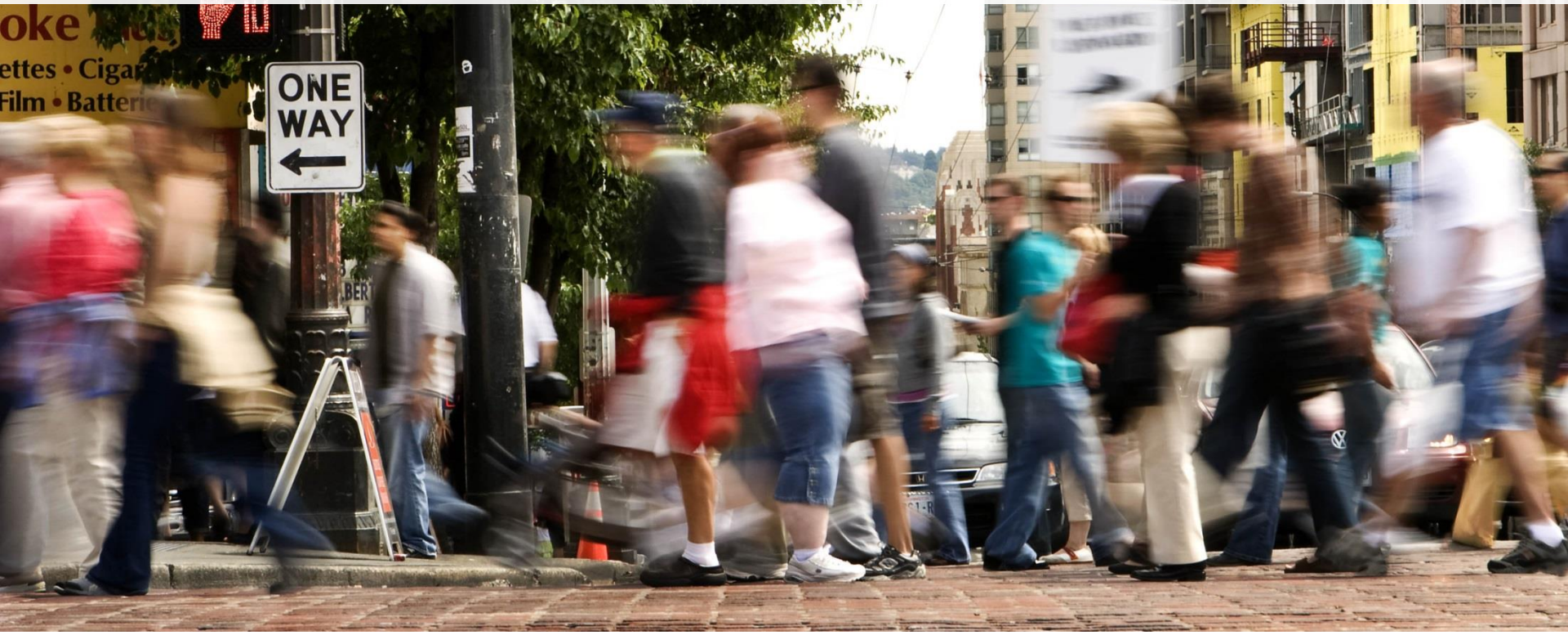
Pedestrian Master Plan Technical Update



Seattle Pedestrian Advisory Board

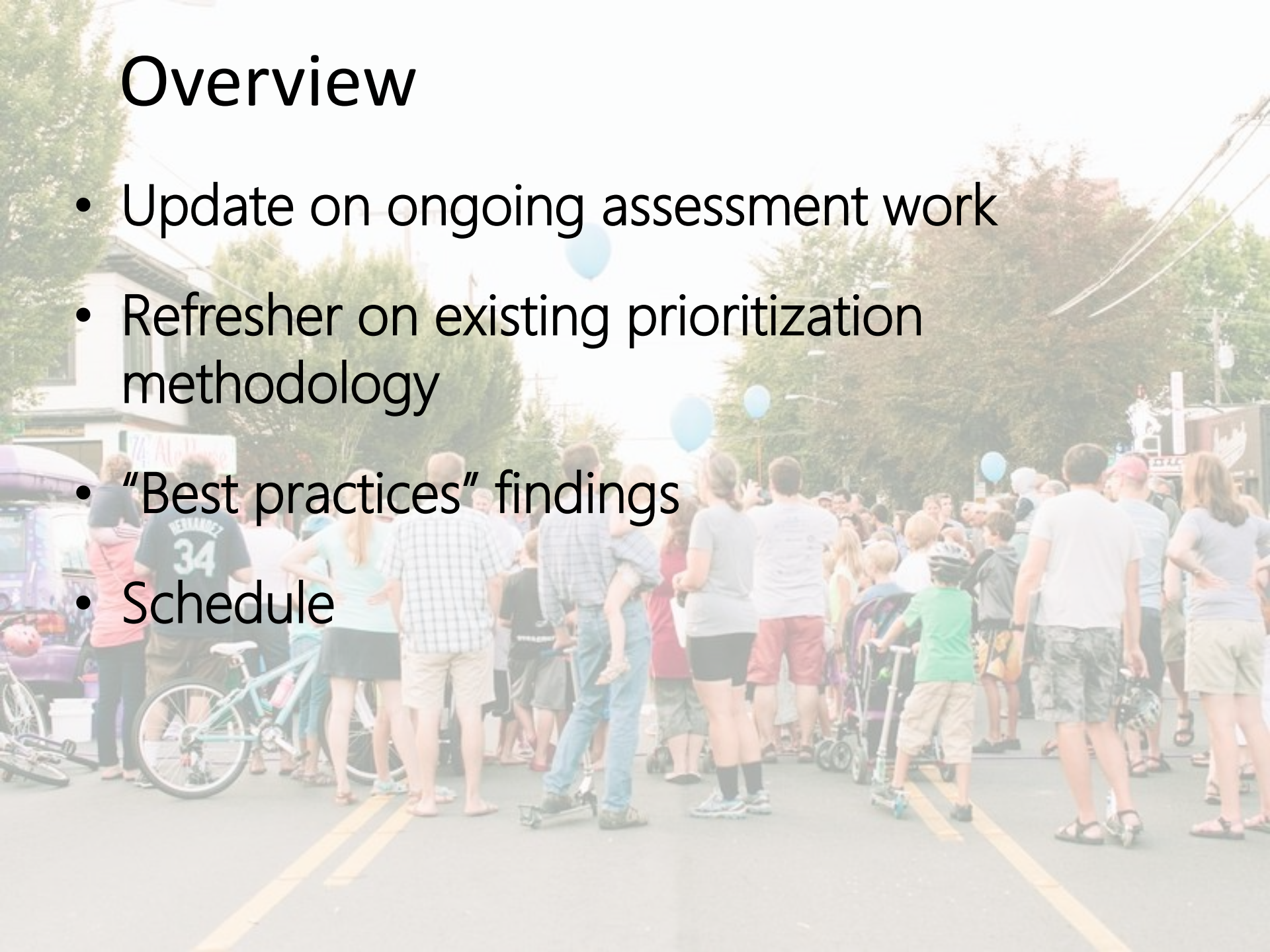
Kevin O'Neill (SDOT), Barbara Gray (SDOT), Amalia Leighton (SvR)

