

Pedestrian Master Plan Update



City Council Sustainability & Transportation Committee

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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

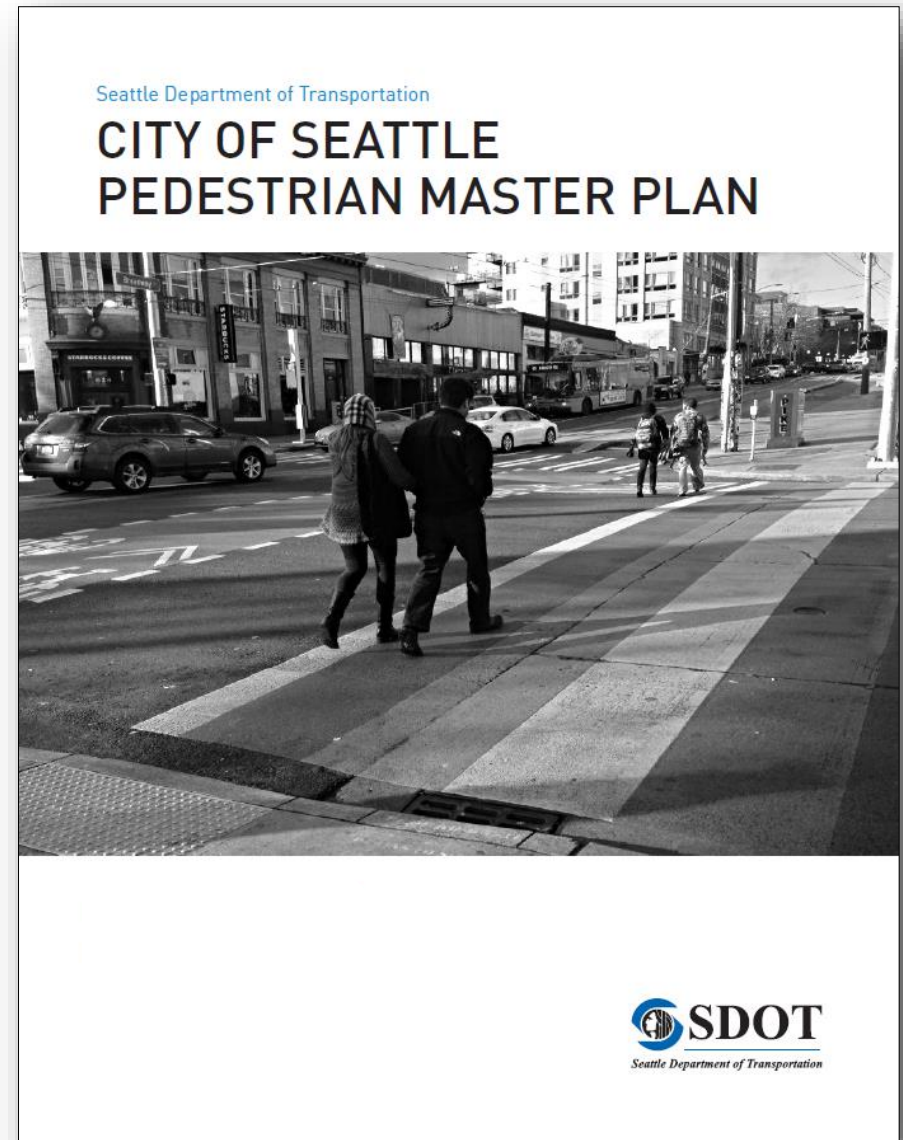
Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

for all

Plan purpose

- Blueprint to provide walking improvements
- Data-driven prioritization of funding
- Designed to focus resources to improve access to transit and schools



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 and accessible 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 moving to improve health and increase mobility



Update focus

- Assessment of progress since 2009
- Priority Investment Network (PIN)
- Performance measures
- Updated strategies and actions



Early public engagement

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



4,700
Total survey
responses
collected

**Over
6,000**
Written
comments

45
Neighborhoods
represented



15 Different languages
translated

- Korean
- Thai
- Russian
- Chinese
- Vietnamese
- Spanish
- Laotian
- Cambodian
- African languages (Somali, Amharic, Tigrinya, Oromo, Swahili, Dinka, Lingala)



3
Outdoor
summer
events



Over 25
community
briefings



2
Pedestrian
Master Plan
open houses

Early public engagement (cont.)

