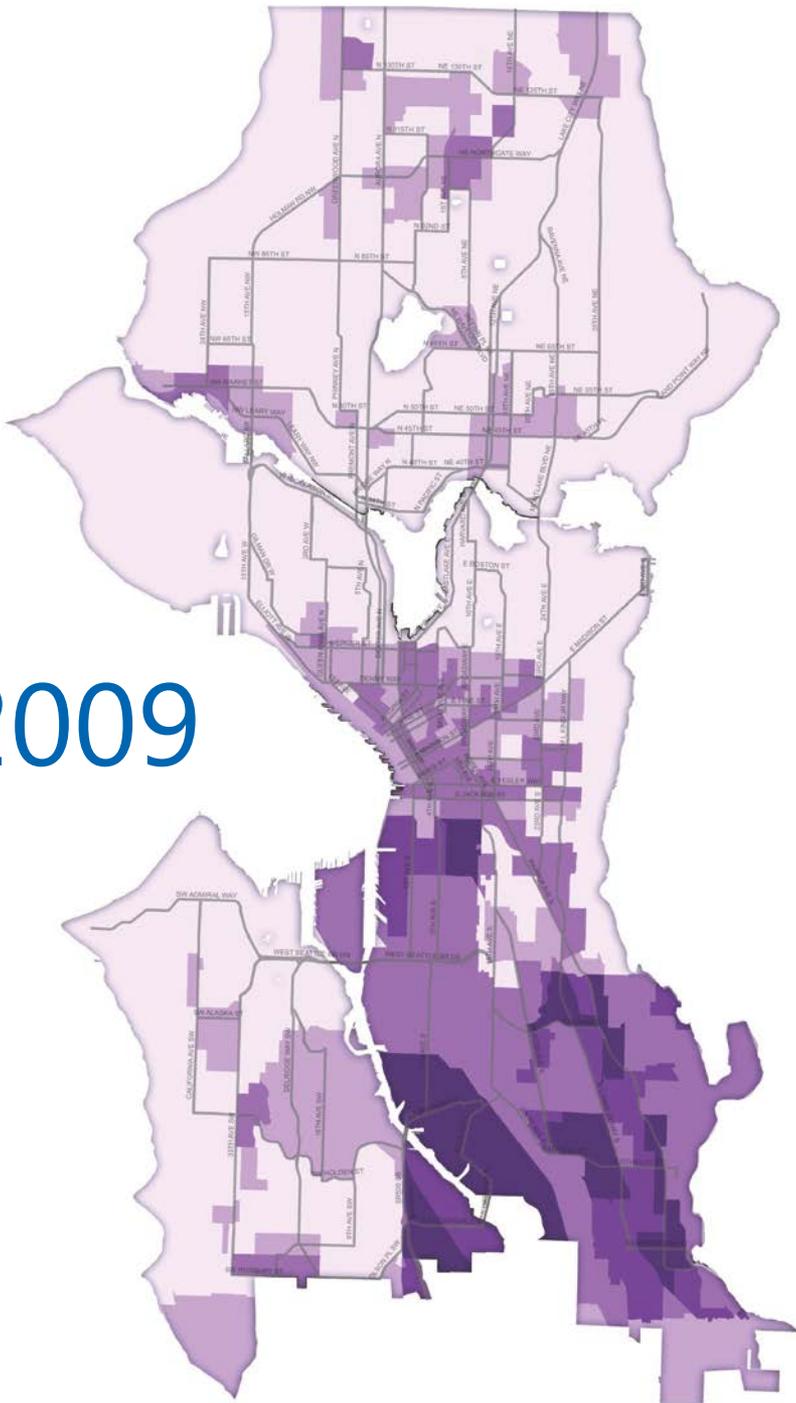
Equity: Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.

Health: Get more people walking to improve health and increase mobility.

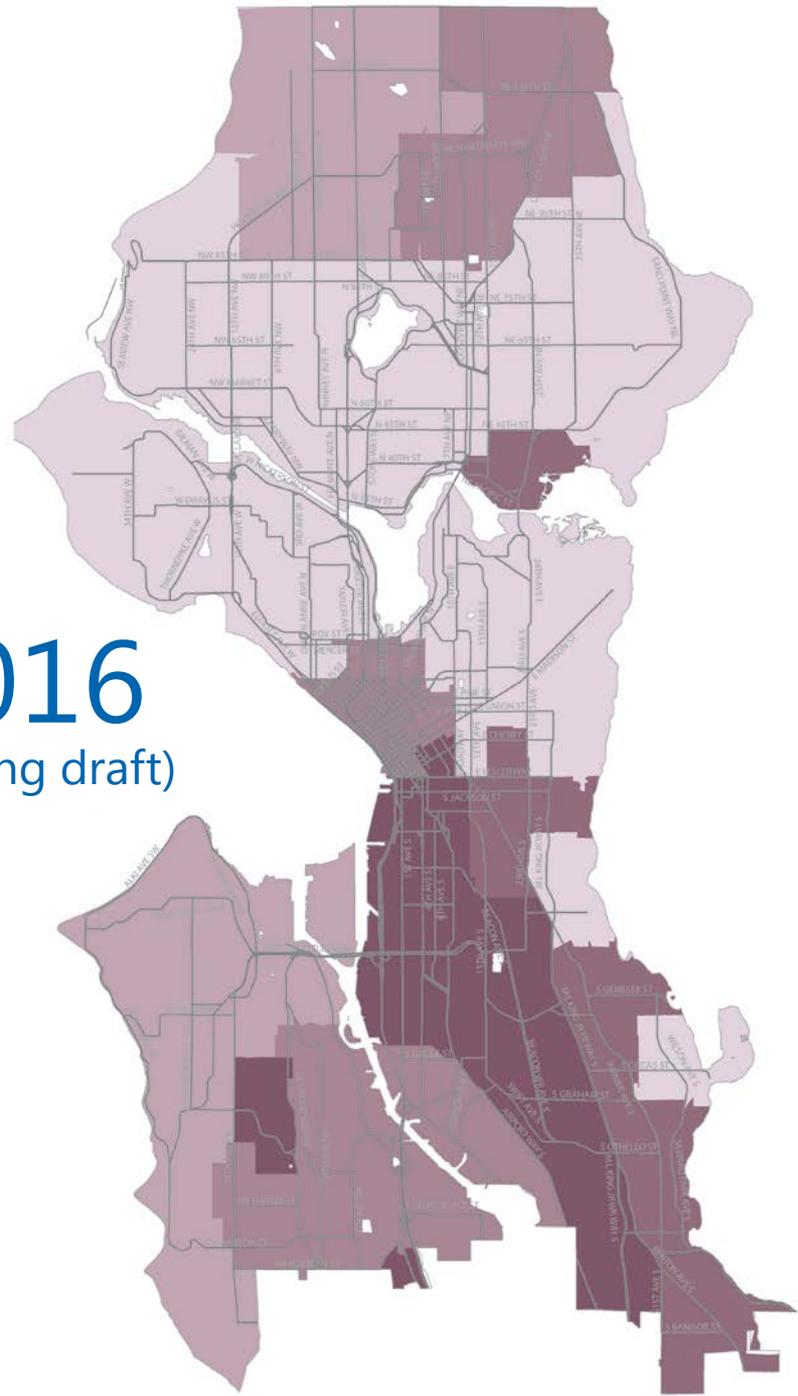
2009 Factors
Auto ownership
Low income population
Disability population
Diabetes rates
Physical activity rates
Obesity rates

