

# Pedestrian Master Plan Update



City Council Sustainability & Transportation Committee  
Scott Kubly, Tracy Krawczyk, Ian Macek  
April 18, 2017



**Seattle**  
Department of  
Transportation

# 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





# Public engagement

- Seattle Pedestrian Advisory Board guidance
- Online survey
- Attended over 30 meetings:
  - Community briefings
  - Advisory Boards and Commissions
  - District and Community Councils
  - Open houses
  - Summer events
- Draft Plan released July 2016
  - Over 330 comments from 45 different individuals and organizations



**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)



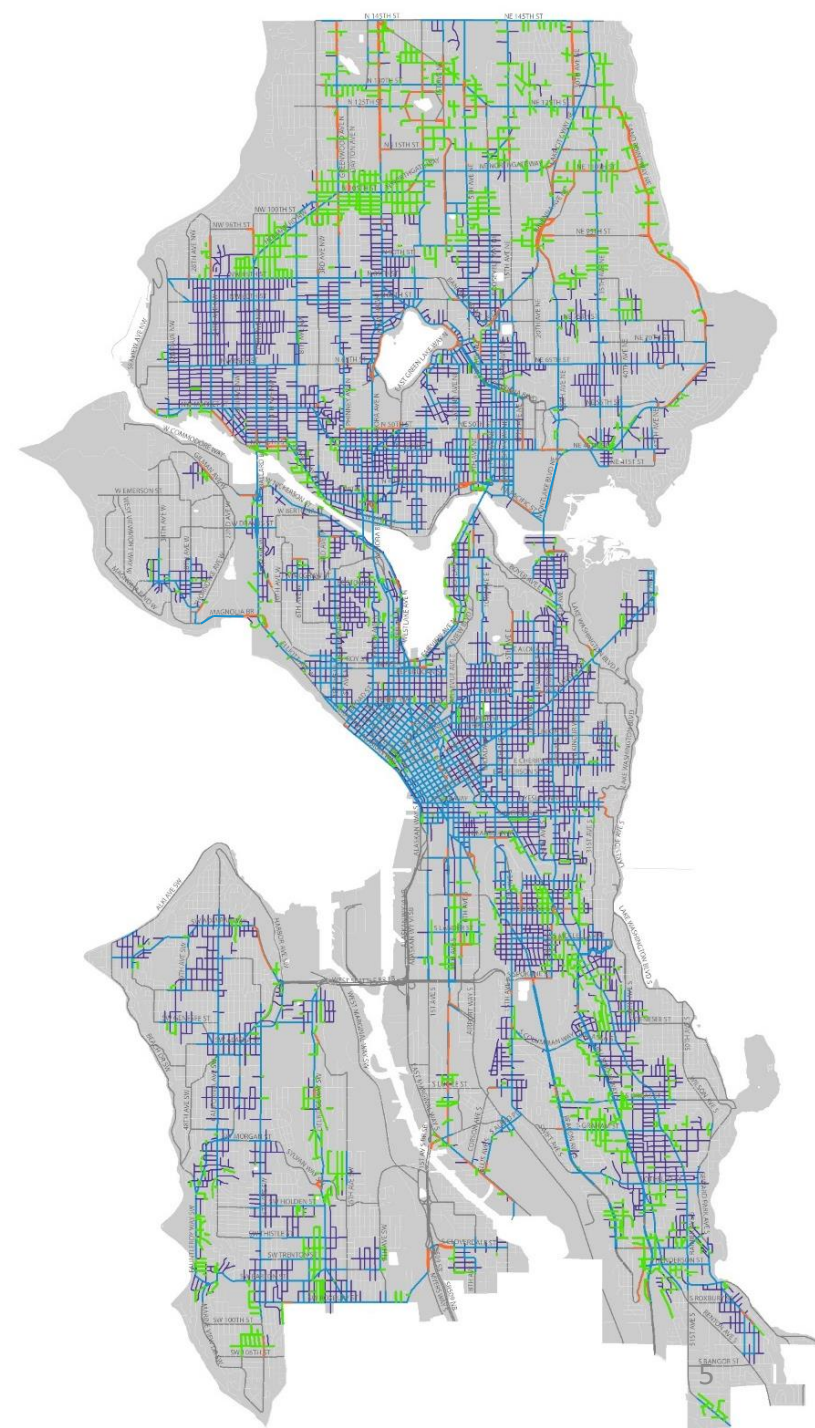
**Outdoor  
summer  
events**



**Pedestrian  
Master Plan  
open houses**

# Priority Investment Network (PIN)

- PIN street with sidewalk
  - Arterial
  - Non-arterial
- PIN street missing sidewalk
  - Arterial
  - Non-arterial



