

Seattle Department of Transportation

SEATTLE PEDESTRIAN MASTER PLAN IMPLEMENTATION PLAN AND PROGRESS REPORT

2020-2024 Report Appendices



DECEMBER 2019



Seattle
Department of
Transportation

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APPENDIX 1. PMP PROGRESS

As Seattle rapidly grows, many new pedestrian improvements are delivered by private development under the Street Improvement Permit process. The City's Land Use Code requires certain developments to install new sidewalks and other amenities that enhance the pedestrian experience. These improvements help accelerate PMP implementation and provide infrastructure that keeps pace with Seattle's growth in pedestrian travel.

SDOT and other public agencies also play a major role in developing and maintaining the pedestrian network through capital projects. This progress report recognizes the role of other public and private stakeholders in shaping the pedestrian environment, but focuses on SDOT's role in building out pedestrian projects and delivering high-value safety and mobility improvements with our available PMP implementation funding. In addition to capital improvements, SDOT is

undertaking a range of programmatic actions to achieve PMP goals, which are detailed in Appendix 6.

LEVY TO MOVE SEATTLE

In November 2015, Seattle voters passed a 9-year \$930 million transportation levy to help achieve the vision set forth in [Move Seattle](#), which is the City's 10-year strategic plan for how we will move people and goods throughout Seattle.

The Levy to Move Seattle establishes outcomes that we will achieve and the projects we plan to implement, in accordance with our vision and core values. The levy establishes deliverables focused on implementing the PMP which are a key component of the Move Seattle plan.

SDOT reports progress on these deliverables quarterly and annually in the [Levy to Move Seattle reports](#), which is reflected in the following project lists.



PERFORMANCE REPORT

Since the beginning of the [Levy to Move Seattle](#) in 2016, we have made investments throughout the city that address our commitment to improving safety and mobility for pedestrians. While the delivery of several projects was

delayed in 2018 due to contracting delays and crew availability, most delayed projects have been completed to date in 2019. The PMP implementation program is on track to meet its annual planned accomplishments in 2019.

Levy Deliverable	2016	2017	2018	2019 (Thru Q2)	2019 Planned	Total to Date
Blocks of New Sidewalks Built	8.3	42	34.75	23.5	40-62.5	108.55
Crossing Improvements	18	15	13	10	16	56

RECENTLY COMPLETED SIDEWALK PROJECTS (Q1 2018-Q2 2019)

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Non-Arterial Sidewalk	Traditional sidewalk	37th Ave S between S Cloverdale St and S Kenyon St	2018	3
Non-Arterial Sidewalk	Traditional sidewalk	E Lynn St between 18th Ave E and 19th Ave E	2018	0.25
Arterial Sidewalk	Traditional sidewalk	Beacon Ave S between S Leo St and S Augusta St	2018	0.5
Non-Arterial Sidewalk	Traditional sidewalk	SW Orchard St between SW Myrtle St and Dumar Way SW	2018	2
Arterial Sidewalk	Asphalt pathway	E Marginal Way S between 14th Ave S and 16th Ave S	2018	1
Non-Arterial Sidewalk	Painted pathway	Terry Ave N between John St and Thomas St	2018	1
Arterial Sidewalk	Traditional sidewalk	35th Ave SW between SW 100th St and SW 106th St	2018	6
Non-Arterial Sidewalk	Traditional sidewalk	Yesler Way between 6th Ave and 8th Ave*	2018	3
Non-Arterial Sidewalk	Asphalt pathway	S Byron St between MLK Jr Way S and Rainier Ave S	2018	2
Non-Arterial Sidewalk	Painted pathway	3rd Ave NE between NE 97th St and NE 100th St	2018	1
Arterial Sidewalk	Painted pathway	SW Orchard St between Delridge Way SW and Sylvan Way SW	2018	2
Non-Arterial Sidewalk	Traditional sidewalk	9th Ave between Fir St and Yesler Way**	2018	1

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Arterial Sidewalk	Traditional sidewalk	S Cloverale St between Beacon Ave S and MLK Jr Way S	2018	6
Non-Arterial Sidewalk	Traditional sidewalk	S Washington St between Yesler Way and 10th Ave S**	2018	2
Non-Arterial Sidewalk	Asphalt pathway	53rd Ave S between Wabash Ave S and Hamlet Ave S	2018	1
Non-Arterial Sidewalk	Delineated concrete pathway	S Barton Pl between 51st Ave S and 50th Ave S	2018	1
Non-Arterial Sidewalk	Asphalt pathway	Ashworth Ave N between N 122nd St and N 125th St	2018	2
Arterial Sidewalk	Traditional sidewalk	30th Ave NE between N 130th St and N 137th St	2019	7
Non-Arterial Sidewalk	Traditional sidewalk	NW 92nd St between Mary Ave NW and 15th Ave NW	2019	0.5
Arterial Sidewalk	Traditional sidewalk	W Nickerson St between Ballard Bridge and 13th Ave W	2019	2
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between NE 137th St and NE 145th St (east side)	2019	6
Non-Arterial Sidewalk	Traditional sidewalk	NE 50th St between 30th Ave NE and 33rd Ave NE	2019	3
Non-Arterial Sidewalk	Stairway (off-street)	SW Myrtle St between 25th Ave SW and Sylvan Way SW	2019	1
Arterial Sidewalk	Asphalt pathway	NE 110th St between 35th Ave NE and 36th Ave NE	2019	1
Non-Arterial Sidewalk	Asphalt pathway	N 100th St between Linden Ave N and Aurora Ave N	2019	1
Non-Arterial Sidewalk	Painted pathway	Bagley Ave N between N 106th St and N 107th St	2019	1
Non-Arterial Sidewalk	Delineated concrete pathway	42nd Ave S between S Dawson St and S Hudson St	2019	1

* Represents a pedestrian connection from the 10th Ave S stairs to Yesler Playfield

** Represents a pedestrian connection from Yesler Playfield to Harborview Medical Center

APPENDIX 2. PROJECT FUNDING ASSUMPTIONS

FUNDING ASSUMPTIONS

The PMP implementation strategy leverages the funding provided by the Levy to Move Seattle with other local funds, as well as existing and anticipated grant funding. Many pedestrian improvements are delivered in coordination with our major capital projects, such as arterial repaving (AAC) and transit projects. This allows us to package pedestrian projects and most efficiently use our available budget.

The Levy to Move Seattle provides the primary funding source for pedestrian improvement projects, as detailed in Appendix 1. In addition to annual levy funding, we fund pedestrian

improvements with various other local sources, including revenue from Traffic Safety Cameras, Real Estate Excise Tax, and Vehicle License Fees.

The funding table below includes all sources of funding, as documented in the 2019-2024 Capital Improvement Program.* As we develop our projects, we will continue to coordinate with other capital investments, partner with other agencies, and seek additional funding to support and maximize the scope of our work.

Current funding assumptions are provided in the following table:

Funding Source	2020	2021	2022	2023	2024	5-Year Total
ADA Accessibility	6.8 M	5.4 M	4.4 M	4.4 M	4.4 M	25.4 M
Crossing Improvements	3.1 M	2.7 M	3.5 M	4.2 M	2.7 M	16.2 M
New Sidewalks	9.3 M	4.7 M	4.0 M	5.4 M	6.0 M	29.4 M
SPU Drainage Partnership – Broadview Pedestrian Improvements	3.1 M	3.2 M	--	--	--	6.3 M
Safe Routes to School	2.8 M	5.2 M	2.2 M	2.2 M	2.3 M	14.7 M
Sidewalk Repair	3.8 M	1.6 M	1.7 M	1.7 M	1.3 M	10.1 M
Stairway Rehabilitation	1.4 M	1.4 M	1.5 M	1.5 M	1.5 M	7.3 M
Total Funding	30.3 M	24.2 M	17.3 M	19.4 M	18.2 M	109.4 M

*Funding includes potential future unsecured grants to align with the 2018 Levy to Move Seattle Workplan.

APPENDIX 3. 2020-2024 PROJECTS

The following chapter contains the list of projects selected for implementation between 2020 and 2024, the final year of funding under the Levy to Move Seattle. These project lists frequently change due to updated project feasibility analyses and shifts in project schedules and budgets. Changes will be reflected annually in each PMP Implementation Plan update. For ease of

review and discussion, the project list and maps are organized by project type (unsignalized intersections, signalized intersections, arterial sidewalks, and non-arterial sidewalks). The lists of selected intersections are extensive and reflect all intersections that will be evaluated for crossing improvements over the implementation plan's 5-year horizon.

