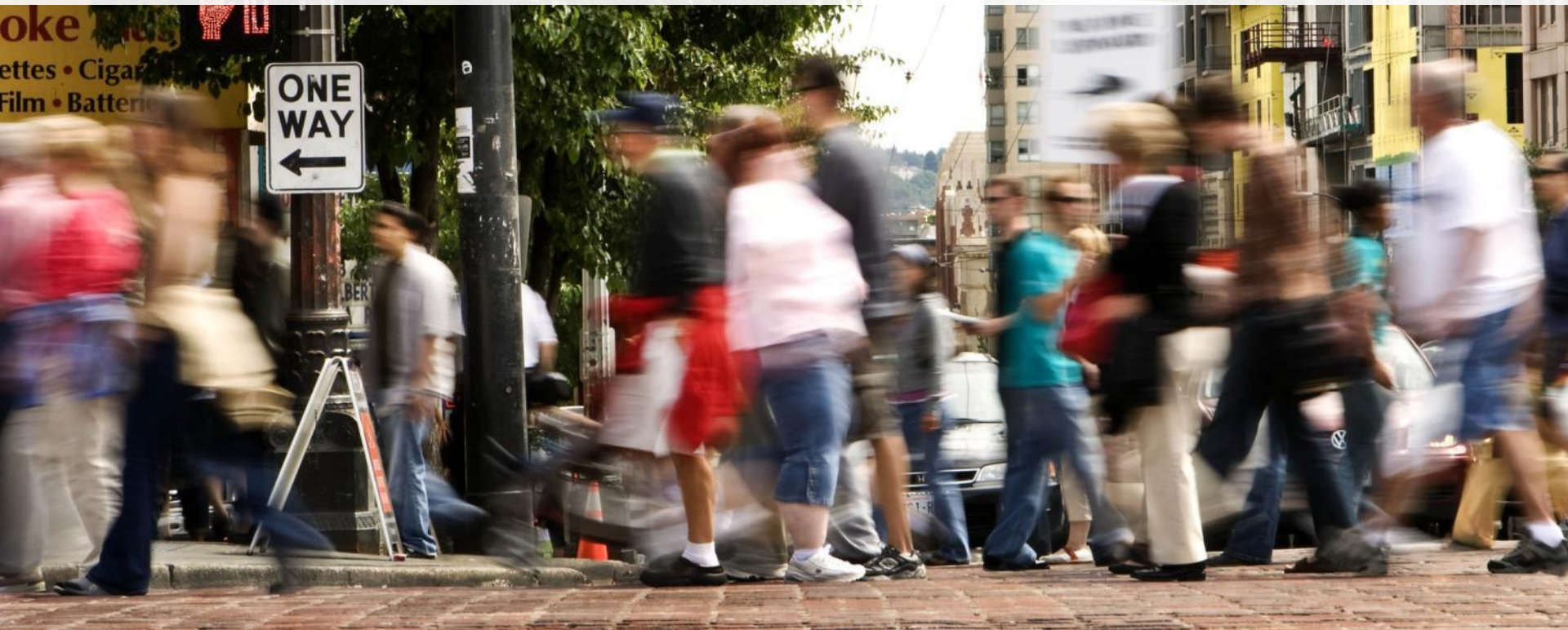




Pedestrian Master Plan Technical Update



Seattle Pedestrian Advisory Board
Michelle Marx, Ian Macek
May 13, 2015

Overview

- Changes to policy framework (review memo)
- 2009-2014 Plan progress report:
 - Infrastructure (sidewalks and crossings)
 - Programs
 - Other pedestrian-related achievements
- Review project schedule and next steps

PMP Vision

Existing:

Make Seattle the most walkable city in the Nation

Proposed:

Seattle is the most walkable city in the Nation



Existing 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.



Existing 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.



PMP Goals: Health

Existing:

Raise awareness of the important role of walking in promoting health and preventing disease.

Proposed:

Get more people walking to improve health and increase mobility.



Health-Related Objective

Objective 6:

Existing:

Get more people walking for transportation, recreation, and health.

Proposed:

Raise awareness of the important role of walking for transportation, recreation, and in promoting health and preventing disease.



