

Seattle Department of Transportation

# SEATTLE PEDESTRIAN MASTER PLAN

## 2018-2022 Implementation Plan and Progress Report



OCTOBER 2017



**Seattle**  
Department of  
Transportation



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# 1. INTRODUCTION

## BACKGROUND

Most of us are pedestrians at one time or another during the course of a day. Whether it's a walk to school or the bus stop, a few steps to our car, or a few miles around Green Lake. We walk to get places and to get exercise. Whether we are 8 years old or 80 years old, in a stroller or navigating streets in a wheelchair. Supporting a walkable city that's safe, vibrant, equitable, and healthy is key to our collective quality of life. It's also a critical component of achieving Seattle's Vision Zero goal of ending traffic deaths and serious injuries on city streets by 2030. And a safe, complete pedestrian network will support Seattle's Age Friendly efforts.

As Seattle continues to grow at a quick clip, how can we become an even more walkable, accessible city for all? That's the question our Pedestrian Master Plan (PMP) aims to answer, and it's the vision we aim to achieve.

To turn that vision into a reality, the PMP calls for improving walkability and accessibility by completing and maintaining Seattle's pedestrian network, focusing investments on streets near schools and frequent transit. Not only does the PMP aim to increase access and safety for people walking, it also establishes strategies and actions that prioritize vibrant public spaces and complete streets to make walking a more comfortable and enjoyable experience. Additionally, the PMP acknowledges the critical role of awareness campaigns to promote health and safety.

This 2018-2022 PMP Implementation Plan comprehensively addresses improvements to the pedestrian environment in Seattle. It recognizes that improvements are developed by both public and private stakeholders and identifies projects

and programs that, combined with existing facilities, will make considerable progress towards achieving the PMP vision in the next five years.

Since 2016, the Seattle Department of Transportation (SDOT) has advanced PMP implementation with the voter-approved Levy to Move Seattle. Updated in 2017, the PMP is one of four modal master plans funded by the levy: pedestrian, bicycle, transit, and freight. Together, they provide a blueprint for guiding safety and mobility investments through a time of unprecedented growth.

## PURPOSE

With significant gaps in Seattle's pedestrian network, including 26% of blockfaces citywide missing sidewalks, this implementation plan describes the work that SDOT and our partners will undertake to implement the PMP over the next five years. We update the implementation plan each year to:

- Provide an annual list of projects we plan to build
- Serve as an accountability and reporting tool
- Guide future budget requests

## REPORTING REQUIREMENTS

Consistent with [Council Resolution 31743](#), this implementation plan will be updated annually by September 1 of each year. Adjustments are made to the project lists and maps to reflect changes to project schedules and project types.

Also, consistent with Council Resolution 31743, the PMP Implementation Plan includes:

- A prioritized list of SDOT's pedestrian capital investments

- A cost and funding summary
- A summary of pedestrian-related initiatives
- Cost-sharing opportunities with utilities and private investment

As part of this plan, we also submit an annual progress report with updated performance measures. The PMP Implementation Plan and progress report are developed with input from the Seattle Pedestrian Advisory Board (SPAB).



Commonly Used Acronyms in this Report	
Acronym	Definition
PMP	Pedestrian Master Plan
PIN	Priority Investment Network
SPAB	Seattle Pedestrian Advisory Board
BPSA	Bicycle and Pedestrian Safety Analysis
ATR	Along the Roadway
CTR	Crossing the Roadway

## 2. 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 growing rate of pedestrian travel.

SDOT and other public agencies play a major role in developing and maintaining the pedestrian network through capital projects. This report focuses on SDOT's role in shaping the pedestrian

environment and delivering high-value safety and mobility improvements with our available PMP implementation funding.

### MOVE SEATTLE ACCOMPLISHMENTS

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

SDOT program	Total levy amount (9-year)	Levy deliverable	2016 Accomplishments	2017 Accomplishments (as of Oct 2017)
PMP Implementation	\$91M	See below		
Curb ramps and crossing improvements	\$30M	<ul style="list-style-type: none"> <li>Make curb ramp and crossing improvements at up to 750 intersections citywide</li> </ul>	355 new or improved curb ramps installed* 17 crossing improvements completed	444 new or improved curb ramps installed* 7 crossing improvements completed
New sidewalks	\$61M	<ul style="list-style-type: none"> <li>Build 250 new blocks of sidewalk</li> <li>Make residential streets without sidewalks safe and more comfortable for pedestrians, including through partnership with Seattle Public Utilities</li> </ul>	15.3 blocks of new sidewalks constructed	15 blocks of new sidewalks constructed
Safe Routes to School	\$7M	Complete 9-12 Safe Routes to School projects each year	16 school walking routes improved	10 school walking routes improved
Sidewalk Repair Program	\$15M	Repair up to 225 blocks of sidewalk in urban centers and urban villages	26 block-equivalents of sidewalks repaired	5.5 block-equivalents of sidewalks repaired

\* Includes only curb ramps funded and constructed by SDOT

## COMPLETED PROJECTS

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. The projects in the tables below were completed in 2016 and 2017 and work to expand the citywide network of pedestrian routes and facilities.

### Crossing Improvement Projects

Treatment Type	Location	Year Completed
Curb Bulbs	Westlake Ave N & 8th Ave N	2016
Pedestrian Signal	Terry Ave & James St	2016
Curb Bulbs	Roosevelt Way NE & NE 42nd S St	2016
Rapid Flashing Beacon	Roosevelt Way NE & NE 43rd N St	2016
Curb Bulbs	30th Ave SW & SW Avalon Way (SW Andover St/SW Yancy St)	2016
Curb Bulbs	8th Ave & Denny Way	2016
Marked Crosswalk	Western Ave & Blanchard St	2016
Rapid Flashing Beacon	Western Ave & Vine St	2016
Marked Crosswalk	University Way NE & NE 52nd St	2016
Rapid Flashing Beacon	Rainier Ave S & S Mead St	2016
Rapid Flashing Beacon	Rainier Ave S & S Juneau St	2016
Rapid Flashing Beacon	Airport Way S south of Lander St	2016
Curb Ramps	7th Ave & Spring St	2016
Curb Ramps	Carleton Ave S & S Warsaw St	2016
Marked Crosswalk	NE 110th St & 36th Ave NE	2016
All-Way Stop	5th Ave S & S King St	2016
Signalized Crossing Upgrade	Boren Ave & E Yesler Way	2016
Marked Crosswalk and Rapid Flashing Beacon	W Nickerson St (mid-block)	2017
Pedestrian Refuge Island	W Nickerson St & W Dravus St	2017
Pedestrian Refuge Island	W Nickerson St & 11th Ave W	2017
Pedestrian Signal	Troll Ave S & N 34th St	2017
All-Way Stop	SW Admiral W Way & 59th Ave SW	2017
Pedestrian Signal	Aurora Ave N & N 92nd St	2017
Pedestrian Signal	2nd Ave & Clay St	2017
Pedestrian Signal	2nd Ave & Cedar St	2017
Pedestrian Signal	Terry Ave & Denny Way	2017

## Sidewalk Projects

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Arterial Sidewalk	Painted pathway	NE 110th St between 34th Ave NE & 35th Ave NE	2016	1
Non-Arterial Sidewalk	Asphalt pathway	16th Ave S between S Dakota St and S Nevada St	2016	2
Non-Arterial Sidewalk	Asphalt pathway	39th Ave S between S Graham St and S Juneau St	2016	2
Non-Arterial Sidewalk	Asphalt pathway	12th Ave S between S Trenton St and S Concord St	2016	0.5
Non-Arterial Sidewalk	Delineated concrete pathway	N 135th between Burke Ave N and Meridian Ave N	2016	1
Non-Arterial Sidewalk	Delineated concrete pathway	S Rose St between Beacon Ave S and 36th Ave S	2016	1
Non-Arterial Sidewalk	Delineated concrete pathway	S Kenyon St between Beacon Ave S and 37th Ave S	2016	1
Non-Arterial Sidewalk	Asphalt pathway	15th Ave NW between Shilshole Ave NW and NW 46th St	2016	0.5
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between N 90th to N 105th St	2016	7
Non-Arterial Sidewalk	Asphalt pathway	10th Ave S between S Jackson St and S Main St	2017	2
Non-Arterial Sidewalk	Asphalt pathway	46th Ave S between S Cloverdale St and S Henderson St	2017	3
Arterial Sidewalk	Traditional sidewalk	S Orcas St between 32nd Ave S and 26th Ave S	2017	6
Arterial Sidewalk	Traditional sidewalk	NE Northlake Way between 7th Ave NE and Eastlake Ave E	2017	2
Arterial Sidewalk	Traditional sidewalk	NE 83rd St between 28th Ave NE and 25th Ave NE	2017	3
Arterial Sidewalk	Traditional sidewalk	28th Ave NE between NE 82nd and NE 83rd Streets	2017	1
Arterial Sidewalk	Traditional sidewalk	NE 95th St between 35th Ave NE and 32nd Ave NE	2017	2
Non-Arterial Sidewalk	Painted pathway	19th Ave NE between NE 130th Pl and NE Brockman Pl	2017	1
<b>TOTAL</b>				<b>36</b>



## COST EFFECTIVE PATHWAYS

Recognizing that traditional concrete, curb and gutter sidewalks cost around \$350,000 per block to construct, we work to maximize resources and provide sidewalks to more streets as quickly as possible by using lower-cost pathway improvements where feasible. Pathways can often be installed for less than one-half the cost of traditional sidewalks and allow us to use our available resources for pedestrian facilities to

provide improvements across a larger portion of the city. There are a variety of pathway treatments we can use, and selected treatments depend on the street, including the available right of way, drainage needs, impacts to parking, street slope, and the location and number of driveways. While we continuously explore new and innovative solutions to reduce the cost of sidewalks, pathway treatments currently in our toolbox include:



*Grade-separated asphalt pathways (can be stamped or stained)*



*Delineated, at-grade asphalt or concrete pathways*



*Painted pathways*



*Shared space with calmed traffic*

The “Sidewalk Projects” table provides an overview of the cost effective pathways built since the beginning of 2016. As we implement the PMP, we’ll continue to use at-grade pathways where appropriate. Non-arterial residential streets generally have the lowest traffic volumes and are the most ideal locations to provide these treatments while supporting comfortable and inviting spaces for pedestrians. For this reason, cost effective options will be the standard for all non-arterial streets.

With higher speeds and traffic volumes on arterial streets, our goal is to install grade-separated concrete sidewalks with curb, gutter, and buffer from moving vehicle traffic. On some arterial streets, there may be occasional opportunities for an incremental approach, where at-grade pathway improvements are completed until full sidewalk, curb, and gutter can be installed. To ensure we’re efficiently using PMP implementation and partner funding, we will evaluate all new sidewalk projects for their potential for cost effective options while prioritizing pedestrian safety and comfort.



# 3. PROJECT FUNDING AND COSTS

## FUNDING ASSUMPTIONS

The 2018-2022 Implementation Plan 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 RapidRide 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 under the *PMP Progress* chapter. 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 5-year funding assumptions include all local sources, as well as secured state and federal grants to implement the PMP. Several of the projects on the five-year project list are contingent upon receiving future grant funding. As we implement the PMP, we will continue to coordinate with other capital projects, partner with other agencies, and seek additional funding to support and maximize the scope of our work.

Funding assumptions for the 2018-2022 PMP Implementation Plan are provided in the following table:

Funding (Millions)	2018	2019	2020	2021	2022	5-Year Total
ADA Accessibility	4.3 M	4.3 M	4.3 M	4.4 M	4.4 M	<b>21.7 M</b>
Crossing Improvements, Lighting, New Stairways	2.7 M	2.7 M	2.7 M	2.7 M	2.7 M	<b>13.5 M</b>
New Sidewalks	5.7 M	5.2 M	4.1 M	4.0 M	4.0 M	<b>23.0 M</b>
Safe Routes to School	2.9 M	3.1 M	2.2 M	2.2 M	2.2 M	<b>12.6 M</b>
Sidewalk Repair	3.7 M	1.6 M	1.6 M	1.7 M	1.7 M	<b>10.3 M</b>
Stairway Rehabilitation	1.3 M	1.4 M	1.4 M	1.4 M	1.5 M	<b>7.0 M</b>
<b>Total Funding</b>	<b>20.6 M</b>	<b>18.3 M</b>	<b>16.3 M</b>	<b>16.4 M</b>	<b>16.5 M</b>	<b>88.1 M</b>

## COST ASSUMPTIONS

We use data from recent projects to develop cost assumptions for new sidewalk and crossing improvement projects. Project costs vary widely depending on scale (e.g., length of block for new sidewalks), site-specific engineering challenges, design, and delivery method.

For sidewalks projects, we use the following planning-level cost estimates:

- \$350,000 per block for traditional concrete, curb and gutter sidewalks
- \$100,000 per block for at-grade walkways (design details for at-grade walkways are determined on a site-specific basis)

Crossing improvements vary even more widely in cost based on the selected treatment. We evaluate each intersection on a case-by-case basis to determine its feasibility for a crossing improvement and the appropriate treatment for the intersection. Prior to evaluating each intersection, we apply a planning-level cost estimate:

- \$100,000 for all unsignalized crossings with three lanes or fewer (which do not typically require a new signal)
- \$300,000 for all unsignalized crossings with more than three lanes (where a new signal is likely)
- \$30,000 for all treatments at existing signalized intersections (typical treatments include countdown timers, leading pedestrian intervals, and timing changes)

The *Project Selection Framework* chapter provides a cost estimate table for many of the standard treatments that will be employed for PMP implementation projects.



## 4. PROJECT DELIVERY

We rely on key tools and practices to develop and deliver our projects, including conducting a Complete Streets review, applying the Race and Social Justice Initiative equity toolkit, engaging with the public, and evaluating alternatives. Our public engagement process focuses on soliciting community input to ensure projects achieve their goals while balancing community interests. We describe these tools here and combine them along with guidance in the PMP to direct the project delivery process.