Unsignalized Crossings and Crossing Evaluations		
Intersection	Total Intersection Score	Crossing Improvement
2020		
1st Ave & Battery St	26	New Signal
15th Ave NE & NE 70th St	28	Marked Crosswalk
15th Ave NE & NE 68th St	23	Rapid Flashing Beacon
15th Ave NE & NE 66th St	28	Rapid Flashing Beacon
NE 117th St & Pinehurst Way NE	72	New Signal
Rainier Ave S & Cornell Ave S	N/A	Curb Bulbs
Lake City Way NE & NE 135th St	79	New Signal
12th Ave S & S King St	63	Raised Crosswalk and Curb Bulbs
2020 TOTAL - 8 Intersections		
2021		
Roosevelt Way NE & NE 103rd St	50	New Signal
15th Ave S & S Spokane St Turn Road	64	Marked Crosswalk
S Roxbury St & 59th Ave S	22	Curb Ramps
Sand Point Way NE & NE 77th St	30	Marked Crosswalk and Curb Ramps
20th Ave & E Union St	22	Rapid Flashing Beacon
Roosevelt Way NE & NE 114th St	26	Curb Ramps
Roosevelt Way NE & NE 113th St	26	Curb Ramps

Intersection	Total Intersection Score	Crossing Improvement
3rd Ave & Clay St	23	All Way Stop
S Henderson St & Chief Sealth Trail	31	Signal Upgrades
32nd Ave S & S Graham St	33	Curb Ramps
Maynard Ave S & S Charles St	57	Curb Ramps
1st Ave W & W Roy St	52	Curb Ramps and Marked Crosswalk
California Ave SW & SW Dawson St	47	Rapid Flashing Beacon and Median Island
California Ave SW & SW College St	47	Rapid Flashing Beacon and Median Island
California Ave SW & SW Findlay St	54	Rapid Flashing Beacon and Median Island
3rd Ave W & W Roy St	37	Marked Crosswalk
N 45th St and Interlake Ave N	41	New Signal
Rainier Ave S & S Adams St	77	New Signal
2021 TOTAL - 18 Intersections		
2022		
Boren Ave & Columbia St	81	New Signal
Meridian Ave N & College Way N	59	All Way Stop
Beacon Ave S & S Juneau St	68	Curb Ramps
Beacon Ave S & S Ferdinand St	54	Curb Ramps
Beacon Ave S & S Bennett St	49	Curb Ramps
Beacon Ave S & S Holly St	56	Curb Ramps
10th Ave & E Madison St	48	New Signal
18th Ave & E Madison St	65	New Signal
Rainier Ave S & S Hanford St	67	Evaluate for Crossing Upgrade
Delridge Way SW & SW Webster St	61	Evaluate for Crossing Upgrade
26th Ave SW & SW Cambridge St	57	Evaluate for Crossing Upgrade
Belmont Ave & E Pike St	66	Evaluate for Crossing Upgrade
Boylston Ave & E Pike St	63	Evaluate for Crossing Upgrade
Summit Ave & E Pike St	56	Evaluate for Crossing Upgrade
Belmont Ave & E Pine St	57	Evaluate for Crossing Upgrade
Boylston Ave & E Pine St	58	Evaluate for Crossing Upgrade
N 44th St & Wallingford Ave N	18	Evaluate for Crossing Upgrade
9th Ave & Alder St	70	Evaluate for Crossing Upgrade
16th Ave SW & SW Orchard St	55	Evaluate for Crossing Upgrade

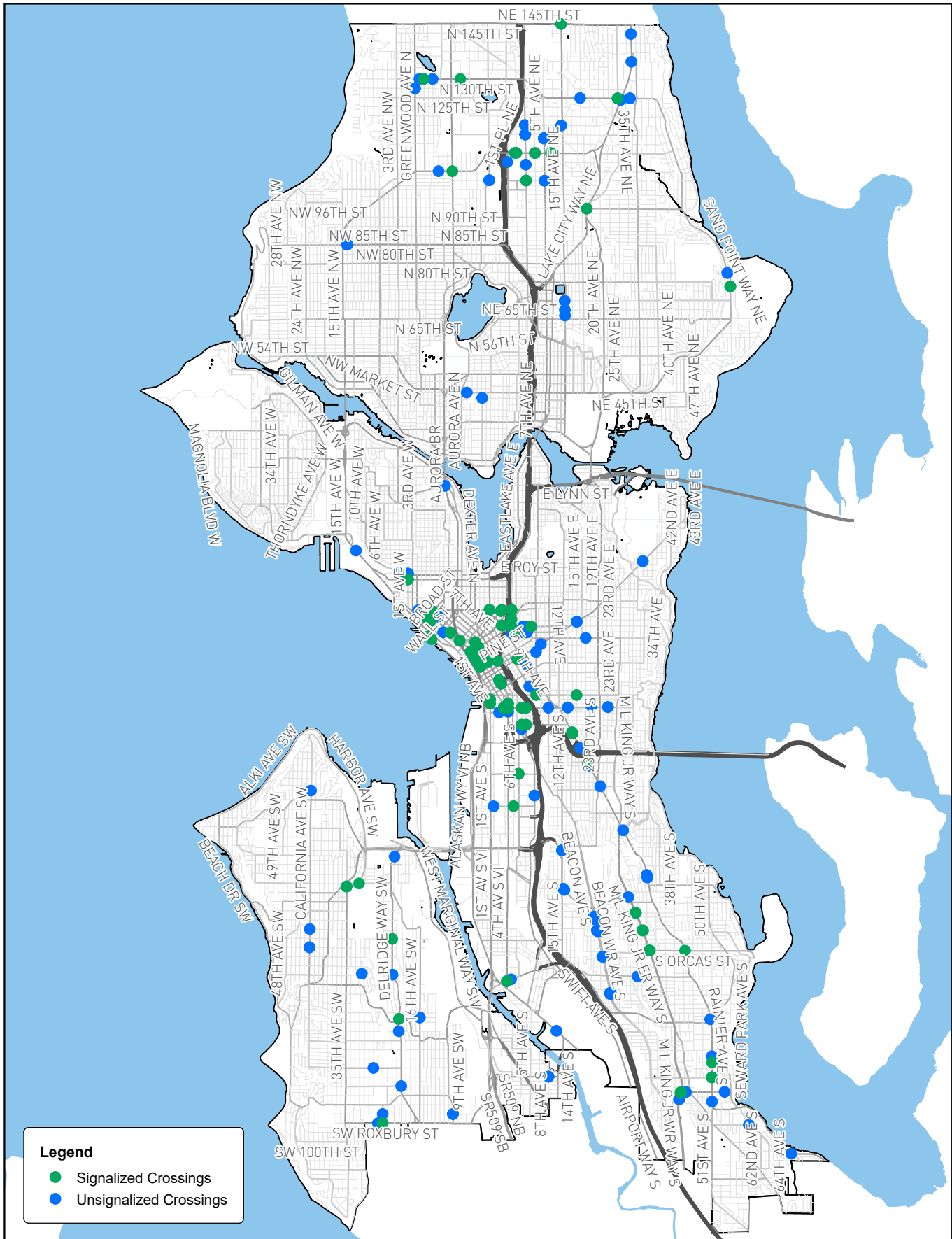
Intersection	Total Intersection Score	Crossing Improvement
8th Ave SW & SW Cambridge St	56	Evaluate for Crossing Upgrade
33rd Ave E & E Madison St	57	Evaluate for Crossing Upgrade
Mary Ave NW & NW 85th St	53	Evaluate for Crossing Upgrade
2022 TOTAL - 22 Intersections		
2023		
Rainier Ave S & S Fisher Pl	63	Evaluate for Crossing Upgrade
5th Ave S & S Michigan St	55	Evaluate for Crossing Upgrade
Lake City Way NE & NE 143rd St	69	Evaluate for Crossing Upgrade
Aurora Ave N & Raye St	73	Evaluate for Crossing Upgrade
Rainier Ave S & I-90 WB Ramp	64	Evaluate for Crossing Upgrade
1st Ave NE & I-5 NB Ramp	69	Evaluate for Crossing Upgrade
3rd Ave & Cedar St	72	Evaluate for Crossing Upgrade
Melrose Ave & Pike St	61	Evaluate for Crossing Upgrade
E Marginal Way S & S Webster St	60	Evaluate for Crossing Upgrade
Phinney Ave N & N 130th St	69	Evaluate for Crossing Upgrade
5th Ave NE & NE 106th St	68	Evaluate for Crossing Upgrade
Broadway Ave & Marion St	63	Evaluate for Crossing Upgrade
Greenwood Ave N & N 127th St	70	Evaluate for Crossing Upgrade
31st Ave NE & Lake City Way NE	72	Evaluate for Crossing Upgrade
24th Ave SW & Delridge Way SW	59	Evaluate for Crossing Upgrade
16th Ave S & S Jackson St	68	Evaluate for Crossing Upgrade
33rd Ave NE & NE 125th St	67	Evaluate for Crossing Upgrade
2nd Ave S & S King St	65	Evaluate for Crossing Upgrade
Delridge Way SW & SW Trenton St	54	Evaluate for Crossing Upgrade
MLK Jr Way S & S Snoqualmie St	63	Evaluate for Crossing Upgrade
23rd Ave SW & Delridge Way SW	44	Evaluate for Crossing Upgrade
MLK Jr Way S & S Director St	56	Evaluate for Crossing Upgrade
Fremont Ave N & N 130th St	65	Evaluate for Crossing Upgrade
Rainier Ave S & S Garden St	60	Evaluate for Crossing Upgrade
Elliott Ave W & W Lee St	61	Evaluate for Crossing Upgrade
2023 TOTAL - 25 Intersections		
2024		
Rainier Ave S & S Dakota St	64	Evaluate for Crossing Upgrade
Broadway Ave & E Fir St	61	Evaluate for Crossing Upgrade
20th Ave NE & NE 125th St	64	Evaluate for Crossing Upgrade
Occidental Ave S & S Lander St	61	Evaluate for Crossing Upgrade

