

# Pedestrian Master Plan

2018-2022 Implementation Plan and Progress Report



Transportation & Sustainability Committee

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December 8, 2017



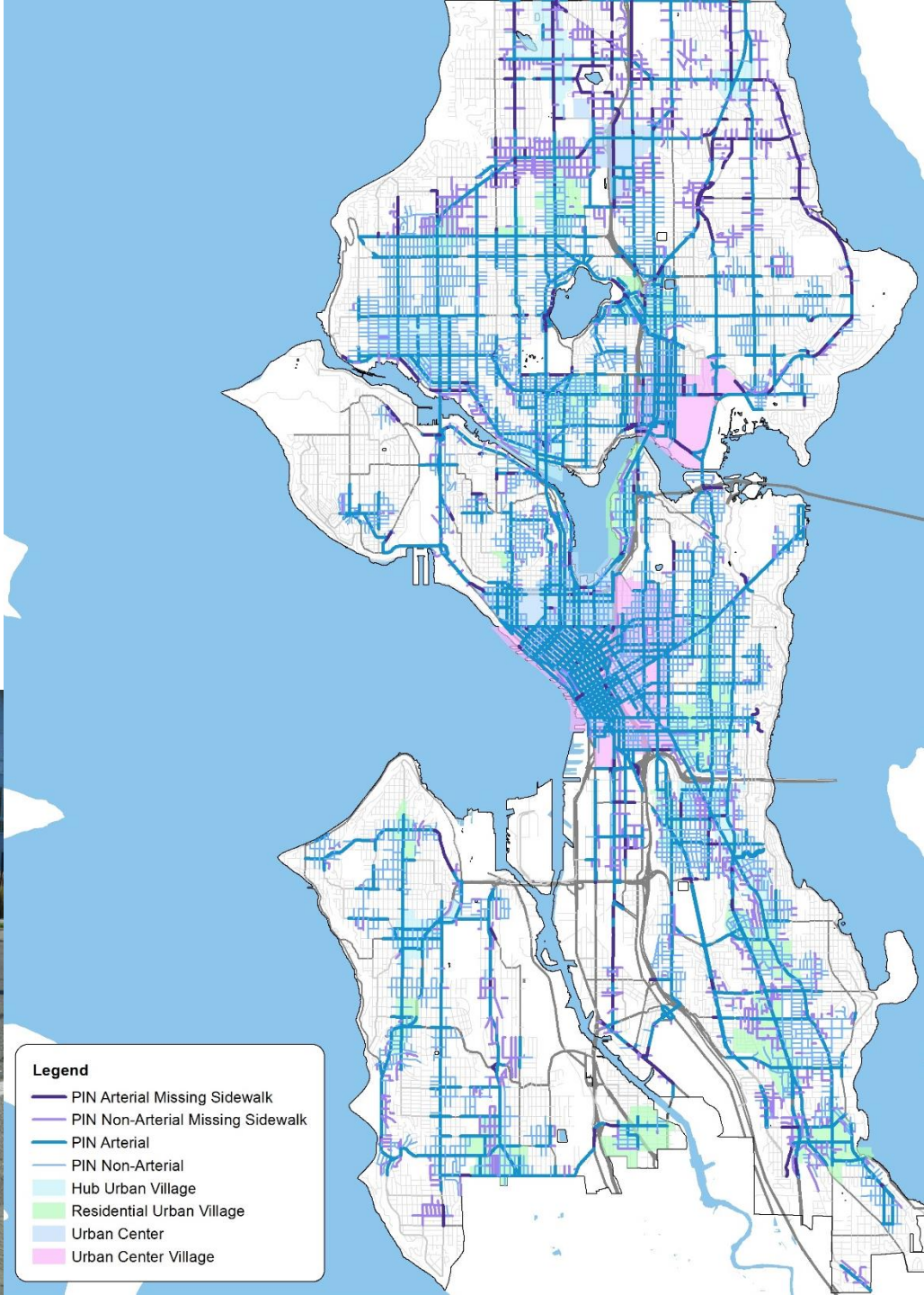
**Seattle**  
Department of  
Transportation