PMP Goals: Vibrancy

Existing:

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

Proposed:

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



Further Discussion

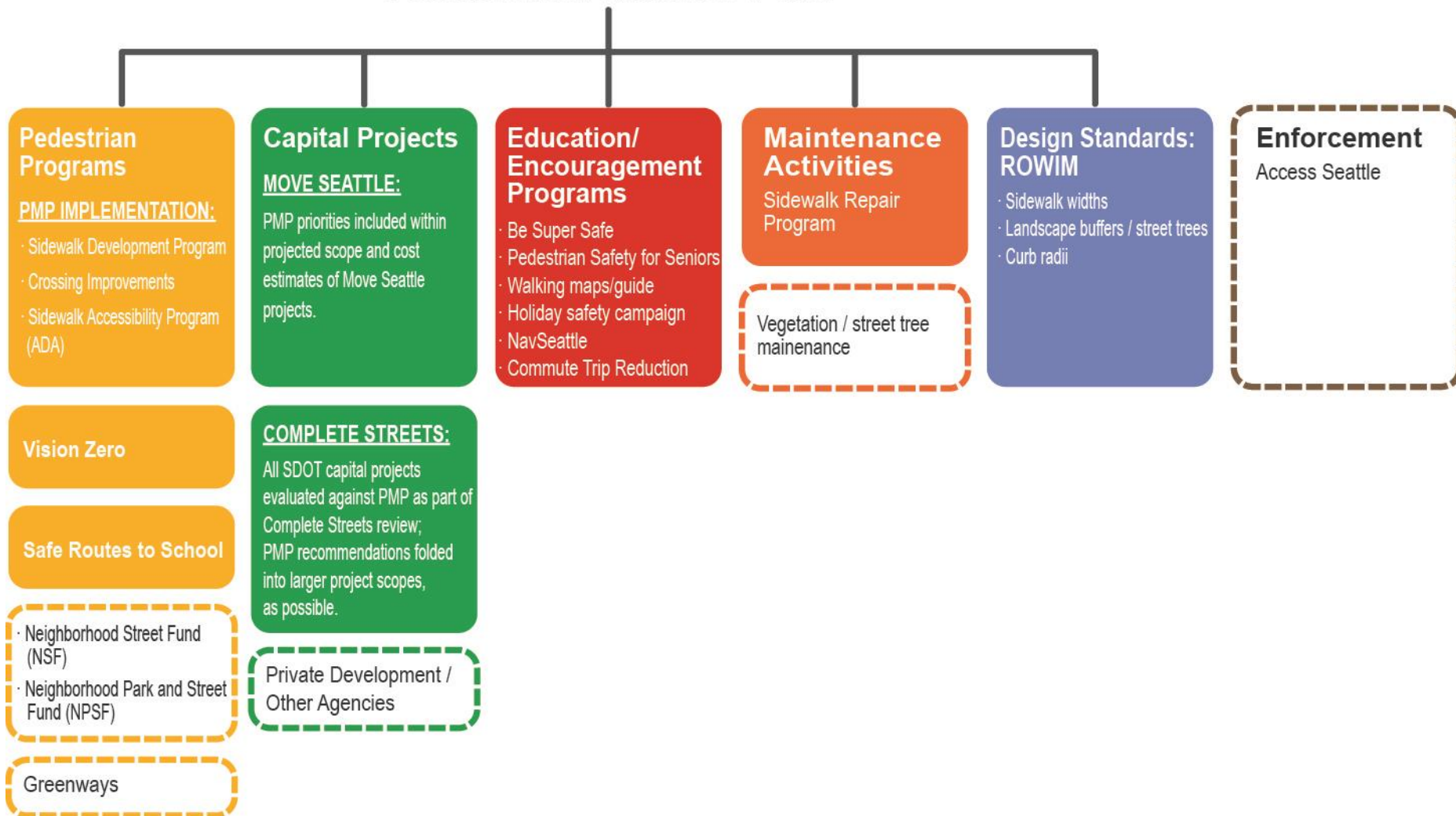
Will need to think about how including connectivity within the Plan's goals will be reflected in

- Objectives (*e.g., what changes might we want to make to Objective #1?*)
- Strategies
- Performance Measures
- Prioritization
- Implementation Plan