### COMPLETE STREETS POLICY

Pedestrian facilities are an integral aspect of [Complete Streets](#). Established in 2007, the Complete Streets policy guides how we develop projects to provide for all users of the roadway. We use a checklist to help us review the needs of other modes, relationships to land use, and the future vision for streets so that we can reflect those needs in our project development. Complete Streets checklists also allow us to identify coordination opportunities with other capital projects and ensure that we are delivering pedestrian improvements efficiently.

### RACE AND SOCIAL JUSTICE INITIATIVE

The vision of the City of Seattle's [Race and Social Justice Initiative](#) is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism, and structural racism. The [Racial Equity Toolkit \(RET\)](#) lays out a process and a set of questions

to help evaluate and guide project and program development. The toolkit is used at the program level to evaluate and improve program delivery and is also used to evaluate and guide program investments. In 2018, we will use the RET to evaluate the Safe Routes to School program and will make changes to the program to provide more equitable delivery of services.

### PUBLIC OUTREACH AND ENGAGEMENT

During the planning, design, and construction phases of all our projects, we plan for inclusive public outreach and engagement and strive to balance varying needs presented by comments that we receive at each step of our outreach processes.

We have developed an effective public engagement process built on gathering input from community members about their needs and concerns, presenting them with options that meet project goals and objectives, and incorporating their input along with our expertise and collected data in selecting a design for a particular project.

We use a wide variety of methods to reach stakeholders and community members, including mailers, drop-in events, and taking information to regularly scheduled meetings and events of business and community-based organizations. We will continue working with SPAB and the Department of Neighborhoods to strengthen our public outreach strategies and reach more people in engaging ways, including traditionally underserved communities and communities of color.

# 5. PROJECT SELECTION FRAMEWORK

As discussed throughout this plan, pedestrian improvements in Seattle, including new sidewalks, crossing upgrades, and public space enhancements, are delivered by various public and private stakeholders, including utility providers, outside agencies, and private developers. Recognizing that our partners are contributing towards the PMP’s vision, we use a data-informed process to prioritize PMP implementation funding to leverage the contribution of partner projects and equitably deliver the highest value mobility and safety improvements for pedestrians. The following

chapter describes the process we are using to prioritize five-year investments that move Seattle toward being the most walkable city in the nation.

## PIN DEVELOPMENT AND SCORING

The PMP defines a “Priority Investment Network” (PIN) that identifies the locations most in need of pedestrian improvements and are the focus of our investments. The PIN is comprised of streets and pedestrian crossings that serve as key routes to K-12 public schools and frequent transit stops, as defined by the following walkshed analyses.

Factor	Source	Scoring
¼ mile walkshed to all K-12 Seattle Public Schools	SDOT GIS	Scoring is binary: either a segment is included or it is not. There is not a higher weighting for segments that fall within multiple walksheds. A street segment is included within the PIN if any portion of that segment lies within the prescribed walkshed distance to a K-12 Seattle Public School.

Factor	Source	Scoring
Frequent Transit Network arterials	TMP	Scoring is binary: either a segment is included or it is not.
Walksheds to Frequent Transit Network stops ⅛ mile to frequent bus stops ¼ mile to all Bus Rapid Transit (BRT) and Streetcar stops ½ mile around all Light Rail Transit (LRT) stops ½ mile around all existing or planned transit hubs*	TMP	Scoring is binary: either a segment is included or it is not. There is not a higher weighting for segments that fall within multiple walksheds. A street segment is included within the PIN if any portion of that segment lies within the prescribed walkshed distance to a frequent transit stop.

\* Transit hubs are where an existing or planned LRT, BRT or streetcar route, as identified in the TMP, intersects with at least one other of these routes.

The PIN includes:

- "Crossing the Roadway" (CTR) locations: pedestrian crossing opportunities at arterial intersections—a total of 4,293 locations
- "Along the Roadway" (ATR) locations: opportunities to improve pedestrian safety and comfort along blockfaces—a total of 24,105 locations

We also assigned a base score to each street segment and intersection within the PIN that accounts for various health and equity factors (focusing on the City's Race and Social Justice goals), as well as safety factors for arterial streets and intersections. These scores provide the foundation for prioritizing projects for implementation.

## FILTERING THE PIN FOR IMPLEMENTATION

The number of potential projects in the PIN greatly outweighs the funding we expect to have available over the next five years. Additional criteria are needed to filter the PIN and create a data-informed process to select the highest-priority projects that align with the funding available. The PMP directs us to select near-term projects by building upon the quantitative scoring completed during PMP development and adding qualitative factors to the selection process, including leveraging opportunities, policy directives, community interest, and geographic balancing. These quantitative and qualitative

factors provided the basis for selecting projects for the five-year work plan. Using this project list, we then field checked each project site and adjusted the final list based on the feasibility of constructing an improvement at each location.

## Leveraging Opportunities

There are several ways we can leverage funding and resources to reduce implementation costs for pedestrian improvements. The first way is through project coordination. Integrating sidewalks, lighting, and crossing improvements into the construction of adjoining capital projects results in significant cost savings and efficient delivery of improvements. The *Major Projects Update* chapter identifies pedestrian improvements that will be constructed with capital projects planned throughout Seattle.

We have also developed a process for determining whether PMP funding should be dedicated to future coordinated projects. To evaluate these opportunities, we divided up streets and intersections within the PIN into five tiers based on their total scoring (detailed in the table below). During the scoping phase of new capital projects, we then identify any crossings or streets in the top two tiers that are within the boundaries of the capital project. If these streets or intersections warrant pedestrian investments, we will dedicate PMP implementation funding to the project to build out these improvements and incorporate them into our project list.

Project Tiers and Total Scoring Ranges					
Project Type	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
CTR: Unsignalized Intersections	60-90 (max score)	47-59	36-46	25-35	0-24
CTR: Signalized Intersections	66-84 (max score)	56-65	46-55	35-45	18-34
ATR: Arterials	65-90 (max score)	51-64	39-50	27-38	8-26
ATR: Non-Arterials	33-48 (max score)	25-32	18-24	10-17	0-9

We also leverage our own investments by including “gap fillers” into our sidewalk projects. For example, if two blocks missing sidewalks prioritize in the PIN for new sidewalk funding, but are separated by a third block that is also missing sidewalks and does not prioritize, we will still package all three blocks of sidewalk for construction. This helps us avoid creating a piecemeal sidewalk network and takes advantage of project coordination and cost saving opportunities.

Federal and state grants provide additional ways to help fund pedestrian infrastructure improvements prioritized in the PIN. As outlined in the PMP, both the State of Washington and the US Department of Transportation offer grant programs designated for non-motorized transportation facilities, which can be used for new sidewalks and crossing improvements.

## Policy Directives

The Mayor and City Council frequently adopt plans, policies, and resolutions that direct us to prioritize certain projects or criteria in our implementation strategy. These directives allow elected officials to respond to the needs of their constituents and accelerate top priority projects. We incorporate policy directives into our work plan and reprioritize projects as warranted by Mayor and City Council action.

An example of a recent policy directive is the Age-Friendly Communities Resolution (Resolution 31739) adopted by the Mayor and City Council in March 2017. This policy directs us to incorporate age-friendly considerations into the PMP Implementation Plan. To respond to this measure, we’ve partnered with the Human Services Department (HSD) to develop an additional “age-friendly” scoring factor that accounts for older adult population density (first-mile network) and older adult-focused destinations (last-mile network) throughout Seattle to shift project prioritization based on these factors. This scoring was added to the base PMP scoring.

Category	Factor	Source	Scoring
First-Mile Network	Percent population over 64 years old by census block group	US Census Bureau	0: 0-7% over 64 y/o 2: 7-13% over 64 y/o 4: 13-20% over 64 y/o 6: 20-32% over 64 y/o 8: 32-58% over 64 y/o
Last-Mile Network	¼ mi to congregate meal sites	HSD GIS	Scoring is binary: scoring is either 0 or 1 based on inclusion in the congregate meal sites walkshed.
	¼ mi to senior centers	HSD GIS	Scoring is binary: scoring is either 0 or 2 based on inclusion in the senior centers walkshed.
	¼ mi to health care facilities	US Department of Health and Human Services	Scoring is binary: scoring is either 0 or 2 based on inclusion in the health care facilities walkshed.



## Community Interest

Local community members and stakeholders often express interest in pedestrian improvements that are considered priority projects for their neighborhood. To determine which neighborhood priorities should be included in the PMP work plan, we monitor public requests for improvements and balance this with the project’s PIN scoring on a case-by-case basis. Projects with community backing that rank within the top two PIN tiers are reprioritized for implementation in the PMP project list as funding is available. We also look at neighborhood plans and transportation studies to determine which requested projects have been identified as community priorities.

To assist with community requested projects, we leverage partnerships with the City’s community grant programs, including Neighborhood Street Fund, Neighborhood Matching Fund, and Your Voice, Your Choice, to identify community priorities. We contribute PMP implementation funding to these projects where warranted by PIN scoring and where grant funding is unable to cover the full cost of the projects.

## Geographic Balancing

In addition to selecting projects based on health, equity, safety, and age-friendly factors, we ensure that the project list achieves a sound geographic balance without undermining its focus on equity.

After applying all scoring factors to the CTR and ATR locations on the PIN, including the age-friendly score and the urban village score (explained in detail below), we found that the distribution of projects were well-balanced citywide with most projects allocated to areas with less-developed pedestrian networks. No additional adjustments were made to redistribute projects geographically.

## PRIORITIZATION OF PROJECT TYPES

To develop the final project selection for the PMP work plan, we separated CTR and ATR projects into four project types (shown in the table below) that correspond to the type of improvement(s) that would be made at each location and the budget necessary to implement these improvements:

Project Treatments and Estimated Costs		
Project Types	Treatments	Estimate Cost
CTR: Unsignalized Intersections	New Signal (Full)	\$350,000
	New Signal (Pedestrian)	\$250,000
	Rectangular Rapid Flashing Beacons	\$50,000/pair
	New Crosswalk Striping with Signs	\$5,000
	Pedestrian Refuge Island	\$10,000
	Curb Bulb/Curb Extension	\$40,000/corner
	Low-Cost Curb Extension	\$10,000/corner
	Curb Ramp	\$15,000/ramp
CTR: Signalized Intersections	Leading Pedestrian Interval Upgrade	\$20,000
	Countdown Signal Upgrade	\$20,000
	Curb Bulb/Curb Extension	\$40,000/corner
ATR: Arterials	Traditional Sidewalks	\$350,000/blockface
ATR: Non-Arterials	Low-Cost Sidewalks	\$100,000/blockface

Other PMP-funded improvements, including new stairs and pathways, Safe Routes to School projects, pedestrian lighting, and sidewalk repair, use separate prioritization processes to meet specific program needs.

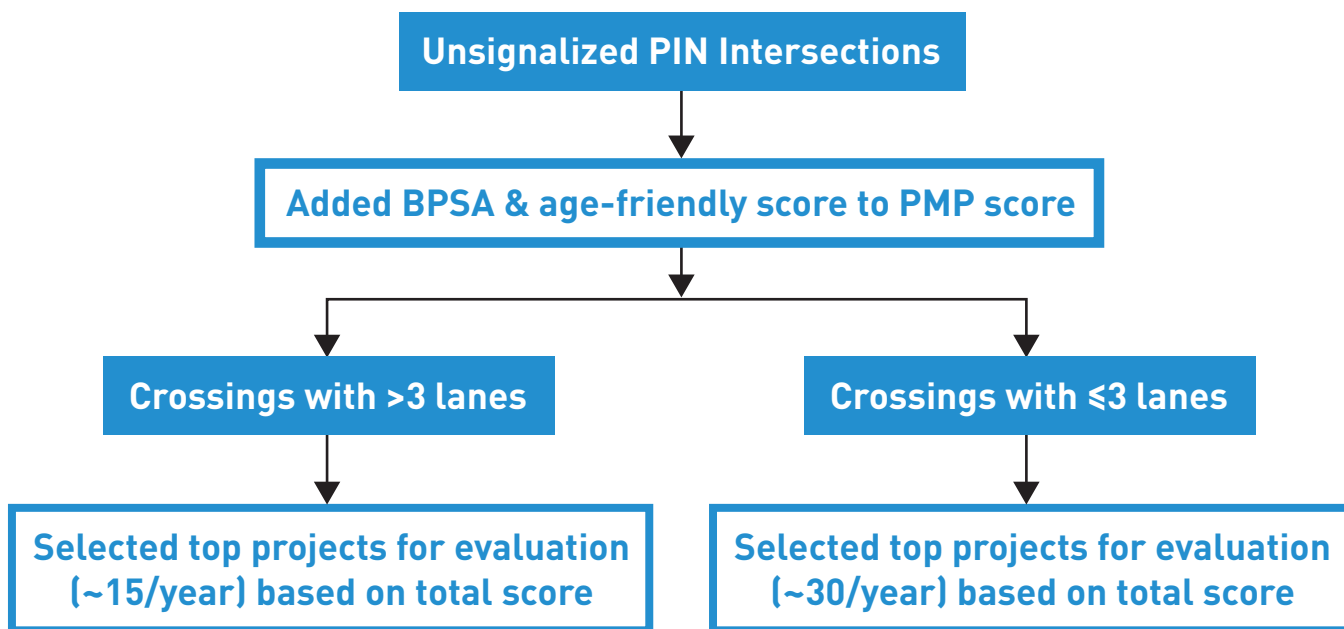
## Crossing the Roadway: Unsignalized Intersections

Intersections undergo extensive case-by-case evaluations to determine whether a pedestrian crossing is appropriate. If an intersection meets our guidelines for a crossing, we evaluate what treatments should be installed to best enhance safety for pedestrians. We look at factors such as traffic speeds and volumes, pedestrian volumes, the number of roadway lanes, and the distance to the nearest controlled crossing when identifying crossing improvements. For this reason, we are not able to scope every individual crossing treatment to be implemented over the next five years based on our existing data alone. Instead, we use the PMP scoring to select intersections to evaluate for crossings.