June 17, 2015

SDOT
Seattle Department of Transportation

Overview

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

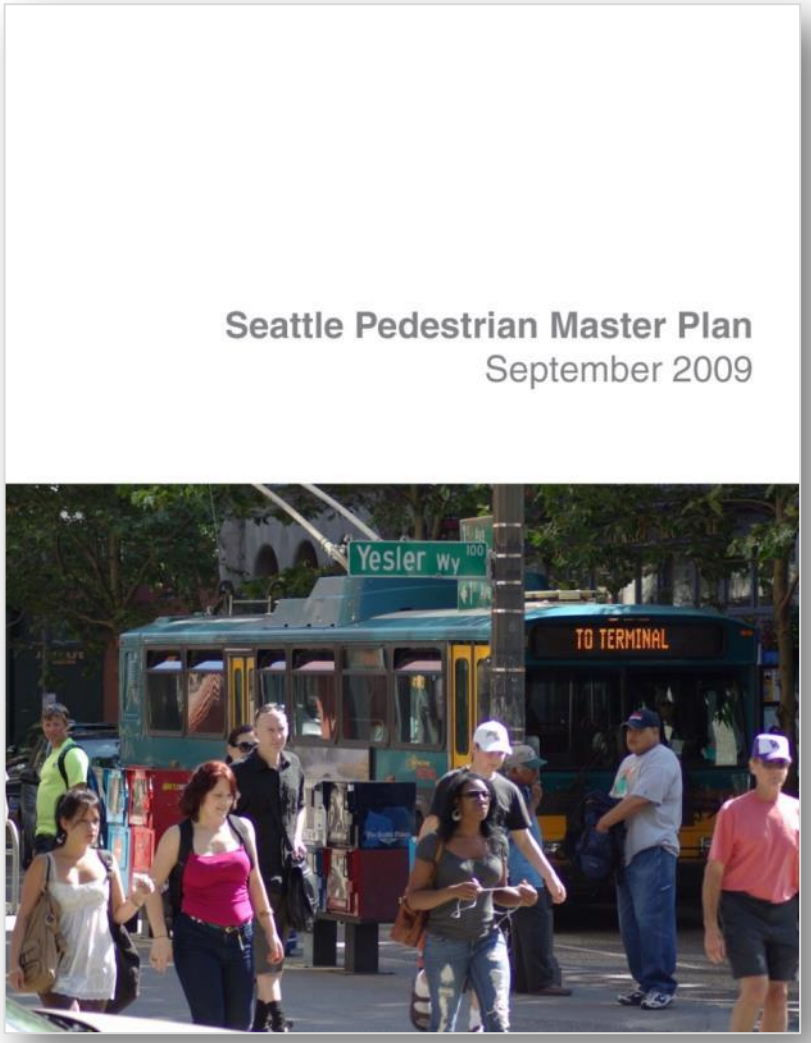


Update on ongoing assessment work

Goal	Performance Measure
Safety	Rate of crashes involving pedestrians
	Vehicle speeds along identified corridors
	School participation in pedestrian safety, education, and encouragement program
	Driver and pedestrian behaviors and awareness of pedestrian laws
Equity	City investments toward Top Tier projects in High Priority Areas
	Public communication about pedestrian issues
	Transit ridership
	Mode share (more people walking)
Vibrancy	Streetscape vibrancy
	Pedestrian activity
Health	Self-reported physical activity
	Children walking or biking to or from school

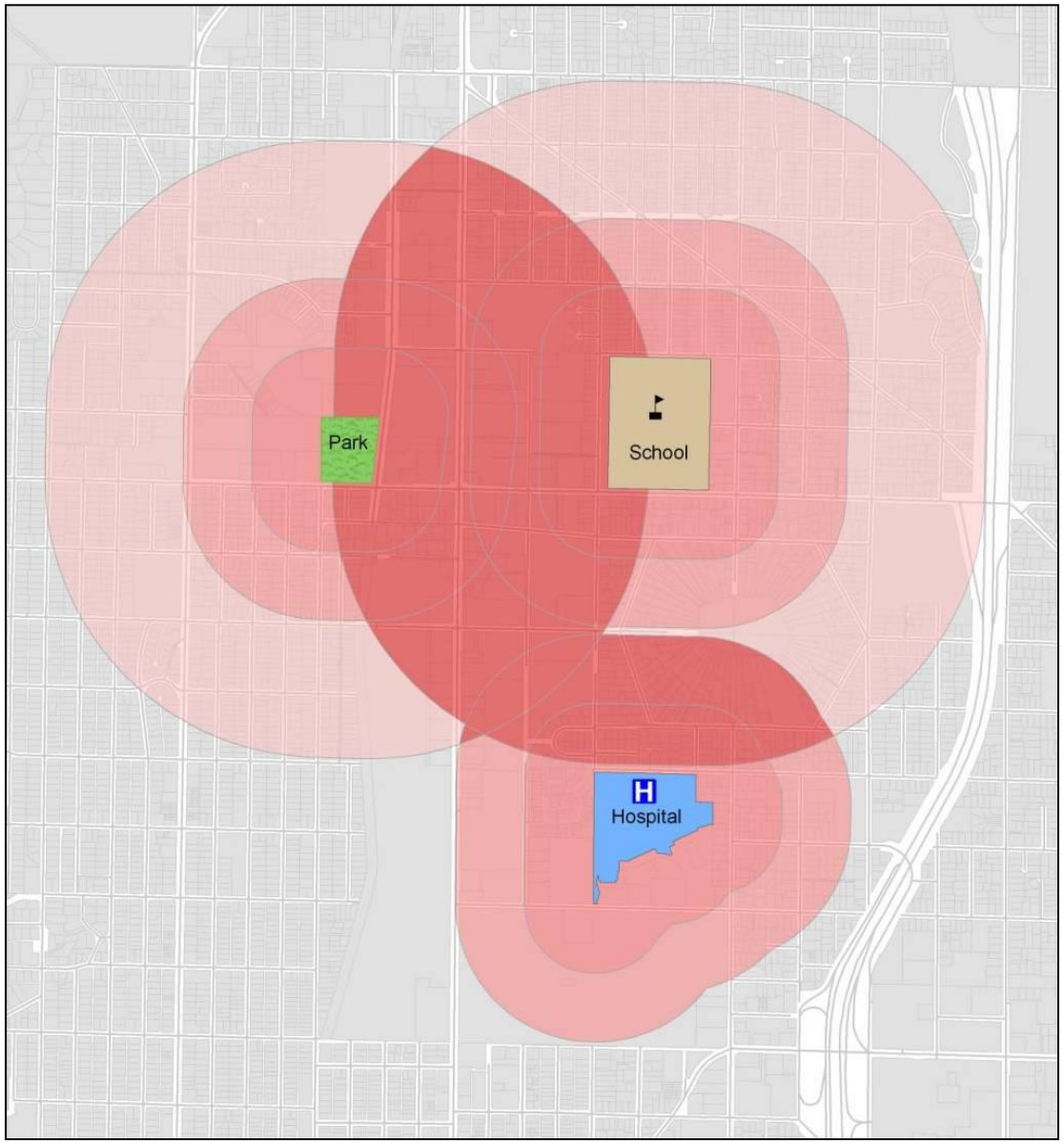
Seattle's data-driven prioritization process:

- 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

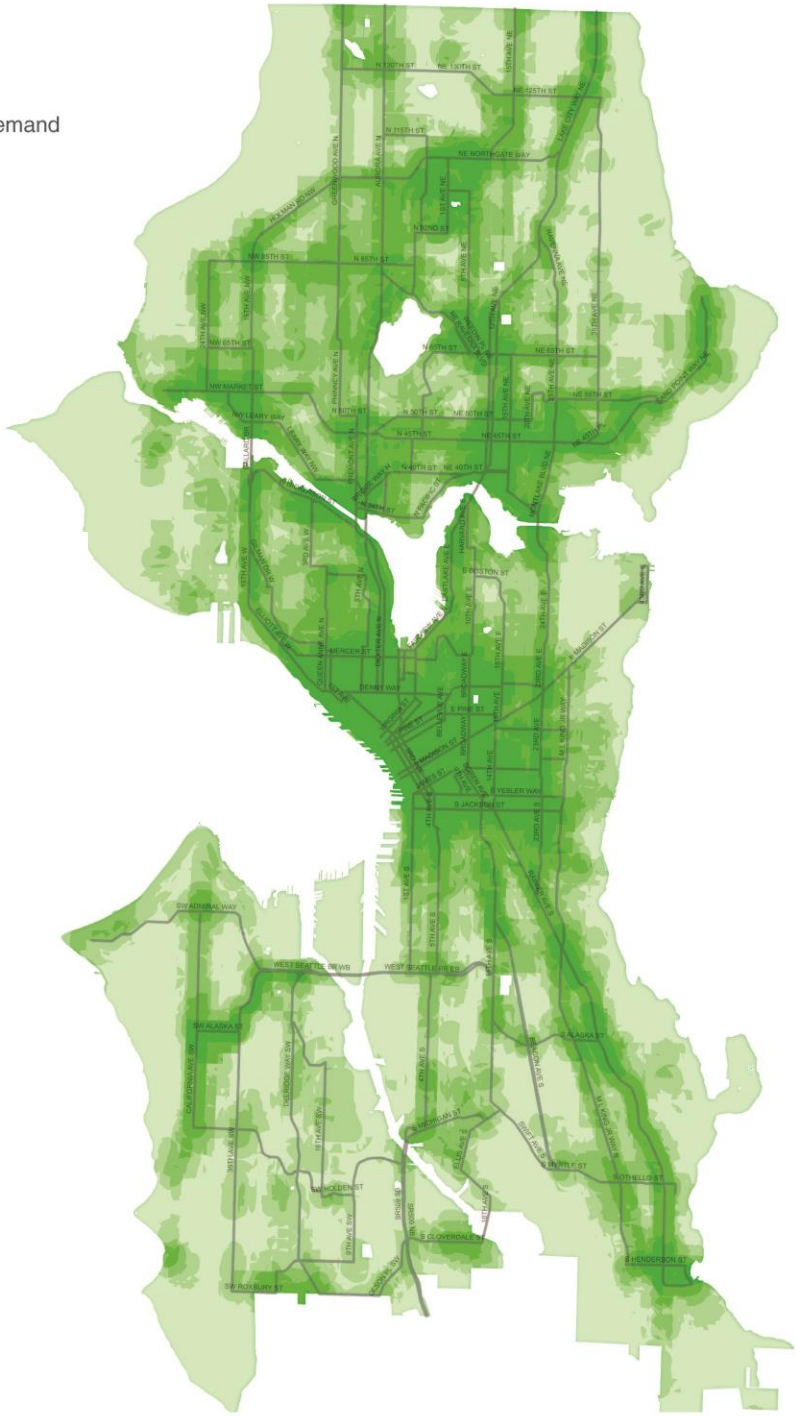

university or college


regional or citywide attraction: park or museum

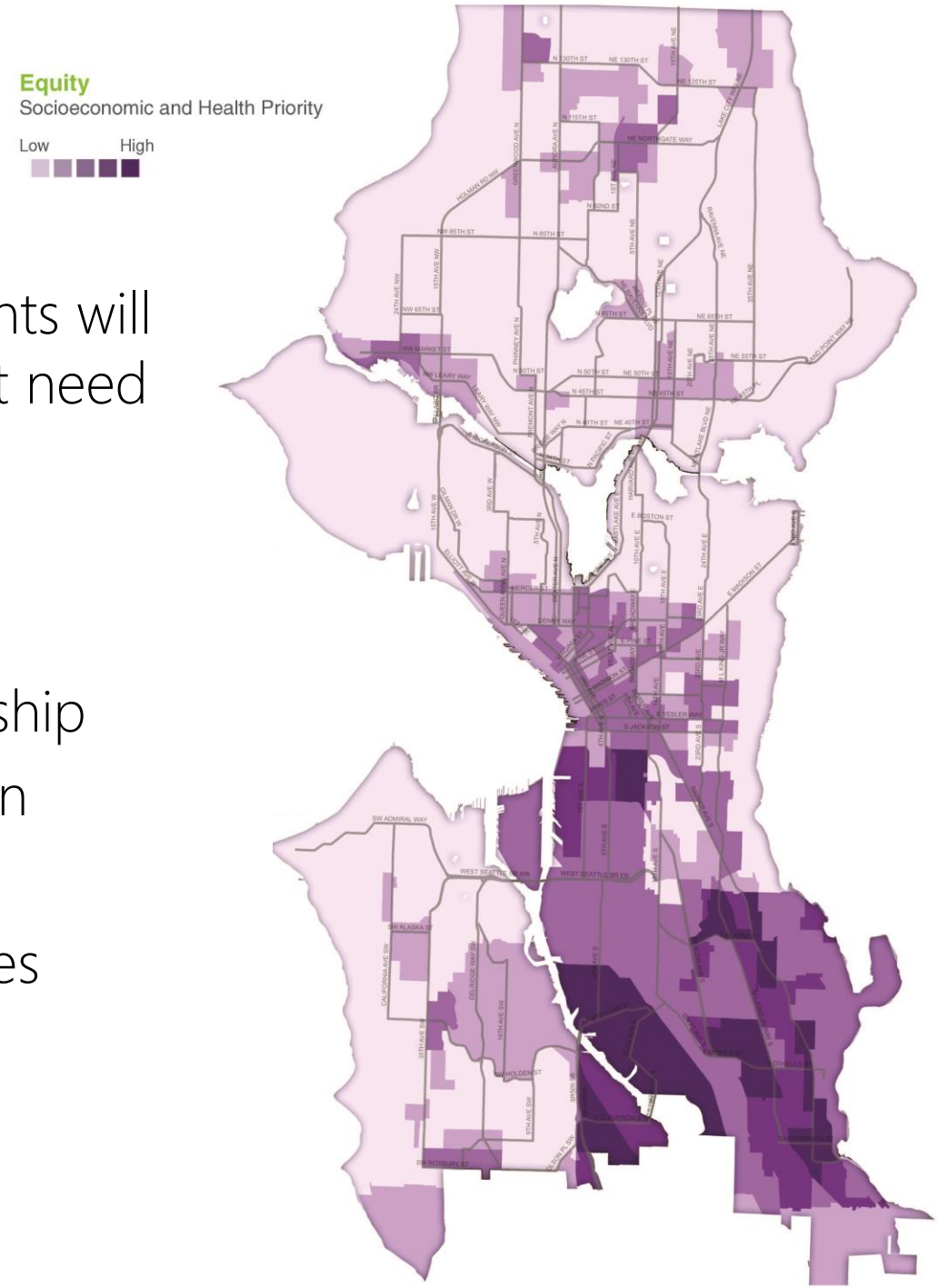

apartments, condos, mixed use


bus transfer point (five or more routes) or light rail station