# Presentation overview

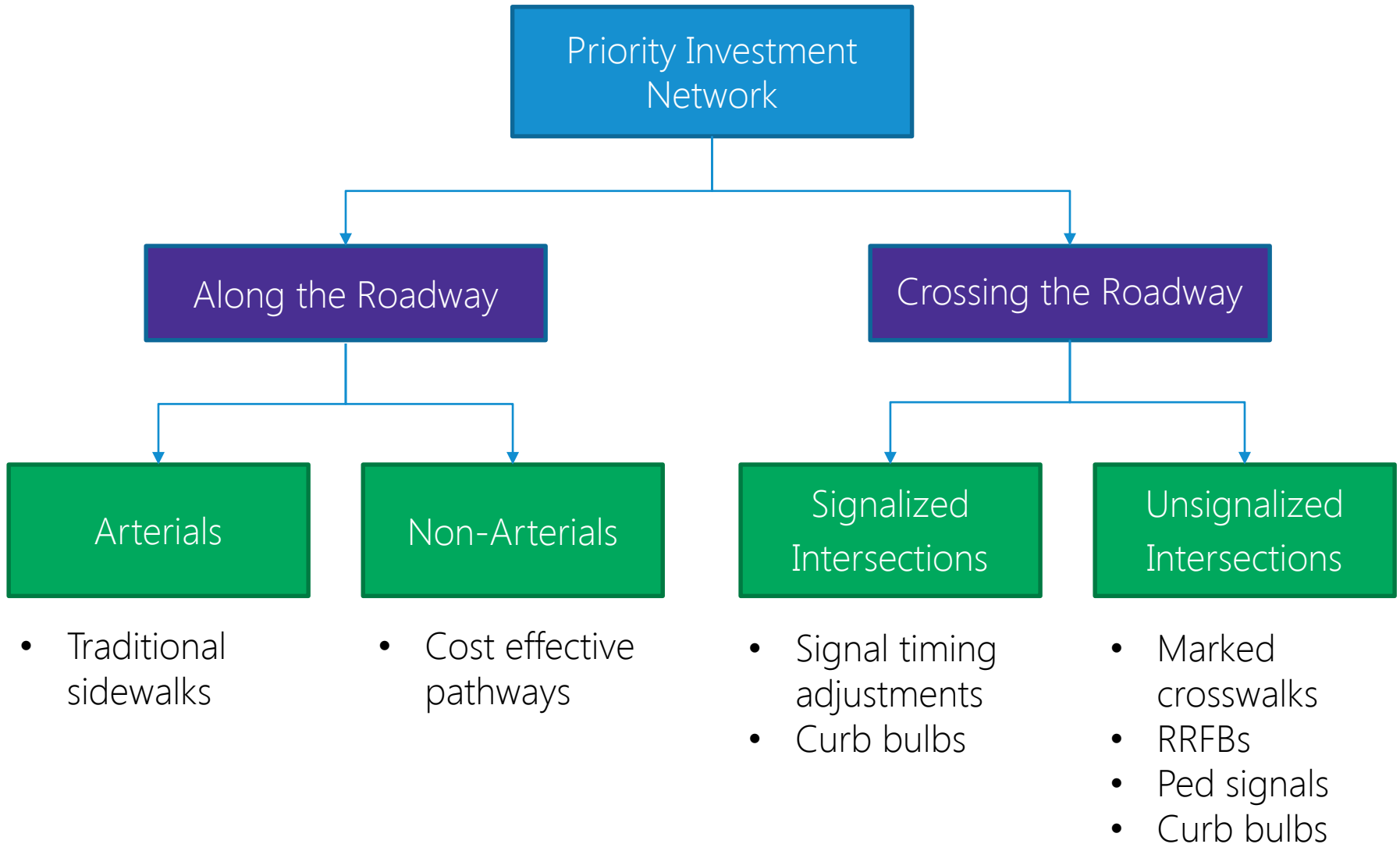
- Project selection framework
- Cost effective pathways
- Project funding mechanisms
- Sidewalk condition assessment and repair
- PMP Progress
- Next steps