With existing unsignalized intersections, we know that providing crossings on streets with more than three lanes of vehicle traffic typically requires a new traffic signal due to the risk of a multiple threat collision—a situation on multi-lane streets where a driver in one lane stops for

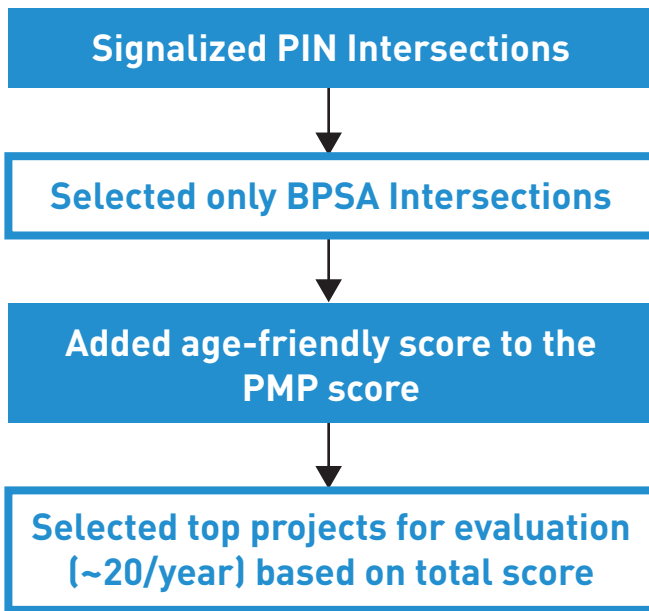
a pedestrian, obscuring the view between the driver in the adjacent lane and the pedestrian. The pedestrian continues to cross the street and a collision occurs as the driver in the second lane continues through the crosswalk. Streets with three or fewer lanes, however, may only need a simple marked crosswalk, curb extension, or flashing beacon, which are significantly less costly treatments. For this reason, we separated these two types of crossings when selecting intersections to evaluate. We assume that about 2-3 new pedestrian signals will be built per year and 10-15 additional crossings will be improved with lower cost treatments.

In our prioritization process, we also included a binary scoring factor (score of either 0 or 5) based on whether the intersection was identified as a “higher priority intersection for pedestrians” in our Bicycle and Pedestrian Safety Analysis (BPSA). The BPSA examines collision patterns to proactively identify locations and prioritize safety improvements with the goal of preventing future crashes. We added the BPSA score to the PMP base score and age-friendly score to produce a total score for the intersection. This final scoring was used to select about 15 locations on streets with more than three lanes and about 30 locations on streets with three lanes or fewer to evaluate per year for crossing improvements.



## Crossing the Roadway: Signalized Intersections

Most of the higher priority intersections in the BPSA are existing signalized intersections. Recognizing that these intersections have characteristics correlated with higher rates of pedestrian collisions, we're focusing our signalized intersection investments only at these locations. Using strategies such as leading pedestrian intervals, countdown signals, and curb extensions, we selected about 20 signalized intersections per year for evaluation and aim to improve about 10-15 crossing locations per year.

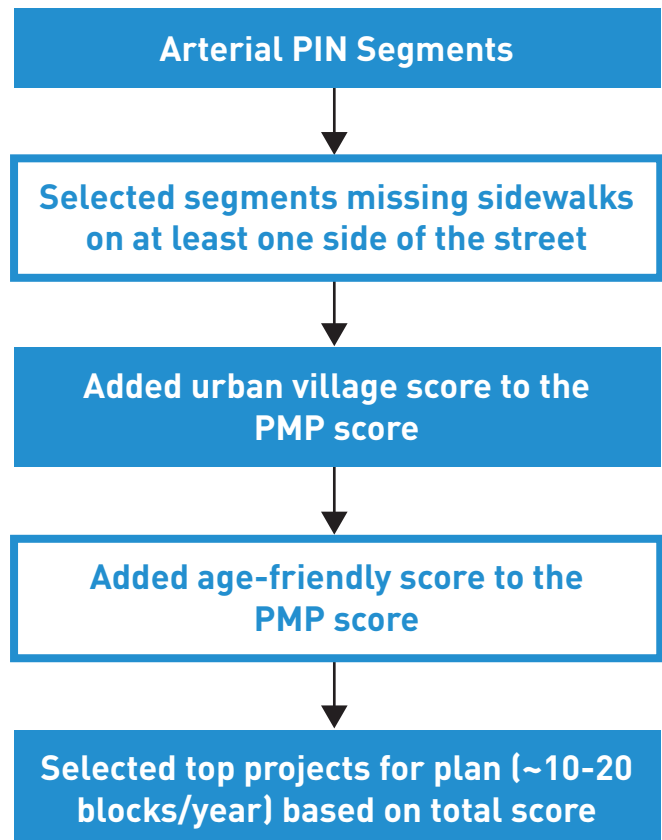


## Along the Roadway: Arterials

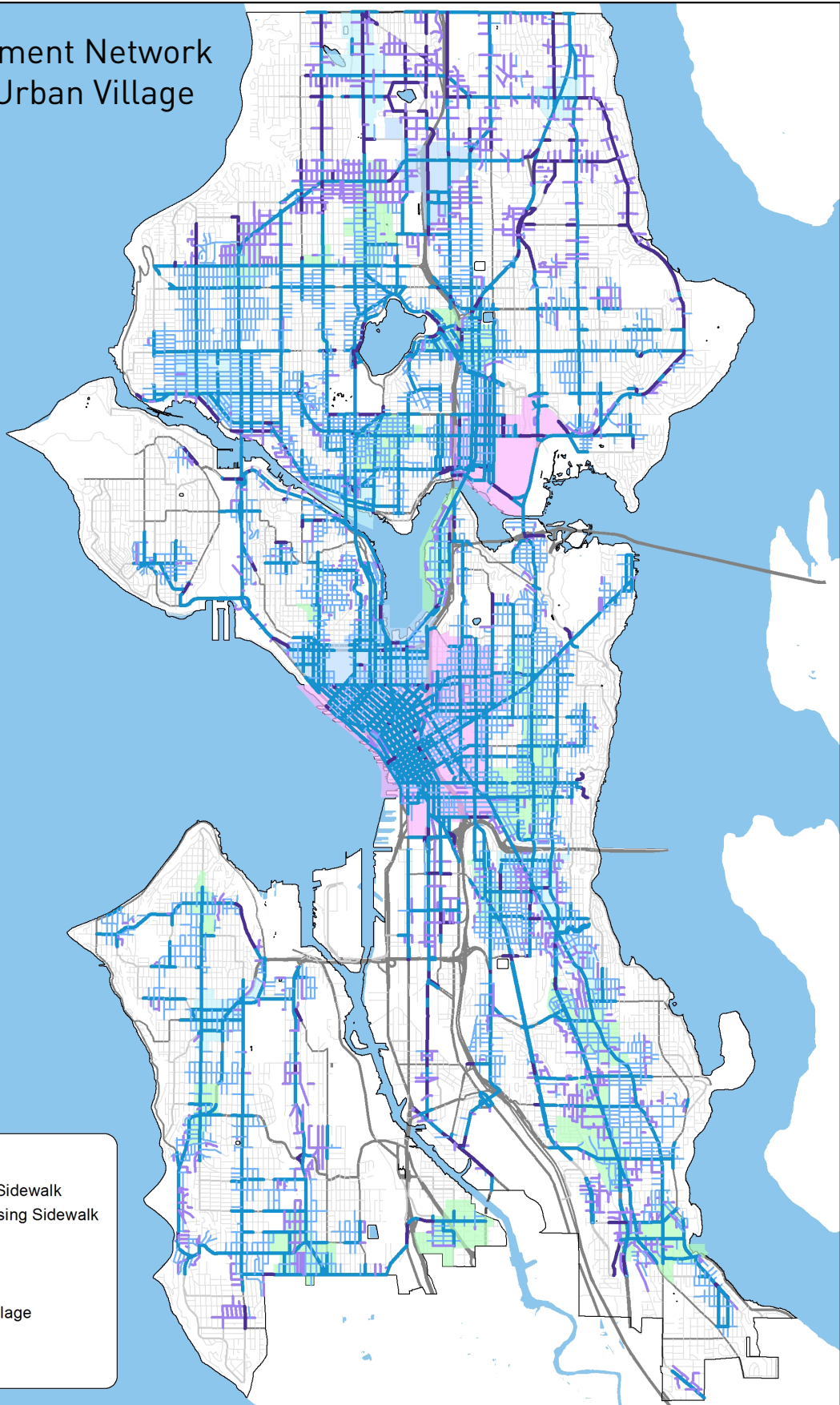
To complete the prioritization of arterial blocks for new sidewalk construction, we started with all arterial blocks within the PIN, then selected all blocks that were missing sidewalks on at least one side of the street, recognizing that arterials are high priority for full sidewalk construction on both sides of the street.

Consistent with [Seattle's Comprehensive Plan, Seattle 2035](#), we further prioritized sidewalk development around urban centers and urban villages by adding a binary scoring factor (score of 0 or 15) to street segments within or adjacent to residential urban villages, hub urban villages, urban centers, or urban center villages. These are places with a higher density of people living and walking. These are also places where 80% of pedestrian collisions occur. The map on the following page shows the PIN overlaid on Seattle's urban villages and urban centers.

With the urban village scoring included, we then added in the age-friendly score and field checked the top-scoring blocks to remove blocks that wouldn't provide the highest value for near-term investments. These include blocks that are not feasible or desirable to construct a sidewalk, such as freeway on/off-ramps, or blocks that don't provide connections to other existing sidewalks or destinations. The final prioritized list assumes 10-15 blocks of new arterial sidewalks will be built per year.

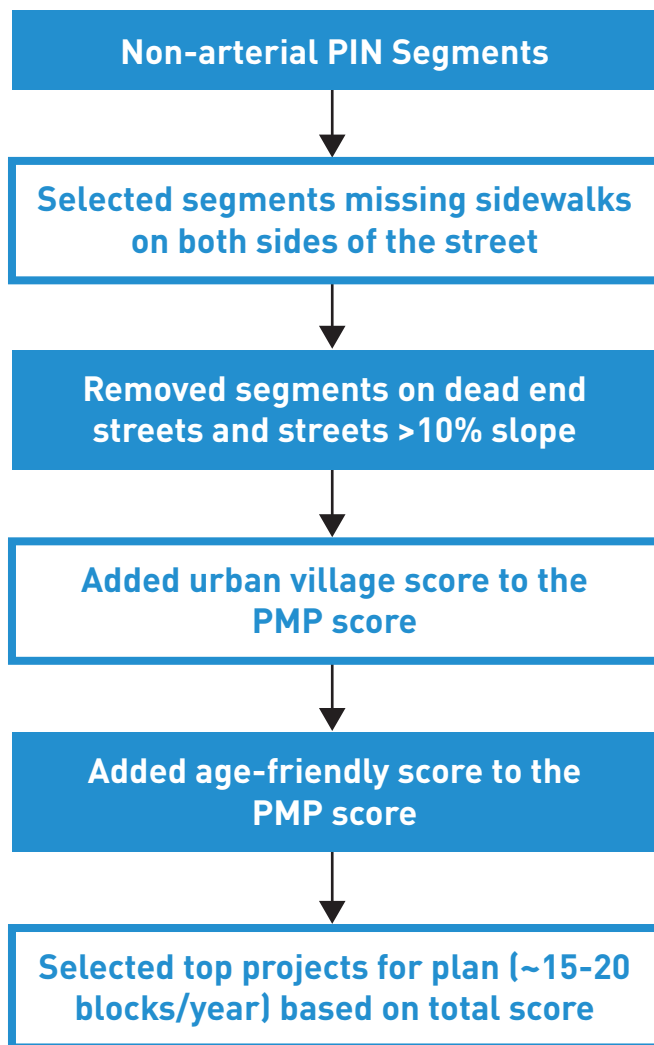


# Priority Investment Network and Seattle's Urban Village Network



## Along the Roadway: Non-Arterials

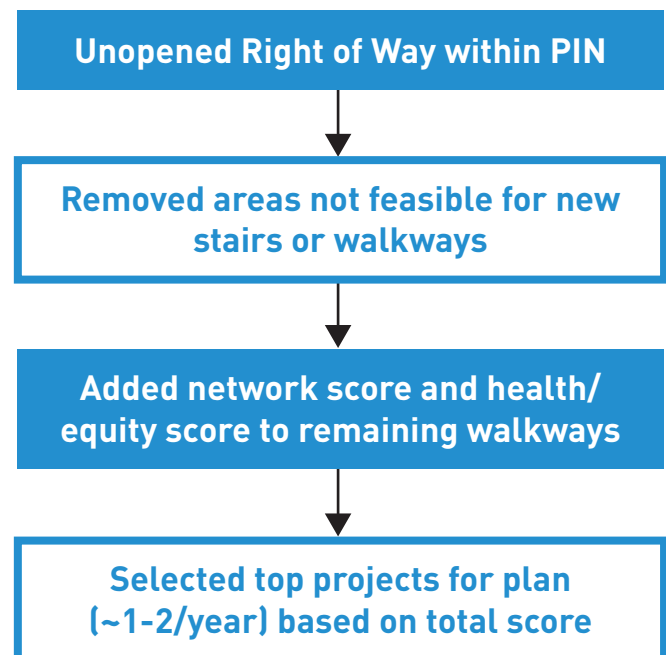
We selected non-arterial sidewalk projects using largely the same process as arterials, but focused only on blocks missing sidewalks on both sides of the street. We also included an additional filtering factor that removed all dead-end blocks and blocks over 10% slope from our prioritization. This is based on the assumptions that dead end streets offer a more comfortable pedestrian environment due to lower vehicle volumes and that steep streets are more difficult and costly for at-grade walkways, the preferred delivery strategy for non-arterial streets. Based on budget projections, we assumed 15-20 blocks of new non-arterial sidewalks will be built annually.