center city retail



Equity



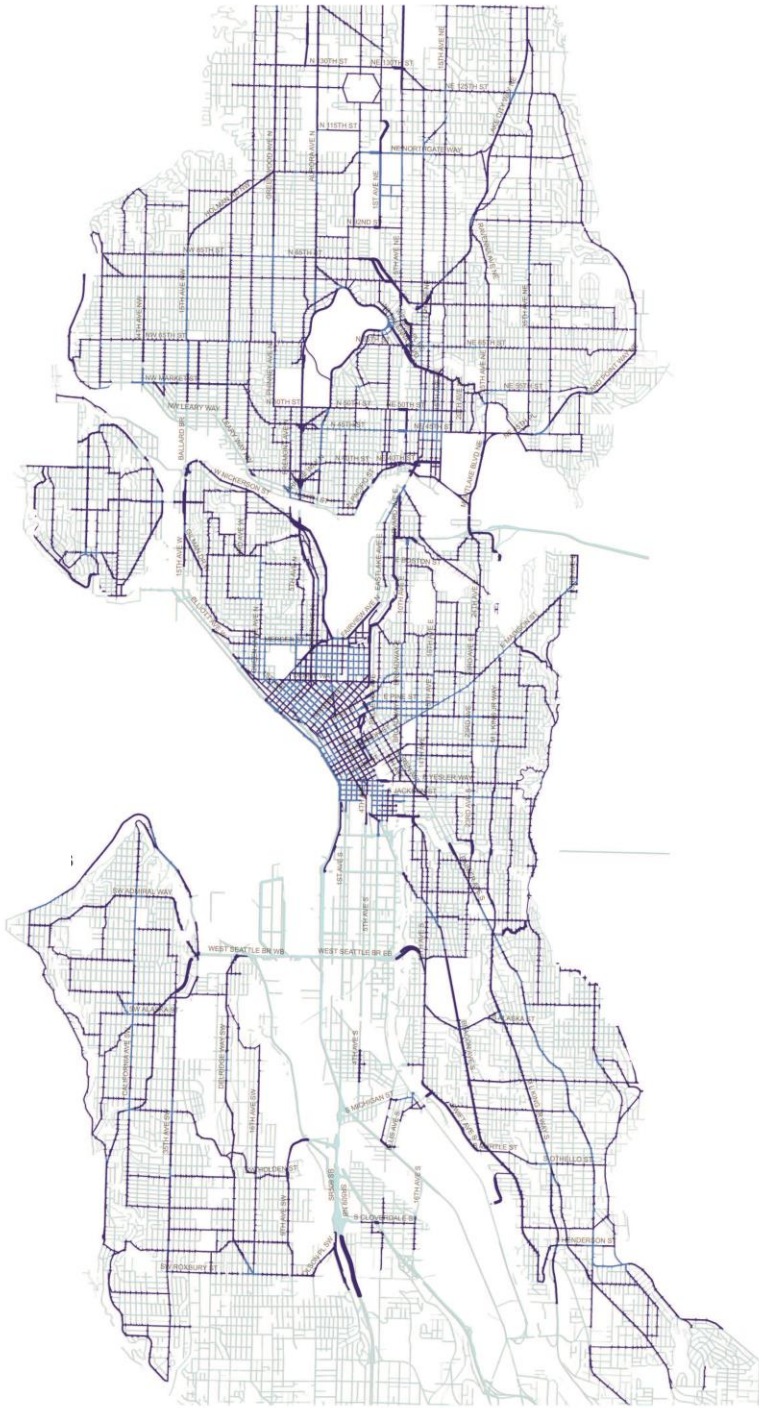
Evaluates where improvements will serve those with the greatest need

Data evaluated:

- Income
- Automobile ownership
- Disability population
- Diabetes rates
- Physical activity rates
- Obesity rates