Additional Factors Considered	
Communities of color	Used in Seattle 2035, RSJI, Move Seattle/Levy, BMP Equity Analyses
Age 17 and younger	Our intention for including age would be dependence on walking but that is captured in low-income. Unsure how to account for "high concentration of vulnerable users."
Age 65 and older	
Low English-speaking ability	Captured with Communities of color
Low educational attainment	Captured with Low income
Renter households	Captured with Low income
Housing cost-burdened households	Captured with Low income
Canopy cover	Captured through "presence of buffer" in Along and Across the Roadway measures

2009

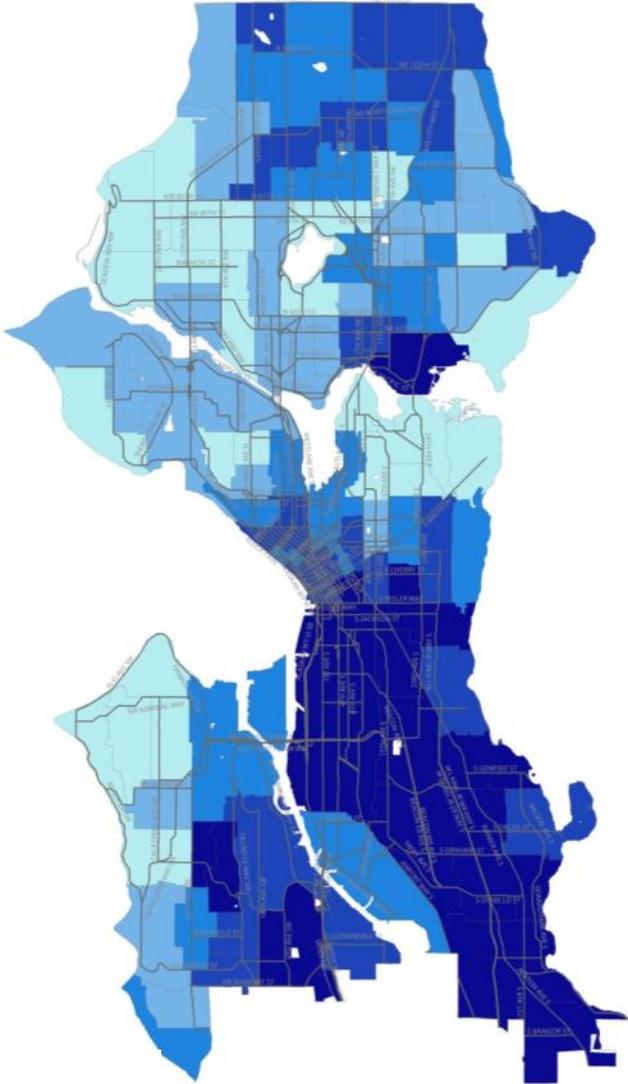


2016
(working draft)