- Support for low-cost walking treatments
- Received favorable reception, except curbless streets



Draft plan public comments

- Support for:
 - Sidewalk and crossing improvements
 - Connections to schools and transit
 - Increased pedestrian funding
 - Expanded data collection
 - Proactive safety approach
- Change requests:
 - Expand Priority Investment Network
 - Further discuss maintenance needs
 - Be realistic about funding outlook



Recommended plan changes:

- No Priority Investment Network expansion
- Additional discussion of maintenance needs
- New actions
 - Improve ability to track new pedestrian improvements
 - Explore options to increase maintenance funding
- More explicit discussion of pedestrian needs outweighing funding



Prioritization framework

Step 1

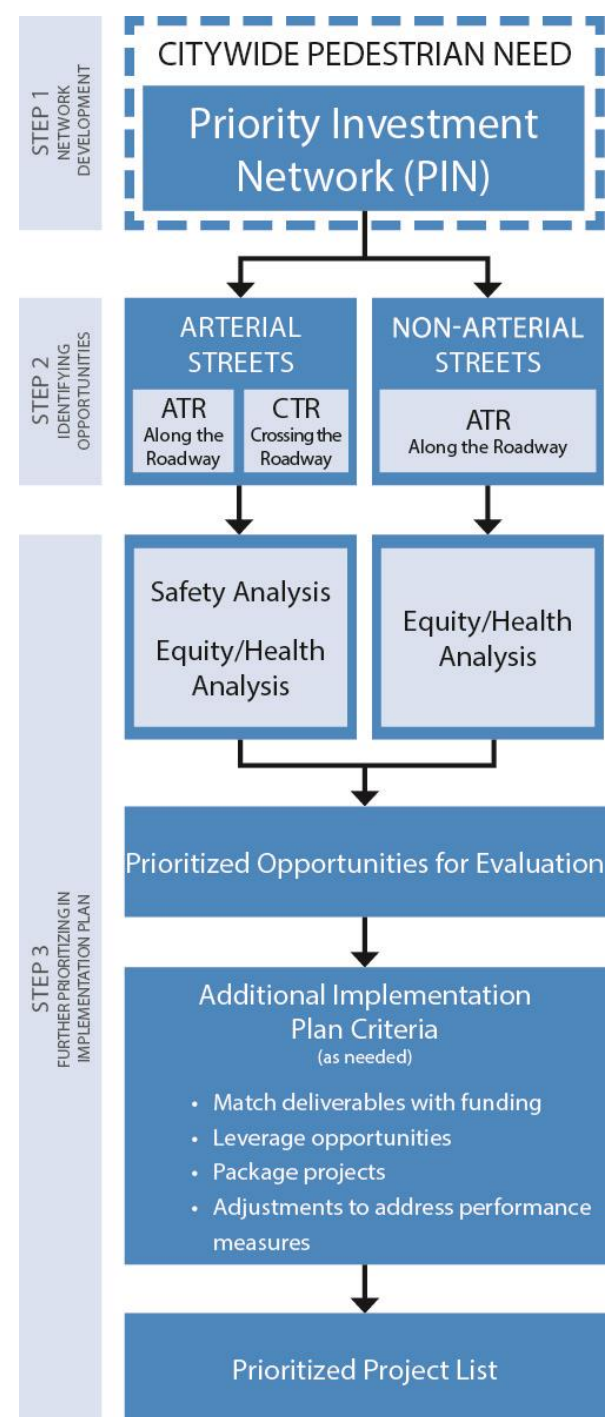
Develop a citywide Priority Investment Network (PIN) using vibrancy (or demand) factors