Roadway Characteristics

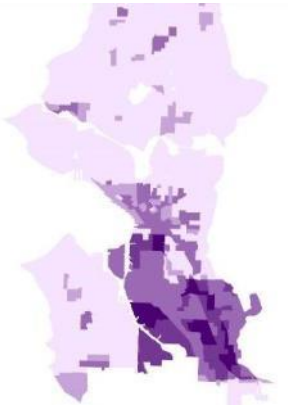
- Balances street classification and land use by assigning a score for each designated street type
- Prioritizes improvements to auto-oriented street types
- Connects pedestrians to destinations

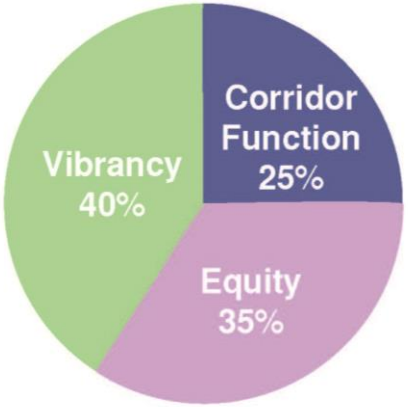


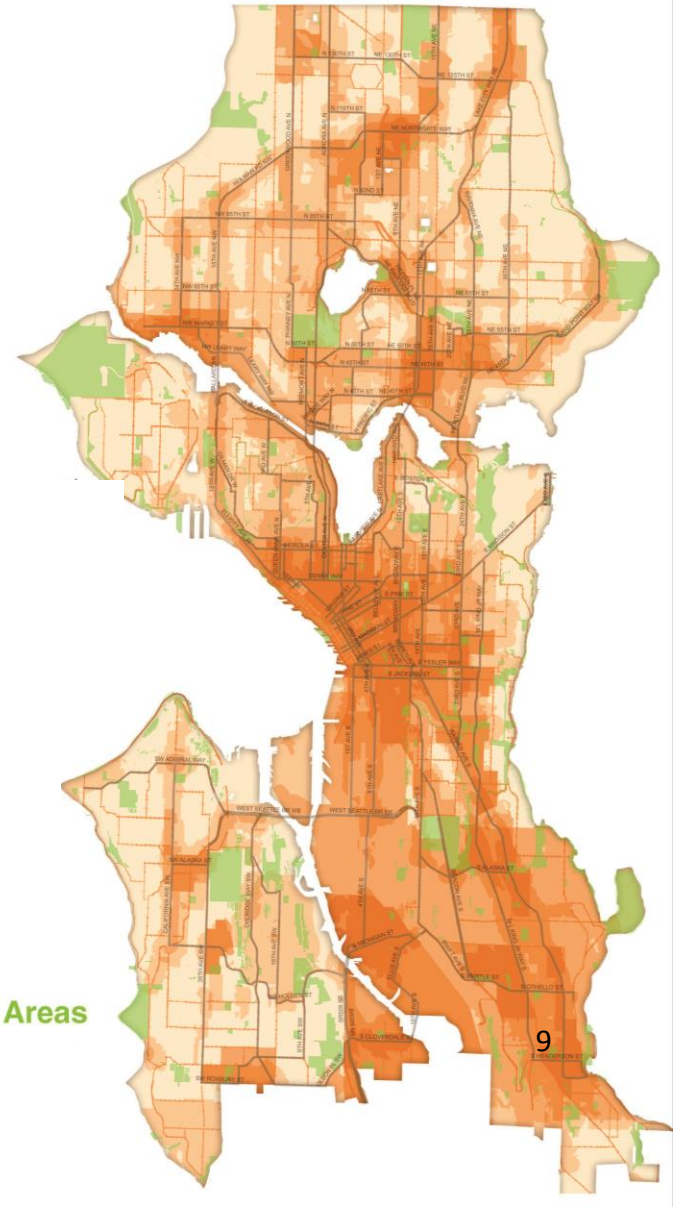
Building Blocks

Contribution to Total Score

High Priority Areas





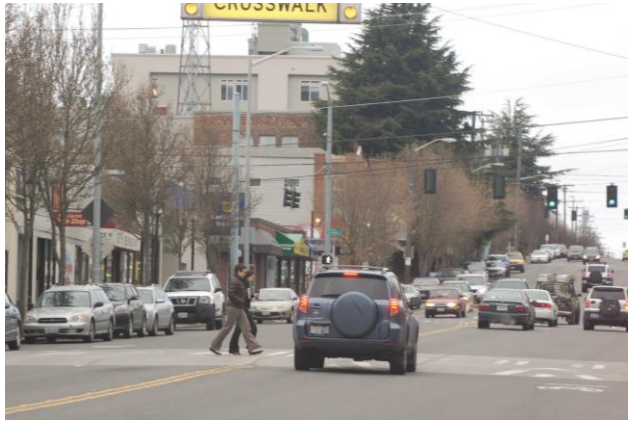


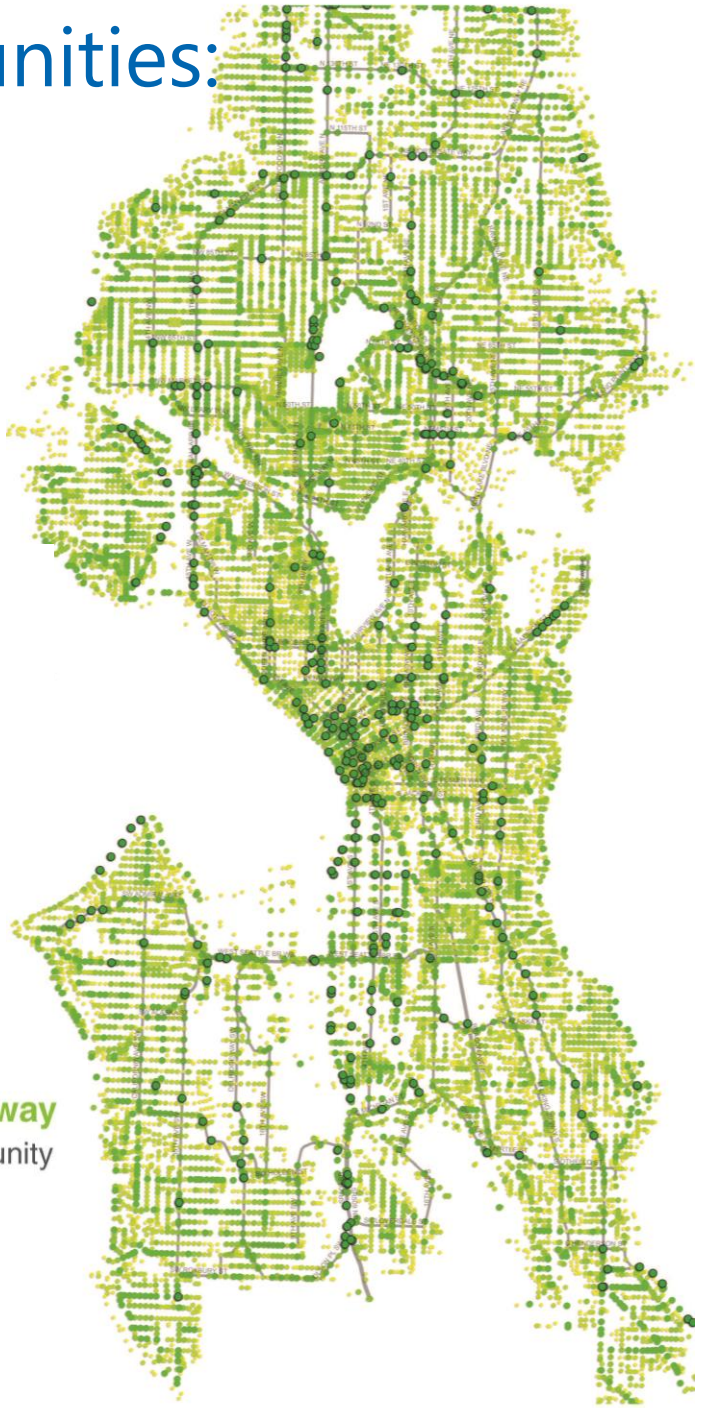
Assessing Improvement Opportunities:

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



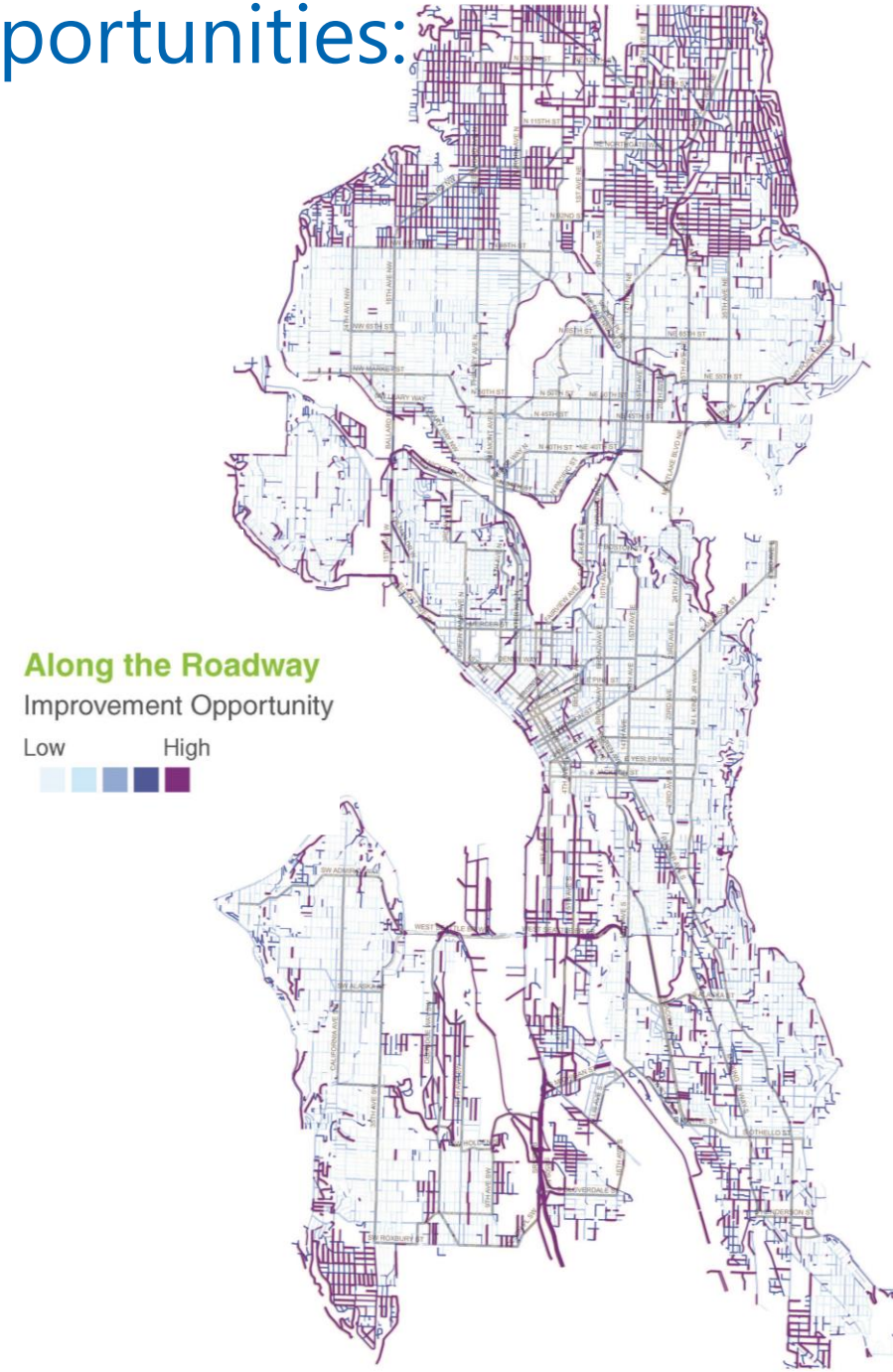


Assessing Improvement Opportunities:

Along the Roadway

Data evaluated:

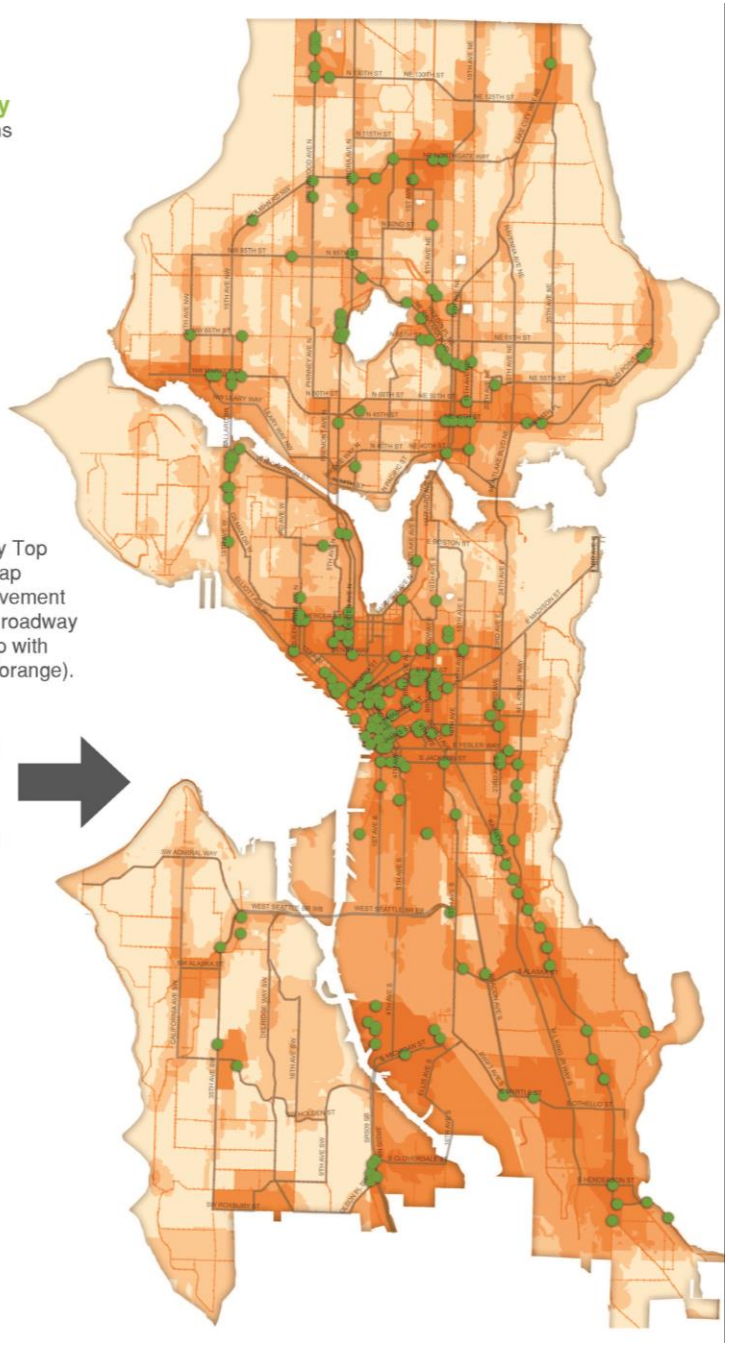
- Presence of sidewalks
- Presence of curb
- Presence / width of buffers
- Traffic volumes
- Speed limit
- Slope
- On-street parking
- Length of block



Across the Roadway

Top Tier Project Locations

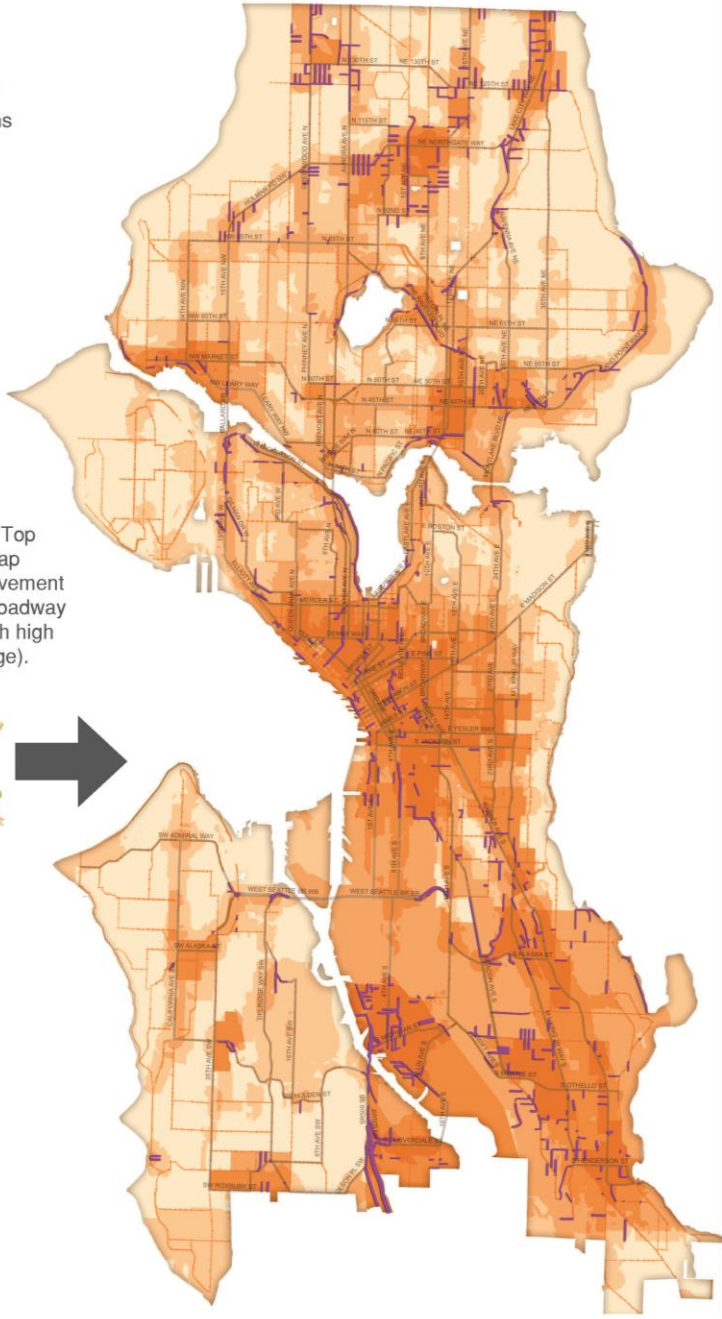
The Across the Roadway Top Tier Project Locations Map shows where high improvement opportunities across the roadway (dark green dots) overlap with high priority areas (dark orange).



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).