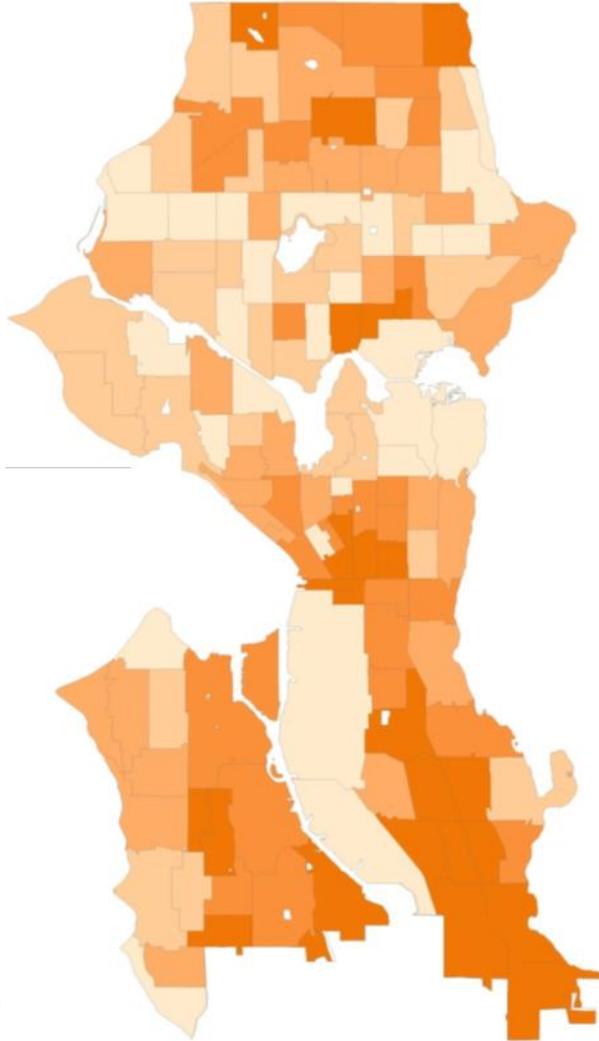


Equity datasets included

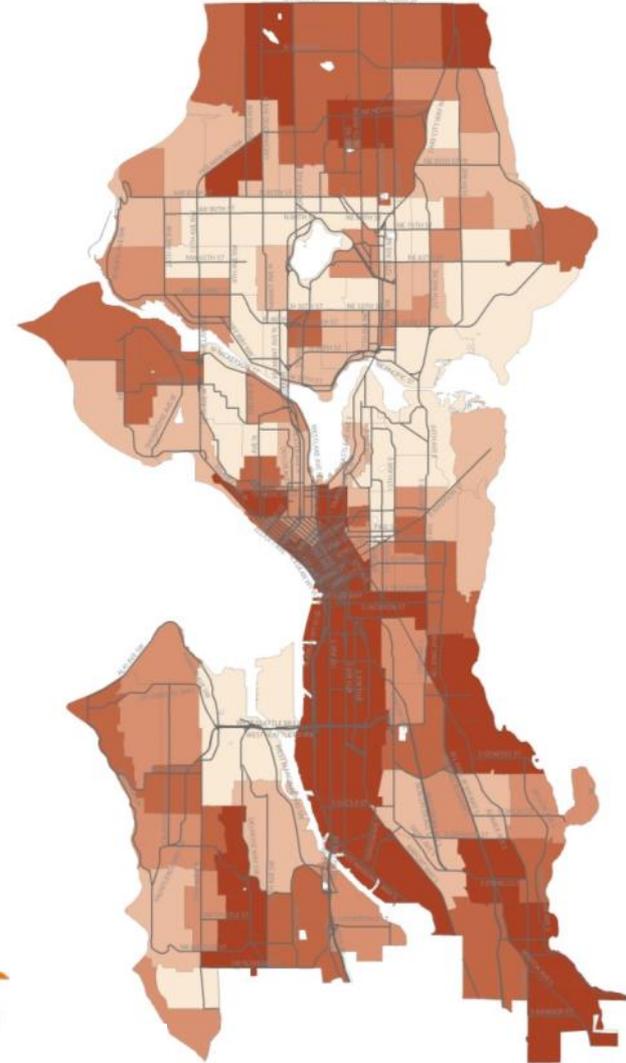
Communities of color



Low-income pop.

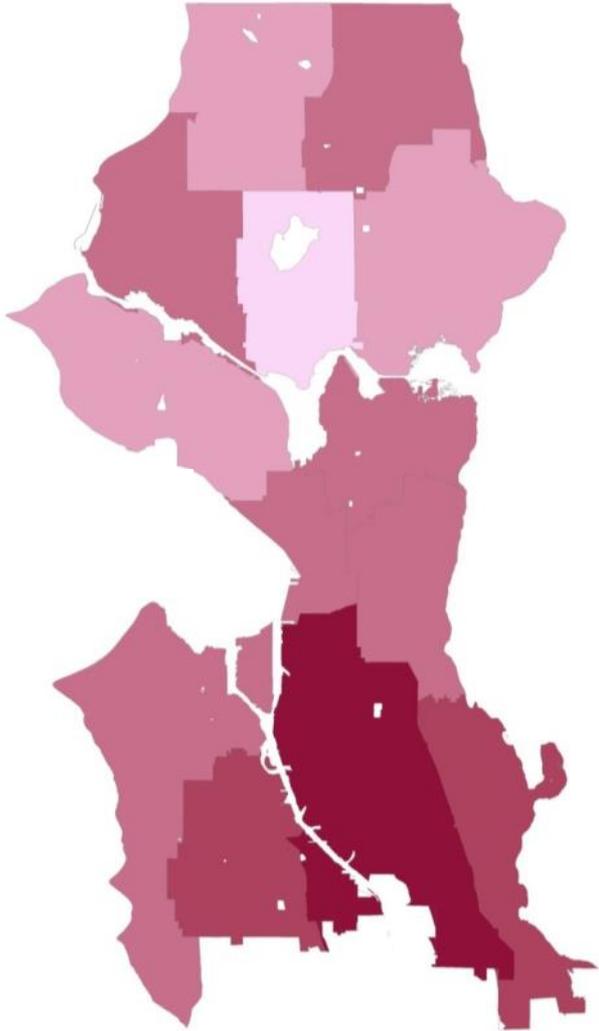


Disability pop.