# Priority Investment Network

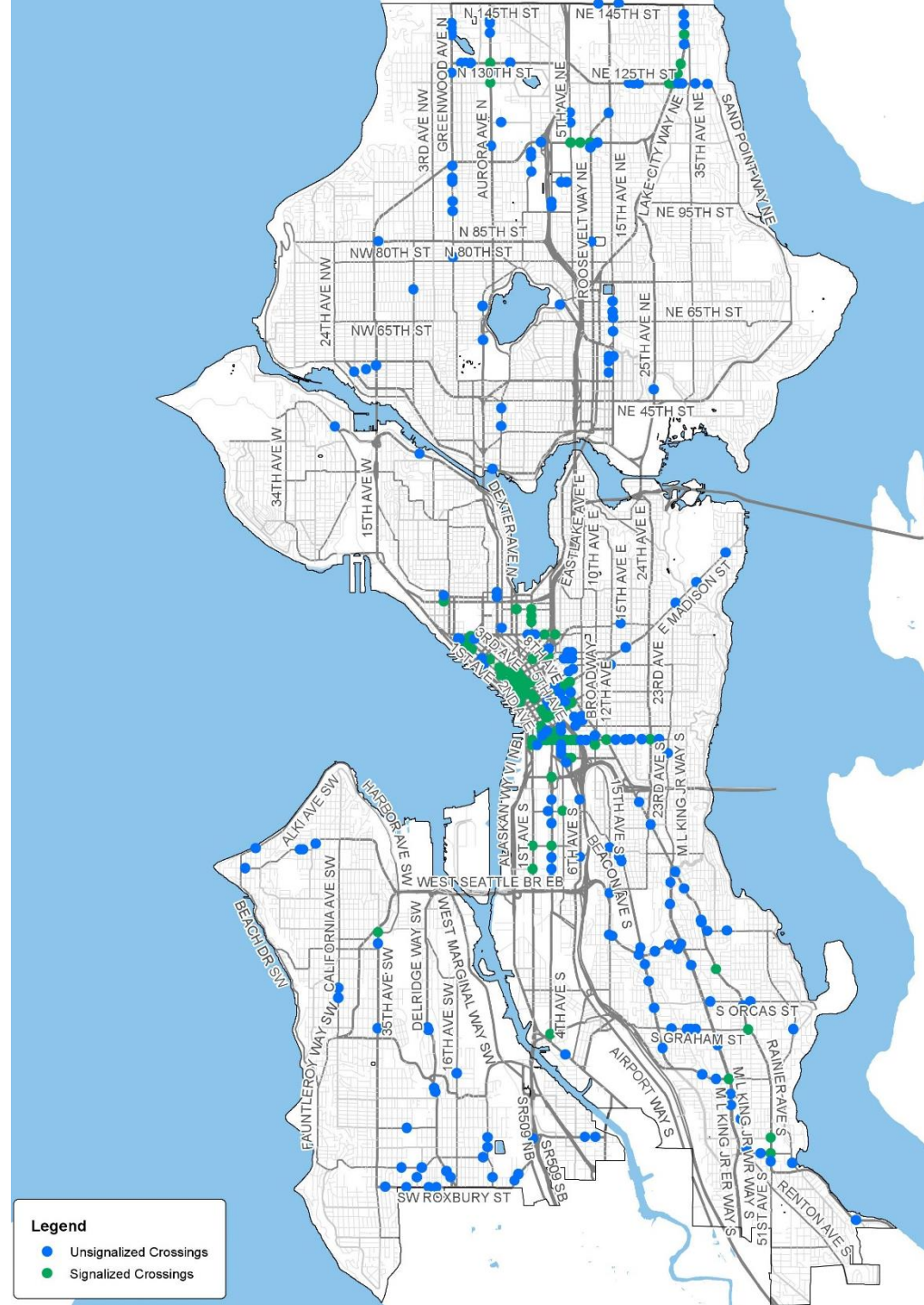


# Project Selection Framework



# Crossing the Roadway

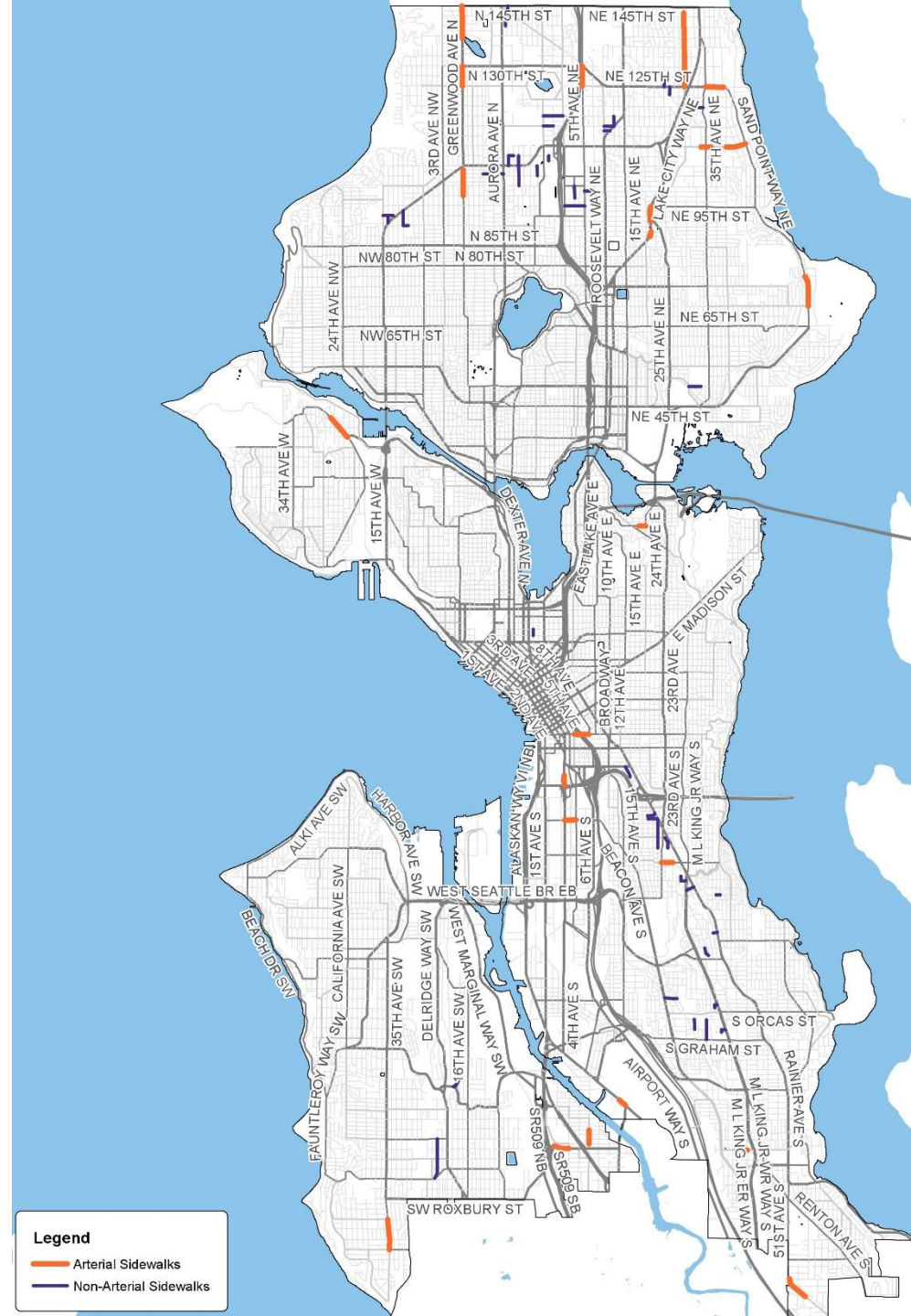
- Selected based on intersection scoring:
  - PMP scoring (safety + health/equity)
  - Age-friendly scoring
  - BPSA scoring
- Crossings evaluated on site-by-site basis





# Along the Roadway

- Selected based on street segment scoring:
  - PMP scoring (safety + health/equity)
  - Age-friendly scoring
  - Urban village scoring
- Included leveraging opportunities, policy directives, community interest in project selection



# Cost Effective Pathways



Grade-separated asphalt pathway



At-grade concrete pathway



At-grade asphalt pathway



Painted pathway



# Funding Mechanisms

- New development programs
- Traffic cameras
- Grant program
- Shared-cost programs
- Voluntary contributions
- Local improvement districts (LIDs)
- Parking revenue
- Coordinated street furniture
- Impact Fees
- Transportation benefit district
- Real estate excise tax
- Tax increment financing



# Sidewalk Repair

- Sidewalk CA documents uplifts, cracking, settling, cross slopes, obstructions
- Assessment covered 2,323 miles and recorded 153,000 observations
- Repair prioritization will be based on:
  - Safety Risk
  - Mobility Impairment
  - Cost
  - Usage







# PMP Progress

Since January 2016:

- 30 crossing improvements
- 36 blocks of new sidewalks
- On track to deliver a total of 42 blocks in 2017



# Performance Measures Update

Performance Measure	Target	Baseline	Result
# of pedestrian fatalities and serious injury collisions	Zero by 2030	2015: 53	2016: 66
Rate of crashes involving peds	50 or fewer ped collisions by 2035	2015: 78 per 100,000 residents 2014: 74 per 100,000 ped trips	2016: 78 per 100,000 residents 2015: 76 per 100,000 ped trips
% of sidewalks within PIN completed	100% PIN sidewalks complete by 2035	2015 PIN Arterials: 93% 2015 PIN Non-Arterials: 79%	2016 PIN Arterials: 94% 2016 PIN Non-Arterials: 79%
Pedestrian mode share	35% of all trips made on foot by 2035	2014: 24.5%	2015: 22.9%
Pedestrian activity	Double counts by 2035	2015 citywide count avg: 91,200	2016 citywide count avg: 87,000
% children walking or biking to school	None recommended	2013: 22.7%	2016: 23.0%

# Next steps

- Deliver updated implementation plan and progress report by September 1
- Develop additional metrics to measure success of implementation strategy:
  - Connectivity
  - Level of stress score
  - Citywide walk score



# Questions?

[www.seattle.gov/transportation/document-library/modal-plans/pedestrian-master-plan](http://www.seattle.gov/transportation/document-library/modal-plans/pedestrian-master-plan)

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