Step 2

Identify opportunities to improve walking conditions along and crossing the streets in the PIN

Step 3

Further prioritize investments within an implementation plan, using **safety, equity, and health** analyses



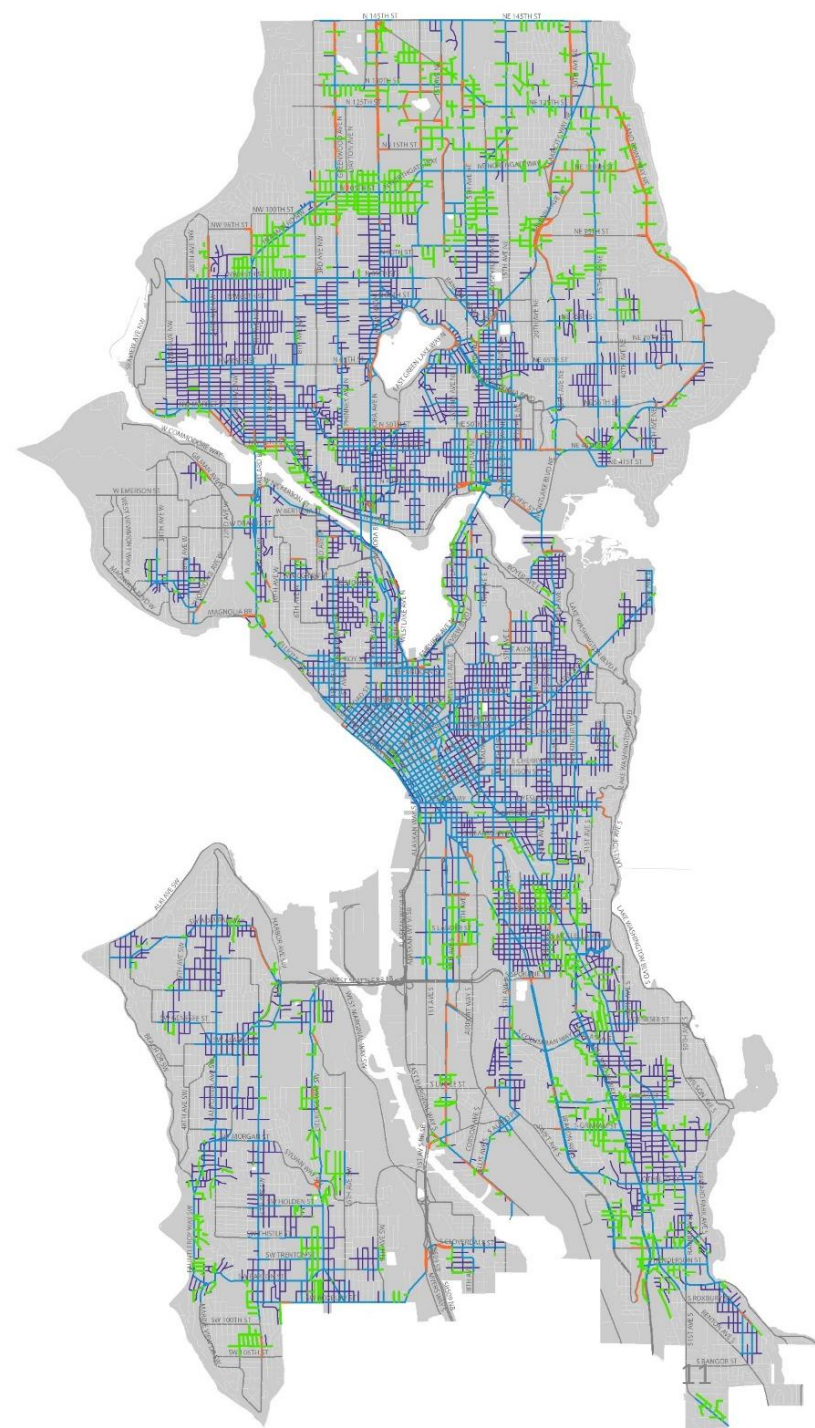
Priority Investment Network

ARTERIALS	Citywide	PIN
Total # blockfaces	12,835	9,220
Total blockfaces missing sidewalks	1,804	572