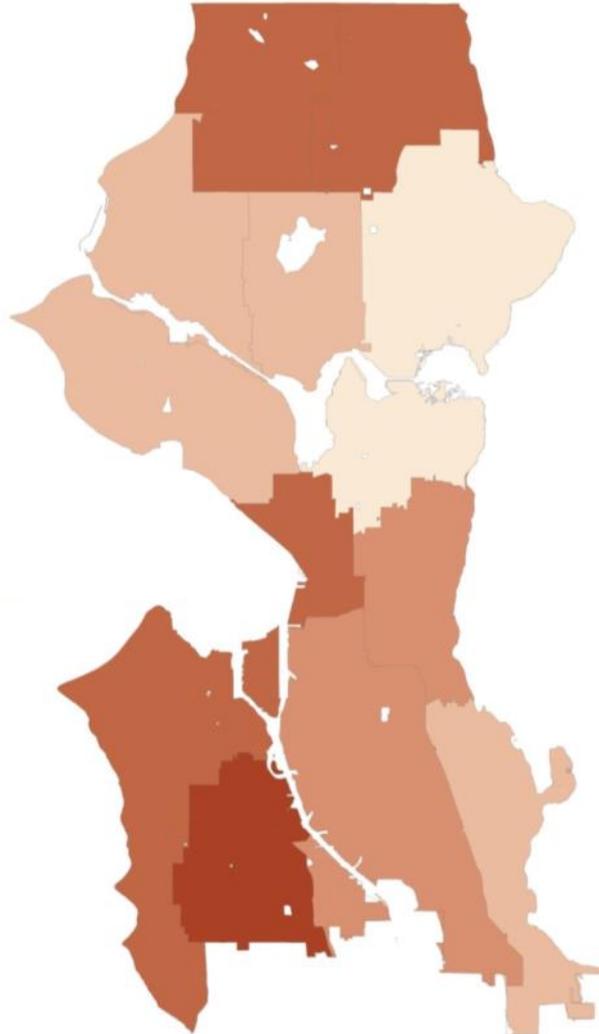


Equity datasets included

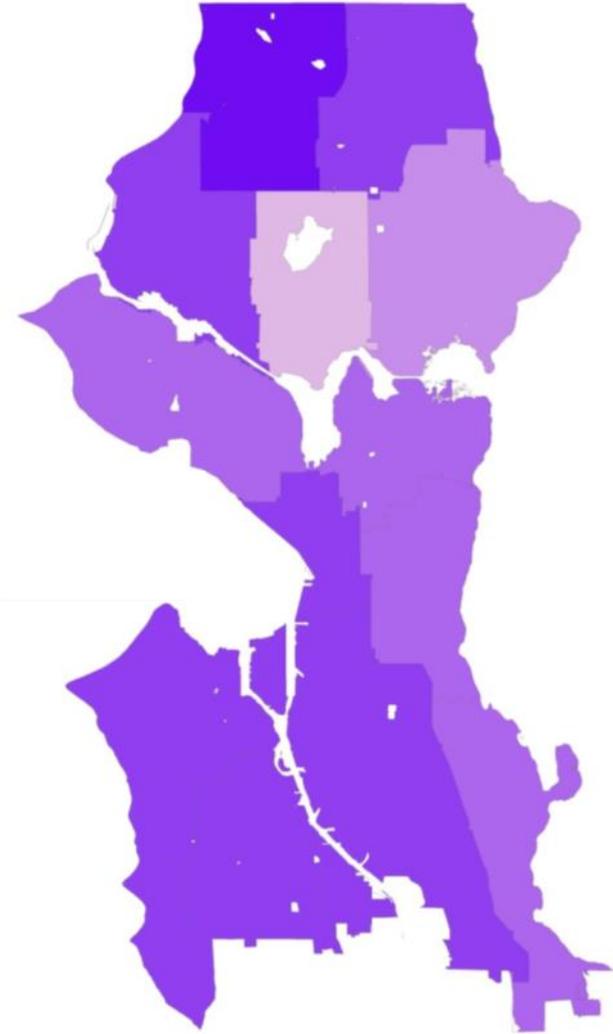
Physical activity



Obesity rate

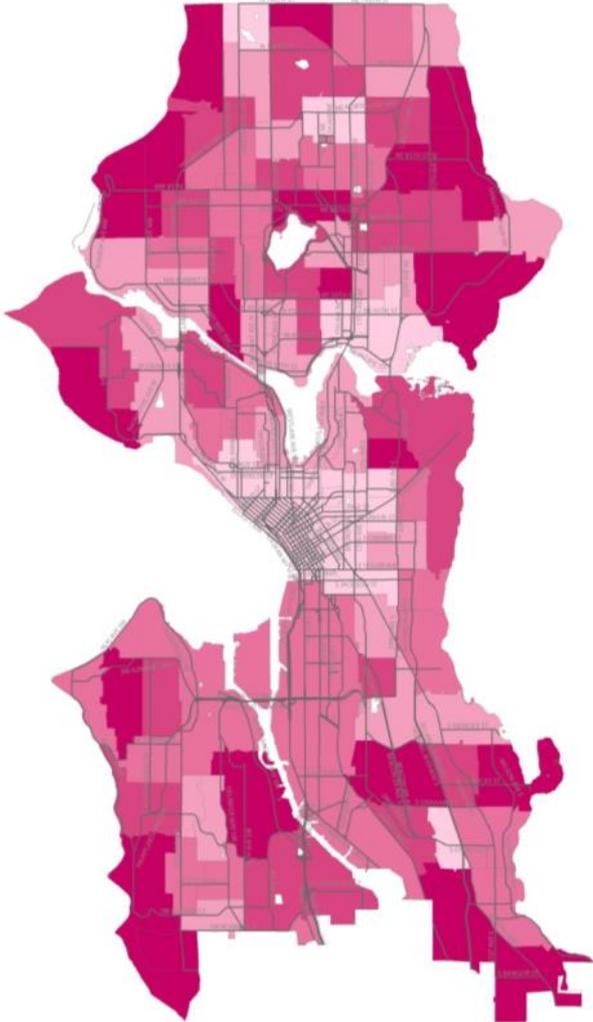


Diabetes rate