Intersection	Total Intersection Score	Crossing Improvement
2nd Ave Ext S & 4th Ave S	68	Evaluate for Crossing Upgrade
Rainier Ave S & S State St	63	Evaluate for Crossing Upgrade
28th Ave SW & SW Thistle St	59	Evaluate for Crossing Upgrade
16th Ave S & S Columbian Way	65	Evaluate for Crossing Upgrade
5th Ave NE & NE 115th St	64	Evaluate for Crossing Upgrade
31st Ave S & S Graham St	61	Evaluate for Crossing Upgrade
Airport Way S & S Stacy St	65	Evaluate for Crossing Upgrade
27th Ave SW & SW Roxbury St	65	Evaluate for Crossing Upgrade
North Park Ave N & N 105th St	62	Evaluate for Crossing Upgrade
20th Pl S & S Jackson St	63	Evaluate for Crossing Upgrade
12th Ave S & S Cloverdale St	58	Evaluate for Crossing Upgrade
53rd Ave S & S Henderson St	59	Evaluate for Crossing Upgrade
Rainier Ave S & S Walker St	67	Evaluate for Crossing Upgrade
Rainier Ave S & S Elmgrove St	59	Evaluate for Crossing Upgrade
25th Ave S & S Jackson St	63	Evaluate for Crossing Upgrade
1st Ave & Bay St	59	Evaluate for Crossing Upgrade
S Columbian Way & S Oregon St	65	Evaluate for Crossing Upgrade
5th Ave NE & NE 117th St	59	Evaluate for Crossing Upgrade
2024 TOTAL - 22 Intersections		

Signalized Crossings and Crossing Evaluations		
Intersection	Total Intersection Score	Crossing Improvement
2020		
Rainier Ave S & S Rose St	52	Curb Bulbs and Signal Upgrades
18th Ave & E Yesler St	20	Signal Upgrades
Denny Way & Fairview Ave N	73	Accessible Pedestrian Signal Upgrades
Denny Way & Stewart St	69	Accessible Pedestrian Signal Upgrades
Lake City Way NE & NE 95th St	42	Signal Upgrades and Marked Crosswalk
E Denny Way & Melrose Ave E	31	Curb Bulbs
E Olive Way & Melrose Ave E	31	Curb Bulbs
E Pike St & Melrose Ave E	30	Curb Bulbs
2020 TOTAL - 8 Intersections		
2021		
5th Ave NE & NE 103rd St	49	Signal Upgrades and Curb Ramps
8th Ave NE & NE Northgate Way	73	Signal Upgrades and Marked Crosswalks
Sand Point Way NE & NE 74th St	47	Curb Bulbs and Signal Upgrades
2021 TOTAL - 3 Intersections		
2022		
Dayton Ave N & N 130th St	52	Signal Upgrades and Marked Crosswalk
2022 TOTAL - 1 Intersection		
2023		
Harvard Ave & E Pine St	56	Evaluate for Crossing Upgrade
MLK Jr Way S & S Dawson St	60	Evaluate for Crossing Upgrade
30th Ave NE & NE 125th St	69	Evaluate for Crossing Upgrade
4th Ave S & S Michigan St	62	Evaluate for Crossing Upgrade
2nd Ave & Lenora St	67	Evaluate for Crossing Upgrade
2nd Ave & Pike St	67	Evaluate for Crossing Upgrade
2nd Ave & Bell St	66	Evaluate for Crossing Upgrade
Yale Ave N & Stewart St	64	Evaluate for Crossing Upgrade
2nd Ave & Pine St	67	Evaluate for Crossing Upgrade
Rainier Ave S & S Orcas St	65	Evaluate for Crossing Upgrade
3rd Ave & Broad St	67	Evaluate for Crossing Upgrade
Broadway Ave & Yesler Way	67	Evaluate for Crossing Upgrade

Intersection	Total Intersection Score	Crossing Improvement
SW Avalon St & SW Genesee St	61	Evaluate for Crossing Upgrade
Bellevue Ave & E Pike St	60	Evaluate for Crossing Upgrade
2nd Ave & Broad St	67	Evaluate for Crossing Upgrade
1st Ave & Broad St	67	Evaluate for Crossing Upgrade
Alaskan Way & Vine St	61	Evaluate for Crossing Upgrade
Rainier Ave S & S Cloverdale St	61	Evaluate for Crossing Upgrade
35th Ave SW & SW Avalon Way	63	Evaluate for Crossing Upgrade
Maynard Ave S & S Dearborn St	70	Evaluate for Crossing Upgrade
4th Ave & Columbia St	62	Evaluate for Crossing Upgrade
Aurora Ave N & N Northgate Way	59	Evaluate for Crossing Upgrade
6th Ave S & S Holgate St	61	Evaluate for Crossing Upgrade
4th Ave S & S Jackson St	70	Evaluate for Crossing Upgrade
1st Ave W & W Mercer St	69	Evaluate for Crossing Upgrade
7th Ave S & S Jackson St	72	Evaluate for Crossing Upgrade
2nd Ave & Union St	67	Evaluate for Crossing Upgrade
5th Ave S & S Lander St	61	Evaluate for Crossing Upgrade
7th Ave S & S Dearborn St	66	Evaluate for Crossing Upgrade
2023 TOTAL - 29 Intersections		
2024		
2nd Ave & University St	67	Evaluate for Crossing Upgrade
3rd Ave & Pike St	67	Evaluate for Crossing Upgrade
Boren Ave & Olive Way	65	Evaluate for Crossing Upgrade
4th Ave & Pine St	67	Evaluate for Crossing Upgrade
4th Ave & Olive Way	62	Evaluate for Crossing Upgrade
Maynard Ave S & S Jackson St	72	Evaluate for Crossing Upgrade
Delridge Way SW & SW Brandon St	61	Evaluate for Crossing Upgrade
4th Ave & Cherry St	64	Evaluate for Crossing Upgrade
Stone Ave N & N 130th St	66	Evaluate for Crossing Upgrade
3rd Ave S & S Jackson St	64	Evaluate for Crossing Upgrade
4th Ave & University St	60	Evaluate for Crossing Upgrade
11th Ave NE & NE Northgate Way	65	Evaluate for Crossing Upgrade
MLK Jr Way S & S Edmunds St	52	Evaluate for Crossing Upgrade
Delridge Way SW & SW Orchard St	58	Evaluate for Crossing Upgrade
MLK Jr Way S & S Orcas St	56	Evaluate for Crossing Upgrade
Madison St & Terry Ave	65	Evaluate for Crossing Upgrade
1st Ave & Clay St	65	Evaluate for Crossing Upgrade

Intersection	Total Intersection Score	Crossing Improvement
Alaskan Way & Wall St	61	Evaluate for Crossing Upgrade
Rainier Ave S & S Charles St	58	Evaluate for Crossing Upgrade
26th Ave SW & SW Roxbury St	65	Evaluate for Crossing Upgrade
4th Ave S & S Main St	70	Evaluate for Crossing Upgrade
1st Ave S & S Main St	58	Evaluate for Crossing Upgrade
15th Ave NE & NE 145th St	60	Evaluate for Crossing Upgrade
MLK Jr Way S & S Henderson St	56	Evaluate for Crossing Upgrade
3rd Ave NE & NE Northgate Way	66	Evaluate for Crossing Upgrade
6th Ave & Seneca St	63	Evaluate for Crossing Upgrade
1st Ave S & S Washington St	58	Evaluate for Crossing Upgrade
Rainier Ave S & S Massachusetts St	63	Evaluate for Crossing Upgrade
2024 TOTAL - 28 Intersections		