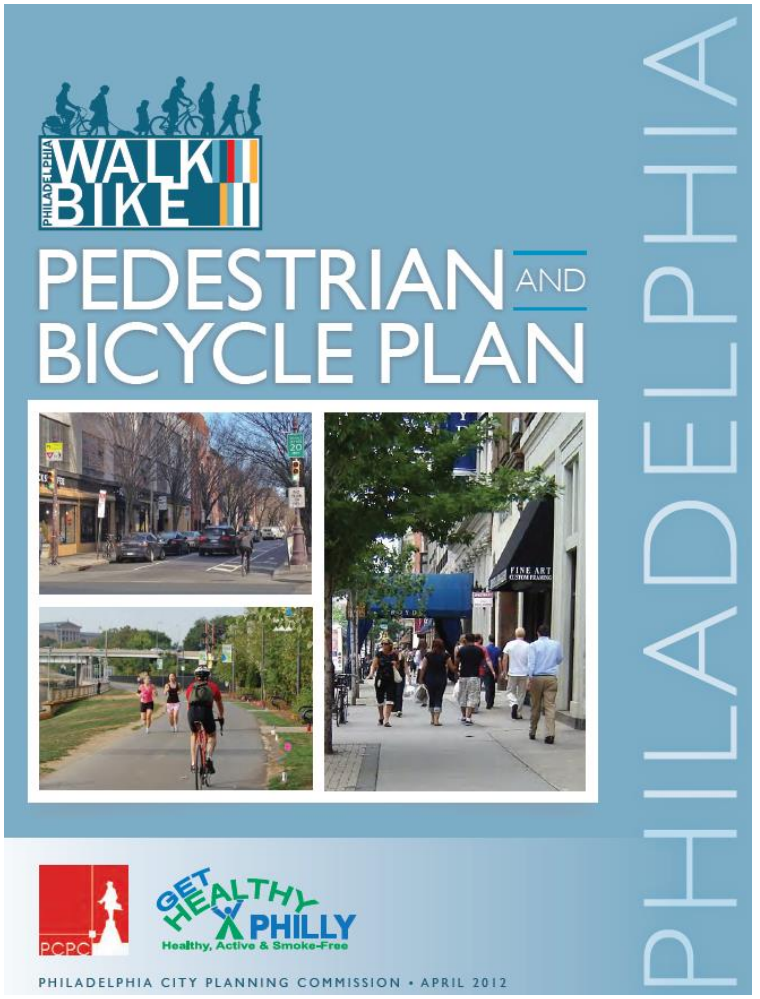


PMP prioritization guides investments

BTG Projects in PMP High Priority Areas	
New sidewalks	70%
Repaired sidewalks	78%
New crosswalks	85%
Crossing improvements (ADA ramps, refuge islands, etc.)	86%
New pedestrian signals	92%

"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

Alliance for Biking & Walking
Building the People Powered Movement

PolicyLink

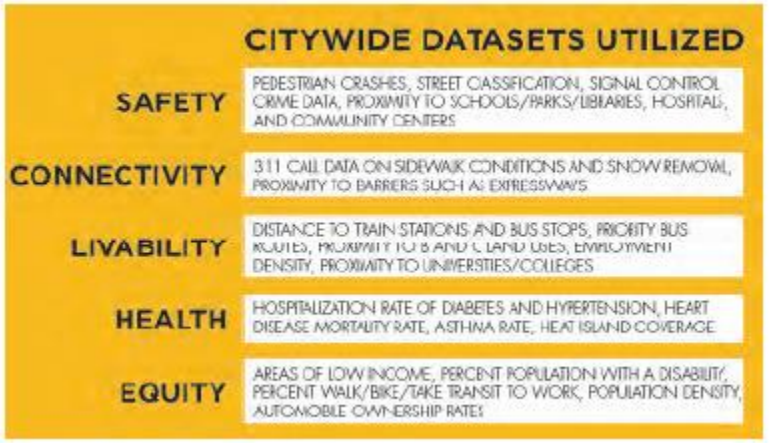
Prevention Institute
Prevention and equity at the center of community well-being

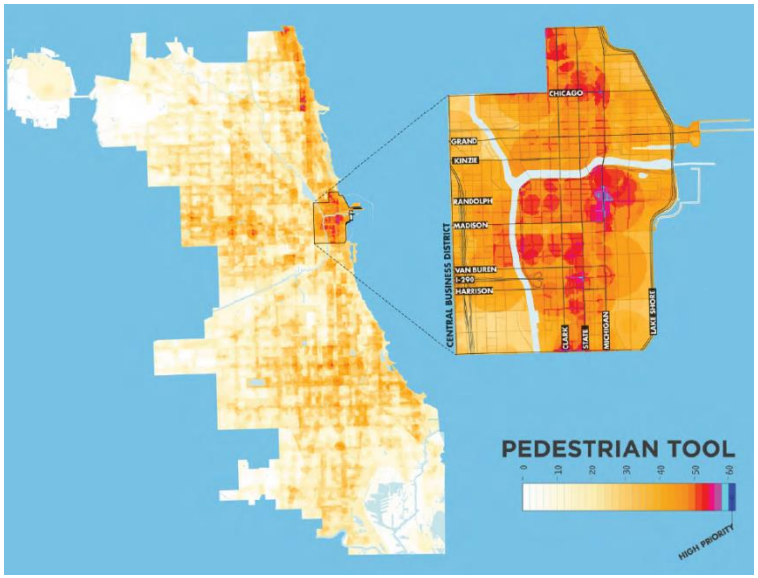
Smart Growth America
Making Neighborhoods Great Together

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

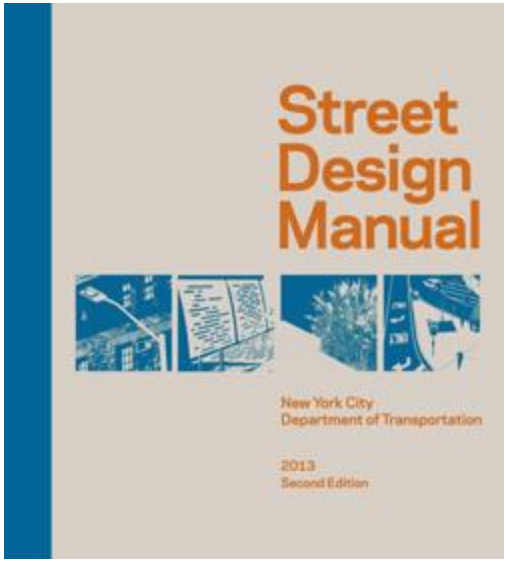




City of Chicago

"Best Practices" Toolbox

- Findings:
  - Audience: Pubic 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



Schedule

June 22	SDOT TAC Workshop #1: Prioritization
July 8	SPAB Monthly Meeting: Report on TAC workshop
July 15	SPAB Workshop #1: Prioritization
August 12	SPAB Monthly Meeting: Prioritization execution and results
September 2	SPAB Workshop #2: Toolbox
September 9	SPAB Monthly Meeting: Report on Toolbox workshops
September 24	SPAB Workshop #3: Performance Targets

Questions?

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

http://www.seattle.gov/transportation

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