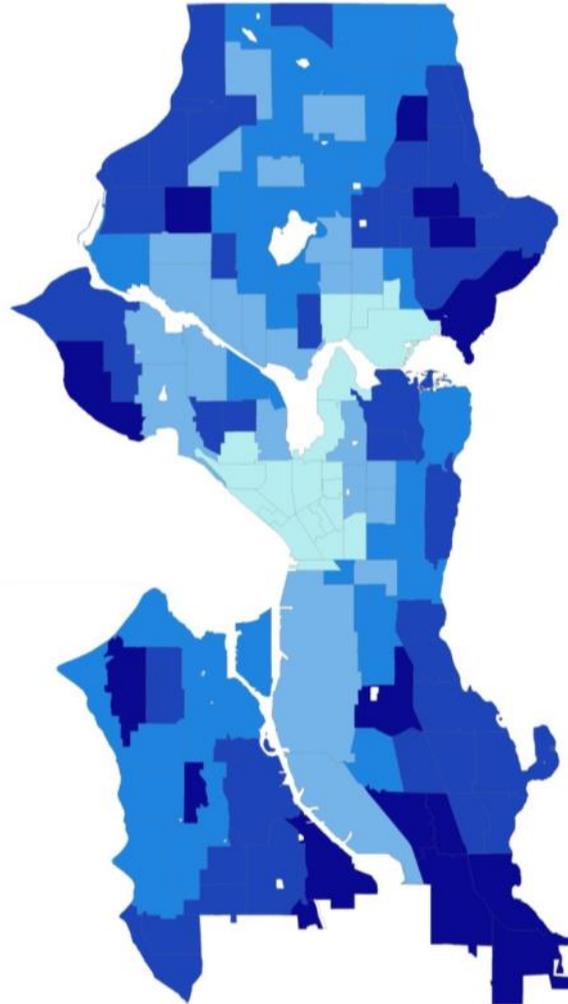


Equity datasets not recommended

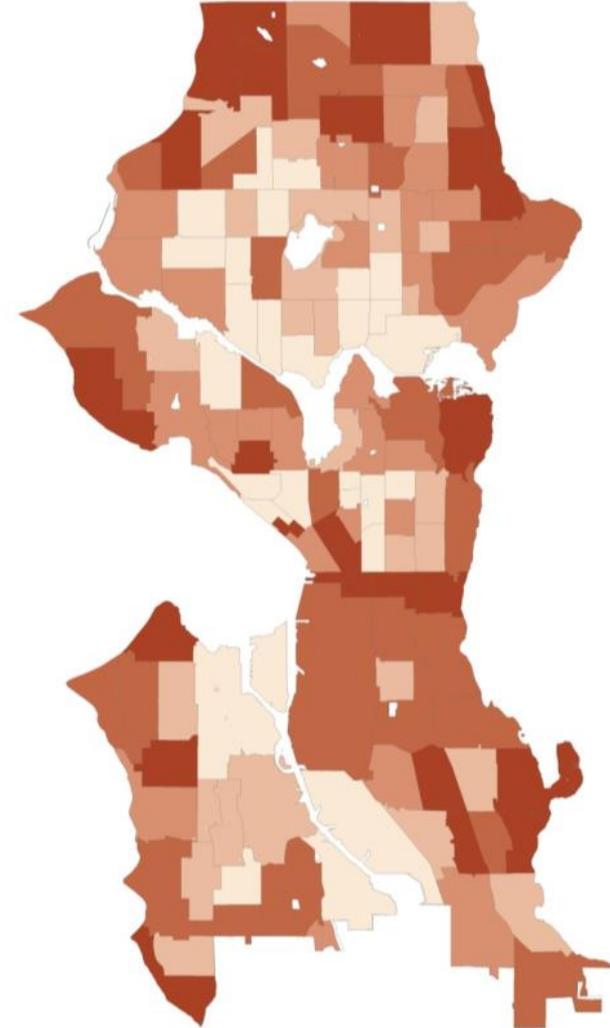
Cars / household



Under 18 pop.

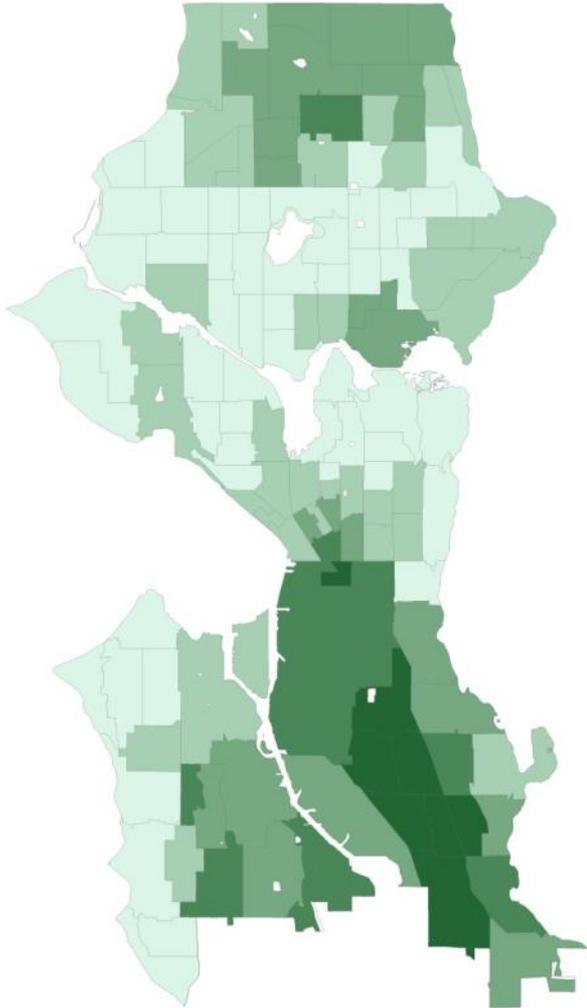


65 and older pop.