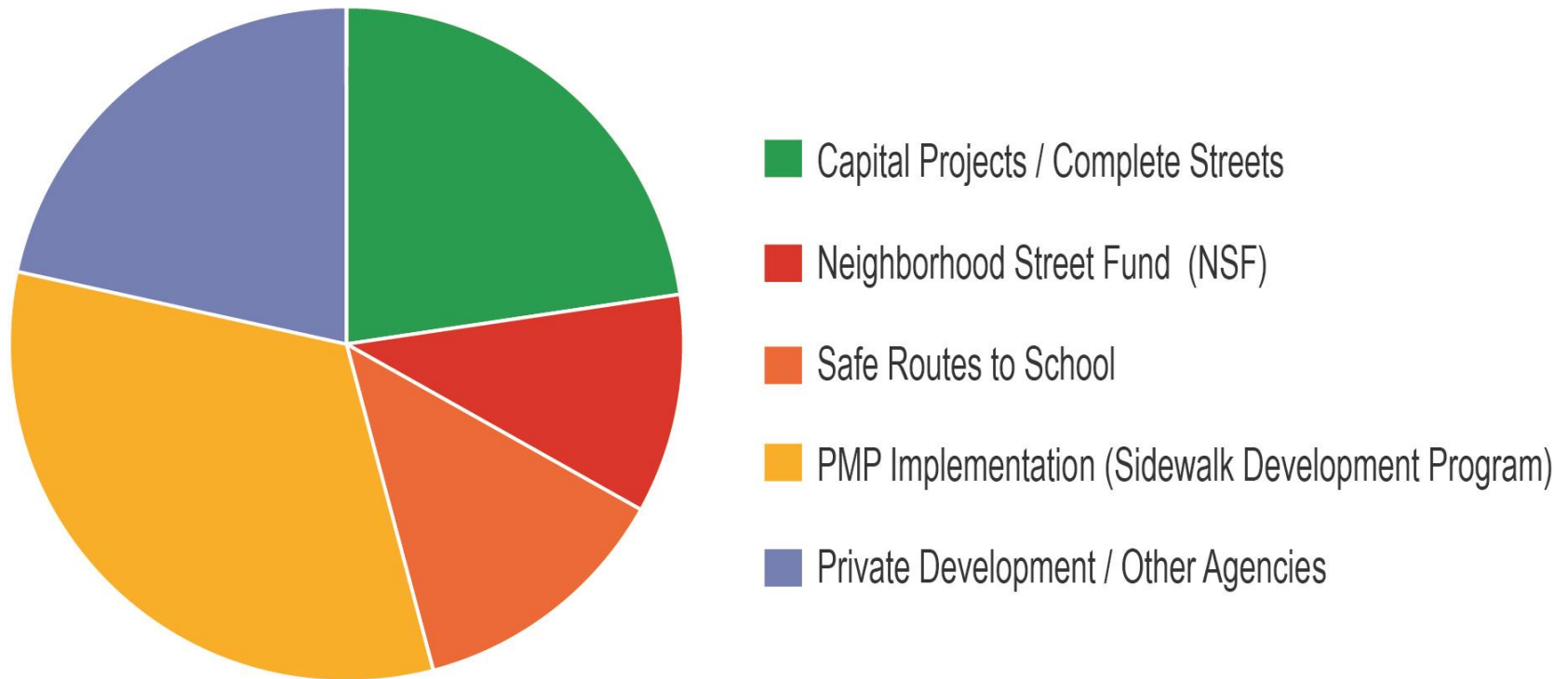
Programs Implementing the PMP

Pedestrian Master Plan



Infrastructure Accomplishments: Along the Roadway

Blocks new sidewalk, 2009-2014

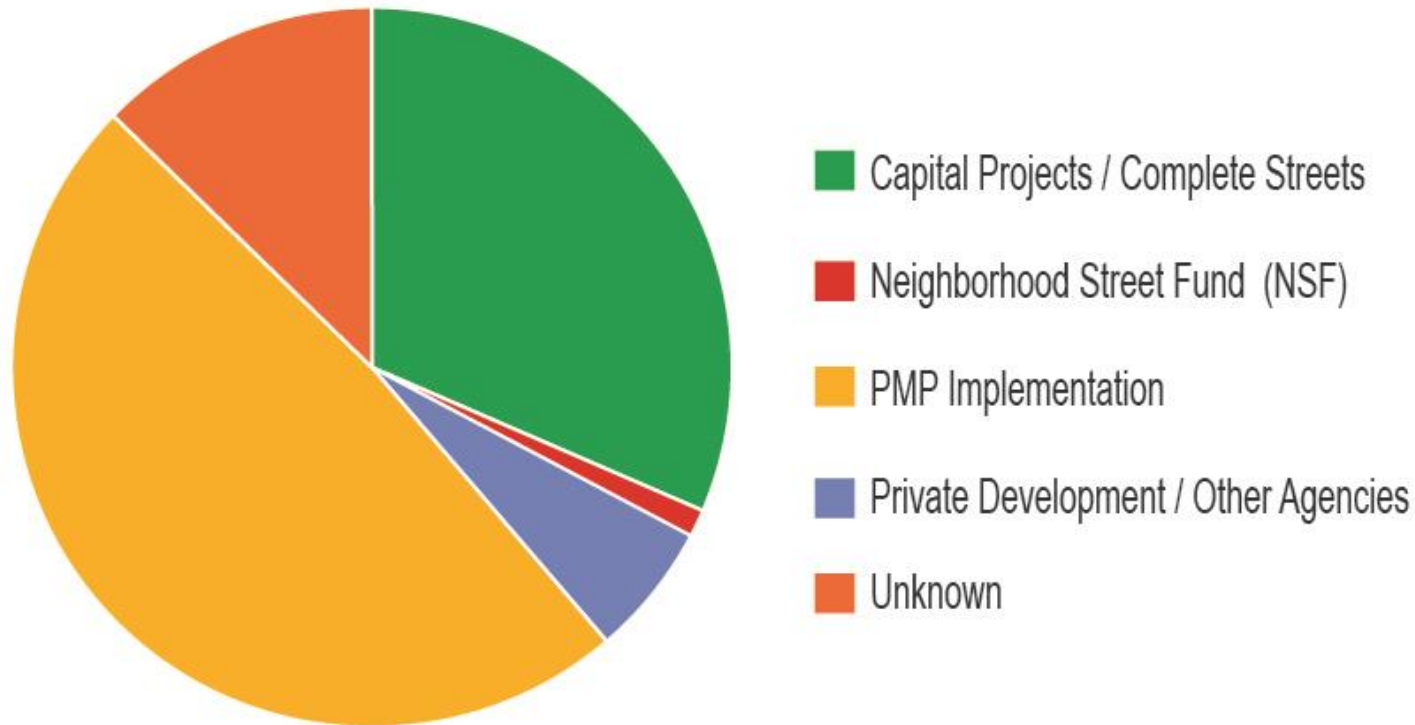


PMP Implementation Program: Sidewalks

	2009	2010	2011	2012	2013	2014	TOTAL
New sidewalks built (blocks)	26	15	10	12	9	7	79
Sidewalk blocks rehabilitated	30	25	25	24	25	25	154
Walking routes to school improved	6	5	6	6	9	8	40
Signage of school zones improved	52	10	10	11	11	12	106

Infrastructure Accomplishments: Crossing the Roadway

Intersection crossing improvements, 2009-2014



PMP Implementation Program: Crossings

	2009	2010	2011	2012	2013	2014	TOTAL
Pedestrian crossings improved		42	51	47	45	46	231
Crosswalks remarked	810	631	308	501	608	512	3,370
Curb ramps constructed	392	270	295	161	130	152	1,400
Stairways retrofitted	5	3	3	3	7	7	28
Pedestrian countdown signals installed	40	40	26	25	26	45	202
Neighborhood Greenways				2.3	7.6	4	13.9 miles 24 intersections

Ongoing Assessment: Percentage of Top Tier Locations Addressed?



Factors impacting implementation prioritization:

- PMP project ranking
- Leveraging opportunities (e.g., Complete Streets)
- Logical groupings
- Other “balancing factors” (e.g., improving connections to transit)

Performance Measures	Baseline	(Desired) Trend
City investments toward Top Tier projects in High Priority Areas	Inventory/proposed project list as identified in 2009 Seattle Pedestrian Master Plan	Increasing percentage of Top Tier projects completed in High Priority Areas
Public communication about pedestrian issues	Number of views on Seattle Pedestrian Master Plan web page in 2009	Increasing number of views on website
Transit ridership	Number of boardings and alightings in 2008 per service hour	Increasing rate of ridership per service hour