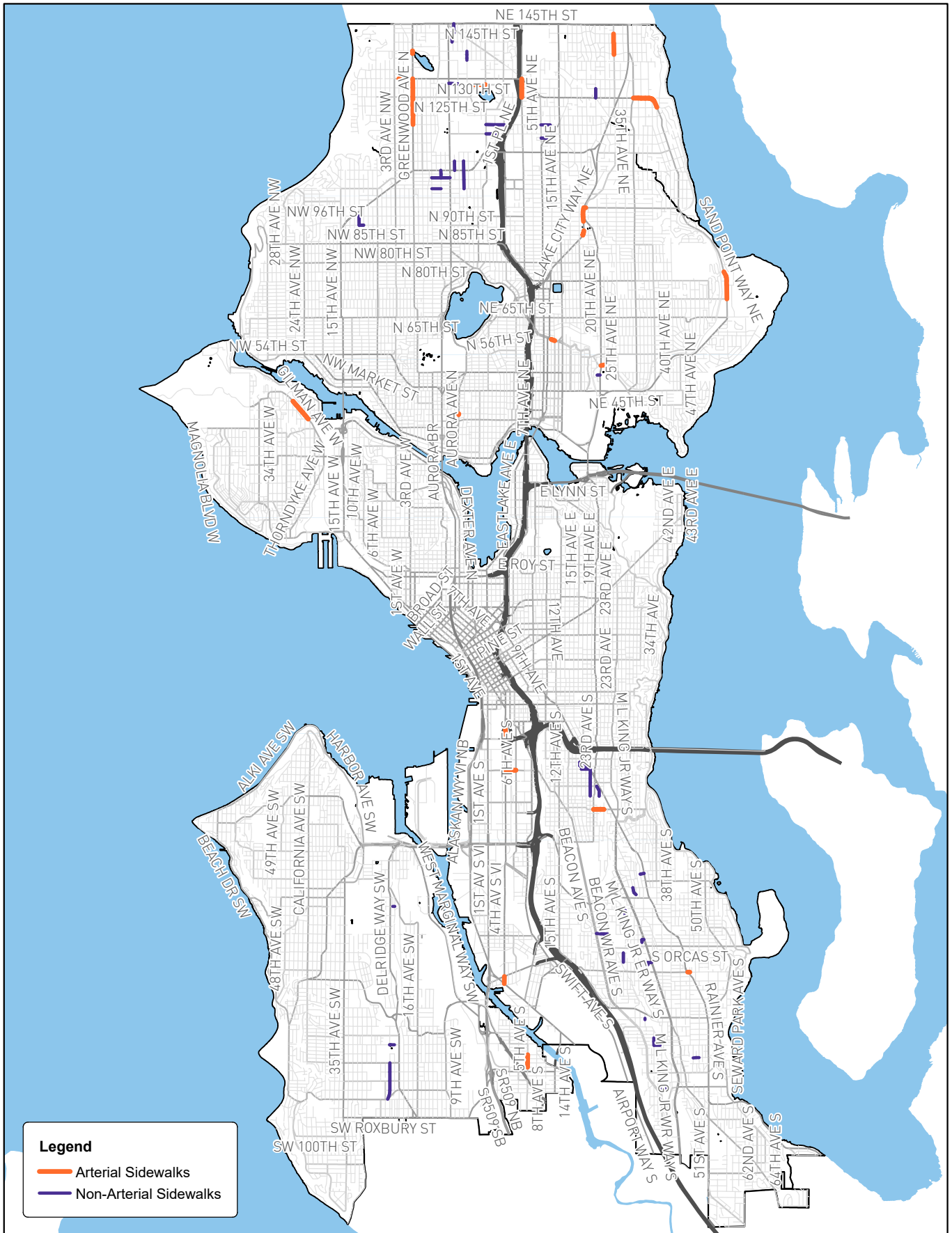
Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2020			
Lake City Way NE between NE 91st St and NE 95th St	3	Traditional Sidewalk	45
NE 95th St between Lake City Way NE and Ravenna Ave NE	1	Traditional Sidewalk	37
Lake City Way NE between NE 88th St and NE 89th St	1	Traditional Sidewalk	49
30th Ave NE between NE 137th St and NE 143rd St	4.5	Traditional Sidewalk	59
8th Ave S between S Southern St and S Sullivan St	3	Traditional Sidewalk	70
Sand Point Way NE between NE 70th St and NE 77th St	5	Traditional Sidewalk	45
S Graham St between Rainier Ave S and 46th Ave S	0.25	Traditional Sidewalk	N/A
Stone Way N between N 41st N St and N 41st S St	0.5	Traditional Sidewalk	49
TOTAL	18.25		
2021			
Greenwood Ave N between N 117th St and N 130th St	12	Traditional Sidewalk	70
4th Ave S between S Michigan St and E Marginal Way S	1	Traditional Sidewalk	55
NW 130th St between 1st Ave NW and 2nd Ave NW	1	Traditional Sidewalk	61
TOTAL	14		
2022			
4th Ave S between S Royal Brougham Way and the I-90 Off-Ramp	1	Traditional Sidewalk	104
Greenwood Ave N between N 136th St and N 137th St	1	Painted Walkway	80
NE Blakeley St between 25th Ave NE and 26th Ave NE	1	Separated Asphalt Walkway	27
NE 125th St between 35th Ave NE and Sand Point Way NE	3	Traditional Sidewalk	52
TOTAL	6		

Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2023			
Gilman Ave W between W Emerson Pl and W Jameson St	4	Traditional Sidewalk	41
S Holgate St between 4th Ave S and 6th Ave S	2	Traditional Sidewalk	70
TOTAL	6		
2024			
NE Ravenna Blvd between 12th Ave NE and Brooklyn Ave NE	1	Traditional Sidewalk	43
5th Ave NE between NE 125th St and NE 130th St	4	Traditional Sidewalk	49
S McClellan St between 23rd Ave S and 25th Ave S	3	Traditional Sidewalk	66
N 128th St between Meridian Ave N and Ashworth Ave N	4	Separated Asphalt Walkway	37
TOTAL	12		

Non-Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2020			
37th Ave S between S Kenyon St and S Portland St	2	Separated Concrete Walkway	42
Ashworth Ave N between N 135th St and N 137th St	3	Separated Asphalt Walkway	29
NE 117th St between Roosevelt Way NE and 12th Ave NE	2	Traditional Sidewalk	25
S Kenyon St between 37th Ave S and the Chief Sealth Trail	3	Traditional Sidewalk	38
TOTAL	10		
2021			
Lenora Pl N between Roosevelt Way N and N 145th St	1	Separated Asphalt Walkway	42
N 117th St between Meridian Ave N and 1st Ave NE	2	Traditional Sidewalk	25
Midvale Ave N between N 140th St and N 143rd St	1	Painted Walkway	42
N 143rd St between Midvale Ave N and Lenora Pl N	1	Painted Walkway	42
S Grand St between 21st Ave S and 20th Ave S	1	Separated Asphalt Walkway	44
Valentine Pl S between S Grand St and S State St	0.5	Traditional Sidewalk	44
Renton Ave S between S Oregon St and 33rd Ave S	1	Separated Asphalt Walkway	47
SW Kenyon St between 24th Ave SW and Dead End	1	Pathway (Off-Street)	43
24th Ave SW between SW Thistle St and SW Barton Pl	4	Traditional Sidewalk	50
S Rose St between 46th Ave S and 48th Ave S	2	Traditional Sidewalk	25
TOTAL	14.5		
2022			
NW 90th St between 12th Ave NW and 11th Ave NW	1	Separated Asphalt Walkway	32
Interlake Ave N between N 100th St and N 107th St	3	Separated Asphalt Walkway	39
22nd Ave S between S Bayview St and Rainier Ave S	5	Separated Asphalt Walkway	42

Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
24th Ave S between S Bayview St and S College St	2	Separated Asphalt Walkway	42
S Holgate St between 20th Ave S and Rainier Ave S	2	Separated Asphalt Walkway	42
35th Ave S between S Myrtle Pl and S Webster St	1	Stairway (Off-Street)	47
N 128th St between Aurora Ave N and Stone Ave N	1	Painted Walkway	44
Midvale Ave N between N Northgate Way and N 107th St	1	Separated Asphalt Walkway	35
N 115th St between Meridian Ave N and Corliss Ave N	1	Separated Asphalt Walkway	25
Shaffer Ave S between S Juneau St and S Raymond St	1	Separated Asphalt Walkway	41
S Brandon St between Beacon Ave S and 26th Ave S	3	Separated Asphalt Walkway	41
S Raymond St between MLK Jr Way S and 36th Ave S	1	Painted Walkway	56
36th Ave S between S Raymond St and S Spencer St	1	Separated Asphalt Walkway	56
TOTAL	23		
2023			
12th Ave NW between NW 90th St and Holman Rd NW	2	Separated Asphalt Walkway	32
25th Ave NE between NE 125th St and NE 127th St	1	Separated Asphalt Walkway	30
S Adams St between Letitia Ave S and Rainier Ave S	1	Traditional Sidewalk	53
SW Edmunds St between Cottage Pl SW and 23rd Ave SW	1	Traditional Sidewalk	40
35th Ave S between S Lucile St and S Findlay St	1	Separated Asphalt Walkway	42
S Lucile St between 35th Ave S and MLK Jr Way S	1	Painted Walkway	42
TOTAL	7		
2024			
Linden Ave N between N 103rd St and N 105th St	2	Separated Asphalt Walkway	28
N 103rd St between Fremont Ave N and Aurora Ave N	2	Separated Asphalt Walkway	28

Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
30th Ave S between S Dawson St and S Ferdinand St	3	Traditional Sidewalk	39
NE 114th St between Roosevelt Way NE and Pinehurst Way NE	1	Separated Asphalt Walkway	50
S Henderson St between 39th Ave S and 41st Ave S	1	Stairway (Off-Street)	48
N 100th St between Fremont Ave N and Linden Ave N	1	Separated Asphalt Walkway	22
NE 49th St between 24th Ave NE and 25th Ave NE	1	Painted Walkway	30
TOTAL	11		



APPENDIX 4. MAJOR PROJECTS WITH PEDESTRIAN INVESTMENTS

Some of the projects that contribute to developing and improving the pedestrian network involve multiple agencies and have multi-year schedules. The following matrix provides an update on these

major projects and their planned pedestrian improvements. Additional information about these projects is available on the individual project websites.