## Stairs and Walkways

Stairs and walkways in unimproved rights of way can provide people with access to key destinations in areas where the existing street network doesn't offer an easy or direct connection. While only a small portion of PMP implementation funding is used to open rights of way with new stairs and walkways, we have developed a prioritization framework for where these investments should occur.

Starting with all unimproved rights of way within the PIN, we removed all areas that would not provide a reasonable stair or walkway connection, such as areas of right of way that do not connect to existing streets. With a list of potential stair and walkway sites, we added the PMP's health/equity score to each site as well as a "network score" that measures the reduced walking distance by adding a new stair or walkway connection versus using the existing street network. Based on this total scoring, we selected the top 1-2 projects per year for implementation while ensuring geographic balance throughout Seattle.



## SAFE ROUTES TO SCHOOL PROJECTS

The Safe Routes to School program builds and improves infrastructure to support safe school environments. While the program focuses on pedestrian safety improvements near schools, it is funded separately from PMP implementation projects and recently received additional funding to support accelerated improvements at 19 schools.

To make sure that we're responsive to school safety needs, we use a school-based prioritization process for Safe Routes to School projects, rather than a project-based prioritization. This process, which we established in the Safe Routes to School Action Plan, uses the average PMP score for

street segments and intersections within a 600-foot walking radius around each school. It applies additional safety and equity criteria to identify the highest priority schools where Safe Routes to School infrastructure funding will be invested. This helps us direct investment to the schools with the greatest needs.

We prioritized schools separately for Along the Roadway and Crossing the Roadway projects due to the differing safety needs at schools across the city. With this prioritization, we created two separate lists of priority schools for the program. Schools with higher scores are higher priorities for improvements.

Along the Roadway Prioritization Criteria for Safe Routes to School Projects		
Category	Measure	Points
System completeness	Current network completeness, based on the average PMP score for all street segments within the school area	50
Equity	Percentage of students at the school within communities of color	40
Safety	Bicycle and pedestrian collisions from past three years within school area	10

Crossing the Roadway Prioritization Criteria for Safe Routes to School Projects		
Category	Measure	Points
System completeness	Current network completeness, based on the average PMP score for all intersections within the school area	50
Equity	Percentage of students at the school within communities of color	40
Safety	Bicycle and pedestrian collisions from past three years within school area	10

## PEDESTRIAN LIGHTING

Pedestrian lighting is necessary for navigation and providing visibility and security in spaces where people walk. While pedestrian lighting is eligible for funding through the PMP implementation budget, there is no longer a dedicated Pedestrian Lighting Program to fund widescale installation of new lighting.

Responding to this need, the PMP directs us to identify funding sources to provide pedestrian lighting as part of SDOT capital projects. For

near-term projects, we will evaluate pedestrian lighting needs on a case-by-case basis. Pedestrian lighting will be integrated into projects where funding is available and will be based on the recommendations and priority areas outlined in the 2012 Pedestrian Lighting Citywide Plan.

## SIDEWALK REPAIR

As discussed in the *Accessibility* chapter, sidewalk repair is critical for making sure the pedestrian network is accessible for all pedestrians. After completing the citywide sidewalk condition

assessment, we are adding a proactive approach to our existing repair and maintenance program. The following section describes the prioritization framework for sidewalk repairs using the new data source. The goal of the prioritization effort is to provide the highest value of safety and mobility improvements to the community, given a finite program budget.

Observations collected through the condition assessment include cracks, uplifts, cross-slopes, obstructions, and other safety risks and mobility impairments. In addition, our comprehensive sidewalk inventory data includes the proximity of the sidewalk to important destinations, such as health facilities, government services, schools, transit, and commercial centers. We will use this




proximity data to assess the accessibility value of each block of sidewalk.


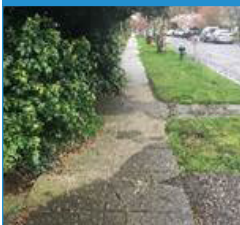
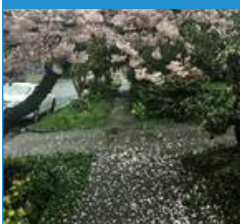
### Determining Potential Sidewalk Repairs

The condition assessment data located and measured the height of uplifts, obstructions, cross-slopes, missing sections, and other information to help us determine potential cost for repair. With this data, we can assess which repairs would provide the highest value improvements in safety and mobility at the lowest cost.

### Data Collected

The table below shows examples of the types of observations that have been collected.

Attribute & Image	Description
<p><b>Uplift</b></p> 	<p>A vertical change in height along a sidewalk that exceeds ½ inch at its highest point. This can either occur at areas where the different panels of the sidewalk meet, or at locations where the sidewalk has cracked.</p>
<p><b>Cracking</b></p> 	<p>Locations where the paved surface of the sidewalk has cracked and shows signs of crumbling and/or movement.</p>
<p><b>Settling</b></p> 	<p>The sinking of sidewalk panels that creates vertical height differences on either side of the panel.</p>

Attribute & Image	Description
<b>Fixed Obstructions</b>	
	<p>Fixed obstructions are those objects that reduce sidewalk width to less than 36". These include transit shelters, utility poles, fencing, hydrants, and non-flush utility vault lids.</p>
<b>Vegetation Obstruction</b>	
	<p>Like fixed obstructions, these obstructions reduce the horizontal clearance of the sidewalk to below 36". In this case, this is caused by overgrowth of vegetation near the sidewalk.</p>
<b>Vertical Obstruction</b>	
	<p>Vertical obstructions are those objects that are between 27" and 80" in height, but extend more than 12" over the sidewalk. These can be fixed like awnings from businesses or cafes, or they can be vegetation such as tree branches.</p>

## Prioritization Methodology

The goal of the prioritization model is to provide the best value to the community given a limited repair budget. We'll score each sidewalk on a scale of low, medium, and high in four categories:

1. Safety score
2. Mobility impairment score
3. Cost score
4. Usage

The safety risk score weighs the potential injury risk to someone traveling on a sidewalk. For example, an uplift greater than 2 inches would receive a "high" safety risk score.

The mobility impairment score captures the hindrance to people with limited walking abilities (e.g., those with wheelchairs or mobility devices). For example, a fixed utility pole that reduces the walking surface to less than 36 inches on either side of the pole would receive a "high" mobility impairment score.

The cost score indicates the relative expense to correct the sidewalk safety risk or mobility impairment condition. For example, an uplift greater than 2 inches that requires complete sidewalk reconstruction would receive a "low" cost score. A high cost repair gets a low priority cost score, while a low-cost repair gets a high priority cost score.

The usage score concerns the number and purpose of sidewalk users. Sidewalks that serve important and high demand facilities are prioritized. These facilities include government facilities (community centers, libraries, parks, social services), healthcare services/hospitals, transit stations and corridors, employment centers, schools, and housing for older adults and people with disabilities. For example, a sidewalk near hospitals, schools, and transit will receive a "high" usage score.



## Scoring Examples



### Safety Risk Score

Lift, settlement, cracks, gaps



### Mobility Impairment Score

Obstruction, minimum passable width & height, Cross-slope



### Cost Score

Maintenance, repair, replacement



### Usage Score

Proximity to important facilities

	High	Low
Safety Risk		
Mobility Impairment		
Cost		
Usage		



## Final Selection Process

After the sidewalks have been scored using the prioritization framework, the final selection of sidewalks for treatment will consider a variety of additional factors to meet other citywide and departmental policies and objectives. Selection for proactive repair will consider race and social justice objectives and will include coordination with the PIN and other city programs such as Pedestrian Master Plan implementation, Safe Routes to School, Transportation Equity, Seattle 2035, and the Age-Friendly Seattle initiative.

Many of the potential sidewalk repair needs identified are the responsibility of other parties, including utilities and private property owners. The final repair selection process will include a priority ranking sorted by repairs that are deemed to be SDOT responsibility and those that are the responsibility of other parties. We will use these rankings to explore opportunities to leverage private funding in repairing sidewalks.

## 6. 2018-2022 PROJECTS

So here we are at the list of projects selected for implementation between 2018 and 2022—the result of extensive prioritization efforts. For ease of review and discussion, the project list and maps are organized geographically and by project type (unsignalized intersections, signalized

intersections, arterial sidewalks, non-arterial sidewalks, and stairs and walkways). The lists of selected intersections are extensive and reflect all intersections that will be evaluated for crossing improvements over the implementation plan's five-year horizon.

Unsignalized Crossings and Crossing Evaluations		
Intersection	Total Intersection Score	Crossing Improvement
<b>2018</b>		
10th Ave S & S Jackson St	69	New Signal
15th Ave S & S Columbian Way & S Oregon St	65	New Signal
15th Ave NE & NE 62nd St	27	Marked Crosswalk
15th Ave NE & NE 70th St	28	Marked Crosswalk
University Way NE & NE 55th St	37	Marked Crosswalk & All way stop
University Way NE & NE 56th St	27	Marked Crosswalk & All way stop
University Way NE & NE 52nd St	45	Marked Crosswalk & All way stop
15th Ave NE & NE 66th St	28	Rapid Flashing Beacon
15th Ave NE & NE 68th St	23	Rapid Flashing Beacon
S Alaska St & S Alaska Pl	57	Curb Bulbs
S Othello St & 38th Ave S	64	Rapid Flashing Beacon
17th Ave E & E Thomas St	50	Curb Bulbs
Roosevelt Way NE & NE 85th St	39	Curb Bulbs
Greenwood Ave N & N 81st St	39	Raised Crosswalk
Greenwood Ave N & N 137th St	67	New Signal
25th Ave NE & NE 47th St	N/A	Marked Crosswalk
Wilson Ave S & S Graham St	42	Rapid Flashing Beacon
Corliss Ave N & N Northgate Way	66	Rapid Flashing Beacon
Western Ave & Pike St	59	Crosswalk Lighting Upgrade
17th Ave NW & NW 53rd St	N/A	Curb Bulbs
20th Ave NW & Leary Way NW	56	Curb Bulbs & All-Way Stop
4th Ave S & S Walker St	83	Evaluate for Signal
Boren Ave & Columbia St	81	Evaluate for Signal

## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
4th Ave S & S Forest St	78	Evaluate for Signal
Rainier Ave S & S Adams St	77	Evaluate for Signal
32nd Ave NE & NE 125th St	76	Evaluate for Signal
6th Ave & Columbia St	73	Evaluate for Crossing Upgrade
9th Ave & Cherry St	71	Evaluate for Crossing Upgrade
2nd Ave S & S Main St	71	Evaluate for Crossing Upgrade
9th Ave & Alder St	70	Evaluate for Crossing Upgrade
Greenwood Ave N & N 95th St	70	Evaluate for Crossing Upgrade
<b>2018 TOTAL - 31 Intersections</b>		
<b>2019</b>		
Stone Way N & N 41st St	57	Curb Bulbs
Rainier Ave S & S Cornell St	N/A	Curb Bulbs
35th Ave SW & SW Graham St	63	New Signal
NE 117th St & Pinehurst Way NE	72	New Signal
E Green Lake Way N & NE Ravenna Blvd SR	47	Rapid Flashing Beacon
SW Roxbury St & 32nd Ave SW	57	Pedestrian Refuge Island
SW Roxbury St & 28th Ave SW	59	Pedestrian Refuge Island
SW Roxbury St & 23rd Ave SW	56	Pedestrian Refuge Island
SW Roxbury St & 21st Ave SW	48	Pedestrian Refuge Island
29th Ave E & E Madison St	55	New Signal
18th Ave S & S Jackson St	74	New Signal
18th Ave & E Madison St	65	New Signal
35th Ave SW & SW Snoqualmie St	64	Evaluate for Signal
Roosevelt Way NE & NE 108th St	76	Evaluate for Signal
Aurora Ave N & N 109th St	75	Evaluate for Signal
Airport Way S & S Forest St	74	Evaluate for Signal
Rainier Ave S & S Estelle St	73	Evaluate for Signal
Columbia Dr S & S Columbian Way	72	Evaluate for Signal
Aurora Ave N & N 60th St	72	Evaluate for Signal
1st Ave S & S Cloverdale St	72	Evaluate for Signal
Aurora Ave N & Roy St	72	Evaluate for Signal
Aurora Ave N & N 137th St	72	Evaluate for Signal
Aurora Ave N & N 127th St	71	Evaluate for Signal
Boren Ave & Denny Way	71	Evaluate for Signal
4th Ave S & S Massachusetts St	71	Evaluate for Signal
15th Ave NW & NW 54th St	71	Evaluate for Signal

## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
E Marginal Way S & S Brighton St	70	Evaluate for Signal
33rd Ave S & S Graham St	69	Evaluate for Signal
S Armericus St & S Columbian Way	69	Evaluate for Crossing Upgrade
S Alaska St & S Columbian Way	69	Evaluate for Crossing Upgrade
29th Ave SW & SW Barton St	68	Evaluate for Crossing Upgrade
24th Ave W & Gilman Ave W	68	Evaluate for Crossing Upgrade
Greenwood Ave N & N 92nd St	67	Evaluate for Crossing Upgrade
62nd Ave SW & SW Admiral Way	67	Evaluate for Crossing Upgrade
19th Ave S & S Jackson St	66	Evaluate for Crossing Upgrade
22nd Ave NE & NE 125th W St	66	Evaluate for Crossing Upgrade
6th Ave & Marion St	66	Evaluate for Crossing Upgrade
Belmont Ave & E Pike St	66	Evaluate for Crossing Upgrade
Renton Ave S & S Rose Ct	65	Evaluate for Crossing Upgrade
Greenwood Ave N & N 100th St	65	Evaluate for Crossing Upgrade
MLK Jr Way S & S Ferdinand St	65	Evaluate for Crossing Upgrade
Fremont Ave N & N 130th St	65	Evaluate for Crossing Upgrade
Greenwood Ave N & N 101st St	65	Evaluate for Crossing Upgrade
Beacon Ave S & S Alaska St	64	Evaluate for Crossing Upgrade
Renton Ave S & S Trenton St	64	Evaluate for Crossing Upgrade
15th Ave S & Spokane Turn Road	64	Evaluate for Crossing Upgrade
MLK Jr Way S & S Snoqualmie St	63	Evaluate for Crossing Upgrade
20th Pl S & S Jackson St	63	Evaluate for Crossing Upgrade
Boylston Ave & E Pike St	63	Evaluate for Crossing Upgrade
6th Ave W & W Nickerson St	63	Evaluate for Crossing Upgrade
McGilvra Blvd E & E Madison St	62	Evaluate for Crossing Upgrade
8th Ave & Yesler Way	62	Evaluate for Crossing Upgrade
Beacon Ave S & S Juneau St	62	Evaluate for Crossing Upgrade
Beacon Ave S & S Ferdinand St	62	Evaluate for Crossing Upgrade
31st Ave S & S Graham St	61	Evaluate for Crossing Upgrade
Delridge Way SW & SW Webster St	61	Evaluate for Crossing Upgrade
Beacon Ave S & S Holly St	61	Evaluate for Crossing Upgrade
<b>2019 TOTAL - 57 Intersections</b>		
<b>2020</b>		
Lake City Way NE & NE 135th St	79	Evaluate for Signal
Greenwood Ave N & N 127th St	70	Evaluate for Signal
Greenwood Ave N & N 140th St	70	Evaluate for Signal

## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
Greenwood Ave N & N 138th St	70	Evaluate for Signal
17th Ave NE & NE 145th St	69	Evaluate for Signal
Lake City Way NE & NE 143rd St	69	Evaluate for Signal
12th Ave NE & NE 145th St	69	Evaluate for Signal
16th Ave S & S Jackson St	68	Evaluate for Signal
4th Ave S & S Hinds St	68	Evaluate for Signal
1st Ave & Eagle St	68	Evaluate for Signal
3rd Ave & Clay St	67	Evaluate for Signal
Rainier Ave S & S Hanford St	67	Evaluate for Signal
33rd Ave NE & NE 125th St	67	Evaluate for Signal
9th Ave S & S Jackson St	67	Evaluate for Signal
Greenwood Ave N & N 136th St	67	Evaluate for Signal
Rainier Ave S & S Walker St	67	Evaluate for Signal
Boylston Ave & Seneca St	61	Evaluate for Crossing Upgrade
Broadway and E Fir St	61	Evaluate for Crossing Upgrade
32nd Ave S & S Graham St	61	Evaluate for Crossing Upgrade
California Ave SW & SW Brandon St	61	Evaluate for Crossing Upgrade
9th Ave & Marion st	61	Evaluate for Crossing Upgrade
24th Ave SW & Delridge Way SW	59	Evaluate for Crossing Upgrade
48th Ave S & S Henderson St	59	Evaluate for Crossing Upgrade
28th Ave SW & SW Thistle St	59	Evaluate for Crossing Upgrade
Broadway & Terry Ave	59	Evaluate for Crossing Upgrade
23rd Ave SW & Delridge Way SW	59	Evaluate for Crossing Upgrade
College Way N & Meridian Ave N	59	Evaluate for Crossing Upgrade
5th Ave NE & NE 117th St	59	Evaluate for Crossing Upgrade
12th Ave S & S Cloverdale St	58	Evaluate for Crossing Upgrade
Boylston Ave & E Pine St	58	Evaluate for Crossing Upgrade
Delridge Way SW & SW Cambridge St	58	Evaluate for Crossing Upgrade
Seneca St & Summit Ave	58	Evaluate for Crossing Upgrade
Union St & Western Ave	58	Evaluate for Crossing Upgrade
Belmont Ave & E Pine St	57	Evaluate for Crossing Upgrade
Maynard Ave S & S Charles St	57	Evaluate for Crossing Upgrade
Greenwood Ave N & N 104th St	57	Evaluate for Crossing Upgrade
Stone Way N & N 44th St	57	Evaluate for Crossing Upgrade
33rd Ave E & E Madison St	57	Evaluate for Crossing Upgrade

## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
26th Ave SW & SW Cambridge St	57	Evaluate for Crossing Upgrade
9th Ave & Spring St	57	Evaluate for Crossing Upgrade
Evanston Ave N & 130th St	57	Evaluate for Crossing Upgrade
1st Ave NE & NE 95th St	56	Evaluate for Crossing Upgrade
MLK Jr Way S & S Lane St	56	Evaluate for Crossing Upgrade
Stone Ave N & N 115th St	56	Evaluate for Crossing Upgrade
8th Ave SW & SW Cambridge St	56	Evaluate for Crossing Upgrade
<b>2020 TOTAL - 45 Intersections</b>		
<b>2021</b>		
3rd Ave S & S Holgate St	67	Evaluate for Signal
Olson Pl SW & SW Cambridge St	67	Evaluate for Signal
Greenwood Ave N & N 137th St	67	Evaluate for Signal
Airport Way S & S Massachusetts St	67	Evaluate for Signal
Dexter Ave N & John St	66	Evaluate for Signal
Rainier Ave S & S Director St	66	Evaluate for Signal
Lake City Way NE & NE 140th St	65	Evaluate for Signal
11th Ave NE & NE Northgate Way	65	Evaluate for Signal
16th Ave S & S Columbian Way	65	Evaluate for Signal
Aurora Ave N & N 141st St	65	Evaluate for Signal
Aurora Ave N & N 140th St	65	Evaluate for Signal
Rainier Ave S & S Mead St	65	Evaluate for Signal
4th Ave S & S Hanford St	64	Evaluate for Signal
18th Ave SW & Delridge Way SW	56	Evaluate for Crossing Upgrade
21st Ave SW Turn Road & Delridge Way SW	56	Evaluate for Crossing Upgrade
60th Ave SW & Alki Ave SW	56	Evaluate for Crossing Upgrade
Summit Ave & E Pike St	56	Evaluate for Crossing Upgrade
Ashworth Ave & N 130th St	56	Evaluate for Crossing Upgrade
6th Ave S & S Weller St	56	Evaluate for Crossing Upgrade
6th ave S & S King St	56	Evaluate for Crossing Upgrade
6th Ave S & S Lane St	56	Evaluate for Crossing Upgrade
9th Ave SW & SW Cloverdale St	55	Evaluate for Crossing Upgrade
3rd Ave S & S Washington St	55	Evaluate for Crossing Upgrade
36th Ave S & S Genesee St	55	Evaluate for Crossing Upgrade
Albion Pl N & N 34th St	55	Evaluate for Crossing Upgrade
28th Ave S & S Graham St	55	Evaluate for Crossing Upgrade
Beacon Ave S & S Stevens St	55	Evaluate for Crossing Upgrade



## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
8th Ave NW & NW 73rd St	55	Evaluate for Crossing Upgrade
Occidental Ave S & S King St	55	Evaluate for Crossing Upgrade
3rd Ave NE & NE 100th St	55	Evaluate for Crossing Upgrade
Minor Ave & Olive Way	55	Evaluate for Crossing Upgrade
Seward Park Ave S & S Fisher Pl	55	Evaluate for Crossing Upgrade
Garlough Ave SW & SW Admiral Way	55	Evaluate for Crossing Upgrade
16th Ave SW & SW Orchard St	55	Evaluate for Crossing Upgrade
48th Ave SW & SW Admiral Way	55	Evaluate for Crossing Upgrade
37th Ave S & S Orcas St	55	Evaluate for Crossing Upgrade
4th Ave NE & NE 100th St	54	Evaluate for Crossing Upgrade
46th Ave S & S Orcas St	54	Evaluate for Crossing Upgrade
6th Ave S & S Washington St	54	Evaluate for Crossing Upgrade
9th Ave SW & SW Trenton St	54	Evaluate for Crossing Upgrade
Meridian Ave N & N 106th St	54	Evaluate for Crossing Upgrade
<b>2021 TOTAL - 41 Intersections</b>		
<b>2022</b>		
5th Ave NE & NE 115th St	64	Evaluate for Signal
10th Ave S & S Cloverdale St	64	Evaluate for Signal
1st Ave & Warren Pl	64	Evaluate for Signal
36th Ave NE & NE 125th St	64	Evaluate for Signal
Rainier Ave S & S Dakota St	64	Evaluate for Signal
Denny Way & Minor Ave	64	Evaluate for Signal
1st Ave & Battery St	64	Evaluate for Signal
20th Ave NE & NE 125th St	64	Evaluate for Signal
3rd Ave SW & Olson Pl SW	64	Evaluate for Signal
12th Ave S & S Main St	63	Evaluate for Signal
35th Ave S & S Myrtle Pl	63	Evaluate for Signal
Rainier Ave S & S State St	63	Evaluate for Signal
Aurora Ave N & Valley St	63	Evaluate for Signal
25th Ave S & S Jackson St	63	Evaluate for Signal
Bell St & Western Ave	54	Evaluate for Crossing Upgrade
California Ave SW & SW Findlay St	54	Evaluate for Crossing Upgrade
25th Ave SW & SW Barton St	54	Evaluate for Crossing Upgrade
MLK Jr Way S & S Bozeman St	53	Evaluate for Crossing Upgrade
Mary Ave NW & NW 85th St	53	Evaluate for Crossing Upgrade
6th Ave & Yesler Way	53	Evaluate for Crossing Upgrade

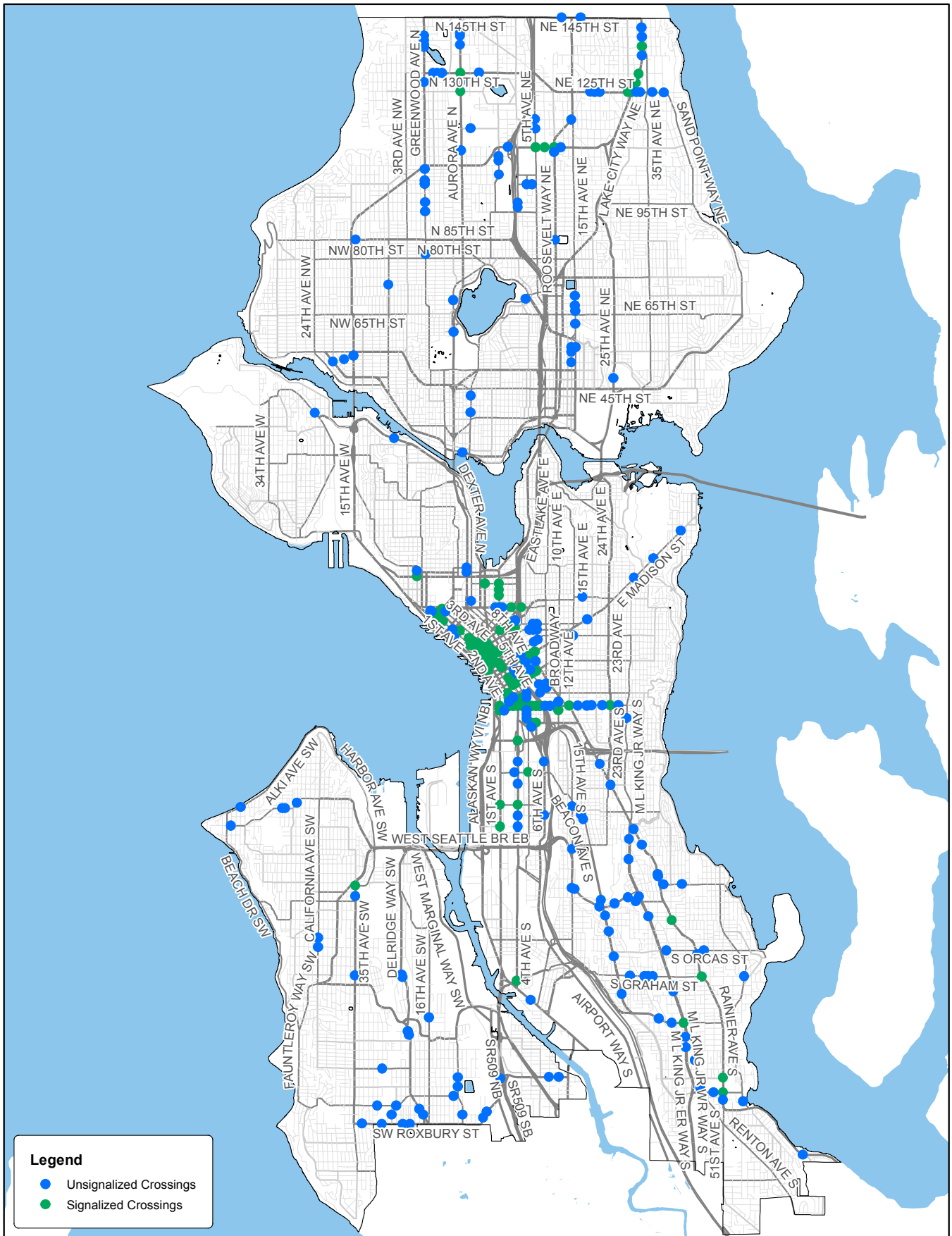
## Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
Broadway & E Spruce St	53	Evaluate for Crossing Upgrade
MLK Jr Way S & S Austin St	53	Evaluate for Crossing Upgrade
15th Ave & E Union St	53	Evaluate for Crossing Upgrade
MLK Jr Way S & S Morgan St	53	Evaluate for Crossing Upgrade
17th Ave S & Beacon Ave S	53	Evaluate for Crossing Upgrade
41st Ave S & S Genesee St	53	Evaluate for Crossing Upgrade
23rd Ave NE & NE 125th St	53	Evaluate for Crossing Upgrade
Sand Point Way NE & NE 125th St	53	Evaluate for Crossing Upgrade
22nd Ave NE & NE 125th St	53	Evaluate for Crossing Upgrade
Sand Point Way NE & NE 125th St	53	Evaluate for Crossing Upgrade
10th Ave SW & SW Henderson St	53	Evaluate for Crossing Upgrade
Meridian Ave N & N 107th St	53	Evaluate for Crossing Upgrade
15th Ave S & S Lander St	53	Evaluate for Crossing Upgrade
MLK Jr Way S & S Hinds St	53	Evaluate for Crossing Upgrade
MLK Jr Way S & S Bradford St	53	Evaluate for Crossing Upgrade
51st Ave SW & SW Admiral Way	53	Evaluate for Crossing Upgrade
Linden Ave N & N 68th St	53	Evaluate for Crossing Upgrade
1st Ave NE & NE 94th St	53	Evaluate for Crossing Upgrade
15th Ave NE & NE 56th St	52	Evaluate for Crossing Upgrade
Beacon Ave S & S Bennett St	52	Evaluate for Crossing Upgrade
1st Ave W & W Roy St	52	Evaluate for Crossing Upgrade
MLK Jr Way S & S Warsaw St	52	Evaluate for Crossing Upgrade
Dayton Ave N & N 130th St	52	Evaluate for Crossing Upgrade
<b>2022 TOTAL - 43 Intersections</b>		