# What we heard

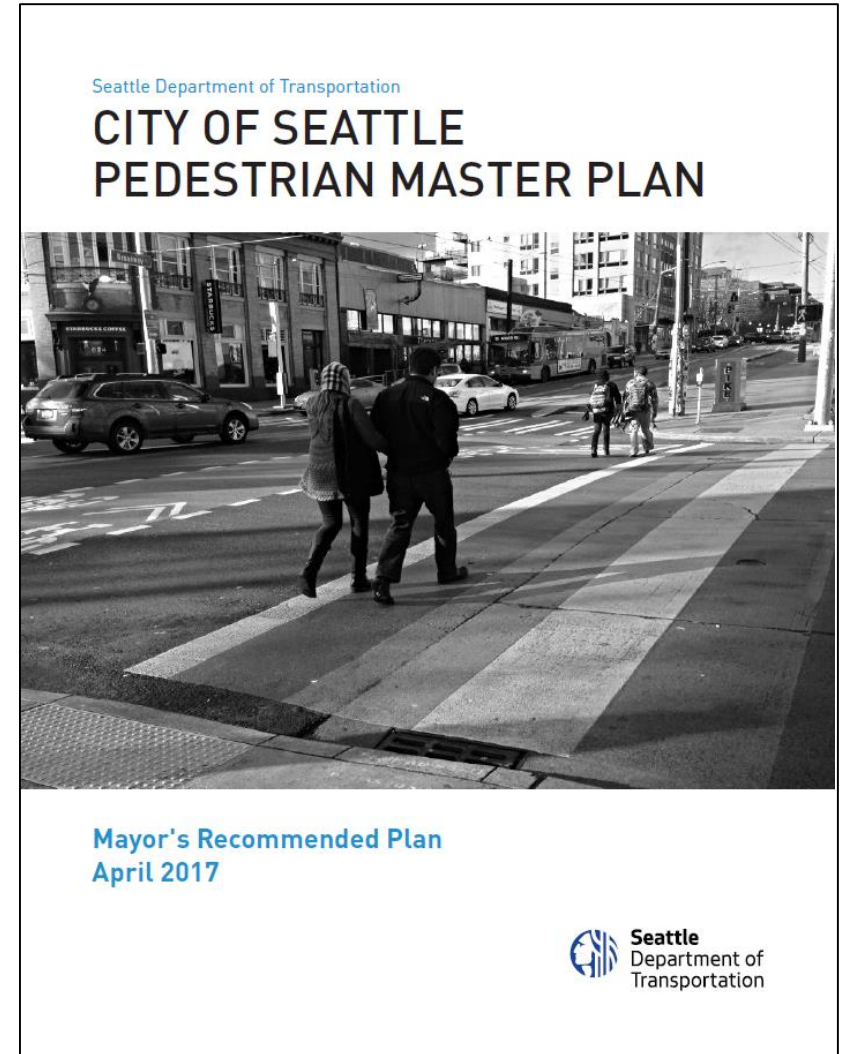
- Support for:
  - Sidewalk and crossing improvements
  - Connections to schools and transit
  - Increased pedestrian funding
  - Expanded data collection
  - Proactive safety approach
- Change requests:
  - Expand Priority Investment Network
  - Further discuss maintenance needs
  - Be realistic about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





# Recommended plan includes:

- No Priority Investment Network expansion
- Additional discussion of maintenance needs
- More explicit discussion of pedestrian needs outweighing funding
- Additional strategies/actions based on public comments
- Additional performance measure targets



# New strategies and actions

- Evaluate pedestrian system needs consistent with Complete Streets policy
- Employ new technologies
- Develop tools to report construction impacts to pedestrians
- Continue to collaborate to improve business district streetscapes





# Performance measure targets

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	50 or fewer pedestrian collisions per 100,000 residents by 2035
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	35% of all trips are made on foot by 2035
Pedestrian activity	Increasing number of pedestrians at count locations over time	Double the number of pedestrians at SDOT locations by 2035
Children walking or biking to or from school	Increasing percentage of trips by children	(None recommended)

# Adoption and implementation

- Path forward
  - Committee vote
  - Full Council vote
- Implementation Plan
  - Developed after PMP adoption, December 2017
  - 5-year priorities
  - Annual updates
  - Pedestrian Advisory Board role



# Questions?

[ian.macek@seattle.gov](mailto:ian.macek@seattle.gov) | (206) 733-7576

[tracy.krawczyk@seattle.gov](mailto:tracy.krawczyk@seattle.gov) | (206) 733-9329

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

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



**Seattle**  
Department of  
Transportation