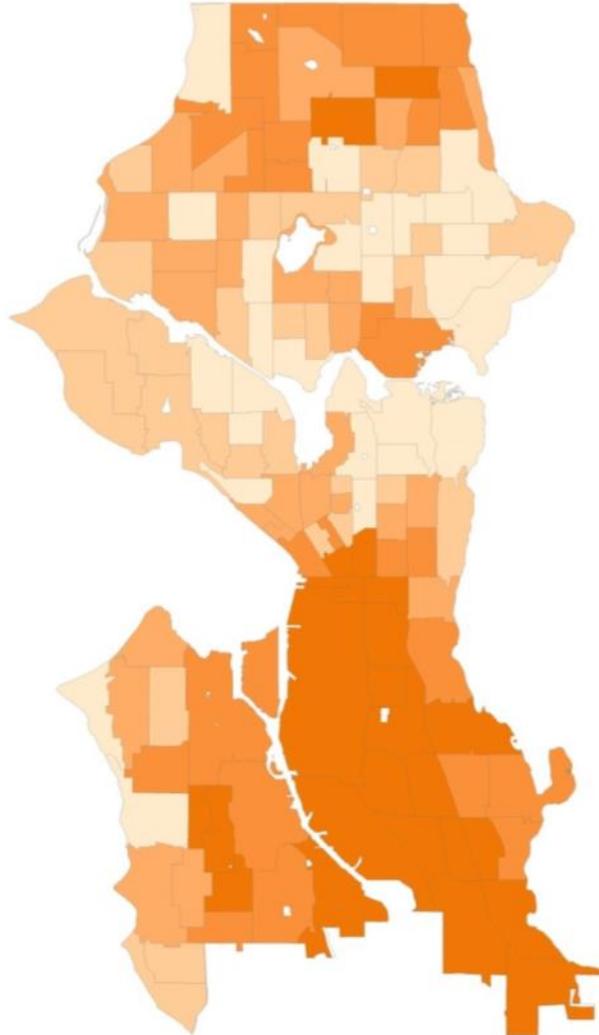


Equity datasets not recommended

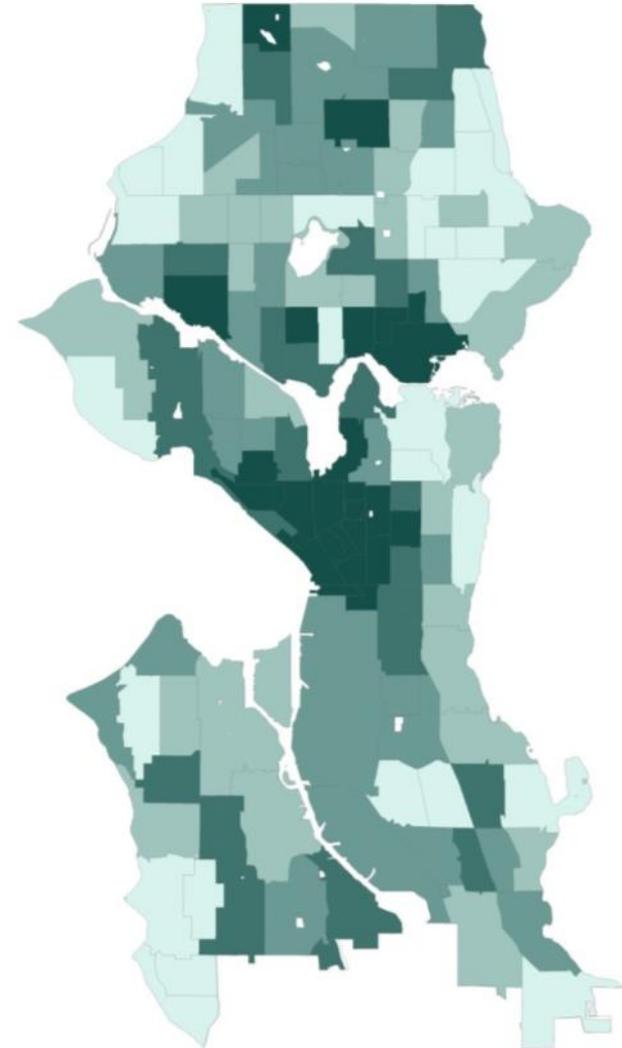
Low English speaking ability



Low educational attainment



Renter occupied





Vibrancy

Vibrancy: Develop a connected pedestrian environment that sustains healthy communities and supports a vibrant economy.

2009 Factors

Universities or Colleges

Major Generator (e.g. Pike Place, Convention Center)