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
<b>2018</b>	
6th Ave & Cherry St	74
Rainier Ave S & S Cloverdale St	61
Denny Way & Fairview Ave	73
5th Ave S & S Main St	77
Lake City Way NE & NE 127th St	74
8th Ave S & S Jackson St	75
Rainier Ave S & S Henderson St	65
5th Ave S & S Washington St	77
Lake City Way NE & NE 125th St	76
1st Ave S & S Hanford St	84
1st Ave S & S Lander St	84
6th Ave S & S Jackson St	77
5th Ave S & S Jackson St	77
4th Ave S & S Lander St	79
M L King Jr Wr Way S & S Othello St	77
7th Ave & James St	74
6th Ave & James St	74
Boren Ave S & Rainier Ave S	76
Aurora Ave N & N 130th St	73
9th Ave & James St	74
1st Ave & Pine St	76
<b>2018 TOTAL - 21 Intersections</b>	
<b>2019</b>	
NE 137th St & Lake City Way NE	70
2nd Ave S & S Washington St	70
Maynard Ave S & S Dearborn St	70
3rd Ave & Pine St	70
5th Ave NE & NE Northgate Way	70
7th Ave S & S Jackson St	72
4th Ave & Union St	70
4th Ave S & S Jackson St	70
4th Ave S & S Main St	70
Lake City Way NE & NE 130th St	72
4th Ave & Pike St	72
Aurora Ave N & N 125th St	71
Boren Ave & Marion St	70

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
Fairview Ave N & Thomas St	72
35th Ave SW & SW Avalon Way	63
1st Ave & Pike St	70
Maynard Ave S & S Jackson St	72
James St & Terry Ave	72
1st Ave & Union St	71
2nd Ave & Virginia St	70
2nd Ave Ext S & S Main St	71
Rainier Ave S & S Graham St	50
<b>2019 TOTAL - 22 Intersections</b>	
<b>2020</b>	
2nd Ave & Pike St	67
Boren Ave & Pine St	69
4th Ave & Spring St	67
2nd Ave & Pine St	67
4th Ave S & S Royal Brougham Way	67
Melrose Ave & E Denny Way	67
30th Ave NE & NE 125th St	69
Denny Way & Stewart St	69
3rd Ave & Pike St	67
2nd Ave & Lenora St	67
2nd Ave & University St	67
4th Ave & James St	69
3rd Ave & Broad St	67
2nd Ave & Union St	67
Boren Ave & Madison St	69
8th Ave & James St	69
Roosevelt Way NE & NE Northgate Way	69
2nd Ave & Yesler Way	68
1st Ave W & W Mercer St	69
4th Ave & Pine St	67
8th Ave NE & NE Northgate Way	73
<b>2020 TOTAL - 21 Intersections</b>	
<b>2021</b>	
5th Ave & Cherry St	66
3rd Ave & University St	65
5th Ave & James St	66

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
1st Ave & Seneca St	65
1st Ave & Broad St	67
1st Ave & Clay St	65
4th Ave & Seneca St	67
1st Ave & Cedar St	65
1st Ave S & S King St	65
3rd Ave S & S Jackson St	64
Republican St & Westlake Ave N	65
Boren Ave & Olive Way	65
Madison St & Terry Ave	65
7th Ave S & S Dearborn St	66
1st Ave & Virginia St	64
2nd Ave & Bell St	66
2nd Ave & Broad St	67
3rd Ave & Union St	65
Fairview Ave N & Republican St	65
<b>2021 TOTAL - 19 Intersections</b>	
<b>2022</b>	
4th Ave & Columbia St	62
Madison St & Minor Ave	62
Rainier Ave S & S Hudson St	63
23rd Ave S & S Jackson St	62
1st Ave S & S Jackson St	63
7th Ave & Union St	62
6th Ave S & S Holgate St	61
4th Ave S & S Michigan St	62
4th Ave & Olive Way	62
9th Ave & Madison St	64
4th Ave & Cherry St	64
6th Ave & Union St	62
Howell St & Olive Way	62
3rd Ave & Stewart St	63
5th Ave & Union St	62
Fairview Ave N & Harrison St	62
2nd Ave S & S Jackson St	63
12th Ave S & S King St	63
<b>2022 TOTAL - 18 Intersections</b>	



**Legend**

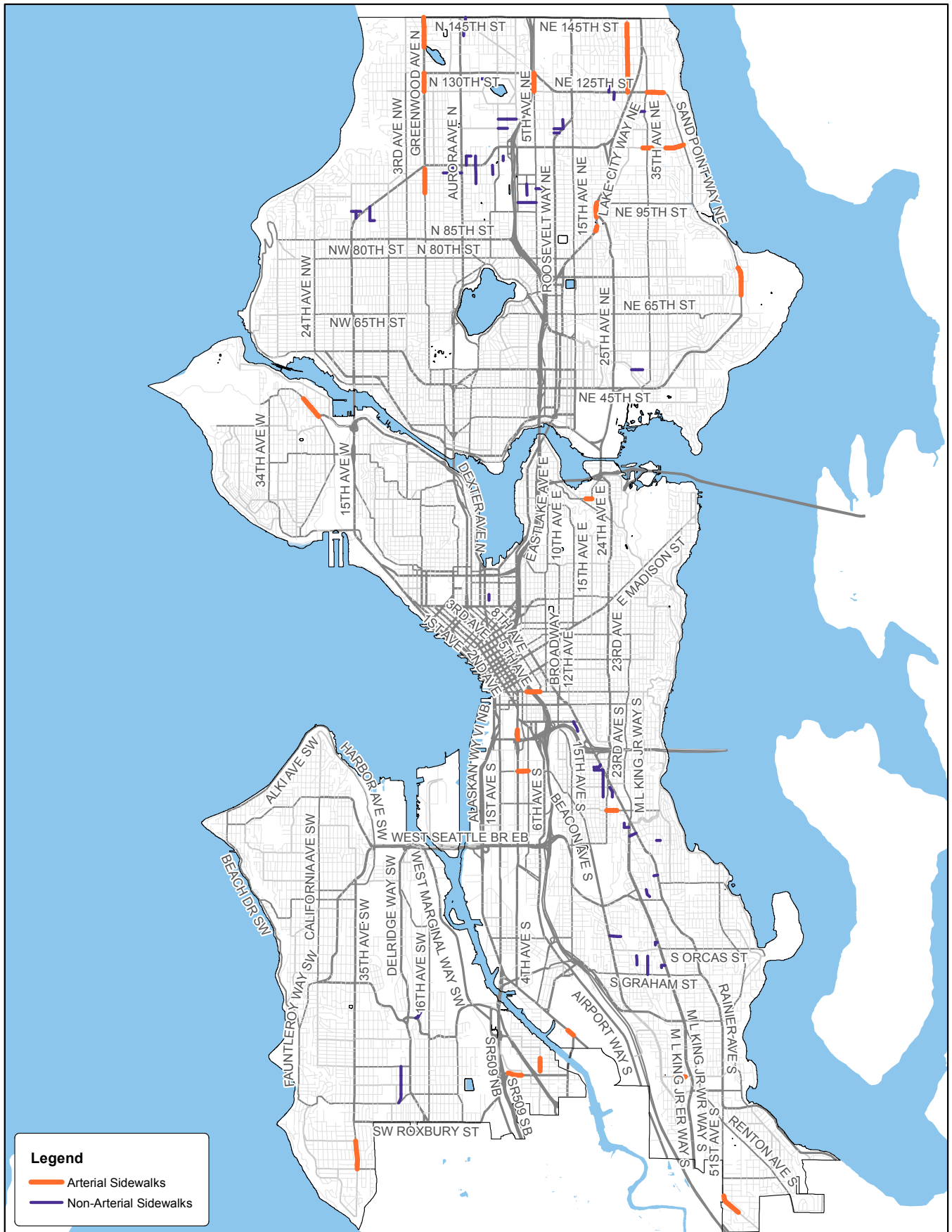
- Unsignalized Crossings
- Signalized Crossings

Arterial Sidewalks		
Street Segment	Number of Blocks	Average Segment Score
<b>2018</b>		
NE 110th St between 35th Ave NE and 36th Ave NE	1	35
Beacon Ave S between S Leo St and S Augusta St	0.5	26
E Marginal Way S between 14th Ave S and 16th Ave S	1	48
Greenwood Ave N between N 137th St and N 145th St	12	63
E Lynn St between 19th Ave E and 18th Ave E	0.25	N/A
35th Ave SW between SW 100th St and SW 106th St	6	22
Yesler Way between 6th Ave S and 8th Ave S	3	76
30th Ave NE between NE 130th St and NE 137th St	7	50
<b>TOTAL</b>	<b>30.75</b>	
<b>2019</b>		
Sand Point Way NE between NE 70th St and NE 77th St	5	35
NE 110th St between 34th Ave NE and 35th Ave NE	1	35
30th Ave NE between NE 137th St and NE 143rd Pl	3	39
8th Ave S between S Southern St and S Sullivan St	3	11
S Cloverdale St between 5th Ave S and Office Park	0.5	75
NE 110th St between 40th Ave NE and Sand Point Way NE	3	24
<b>TOTAL</b>	<b>15.5</b>	
<b>2020</b>		
Greenwood Ave N between N 125th St and N 130th St	2	74
NE 125th St between 35th Ave NE and Sand Point Way NE	5	54
4th Ave S between S Royal Brougham Way and I-90 Off Ramp	1	84
NE 95th St between Lake City Way NE and Ravenna Ave NE	2	26
Lake City Way NE between NE 91st St and NE 95th St	2	43
30th Ave NE between NE 125th St and NE 130th St	2	70
<b>TOTAL</b>	<b>14</b>	
<b>2021</b>		
S Holgate St between 4th Ave S and 6th Ave S	2	65
5th Ave NE between NE 125th St and NE 130th St	3	50
Greenwood Ave N between N 97th St and N 104th St	6	45
<b>TOTAL</b>	<b>11</b>	

Arterial Sidewalks		
Street Segment	Number of Blocks	Average Segment Score
<b>2022</b>		
S Cloverdale St between 39th Ave S and 42nd Ave S	3	55
Lake City Way NE between NE 88th St and NE 89th St	1	55
Greenwood Ave N between N 136th St and N 137th St	1	63
Gilman Ave W between W Emerson Pl and W Jameson St	4	35
S McClellan St between 23rd Ave S and 25th Ave S	3	51
<b>TOTAL</b>	<b>12</b>	



Non-Arterial Sidewalks		
Street Segment	Number of Blocks	Average Segment Score
<b>2018</b>		
S Raymond St between MLK Jr Way S and 36th Ave S	1	44
36th Ave S between S Raymond St and S Spencer St	1	44
S Hanford St between MLK and 27th Ave S	1	43
27th Ave S between S Hanford St and S Winthrop St	1	43
Bagley Ave N between N 106th St and N 107th St	1	40
S Adams St between Letitia Ave S and Rainier Ave S	1	39
Terry Ave N between John St and Thomas St	1	36
NE 114th St between Roosevelt Way NE and Pinehurst Way NE	1	38
Mary Ave NW between Holman Rd and NW 92nd St	1	20
3rd Ave NE between NE 100th St and NE 97th St	1	32
NW 92nd St between 14th Ave NW and 15th Ave NW	2	22
SW Orchard St between SW Myrtle St and Dumar Way SW	0.5	17
<b>TOTAL</b>	<b>12.5</b>	
<b>2019</b>		
32nd Ave S between S Juneau St and S Graham St	2	44
NE 95th St between 1st Ave NE and 5th Ave NE	3	22
NE 98th St between 5th Ave NE and 8th Ave NE	1	34
N 117th St between Meridian Ave N and 1st Ave NE	2	13
12th Ave NE between NE 117th St and Pinehurst Playground	2	16
NE 115th St between Roosevelt Way NE and 12th Ave NE	1	21
50th Ave NE between 30th Ave NE and 33rd Ave NE	3	N/A
24th Ave SW between SW Thistle St and SW Barton St	4	44
NE 120th St between 32nd Ave NE and 35th Ave NE	2	36
<b>TOTAL</b>	<b>18</b>	
<b>2020</b>		
Wallingford Ave N between N 103rd St and N 105th St	1	36
S Byron St between MLK Jr Way S and Rainier Ave S	2	35
22nd Ave S between S Bayview St and Rainier Ave S	5	35
S Holgate St between 20th Ave S and Rainier Ave S	2	35
24th Ave S between S Bayview St and S College St	2	35
Interlake Ave N between N 100th St and N 107th St	3	34
<b>TOTAL</b>	<b>15</b>	