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Lake City Way NE Repaving	Resurface Lake City Way NE (SR 522) travel lanes between I-5 and the City of Seattle limits and upgrade ADA curb ramps as needed	2021	<p>SDOT is planning the pedestrian improvements to integrate with the corridor repaving:</p> <ul style="list-style-type: none"> • Four new blocks of sidewalks on Lake City Way NE • One new block of sidewalk on NE 95th St • Two new pedestrian crossing signals • Two crossing improvements at existing signalized intersections 	www.seattle.gov/transportation/LCWimprovements
Accessible Mt. Baker	Build near-term access and safety improvements at the Mt. Baker Link light rail station, and build long-term multimodal transportation enhancements	Near-term improvements by 2024	<ul style="list-style-type: none"> • Improved crossings of Rainier Ave S and MLK Jr Way S • Enhanced sidewalks and public space • Improved pedestrian access between Franklin High School and the Mt Baker Link light rail station 	www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/accessible-mt-baker

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Madison BRT	Build a bus rapid transit (BRT) corridor along Madison St between 1st Ave in downtown Seattle and MLK Jr Way	2022	Crossing improvements and station access enhancements along the Madison St corridor	Email: MadisonBRT@seattle.gov Website: www.seattle.gov/transportation/madisonBRT.htm
Northgate Ped/Bike Bridge	Build a new pedestrian and bicycle bridge over I-5 to improve connections between Northgate and neighborhoods west of I-5	2021	A new pedestrian and bicycle bridge over I-5 connecting to the future Northgate Link light rail station	Email: northgatebridge@seattle.gov Website: www.seattle.gov/transportation/northgatepedbridge.htm
SR 520 Bridge	Replace the SR 520 floating bridge across Lake Washington and make transit and roadway improvements throughout the SR 520 corridor from I-5 in Seattle to I-405 in Bellevue	Montlake Phase: 2023 Montlake Cut Phase: 2027 Portage Bay Phase: 2028	<ul style="list-style-type: none"> • 14-foot wide pedestrian and bicycle path across Lake Washington and Portage Bay • New pedestrian and bicycle crossings over SR 520 and I-5 	Email: SR520bridge@wsdot.wa.gov Website: www.wsdot.wa.gov/Projects/SR520Bridge/
Burke-Gilman Trail Missing Link	Connect two existing portions of the Burke-Gilman Trail through the Ballard neighborhood to complete the regional facility that otherwise runs continuously from Kenmore Park to Golden Gardens	2020	<ul style="list-style-type: none"> • 1.4-mile multi-use trail on NW 45th St, Shilshole Ave NW, and NW Market St that will provide an improved space for pedestrians • New pedestrian and bike crossings of Shilshole Ave NW 	Email: BGT_MissingLink_Info@seattle.gov Website: www.seattle.gov/transportation/BGT_Ballard.htm

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Waterfront Seattle	Rebuild Seattle’s waterfront following the removal of the Alaskan Way Viaduct	2023	<ul style="list-style-type: none"> • Landscaped promenade that will extend from Pine St to King St • Crossing improvements between the promenade and east-west downtown streets 	Email: info@waterfrontseattle.org Website: www.waterfrontseattle.org/
Vision Zero Corridors	Redesign crash-prone roadways to reduce collision risk while enhancing conditions for people walking, biking, driving, and riding transit	Continuous	Pedestrian safety elements are coordinated and planned with all Vision Zero safety corridors. Recent crossing improvements and sidewalk enhancements have been completed on: <ul style="list-style-type: none"> • Rainier Ave S • Lake City Way NE • 35th Ave SW • Beacon Ave S • Delridge Way SW • Fauntleroy Way SW • Boyer Ave E • Banner Way NE • Sand Point Way NE 	Website: www.seattle.gov/visionzero

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
AAC Repaving Corridors	Repave arterial streets while integrating multi-modal transportation improvements as needed	Continuous	<p>Crossing improvements, pedestrian accessibility enhancements, and spot sidewalk repair are coordinated and planned with all AAC paving corridors. Recent improvements have been completed on:</p> <ul style="list-style-type: none"> • Roosevelt Way NE • Greenwood Ave N • W Nickerson St • 6th Ave • University Way NE/Cowen Pl NE • Swift Ave S/S Myrtle St • Wilson Ave S 	<p>Website: www.seattle.gov/transportation/paving.htm</p>
Neighborhood Greenways	Create networks of safe, calm residential streets that facilitate a comfortable walking and biking environment for all ages and abilities	Continuous	<p>Crossing and accessibility improvements are planned at all arterial crossings along neighborhood greenways. Recent crossing improvements have been completed along the following neighborhood greenways:</p> <ul style="list-style-type: none"> • Delridge – Highland Park • Central Area North-South • Central Area East-West • Rainier Valley • North Seattle 	<p>Website: www.seattle.gov/transportation/greenways.htm</p>

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Lander St Bridge	Build a new train crossing overpass along S Lander St between 1st Ave S and 4th Ave S	2020	A new 14'-wide multi-use path will be provided for people walking and biking on the north side of the bridge.	Email: lander_bridge@seattle.gov Website: www.seattle.gov/transportation/lander_bridge.htm
One Center City/Imagine Greater Downtown	Create a near-term plan and 20-year vision for how people move through, connect to, and experience Seattle's Center City	Various near-term strategies focus through 2023	Near-term strategies include pedestrian experience improvements on Pine St and Pike St, pedestrian access improvements near transit, and pedestrian safety and public realm improvements in the Chinatown/International District Hub	Websites: onecentercity.org imaginegreaterdowntown.org

APPENDIX 5: PERFORMANCE MEASURES

The PMP includes performance measures to assess whether the plan is meeting its goals. The measures are focused on tracking the PMP's effectiveness over time and measuring its progress toward achieving the Plan goals of

safety, equity, vibrancy, and health. The table below includes PMP performance measures and progress towards those targets based on data available as of June 2019.

Performance Measure Targets

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
1	Number of pedestrian fatalities and serious injury collisions	Decreasing rate of pedestrian fatalities and serious injury collisions	Pedestrian fatalities and serious injury collisions reach zero by 2030	SDOT collision database, sourced from police traffic reports	2015: 53 2016: 66 2017: 74 2018: 71
2	Rate of crashes involving pedestrians, reported both by pedestrian crashes per 100,000 residents, and pedestrian crashes per pedestrian trips	Decreasing rate of pedestrian crashes per 100,000 trips	50 or fewer pedestrian collisions per 100,000 residents by 2035	SDOT collision database, sourced from police traffic reports American Community Survey population estimates Puget Sound Regional Council (PSRC) Household Travel Survey	2015: 78 ped collisions per 100,000 residents 2015: 74 ped collisions per 100,000 pedestrian trips <hr/> 2016: 78 ped collisions per 100,000 residents 2016: 76 ped collisions per 100,000 pedestrian trips <hr/> 2017: 75 ped collisions per 100,000 residents 2017: 75 ped collisions per 100,000 pedestrian trips <hr/> 2018: 68 ped collisions per 100,000 residents 2018: 70 ped collisions per 100,000 ped trips

Performance Measure Targets

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
3	Percent of sidewalks within the Priority Investment Network completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of Priority Investment Network arterial sidewalks complete by 2035	SDOT Asset Management database	2015 percent PIN arterials with sidewalks: 93%* 2015 percent PIN non-arterials with sidewalks: 79%* 2017 percent PIN arterials with sidewalks: 94%* 2017 percent PIN non-arterials with sidewalks: 79%* 2018 percent PIN arterials with sidewalks: 94%* 2018 percent PIN non-arterials with sidewalks: 79%* 2019 percent PIN arterials with sidewalks: 94%* 2019 percent PIN non-arterials with sidewalks: 80%
4	Mode share (percentage of trips made on foot as measured in the PSRC Household Travel Survey)	Increasing percentage of trips	35% of all trips are made on foot by 2035	PSRC Household Travel Survey	2014: 24.5% 2015: 22.9% 2017: 22.4% 2018: 22.4%**

Performance Measure Targets

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
5	Pedestrian activity (number of pedestrians in selected count locations)	Increasing number of pedestrians at count locations over time	Double the number of pedestrians at SDOT count locations by 2035	Downtown Seattle Association (DSA) counts SDOT citywide counts	2015 downtown count average: 48,600*** 2015 citywide count average: 91,200 <hr/> 2016 citywide count average: 87,000 <hr/> 2017 citywide count average: 102,893 <hr/> 2018 citywide count average: 103,745
6	Children walking or biking to or from school	Increasing percentage of trips by children	None recommended	SDOT Safe Routes to School (SRTS) Program	2013: 22.7% 2016: 23.0% 2017: 21.0% 2018: 20.4%

* A 1.0% increase equals 92 blocks of arterial sidewalks or 149 blocks of non-arterial sidewalks.