Multi-family, condominiums and apartments

Major Retail

Minor Retail

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Park and Open Space

Population forecast

Employment forecast

Light rail stations

Major bus stops

Minor bus stops

Trails

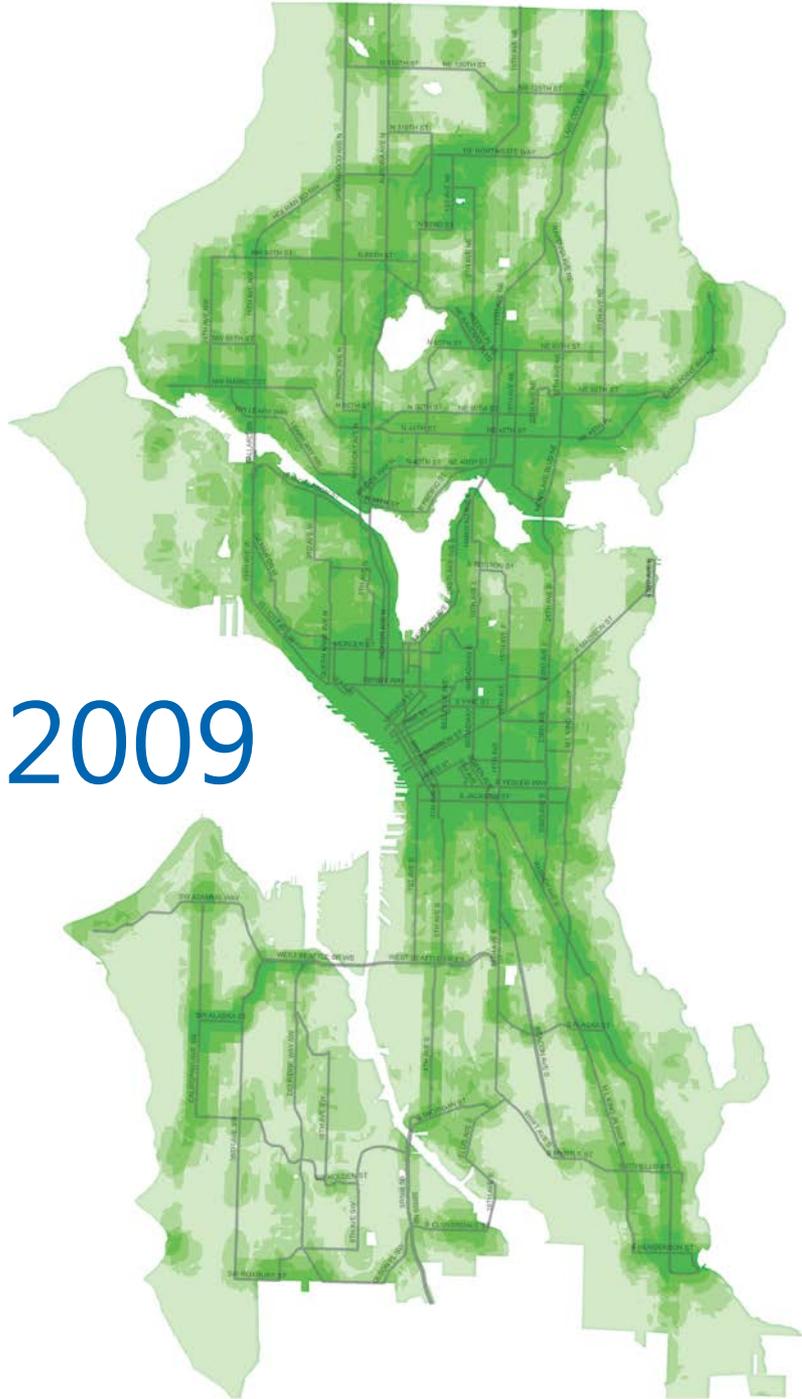
Bridges

Stairways

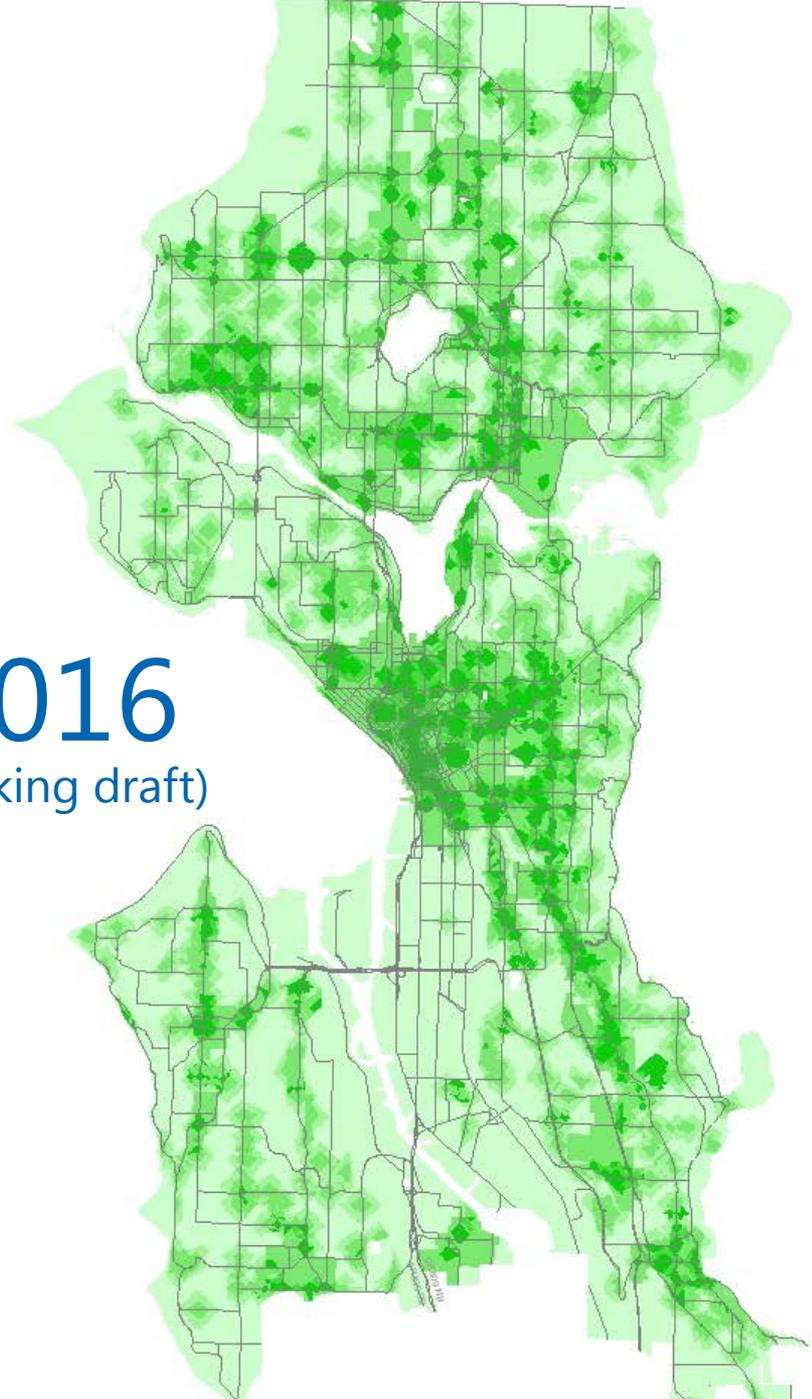
Draft Updated Factors

Urban Villages & Urban Centers	Factors in job and housing growth. Urban Centers will be heavily weighted.
Neighborhood Commercial Zoning	Capture neighborhood retail destinations outside of urban villages.
10 minute walkshed to Frequent Transit Network (FTN) stops	
10 minute walkshed to parks	
10 minute walkshed to schools	

2009



2016
(working draft)



Explore priority focus on connections to key destinations (schools and transit)

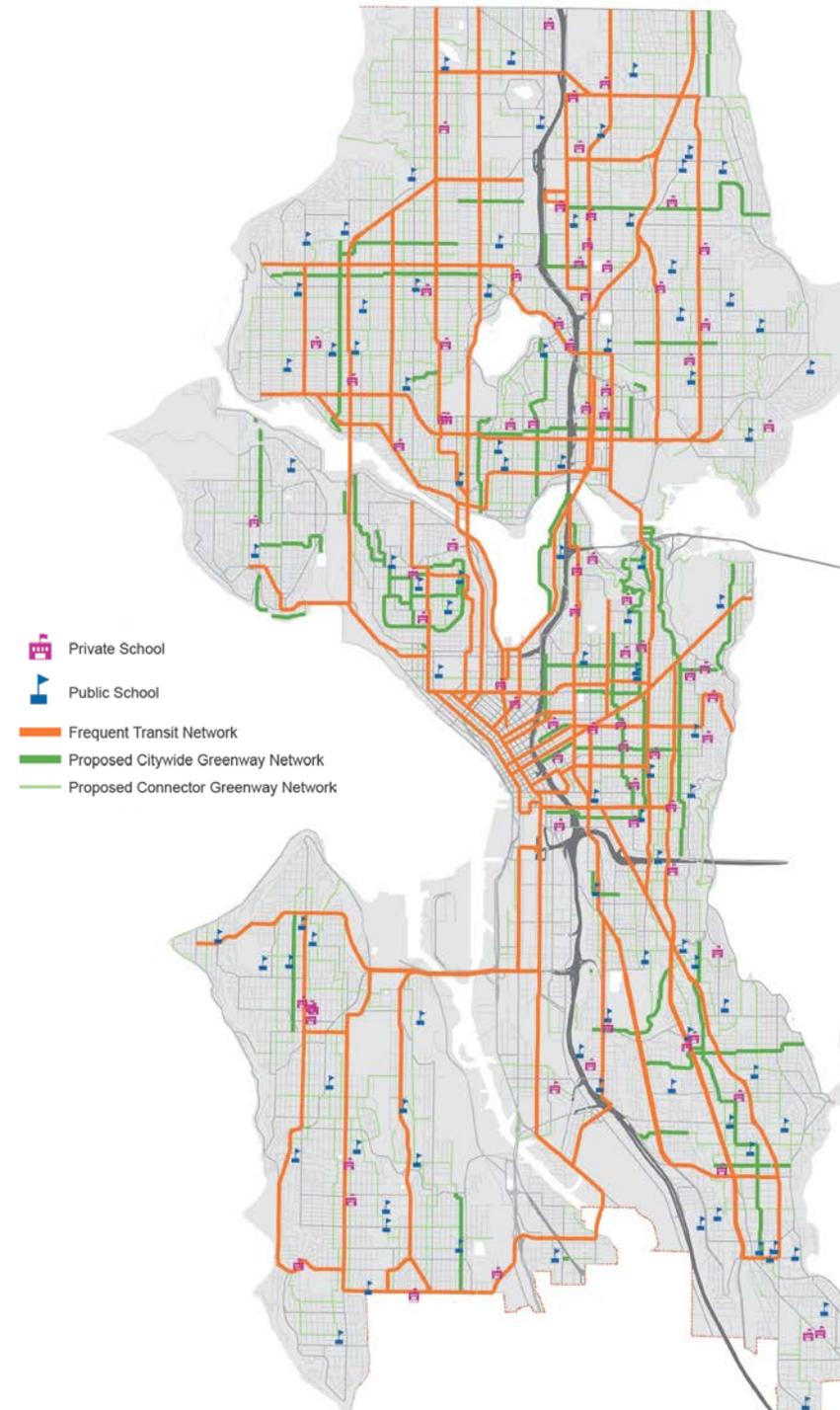
Destination Connectivity Network	
Frequent transit network without sidewalks	
Neighborhood Greenways	Per adopted BMP (may look at pedestrian-oriented modifications)