NON-ARTERIALS	Citywide	PIN
Total # blockfaces	32,609	14,884
Total blockfaces missing sidewalks	9,990	3,109

- PIN street with sidewalk
- Arterial
- Non-arterial

- PIN street missing sidewalk
- Arterial
- Non-arterial



Prioritization: safety

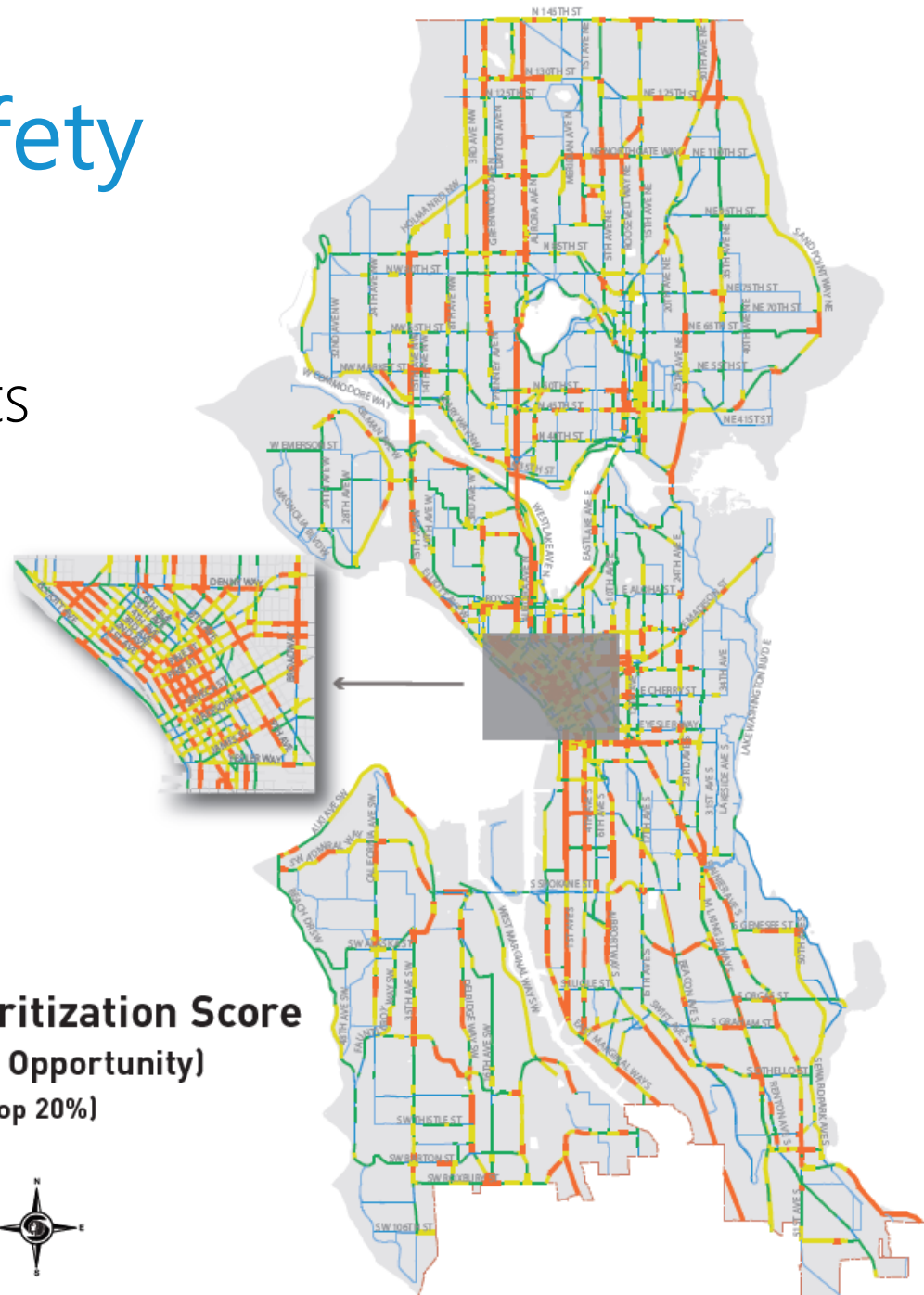
- Used to further prioritize arterial streets
- Analysis includes:
 - Pedestrian collisions
 - Arterial classification
 - Roadway width
 - Controlled crossing spacing
 - Speed