** The PSRC Household Travel Survey was not conducted in 2018 and no new data was available.

*** Downtown seasonal pedestrian counts are no longer conducted and no data is available after 2015.

APPENDIX 6: STRATEGIES AND ACTIONS

The table on next pages include strategies pulled directly from the PMP as well as specific actions we are undertaking to address these strategies. Status updates will be provided with the annual update of this plan.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
1.1 Build out the PMP Priority Investment Network	SDOT will plan, design, and construct new sidewalks, low-cost sidewalks, crossing improvements, and stairways as outlined in the 2018-2022 project list above. These projects are selected and prioritized based on the PIN.	SDOT will work to meet targets and deliver projects identified in the project list. 8.3 blocks of new sidewalks were completed in 2016.	SDOT will continue working to meet targets and deliver projects identified in the project list. 42 blocks of new sidewalks were completed in 2017.	SDOT will continue working to meet targets and deliver projects identified in the project list. 34.75 blocks of new sidewalks were completed in 2018.
1.2 Facilitate the provision of new sidewalks by the private sector	SDOT will explore and implement funding strategies that leverage private development and build new sidewalks where they are most needed.	The SMC has been updated to allow SDOT to credit up to \$300K in Street Use fees to developers that voluntarily install transportation improvements beyond code requirements. The funding mechanisms report in this implementation plan will be used to evaluate additional strategies to leverage private sector funding for new sidewalks.	SDOT is continuing to evaluate potential funding mechanisms that could be used to expedite the delivery of pedestrian projects, including tools to expand developer contributions for new sidewalks and crossing improvements. An updated report on funding mechanisms is expected to be released in late 2018.	SDOT is continuing to allow a Street Use fee credit for developers that voluntarily install transportation improvements, including pedestrian amenities, beyond code requirements. SDOT has developed additional research on potential funding mechanisms for pedestrian projects and has discussed the applicability of these tools with SPAB.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
1.3 Consolidate Driveways and Curb Cuts	SDOT will coordinate with SDCI to review and minimize impacts of driveways and curb cuts, particularly along the PIN.	The SDOT Project & Construction Coordination Office (PCCO) is proactively reviewing development proposals to coordinate building frontage improvements with City goals, including driveway and curb cut placement.	SDOT has established a Development Review Team that reviews development proposals through the SDCI Master Use Permit process to ensure frontage improvements, including the location and number of curb cuts, align with strategic priorities and multimodal operations. SDOT makes recommendations to SDCI on location, number, and size of driveway curb cuts, and supports vehicle access from the alley, where possible, or from streets that are not arterials, bicycle and greenway facilities, transit routes, and/or green streets.	The SDOT Project & Construction Coordination Office and Development Review Team are continuing to coordinate development activities and review development proposals in partnership with SDCI to ensure frontage and streetscape improvements, including driveways and curb cuts, align with strategic priorities.
1.4 Repair Sidewalks	SDOT will inventory sidewalk damage and develop a proactive repair program to fix sidewalks in addition to responding to repair requests. New funding options will be explored to increase sidewalk repairs.	SDOT is conducting a citywide sidewalk condition assessment to inventory all damages to existing sidewalks and has developed a framework for prioritizing sidewalk repairs, as outlined in the <i>Sidewalk Repair Prioritization Framework</i> chapter.	SDOT completed a citywide sidewalk condition assessment in summer 2017, which recorded over 156,000 data points where sidewalks uplifts, surface conditions, obstructions, or cross slope issues were present. This collected data is being used to prioritize proactive sidewalk repairs, as outlined in the <i>Sidewalk Repair Prioritization Framework</i> chapter, and to implement an interactive sidewalk observation application that will help build sustainable sidewalk asset data. The application will allow SDOT to correct or update observation data when inspections are performed, mitigation measures such as asphalt shims or sidewalk beveling are performed, and sidewalks are repaired by crews or capital, private, and utility projects.	SDOT is piloting a proactive, rotating grid approach to asphalt shims in 2019 and will evaluate at the end of the year. Development of the interactive sidewalk observation application is well underway and is targeted for user testing by late 2019 with full implementation planned for 2020. SDOT continues to use the prioritization methodology, as outlined in the <i>Sidewalk Repair Prioritization Framework</i> chapter, to inform sidewalk repair locations and will update the prioritization as new observations and repairs are recorded using the new observation application.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
<p>1.5 Create and maintain a pedestrian clear zone on all sidewalks</p>	<p>Each street type in Seattle will be given a designated pedestrian clear zone width and SDOT will enforce development and encroachment standards to maintain the designated widths.</p>	<p>An update to the Right-of-Way Improvements Manual has been published that establishes pedestrian clear zone widths for all street types.</p> <p>SDOT's Public Space Management Program has increased resources to educate and enforce property owners about pedestrian clear zone standards and encroachments on sidewalks. The citywide sidewalk condition assessment will provide additional data on the location of sidewalk encroachments, allowing SDOT to better prioritize education and enforcement efforts.</p>	<p>Streets Illustrated—SDOT's updated Right-of-Way Improvements Manual—was adopted in late 2017 and sets requirements for pedestrian clear zone widths for all streets in Seattle. These requirements serve as standards for all City capital projects as well as private development projects.</p> <p>SDOT's Public Space Management Program is continuing to enforce the sidewalk encroachments from property owners, residents, and businesses to ensure that pedestrian clear zones are maintained.</p>	<p>SDOT is continuing to use Streets Illustrated standards to ensure that capital projects and streetscape improvements constructed through private development are providing adequate pedestrian clear zones. SDOT also recently amended the Seattle Municipal Code to align code-defined standards to private uses of right-of-way (e.g., sidewalk cafes, vending) with Streets Illustrated pedestrian clear zone dimensions. Two successful cafe pilots, streeteries and fence-free sidewalk cafes, were also formalized in these code updates.</p> <p>The Public Space Management Program is continuing to enforce the sidewalk encroachments from property owners, residents, and businesses to maintain pedestrian clear zones.</p>
<p>1.6 Improve accessibility in Seattle</p>	<p>SDOT will prioritize ADA accessibility improvements in all new pedestrian projects and work to proactively eliminate accessibility barriers for all pedestrians.</p>	<p>SDOT is developing an updated ADA Transition Plan and new processes to efficiently deliver ADA-compliant curb ramps in more locations. The citywide sidewalk condition assessment will also inventory accessibility obstructions on sidewalks and allow SDOT to work with property owners to clear obstructions.</p>	<p>SDOT is finalizing the ADA Transition Plan, which is currently under review. The sidewalk condition assessment is complete and SDOT is currently improving sidewalks using data collected as a part of the assessment. SDOT also met its curb ramp target in 2018 with construction of 1,266 curb ramps completed.</p>	<p>The ADA Transition Plan has been reviewed and comments and questions are being addressed. An SDOT ADA Transition Plan team has been assembled to help carry on the development of this living document, which will be updated each year. SDOT is currently assessing and incorporating data on our remaining pedestrian assets, including Accessible Pedestrian Signals (APS), access to transit improvements, and on-street accessible parking. 846 new curb ramps have also been constructed in Seattle between Q1 and Q3 2019.</p>

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
<p>2.1 Improve pedestrian visibility at crossings</p>	<p>High-visibility treatments, including curb bulbs, median islands, flashing crossing beacons, signage, lighting and reflective markings, will be included in SDOT's toolkit of standard crossing treatments and evaluated for use with each new crossing improvement.</p>	<p>SDOT has recently updated its crossing treatment policy to include lighting as a required treatment for all new marked crosswalks. High-visibility treatments, including painted curb bulbs, are continuing to be used to improve pedestrian visibility at crossings.</p>	<p>SDOT is continuing to utilize treatments in the recently updated crossing treatment policy, including high-visibility treatments, for all new marked crosswalks. All new crossing treatments are evaluated to ensure high visibility of pedestrians.</p>	<p>SDOT is continuing to use high-visibility crossing treatments at all new crossing upgrades based on the crossing treatment policy. A new policy on leading pedestrian intervals has also been adopted to promote improved visibility of pedestrians crossing at signalized intersections. This policy requires SDOT to evaluate leading pedestrian intervals every time a traffic signal is retimed or upgraded in a priority location. SDOT installed leading pedestrian intervals at 23 intersections in 2018 and at an additional 53 intersections between Q1 and Q3 2019. Additionally, Streets Illustrated is informing the selection of crossing treatments to ensure pedestrians are provided with safe, comfortable, and visible crossings.</p>
<p>2.2 Shorten pedestrian crossing distances</p>	<p>Opportunities to provide curb bulbs, median islands, and lane reductions will be evaluated for all new planned pedestrian crossing improvements.</p>	<p>SDOT is continuing to use strategies to reduce pedestrian crossing distances, including lane reductions, curb bulbs, and median islands (including low-cost options), when possible. These treatments will be incorporated into the crossing locations identified in this implementation plan.</p>	<p>The PMP implementation program has installed 8 crossing improvement projects so far in 2018 that have reduced pedestrian crossing distances using curb bulbs.</p> <p>SDOT is continuing to use curb bulbs, lane reductions, and median islands to reduce crossing distances at high priority intersections as well as working with private developers to install these treatments adjacent to new developments, where appropriate.</p>	<p>The PMP implementation program is continuing to install crossing distance reductions, such as curb bulbs and median islands, with new crossing treatments, wherever possible.</p> <p>Curb bulbs, lane reductions, and median islands are being used as standard tools to reduce crossing distances at high priority intersections. SDOT is also continuing to work with private developers to install these treatments adjacent to new developments, where appropriate.</p>