Non-Arterial Sidewalks		
Street Segment	Number of Blocks	Average Segment Score
<b>2021</b>		
Lenora Pl N between Roosevelt Way N and N 145th St	1	34
Poplar Pl S between S Dearborn St and S Charles St	2	27
20th Ave S between S Grand St and S Holgate St	1	34
25th Ave NE between NE 125th St and NE 127th St	1	34
Midvale Ave N between N 140th St and N 143rd St	1	34
N 143rd St between Midvale Ave N and Lenora Pl N	1	34
21st Ave S between Rainier Ave S and S Grand St	1	34
S Grand St between 21st Ave S and 20th Ave S	1	34
26th Ave NE between Hiram Pl NE and NE 125th St	1	34
Renton Ave S between S Oregon St and 33rd Ave S	1	33
NW 90th St between 12th Ave NW and 11th Ave NW	1	33
N 128th St between Ashworth Ave N and Densmore Ave N	1	32
12th Ave NW between NW 90th St and Holman Rd NW	2	33
<b>TOTAL</b>	<b>15</b>	
<b>2022</b>		
N 128th St between Aurora Ave N and Stone Ave N	1	32
Midvale Ave N between N Northgate Way and N 107th St	1	30
S Hinds St between 35th Ave S and 36th Ave S	1	30
N 115th St between Meridian Ave N and Corliss Ave N	1	30
N 107th St between Midvale Ave N and Stone Ave N	1	30
S Lucile St between MLK Jr Way S and 35th Ave S	1	29
35th Ave S between S Findlay St and S Lucile St	1	29
Shaffer Ave S between S Juneau St and S Raymond St	1	28
N 103rd St between Fremont Ave N and Aurora Ave N	2	28
S Brandon St between Beacon Ave S and 26th Ave S	3	19
Linden Ave N between N 103rd St and N 105th St	2	28
<b>TOTAL</b>	<b>15</b>	

Stairs and Walkways		
Connection	Improvement Type	Total Scoring
<b>2018</b>		
Ashworth Ave N between N 125th St and N 122nd St	Walkway	31
<b>2019</b>		
S Henderson St between 39th Ave S and 41st Ave S	Stairs	48
<b>2020</b>		
35th Ave S between S Myrtle St and S Webster St	Stairs	47
28th Ave S between S Brandon St and S Orcas St	Walkway Improvements	50
<b>2021</b>		
SW Edmunds St between Cottage Pl SW and 23rd Ave SW	Stairs	40
<b>2022</b>		
SW Kenyon St between Delridge Way SW and 24th Ave SW	Walkway	43
56th Ave S between S Avon St and S Augusta St	Stairs	36



# 7. ACCESSIBILITY

## ADA PROGRAM

Improving accessibility for all pedestrians, including older adults and people with disabilities, is a key strategy of the PMP—we want Seattle to be more walkable and accessible for people of all ages and abilities. As more of our population ages, PMP implementation plays a key role in supporting Seattle's Age-Friendly initiative, which we know serves our youngest and oldest adults.

Title II of the Americans with Disabilities Act (ADA) requires that we prioritize accessibility improvements as we build new pedestrian facilities and develop a transition plan that identifies specific strategies and locations for new accessibility projects.

We're currently in the process of updating our transition plan and are incorporating accessibility into all capital projects through the installation of new curb ramps, detectable warning strips, and accessible pedestrian signals (APS). Using dedicated PMP implementation funding for accessibility improvements, our ADA program also prioritizes and constructs curb ramps, APS, and new accessibility technologies where they are most needed.

To more quickly improve accessibility on Seattle's streets, we are working to increase the number of curb ramps we construct each year. Ramps we install are primarily derived from three sources: customer service requests, ADA Title II priorities, and capital projects. Anyone with a mobility disability can submit a request for curb ramps that would assist them in their daily activities. We then verify these requests and build up to 150 customer service request ramps per year. Other

ADA priority ramps are constructed in compliance with 28 C.F.R. § 35.150, in the following order:

- 1) Government offices, facilities, and schools
- 2) Transportation corridors
- 3) Hospitals, medical facilities, assisted living facilities and other similar facilities
- 4) Places of public accommodation such as commercial and business zones
- 5) Facilities containing employers
- 6) Residential neighborhoods

Once completed, our updated ADA Transition Plan will serve as the implementation plan for curb ramps and accessibility improvements. It will inform the funding, timeline, and overall delivery strategy for accessibility upgrades in the pedestrian network.

## INFRASTRUCTURE REPAIR & MAINTENANCE

Proper maintenance of infrastructure is critical for keeping Seattle's pedestrian network accessible for everyone. We operate three programs that focus on maintaining pedestrian assets, all of which are detailed in the PMP:

- Sidewalk Safety Repair Program
- Marked Crosswalk Maintenance Program
- Stairway Rehabilitation Program

Improved sidewalk maintenance is called out as a strategy in the PMP and is a high priority for many residents in Seattle. To address sidewalk maintenance more proactively, we conducted a citywide sidewalk condition assessment during summer 2017 that inventoried conditions on sidewalks that may impede pedestrian access. Maintaining and improving these sidewalks is essential for a healthy, growing city. It's key for us to know what the conditions are so that we can

equitably manage and prioritize sidewalk work across the city, and not just where people call in to report an issue.

We are improving our database from which we can prioritize repair and replacement efforts for the Sidewalk Safety Repair Program. With data available on the specific locations of sidewalk

issues, we'll also be able to better educate private property owners on their maintenance responsibilities, enforce unpermitted private encroachments on sidewalks, and study new funding approaches to make necessary repairs. See the *Project Selection Framework* chapter for more details about how we are prioritizing sidewalk repairs to improve accessibility.



# 8. ART AND ENHANCEMENTS

## FUNDING AND PRIORITIZATION

The City's 1% for the Arts policy requires 1% of all eligible capital improvement project funds be set aside for the commission, purchase, and installation of artworks across the city. This program includes all PMP-driven capital projects that are not federally funded.

With 1% for the Arts funding available for pedestrian projects on an annual basis, we look to determine which projects will make good candidates for public art and which areas with planned improvements could benefit most from artistic enhancements. We consider the following factors when deciding where to prioritize 1% for the Arts funding:

- **Level of pedestrian density and visibility:** Is the project in an area with a high level of pedestrian traffic?
- **Availability of right of way:** Is there sufficient area in the right of way to locate artwork?
- **Equity:** Is the project located in a community underserved by civic investment or artistic enhancements?
- **Level of community interest:** Is the surrounding community interested in new artwork with the project?
- **Artistic opportunity:** Is the project located in an area that could be an interesting or unusual opportunity for an artist?

Once a project is selected for 1% for the Arts funding, we contract with an artist who works with SDOT and the community to incorporate local ideas and perspective into the planned artwork. The art can then be added into the project engineering plans.

Although the 1% for the Arts program is the largest funding source for art integration with new pedestrian projects, not all artistic enhancements need to go through this program. Some minor artistic elements can be integrated with a sidewalk project using only the project's capital budget (as shown in Appedix 4).



*Jack Mackie  
Dancer's Series: Steps  
1982*

*collection of City of Seattle's Office of Arts & Culture  
bronze*



# 9. 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
Accessible Mt Baker	Build near-term access and safety improvements at the Mt. Baker Link light rail station, and builds long-term multimodal transportation enhancements	2021	<ul style="list-style-type: none"> <li>Improved crossings of Rainier Ave S and MLK Jr Way S</li> <li>Enhanced sidewalks and new public space at the split intersection</li> <li>Improved pedestrian access between Franklin High School and Mt Baker Light Rail station</li> </ul>	<a href="http://www.seattle.gov/transportation/accessibleMtBaker.htm">www.seattle.gov/transportation/accessibleMtBaker.htm</a>
RapidRide Expansion Program	Build seven new RapidRide corridors throughout the City	2019-2024	Potential crossing improvements and new curb ramps	Email: <a href="mailto:RapidRide@seattle.gov">RapidRide@seattle.gov</a> Website: <a href="http://www.seattle.gov/transportation/rapidrideexpansion.htm">www.seattle.gov/transportation/rapidrideexpansion.htm</a>
Madison BRT	Build a bus rapid transit (BRT) corridor along Madison St between 1st Ave in downtown Seattle and MLK Jr Way	2020	Crossing improvements and station access enhancements between 1st Ave and MLK Jr Way	Email: <a href="mailto:MadisonBRT@seattle.gov">MadisonBRT@seattle.gov</a> Website: <a href="http://www.seattle.gov/transportation/madisonBRT.htm">www.seattle.gov/transportation/madisonBRT.htm</a>

Project	Description	Expected Completion Date	Pedestrian Components	Where to Learn More
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	2020	<ul style="list-style-type: none"> <li>• A new pedestrian and bicycle bridge over I-5 connecting to the future Northgate Link light rail station</li> <li>• A shared-use path on 1st Ave NE between NE 92nd St and NE Northgate Way</li> </ul>	Email: <a href="mailto:northgatebridge@seattle.gov">northgatebridge@seattle.gov</a>  Website: <a href="http://www.seattle.gov/transportation/northgatepedbridge.htm">www.seattle.gov/transportation/northgatepedbridge.htm</a>
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: 2022-2023  Portage Bay Phase: 2026-2028  Montlake Cut Phase: 2027	<ul style="list-style-type: none"> <li>• 14-foot wide pedestrian and bicycle path across Lake Washington and Portage Bay</li> <li>• New pedestrian and bicycle crossings over SR 520 and I-5</li> </ul>	Email: <a href="mailto:SR520bridge@wsdot.wa.gov">SR520bridge@wsdot.wa.gov</a> Website: <a href="http://www.wsdot.wa.gov/Projects/SR520Bridge/">www.wsdot.wa.gov/Projects/SR520Bridge/</a>
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	2019	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	Email: <a href="mailto:BGT_MissingLink_Info@seattle.gov">BGT_MissingLink_Info@seattle.gov</a> Website: <a href="http://www.seattle.gov/transportation/BGT_Ballard.htm">www.seattle.gov/transportation/BGT_Ballard.htm</a>
Waterfront Seattle	Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct	2020+	<ul style="list-style-type: none"> <li>• Landscaped promenade that will extend from Pine St to King St</li> <li>• Crossing improvements between the promenade and east-west downtown streets</li> </ul>	Email: <a href="mailto:info@waterfrontseattle.org">info@waterfrontseattle.org</a> Website: <a href="http://www.waterfrontseattle.org/">www.waterfrontseattle.org/</a>

Project	Description	Expected Completion Date	Pedestrian Components	Where to Learn More
Vision Zero Corridors	Redesign crash-prone roadways to reduce collision risk while enhancing conditions for people walking, biking, driving, and riding transit	Continuous	<p>Pedestrian safety elements are coordinated and planned with all Vision Zero corridors. Recent crossing improvements and sidewalk enhancements have been completed on:</p> <ul style="list-style-type: none"> <li>• Rainier Ave S</li> <li>• Lake City Way NE</li> <li>• 35th Ave SW</li> <li>• Beacon Ave S</li> <li>• Delridge Way SW</li> <li>• Fauntleroy Way SW</li> <li>• Boyer Ave E</li> </ul>	<p>Website: <a href="http://www.seattle.gov/visionzero">www.seattle.gov/visionzero</a></p>
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"> <li>• Holman Rd</li> <li>• N 105th St</li> <li>• N/NE Northgate Way</li> <li>• Roosevelt Way NE</li> <li>• Greenwood Ave N</li> <li>• W Nickerson St</li> </ul>	<p>Website: <a href="http://www.seattle.gov/transportation/paving.htm">www.seattle.gov/transportation/paving.htm</a></p>

Project	Description	Expected Completion Date	Pedestrian Components	Where to Learn More
Neighborhood Greenways	Create safe, calm networks of 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"> <li>• Delridge – 26th Ave SW</li> <li>• Central Area North-South</li> <li>• Central Area East-West</li> <li>• Wedgwood</li> <li>• Olympic Hills</li> <li>• Delridge – Highland Park</li> <li>• PhinneyWood</li> </ul>	Website: <a href="http://www.seattle.gov/transportation/greenways.htm">www.seattle.gov/transportation/greenways.htm</a>
One Center City	Create a near-term plan and 20-year vision for how people move through, connect to, and experience Seattle’s Center City	Near-term strategies focus through 2023	Near-term strategies include pedestrian experience improvements on Pine St and Pike St and pedestrian safety and public realm improvements in the Chinatown/ International District Hub	Website: <a href="http://onecentercity.org/">http://onecentercity.org/</a>

# APPENDIX 1: 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 measure 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 the most recently available data.

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
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 pedestrian collisions per 100,000 residents  2014: 74 pedestrian collisions per 100,000 pedestrian trips  2016: 78 pedestrian collisions per 100,000 residents  2015: 76 pedestrian collisions per 100,000 pedestrian 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	<p>2015 percent PIN arterials with sidewalks: 93%</p> <p>2015 percent PIN non-arterials with sidewalks: 79%</p> <hr/> <p>2017 percent PIN arterials with sidewalks: 94%</p> <p>2017 percent PIN non-arterials with sidewalks: 79%*</p>
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	<p>2014: 24.5%</p> <p>2015: 22.9%</p>
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	<p>Downtown Seattle Association (DSA) counts</p> <p>SDOT citywide counts</p>	<p>2015 downtown count average: 48,600</p> <p>2015 citywide count average: 91,200</p> <hr/> <p>2016 downtown count average: No data available</p> <p>2016 citywide count average: 87,000</p>
6	Children walking or biking to or from school	Increasing percentage of trips by children	None recommended	SDOT Safe Routes to School (SRTS) Program	<p>2013: 22.7%</p> <p>2016: 23.0%</p>

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

# APPENDIX 2: STRATEGIES AND ACTIONS

The table below includes 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
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.
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.
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 Coordination Office (PCO) is proactively reviewing development proposals to coordinate building frontage improvements with City goals, including driveway and curb cut placement.
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>Project Selection Framework</i> chapter.

PMP Strategy	Action	2017 Status
1.5 Create and maintain a pedestrian clear zone on all sidewalks	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>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>
1.6 Improve accessibility in Seattle	SDOT will prioritize ADA accessibility improvements in all new pedestrian projects and work to proactively eliminate accessibility barriers for all pedestrians.	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.
2.1 Improve pedestrian visibility at crossings	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.	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.
2.2 Shorten pedestrian crossing distances	Opportunities to provide curb bulbs, median islands, and lane reductions will be evaluated for all new planned pedestrian crossing improvements.	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.
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.