Mode share (more people walking)	Percentage of trips made on foot (as measured in the 2006 Puget Sound Regional Council Household Travel Survey)	Increasing percentage of trips



Pedestrian programs

2010

- SDOT Standard Plans update
- Walk Bike Ride initiative
- Create Seattle Walking Maps

2012

- Road Safety Action Plan
- Be Super Safe Campaign
- Pedestrian Lighting Citywide Plan
- Neighborhood Greenways
- Increased coordination with Parks
- Automated school zone speed enforcement

2014

- Vision Zero
- Play Streets pilot program
- Update Seattle Walking Maps
- NavSeattle
- Bell Street Park opens

2009

2009

- Holiday Pedestrian Safety Campaign
- PARK(ing) Day
- Summer Streets
- Street and Sidewalk Pavement Opening and Restoration (SDOT Director's Rule)

2010

2011

2011

- Festival Street/Pedestrian Plaza legislation
- Mobile Food Vending legislation
- Intercept Surveys
- McGraw Square opens

2012

2013

2013

- Parklet pilot program
- Public Space Management taskforce
- Access Seattle

2014

2015

2015

- Trees and Sidewalks Operations Plan
- School Road Safety Plan
- ROWIM update
- Streateries pilot program
- Pavement to Parks
- Summer Parkways



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2015

Other Pedestrian Achievements

- Safe Routes to School
 - 2008: 4 schools
 - 2014: 29 schools
- Traffic Calming
 - Traffic Circle Program
 - Neighborhood Traffic Calming



Other Pedestrian Achievements

- Complete Streets:
 - Capital Projects
 - Dexter Ave N
 - Holman Road
 - 15th Ave NE
 - Street Concept Plans
 - South Lake Union
 - Westlake
 - Denny Way
 - Thomas Street
 - Roosevelt



Project schedule and next steps



Questions?

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

<http://www.seattle.gov/transportation>