-  Private School
-  Public School
-  Frequent Transit Network
-  Proposed Citywide Greenway Network
-  Proposed Connector Greenway Network



Potential benefits of focus on access to transit and schools

- Broader geographic distribution of priorities
- Sharpens priorities by focusing on key generators
- Addresses desire for system connectivity
- Underscores role of greenways in PMP





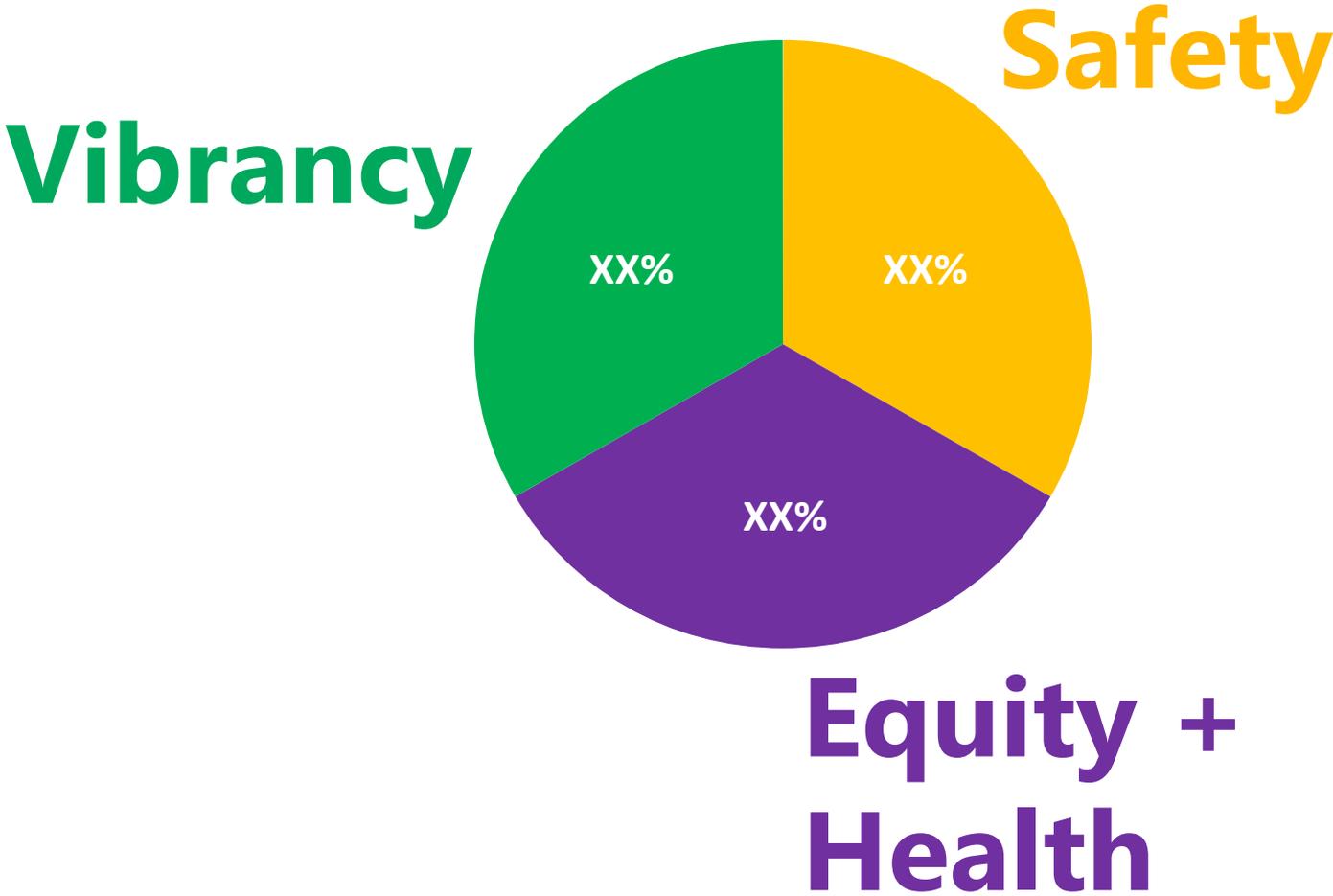
Crossing the Roadway

Draft Factors	
Road width	
Distance between traffic signals and stop signs	
Crosswalk	
Curb ramp	Update via current ADA ramp audit
Signal control	Refine per SDOT's Pedestrian Safety Analysis.
Stop sign control	
Block length	

Along the Roadway

Draft Factors	
Sidewalk status	
Curb	
Buffer (parking, landscape)	
Peak hour parking	Differentiated, and likely higher rated, than parking. Buffer during the busiest times.
Street trees	Presence of trees as a buffer and indicator of a quality walking environment. Presence of street trees is positively correlated with walkability. To be updated when SDOT's street tree inventory is completed.
Alleys	Used as a proxy for access control, limited to alleys, rather than many driveways.

Key public outreach question: How to weigh factors?



Public outreach

- Public surveys for feedback on:
 - The factors that should guide how the City prioritizes walkability improvements (to inform weighting)
 - Low cost sidewalk concepts and other new toolbox items
- Community events and briefings
(September/October)

Event	Date
Pedestrian Advisory Board	9/9/15
Summer Parkways	9/12/15
Feet First Walks	9/12/15
Seattle Design Festival: Feet First booth	9/12 -13/15
Freight Advisory Board	9/15/15
Design Commission	9/17/15
Commission for People with Disabilities	9/17/15
Park(ing) Day	9/18/15
Summer Parkways	9/19/15
Madison Bus Rapid Transit Open House	9/28/15
Freight Master Plan Open House	9/28/15
Feet First Walktober Events	October
Immigrant & Refugee Commission	10/6/15
Freight Master Plan Open House	10/6/15
Urban Forestry Commission	10/7/15
Bicycle Advisory Board	10/7/15
Uptown Urban Design Framework Public Meeting	10/8/15
Pedestrian Advisory Board	10/14/15
Planning Commission	10/22/15

Questions?

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www.seattle.gov/transportation/bike.htm

www.seattle.gov/transportation