PMP Strategy	Action	2017 Status
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.
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.
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.
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.	<p>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.</p> <p>SDOT has identified, selected, and funded new locations for neighborhood traffic calming through the Your Voice, Your Choice participatory budgeting process.</p>
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.

PMP Strategy	Action	2017 Status
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.
4.1 Enforce vehicular speed limits and safe driving behaviors	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>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.</p> <p>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>
4.2 Expand multimodal traveler safety education and encouragement programs	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>SDOT has increased education and encouragement efforts in 2016 and 2017:</p> <ul style="list-style-type: none"> <li>• Partnered with AARP and KOMO News to relay public service announcements for older adults on safe practices</li> <li>• Launched reinforcement patrols in target locations</li> <li>• Initiated new distracted driving campaigns</li> <li>• Partnered with rideshare companies to offer safe ride discounts, discouraging impaired driving</li> <li>• Presented travel tips in-person to underrepresented communities, in partnership with Department of neighborhoods and community based organizations</li> <li>• 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</li> <li>• Launched targeted campaigns to improve safety education around schools</li> </ul>

PMP Strategy	Action	2017 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.
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.
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.
5.4 Promote and maintain green infrastructure in the right of way	SDOT will continue to pursue green infrastructure 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.	<p>The recently updated Right of Way Improvements Manual encourages additional opportunities for landscaping, trees, and bioretention.</p> <p>SDOT has established partnerships with SPU on four sidewalk projects (currently in design) that include natural drainage systems adjacent to the sidewalk.</p>
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.

# APPENDIX 3: NEW PEDESTRIAN FUNDING MECHANISMS

With 26% of Seattle’s blockfaces citywide missing sidewalks and limited funding available to construct new pedestrian facilities, we’re exploring new funding mechanisms that could be leveraged to implement priority projects. In recent years, we’ve been working to encourage private developers to build transportation improvements beyond code requirements. While any new revenue sources, including private funding, would compete with other transportation and budget priorities, the following report provides an overview of potential funding strategies and their applications to improving pedestrian infrastructure in Seattle.

## SHARED-COST PROGRAMS

Sidewalk cost-sharing programs would allow residents to construct new sidewalks in front of their home at a reduced rate, subsidized by the City. They could be used by individual homeowners, or more likely, a group of homeowners along a shared blockface. Shared-cost programs are a major funding source for sidewalk repair programs nationwide, but their use for new construction is less common.

For new sidewalk construction, a shared-cost program would allow motivated residents to contribute to new sidewalks along their streets, which could potentially build out the sidewalk network at a faster pace. With this program, there are significant equity concerns, as it would allow homeowners with the financial ability to build sidewalks faster, while leaving those with less financial resources behind. This would exacerbate inequity in the pedestrian network and run counter to the City’s Race and Social Justice Initiative. Additionally, if cost-sharing funds are reallocated to projects not included in the PIN, it would slow the construction of sidewalks where they are most needed. Requesting voluntary

contributions from adjacent property owners along a blockface may also make a cost-sharing program difficult to implement for new sidewalks.

## NEW DEVELOPMENT PROGRAMS

New development programs would focus on incentivizing developer construction of new pedestrian infrastructure beyond code requirements in Seattle. Currently, the City is piloting a voluntary contributions program that gives SDOT the ability to credit up to \$300K in Street Use fees to developers that voluntarily install transportation infrastructure beyond code requirements. This program was launched in early 2017 and has been used to a limited extent, but has not yet been widely publicized. New development programs may also focus on tightening existing code to require additional pedestrian investments with a broader range of building developments.

Used effectively, a new development program could capture new funds from developers to build sidewalks and crossings in areas undergoing change. Equity issues, however, remain a major barrier to implementing a new development program for pedestrian improvements. Most of Seattle’s streets that are missing sidewalks lie in the far northern and southern areas of the city, where new development is less prevalent and where greater racial and social disparities exist. Additionally, there are legal barriers associated with encouraging developers to deliver pedestrian improvements outside the boundaries of their frontage.

## IMPACT FEES

An impact fee is a fee levied on new development with the purpose of mitigating the impact of new growth the development encourages. Impact fees are a tested and successful method used in many municipalities throughout the country to help “growth pay for growth.” Transportation impact fees have been successfully implemented in over 60 cities across the state, including Bellevue, Kirkland, Bothell, Issaquah, and Renton, with several of these programs helping fund municipal transportation solutions for over 20 years.

Although Washington’s Growth Management Act specifies that Transportation Impact Fees must be used for “public streets and roads,” precedence has shown that multi-modal improvements are generally accepted if those improvements are within the public right of way.

Impact fees could be a key strategy for funding new pedestrian improvements in Seattle, with new development helping to mitigate its impact by paying for new sidewalks, crossings, and accessibility improvements. While studies have shown that impact fees do not stifle new growth, a “reasonable nexus” must exist between the impact fee levied and the impact caused by the new development. This requirement could complicate the construction of new sidewalks in areas in the far northern and southern areas of the city, where there is less new development, but more missing sidewalks and historically underserved communities. Additionally, there are well-documented arguments that hold that increased development fees will be passed on to consumers, exacerbating the already-high cost of housing in Seattle.

## REAL ESTATE EXCISE TAX (REET)

Essentially a sales tax specific to real estate transactions, REETs are an established source of local funds. Currently, Washington State charges a REET of 1.28% and King County charges an additional 0.50% for a total of 1.78% REET. Washington State tax code limits the REET to these rates for use with capital projects (an

additional tax may be charged for conservation or instead of a sales tax). This feasible and established tax takes advantage of the heated local real estate market, but is currently being charged at the maximum rate allowed by state law and there is no potential for new funds. If state tax law were amended and Seattle could raise the REET to fund new pedestrian improvements, the additional tax could be passed onto consumers and contribute to housing affordability issues.

## GRANT PROGRAM

SDOT currently participates in two “participatory budgeting” grant programs, the Neighborhood Street Fund (NSF) grant program and the Your Voice, Your Choice (YVYC) grant program. These programs invite the community to propose street improvement ideas, and selected projects are then funded and built. The YVYC annual program includes a community voting selection process, so that the winning proposals are decided by the communities in which they are to be built. Through a partnership with YVYC, additional low-cost sidewalks, crossings, and accessibility improvements could be built with a designated amount of funding. A partnership program would require a matching fund that would come from project proponents either in the form of money, volunteer hours, or another grant source.

As an additional benefit, the district-based grant distribution of the YVYC program helps ensure geographic equitable opportunities, and the existing YVYC structure simplifies implementation. However, race and social justice issues still exist with this proposal, as the program would be driven by engaged property owners requesting new sidewalks and would require a funding or volunteer match. Additionally, there is a strong likelihood that YVYC requests would not align with the PIN and could divert funds from the priority blocks.

## COORDINATED STREET FURNITURE

A coordinated street furniture program would allow limited vendor-supported advertising in the right of way while generating revenue for City projects and adding new public amenities (e.g., transit shelters, information kiosks, and seating). While advertising in the right of way is currently prohibited by City code, coordinated street furniture programs have been successful in other major cities. New York City, for example, recently implemented a similar advertising kiosk program, offering fast and free wireless internet, phone calls, and device charging from advertising-supported information kiosks. The LinkNYC program is expected to raise about \$500 million over 12 years for New York City.

If pursued, a coordinated street furniture program in Seattle could be a potential new revenue source directly linked to sidewalk use and could be applied towards new sidewalk construction anywhere in the city. This could come with the added benefit of privately maintained street furniture with a consistent aesthetic, and as in the case of New York City, public wireless internet. This program, however, would require a private vendor contract, and would require amending the City code.

## VOLUNTARY CONTRIBUTIONS AND SPONSORSHIPS

A voluntary contribution program would allow individuals or sponsors to contribute funds towards new sidewalk construction with an engraved plaque or brick commemorating the donating sponsor, person, or loved one. Similar to programs used to fund parks and building renovations, including the recent Pike Place Market Renovation, this voluntary program could generate a new source of funds directly related to sidewalk construction. This program would also have the potential to build art, play, or educational elements into sidewalks, increasing the attractiveness to potential donors and the community benefit of the sidewalks.

There is little precedence to predict funding potential with a voluntary contribution program and funding potential may be limited in building full sidewalks. Additionally, if a donating party could influence the location of a new sidewalk, there are potential race and social justice concerns, as those that are able to donate may not focus on areas of the city with the greatest need or those with the greatest racial and social disparities.

## LOCAL IMPROVEMENT DISTRICT (LID)

LIDs are a funding mechanism to pay for capital improvements in a specific area. Through the LID process, areas form a special assessment district that allows improvements to be financed and paid for over time through assessments of the benefitting properties. Assessments per parcel must not exceed the special benefit of the improvement to that parcel, and if the improvement does not benefit a parcel, it may not be assessed. LIDs may be used in business districts or residential areas. LIDs have been used in the past for the construction of the Downtown Seattle Transit Tunnel and the South Lake Union Streetcar.

A LID program for new sidewalk construction would allow motivated property owners to invest in their own sidewalks and property values, helping build Seattle's missing sidewalks at a faster pace. Under this program, however, neighborhoods with the more financial resources would be able to build sidewalks faster, while leaving behind those without financial means. This would create an equity issue in the development of Seattle's pedestrian network and would run counter to the City's Race and Social Justice Initiative. LIDs also carry high administrative costs for the City, which has prevented them from being used for sidewalk development in the past.

## LOCAL PARKING REVENUE

Issued as a HALA recommendation, parking revenue, such as funds obtained from restricted parking zone (RPZ) permits, could be used for localized improvements in the neighborhoods where the revenue is generated. If pursued, these funds could be applied to pedestrian projects. Nationwide, there are many examples of parking revenue funding pedestrian improvements, but not necessarily full sidewalk build-out. Unfortunately, there is not currently paid parking in any of the neighborhoods or districts in greatest need of new sidewalks, although there may be some limited opportunity to build small sections of missing sidewalk in areas with RPZs. There are also social equity concerns with this approach, as it would only fund improvements in areas of paid parking and would redirect parking revenue from funding citywide services.

## TRAFFIC CAMERAS

Traffic cameras currently are used to issue fines for running red lights at select intersections and for controlling speeds in certain school zones. With a broader use of photo enforcement, there is potential for additional revenue that could be used for new sidewalk construction. Currently, school speed-zone cameras use photo enforcement to cut speeding in school zones and revenue generated from the resulting fines is directly applied to SDOT's Safe Routes to School Program.

Speed cameras were piloted through a study funded by the Washington State Traffic Safety Commission in 2010 in two high speed/high collision locations. This study showed a reduction in average speeds by 7-16% and violations by 64-67% while still generating an overall net revenue. A survey conducted as part of the study found that Seattle residents favor camera enforcement in areas where speed and collision rates are high, in school zones, construction zones, and where enforcement is otherwise difficult. The survey also found that residents prefer traffic camera revenue go towards traffic safety or enforcement over the City general fund. An expansion of

traffic cameras in Seattle, therefore, could be a favorable funding tool for sidewalks, crossings, and other pedestrian safety projects.

## TRANSPORTATION BENEFIT DISTRICT (TBD)

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing and funding transportation improvements within the district. Seattle has had a TBD since 2010, and an expansion in 2014 covered additional Metro bus service with an increased car tab fee and sales tax that will last until 2020. In July 2016, the City of Seattle assumed the rights, powers, immunities, functions, and obligations of the TBD. As an additional funding source for pedestrian improvements, the Seattle TBD has limited potential without voter approval for additional funds. However, after 2020, voters could renew the additional car tab fee and sales tax with funds directed towards pedestrian programs.

## TAX INCREMENT FINANCING (TIF)

TIF is a method of public financing that diverts future property tax revenue increases towards redevelopment or community improvement projects. A Seattle TIF program used for pedestrian improvements could potentially fund a large portion of improvements throughout the city, but faces significant legal barriers, as most TIF programs in Washington State have been struck down by either voters or the courts. Under a TIF program, new revenue is also essentially frozen, while costs of services continue to grow, leading to the need to raise taxes, cut services, or both.



# APPENDIX 4: ART AND ENHANCEMENTS TOOLKIT

The following matrix is derived from recommendations in the SDOT Art Plan and provides ideas and cost estimates for artistic enhancements that can be incorporated into PMP-driven capital projects. Each project will be evaluated independently to determine its eligibility for artwork and the type of enhancement it can accommodate.

TYPE	IMAGE	APPROXIMATE COST RANGE	FUNDING
CREATIVE BIKE RACK		\$50 - \$100,000	1% for art funds
ART BENCH		\$50 - \$100,000	SDOT construction funds
CRAFTSMAN GUARDRAIL		Varies	SDOT construction funds
STONE OBJECTS		\$50,000 - \$200,000	1% for art funds
CREATIVE BOLLARDS		Varies	SDOT construction funds



TYPE	IMAGE	APPROXIMATE COST RANGE	FUNDING
PLANTERS		Varies	1% for art funds
SIDEWALK POETRY		\$1000 - \$10,000	SDOT construction funds
SIDEWALK INLAYS		Varies	1% for art funds
SIDEWALK STAMPING / SANDBLASTING		Varies	SDOT construction funds
SIDEWALK COLORING		Varies	SDOT construction funds
SIDEWALK TILING		Varies	1% for art funds
SCULPTURE		\$50,000 - \$200,000	1% for art funds

TYPE	IMAGE	APPROXIMATE COST RANGE	FUNDING
TINY ART		\$50,000 - \$200,000	1% for art funds
TRAFFIC CONTROL SIGNAL BOX ART		\$1000	see SDOT community opportunity: <a href="http://www.seattle.gov/transportation/stuse_signalboxart.htm">www.seattle.gov/transportation/stuse_signalboxart.htm</a>





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