Safety Prioritization Score (Improvement Opportunity)

High (top 20%)



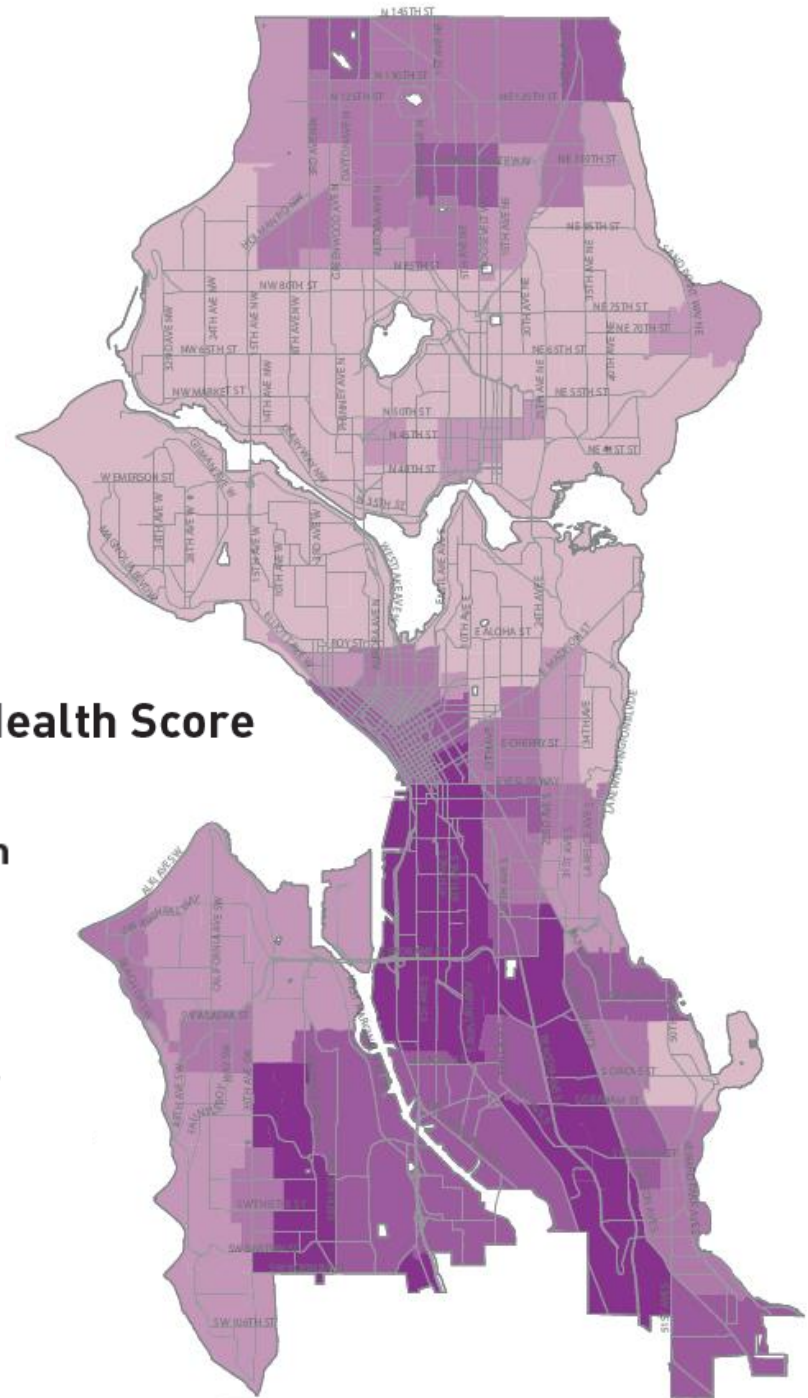
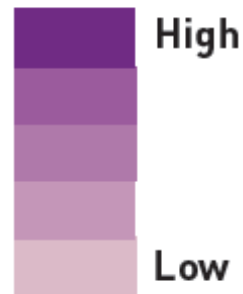
Low