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
2.3 Optimize crossing times for pedestrians at signals	SDOT will review pedestrian crossing timing at signalized intersections planned for treatment to ensure pedestrians are given sufficient crossing time.	SDOT is continuing to review pedestrian crossing timing on an as-requested basis and incorporate pedestrian optimization and slower-moving pedestrian needs into signals planned for upgrades.	SDOT is continuing to review and monitor pedestrian crossing clearance times to ensure current standards are met and clearance times are adequate for users to reach the far side of the pedestrian facility.	SDOT implemented a new policy in early 2019 to guide the evaluation and implementation of leading pedestrian intervals at signalized intersections. SDOT is also reviewing new standards for pedestrian crossing clearance times and pedestrian push buttons.
2.4 Reduce turning movement conflicts at intersections	SDOT will develop a toolkit of strategies to reduce turning movement conflicts at intersections and evaluate appropriate strategies for each planned crossing improvement.	SDOT is studying high-collision intersections and intersections identified as high-risk locations in the BPSA for crossing upgrades that will reduce turning movement conflicts. Strategies employed will include leading pedestrian intervals, turn restrictions, and protected signal phasing.	SDOT is continuing to study vehicle turning movements involved in pedestrian conflicts. Study results and recommendations for implementation of treatments are expected in 2019. Additionally, each of the signalized intersections included in the project list are under evaluation for leading pedestrian intervals. SDOT expects to begin implementing leading pedestrian interval recommendations as soon as late 2018.	SDOT is continuing to study high-collision intersections and high-risk locations in the BPSA on an ongoing basis to determine crossing upgrades that will reduce turning movement conflicts. Additionally, SDOT's new policy on leading pedestrian intervals will help to improve pedestrian visibility while reducing conflicts between pedestrians and turning vehicles at signalized intersections. About 80% of signalized intersections in Seattle are covered by the leading pedestrian interval policy.
2.5 Increase opportunities for controlled crossings on arterials	SDOT will prioritize new pedestrian signals and crossing upgrades at multi-lane arterial intersections with wider controlled crossing spacing.	The PMP implementation strategy is prioritizing new crossing upgrades in locations scoring higher for controlled crossing spacing. SDOT will work with King County Metro to locate bus stops in close proximity to controlled crossings.	SDOT is continuing to prioritize new pedestrian signals and crossing upgrades at multi-lane high volume arterial intersections. This work is reflected in the Crossing the Roadway project list.	SDOT is continuing to prioritize new pedestrian signals and crossing upgrades at multi-lane high volume arterial intersections. This work is reflected in the Crossing the Roadway project list. SDOT is also continuing to work with King County Metro on locating bus stops in close proximity to controlled crossings.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
3.1 Manage vehicle speeds	Speed limit reductions will be considered when planning new safety corridor projects and on streets where high traffic speeds are recorded.	The Mayor and City Council approved changes to speed limits citywide in 2016, lowering the speed limit on all non-arterial streets from 25 MPH to 20 MPH and the default arterial speed limit from 30 MPH to 25 MPH, unless otherwise posted. SDOT is currently evaluating the newly-revised speed limits on key corridors to measure their impact on speeds and collisions.	SDOT's Vision Zero team are prioritizing our speed limit work around urban villages, because collision data shows 80% of pedestrian crashes happens in urban villages. The Greenwood urban village was signed 25 mph earlier this year and more urban villages are scheduled for evaluations in the coming years. Other physical improvements to control vehicle speeds are supported through planned SDOT projects.	SDOT is continuing to prioritize speed limit changes in urban villages, and completed arterial speed limits reductions within five urban villages in 2018 and early 2019. SDOT has also evaluated and reduced speed limits on three additional corridors (Lake Washington Blvd, 35th Ave NE, and Sand Point Way NE). Speed limit evaluations are planned to continue for other urban villages and corridor projects in future years.
3.2 Provide neighborhood and arterial traffic calming measures	SDOT will evaluate rechannelizing and redesigning streets in coordination with major capital projects, as well as add traffic calming where high vehicle speeds are measured in school zones and areas with high pedestrian traffic.	The complete streets review process was recently updated to include an evaluation of rechannelization potential for all streets with four or more through lanes and less than 25,000 average vehicles per day. SDOT has identified, selected, and funded new locations for neighborhood traffic calming through the Your Voice, Your Choice participatory budgeting process.	SDOT is proactively evaluating streets for lower speed limits with an emphasis in urban villages and installing speed control measures—such as speed cushions and radar feedback signs—where high vehicle speeds warrant traffic calming.	SDOT is continuing to proactively evaluate streets within urban villages for speed limit reductions and implementing traffic calming measures along Vision Zero safety corridors. Traffic calming is also being funded and constructed where warranted through the Safe Routes to School, Neighborhood Traffic Calming, and Your Voice, Your Choice programs. SDOT launched a Home Zone pilot program in 2019 that uses traffic calming to reduce and slow traffic on a grid of residential streets. Our goal is to create zones of people-centered areas that prioritize pedestrian safety, focused on rapid implementation with low-cost solutions. Two Home Zone pilot projects—Broadview-South and South Park-Concord—will be constructed starting in late 2019.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
3.3 Evaluate pedestrian system needs consistent with the Complete Streets policy	The complete streets review process will continue to be used to evaluate desired pedestrian investments with new capital projects and SDOT will apply these principles when reviewing projects proposed by private developers and other agencies.	SDOT is currently updating the complete streets checklist to more accurately reflect program needs and ensure better coordination and leveraging opportunities between programs.	SDOT is restructuring the complete streets checklist to better capture modal master plan priorities and support coordination between programs. This improved checklist will help to ensure that pedestrian system needs are considered in the development of all SDOT capital projects.	SDOT has completed a restructure of the complete streets checklist to improve coordination between modal programs and documentation of outcomes. This process helps to ensure that pedestrian infrastructure is considered with all new capital projects. Multimodal priorities and complete streets are also being evaluated with private development through the Development Review Team.
3.4 Employ new technologies	New technologies will be evaluated that have potential to improve pedestrian safety and access as well as provide data to enhance the pedestrian experience.	SDOT is continuing to explore new technologies and systems that benefit pedestrian safety and accessibility, including the Curb Ramp and Accessibility Route Planner. Data sources from new technologies, such as Strava, are also being used to analyze walking behavior and develop safety analyses, such as the BPSA.	SDOT is continuing to use new technologies to analyze and map pedestrian safety and accessibility features. The collected sidewalk condition assessment data, for example, is being used to implement an interactive sidewalk observation tool that will allow us to correct or update observation data when we perform inspections, install mitigation measures such as asphalt shims or beveling, and when we are notified of completed sidewalks repairs. After implementing this application, we will develop an interactive web map and website that supports property owner education of liability and explains the sidewalk repair permitting process.	The sidewalk observation application is also in progress and preparing for testing. This tool will allow crews, inspectors, and engineers to update the observations when mitigation measures or permanent repairs are completed. Once the application goes live in 2020, SDOT will begin working on public outreach and mapping tools that will allow for voluntary notification when property owners repair or mitigate a sidewalk observation.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
<p>4.1 Enforce vehicular speed limits and safe driving behaviors</p>	<p>SDOT will continue coordination with SPD to target enforcement along safety corridors and in locations with a history of collisions and speeding. This coordination will include the continued use of school zone and red-light enforcement cameras where they are most needed.</p>	<p>SDOT has worked with SPD to initiate daily patrols in the center city and developed citywide enforcement priorities based on the High Collision Evaluation program. In March 2017, SPD began emphasis patrols to combat driver impairment, speeding, inattention, and failure to yield. SDOT has deployed school zone speed cameras to 14 school zones citywide and red-light cameras to more than 30 intersections, which have significantly reduced speeding and collisions.</p>	<p>SDOT and SPD have continued increased emphasis to combat negative driver behavior in the center city and near schools. As a result, SDOT has seen significantly reduced speeding and collisions. Since the start of the school speed zone safety camera program, the average number of traffic violations per camera per day has decreased by 64 percent, average speeds have decreased by 4 percent, and 90% of people who receive a speeding citation and pay it, do not pay for another citation.</p>	<p>SDOT has continued to work with SPD on targeted enforcement and has slightly increased funding for emphasis patrols to combat distracted and impaired driving. SDOT also shares school zone speed data with SPD to encourage targeted enforcement in the areas with the highest speeds. Automated enforcement through school speed zone safety cameras and red light cameras continue to be a key component of the City's enforcement strategy. SDOT is evaluating locations where new school speed zone safety cameras are warranted and will work with SPD to review new camera locations and conduct outreach for installation in 2020.</p>