Prioritization: equity and health

- Used to further prioritize arterial and non-arterial streets
- Analysis includes:
 - Race
 - Income
 - Disabled population
 - Diabetes, obesity, and physical activity rates

**Equity & Health Score
(Disparities)**



Implementing strategies and actions

- Stem from Plan goals and objectives
- Outline how we will improve walking conditions within the PIN
- 20 strategies
- Over 60 actions

Example

Strategy 2.2: Shorten pedestrian crossing distances

Action 2.2.1: Provide curb bulbs, pedestrian crossing islands, and/or pedestrian refuge, when possible

Action 2.2.2: Use lane reductions, as appropriate, as part of the engineering toolkit when making pedestrian or other safety improvements

Performance measures

Measure	Desired trend	Performance target
Number of pedestrian fatalities and serious injury collisions	Decreasing rate	Pedestrian fatalities and serious injury collisions reach zero by 2030
Rate of crashes involving pedestrians	Decreasing rate of pedestrian crashes per 100,000 residents	(None recommended)
Percent of sidewalks within the PIN completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of PIN arterial sidewalks complete by 2035
Mode share	Increasing percentage of walking trips	(None recommended)
Pedestrian activity	Increasing number of pedestrians at count locations over time	(None recommended)
Children walking or biking to or from school	Increasing percentage of trips by children	(None recommended)

Funding outlook

Priority Investment Network (PIN) 20-year need

	Blockfaces missing sidewalk	Total cost (Arterials: \$300K/blockface Non-arterials: \$150K/blockface)
Arterial streets within PIN	572 (42.1 miles)	\$172M
Non-arterial streets within PIN	3,109 (206.4 miles)	Both sides of street: \$466M One side of street: \$256M
Total PIN sidewalk need	3,679	\$427M to \$637M

Move Seattle funding (9-year)

SDOT Program	Total Levy Amount	Levy Deliverable
PMP Implementation Program (crossings)	\$30M	Make curb ramp and crossing improvements at up to 750 intersections citywide
PMP Implementation Program (sidewalks)	\$61M	Build 250 new blocks of sidewalk (traditional and "low cost" sidewalks)
Safe Routes to School	\$7M	Complete 9-12 Safe Routes to School projects each year
Vision Zero	\$23M	Complete 12-15 corridor safety projects, improving safety for all travelers
Neighborhood Greenways	\$36M	60 miles of new greenways
Multimodal improvements	\$104M	Complete 7+ multimodal corridor projects (will include pedestrian elements)
Drainage partnership	\$10M	Partner with SPU to provide pedestrian infrastructure and address drainage issues

Implementation plan

- Developed after PMP adoption
- 3-5 year priorities
- Annual updates
- Seattle Pedestrian Advisory Board role



Next steps

- Briefings
 - Planning Commission December 8
 - Seattle Pedestrian Advisory Board December 14
- State Environmental Policy Act (SEPA) and Determination of Non-Significance (DNS)
- Council adoption early 2017 (anticipated)



Questions?

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

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