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
<p>4.2 Expand multimodal traveler safety education and encouragement programs</p>	<p>SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.</p>	<p>SDOT has increased education and encouragement efforts in 2016 and 2017:</p> <ul style="list-style-type: none"> Partnered with the American Association of Retired Persons (AARP) and KOMO News to relay public service announcements for older adults on safe practices Launched reinforcement patrols in target locations Initiated new distracted driving campaigns Partnered with rideshare companies to offer safe ride discounts, discouraging impaired driving Presented travel tips in-person to underrepresented communities, in partnership with the Department of Neighborhoods and community-based organizations Partnered with Cascade Bicycle Club and Seattle Public Schools to provide in-classroom walking and biking safety education to every 3rd, 4th, and 5th grade class Launched targeted campaigns to improve safety education around schools 	<p>SDOT has continued to explore new education and encouragement efforts in 2018:</p> <ul style="list-style-type: none"> Partnered with PEMCO Insurance and Cambridge Mobile Telematics to launch Seattle's Safest Driver – an 8-week, app-based safe driving competition that saw 4,000 downloads and positive behavior change. Across top 50% of users, we saw 20% decrease in phone distraction and 16% decrease in speeding. Conducted re-enforcement patrols (safety education ambassador teams) near light rail stations and along newer facilities (e.g., 2nd Ave protected bike lane extension) Presented safe travel tips in-person to underrepresented communities, in partnership with Department of Neighborhoods' Community Liaison program (we also provided a Vision Zero orientation overview to a cohort of liaisons) 	<p>In 2019, SDOT has continued to partner with others to expand our reach and engage more people in safety education and encouragement efforts:</p> <ul style="list-style-type: none"> Teamed up with PEMCO Insurance and Cambridge Mobile Telematics (again) to launch Seattle's Safest Driver 2.0 – an 8-week, app-based safe driving competition that engaged 2,000+ people and resulted in positive behavior change. Across all participants, we saw 20% decrease in speeding and 16% decrease in phone distraction. Engaged with underrepresented communities, sharing safety information and resources at community events and health fairs Partnered with Runta Somali News to develop a series of English and Somali videos featuring southeast Seattle residents and members of Seattle's East African communities, highlighting Vision Zero efforts

PMP Strategy	Action	2017 Status	2018 Status (Continued)	2019 Status (Continued)
<p>4.2 Expand multimodal traveler safety education and encouragement programs</p>	<p>SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.</p>		<ul style="list-style-type: none"> Partnered with rideshare company Lyft to promote safe travel options, and discourage impaired driving, particularly emphasizing high driving at events like Hempfest and around 4/20 Created a series of short public service announcements and a video, shared via social media, to increase awareness of Vision Zero and share specific tips around issues like distraction and speeding 	<ul style="list-style-type: none"> Worked with Spanish-speaking radio station KKM0/El Rey 1360 AM to share messaging around key issues like speeding, distraction, and impairment via regular monthly 5-minute on-air interviews Partnered with rideshare company Lyft to promote safe travel options, and discourage impaired driving, particularly emphasizing high driving around 4/20 We launched the Rainier Valley Safe Streets Project to engage the underrepresented communities and communities of color throughout Rainier Valley with a campaign to raise traffic safety awareness.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
5.1 Provide pedestrian buffers	SDOT will encourage pedestrian buffers and incorporate buffers into all new sidewalk projects, where space allows.	An update to the Right-of-Way Improvements Manual has been published that establishes landscaping and furnishing zone standards for all street types. These standards will be incorporated into all new SDOT-built and privately-built sidewalk projects.	SDOT has adopted Streets Illustrated—the updated Right-of-Way Improvements Manual—and is actively using its pedestrian buffer standards for all new sidewalk projects. These standards are also applied to all other City capital projects and privately-built sidewalk projects through the Street Improvement Permit process.	SDOT is continuing to use Streets Illustrated to implement pedestrian buffer standards into new capital projects and privately-built sidewalk projects. An example of this is the new sidewalk SDOT constructed on S Cloverdale St west of 5th Ave S in 2019, which included a 10'-wide planting strip with street trees to separate pedestrians from vehicle traffic.
5.2 Develop a coordinated wayfinding system	A coordinated and user-oriented pedestrian wayfinding system will be developed with partner agencies and neighborhood groups to create a more legible and connected city for both visitors and residents.	SDOT was awarded a 2017-2019 WSDOT grant to study a coordinated pedestrian wayfinding system and is currently scoping the two-year grant funded project.	Scoping for the 2017-2019 WSDOT grant to study a coordinated pedestrian wayfinding system has been completed and a consultant team has been selected. System planning and design will take place over 2018-2019 with pilot implementation in Q3-Q4 of 2019.	Pedestrian wayfinding design and planning standards have been developed. These will be tested through a first phase of implementation at two hub locations in 2019-2020 and then refined to establish final design standards. A citywide wayfinding implementation plan and outline budget have also been developed to inform full city roll out.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
5.3 Create inviting pedestrian spaces	SDOT will encourage and implement pedestrian amenities, artwork, and pedestrian-only spaces that create inviting, vibrant, and attractive streets for placemaking and community uses.	SDOT's Public Space Management Program is piloting and implementing new programs, such as parklets, Pavement to Parks, and pedestrian streets, to increase pedestrian use and activation of street space not needed for vehicle travel. SDOT also works closely with community groups to implement artwork and neighborhood placemaking elements in the right of way.	SDOT's Public Space Management Program updated the public amenity permit for certain uses such as public seating, planters, artwork, and murals by no longer requiring an annual renewal fee and reducing the insurance requirements for applicants. This reduces financial barriers for individuals and community groups proposing streetscape and public space improvements. In addition, the Public Space Management Program is working on updating the Sidewalk Café program to align pedestrian zone clearance requirements with the PMP and Streets Illustrated, reduce barriers to entry, and expand siting options, including formalizing the streatory and fence-free café pilot programs.	SDOT's Public Space Management Program has streamlined its street closure permitting process to reduce barriers and increase access to activities like play streets, block parties, and other street closure events. Street closure permit applications have continued to steadily increase under the new processes. SDOT participated in numerous community events to demonstrate new uses and activities for the right of way. A new permitting system was also launched that allows applicants to apply, obtain, and pay for permits entirely online and removed issuance fees for public amenities such as benches, planters, and other street furniture making these permits truly free for customers. SDOT's work to expand the Sidewalk Café and outdoor sitting program continued, and legislation was adopted to formalize the updates.
5.4 Promote and maintain green infrastructure in the right of way	SDOT will continue to pursue green infrastructure projects with new sidewalk projects by implementing landscaping recommended in the updated Right-of-Way Improvements Manual and partnering with SPU to provide natural drainage systems.	The recently-updated Right-of-Way Improvements Manual encourages additional opportunities for landscaping, trees, and bioretention. SDOT has established partnerships with SPU on four sidewalk projects (currently in design) that include natural drainage systems adjacent to the sidewalk.	SDOT's established partnership with SPU to encourage opportunities for landscaping, trees, and bioretention as described in Streets Illustrated, will lead to the implementation of eight 300' block faces of walkway improvements that include landscaping and/or natural drainage and three 600' block faces which are currently in development.	SDOT is continuing to partner with SPU to construct natural drainage treatments with new sidewalk projects. Construction was recently completed on a new sidewalk on the east side of 30th Ave NE (NE 130th St to NE 137th St), which includes an SPU-funded bioswale adjacent to a new sidewalk on a key arterial route. Other partnership projects are being pursued on 12th Ave NE, N 117th St, and S Cloverdale St.

PMP Strategy	Action	2017 Status	2018 Status	2019 Status
5.5 Provide pedestrian-scale lighting	The 2012 Pedestrian Lighting Citywide Plan will be used as a guide to determine locations and priorities for new pedestrian-scale lighting as funding becomes available.	SDOT is employing recommendations in the 2012 Pedestrian Lighting Citywide Plan to evaluate new capital projects for pedestrian lighting needs through the complete streets review process.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan. One-time funding sources have been identified for the installation of pedestrian lighting in the South Park area and as part of the Market to Mohai program.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan on a project-by-project basis, when funding allows.



Photo: Charina Pitzel

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