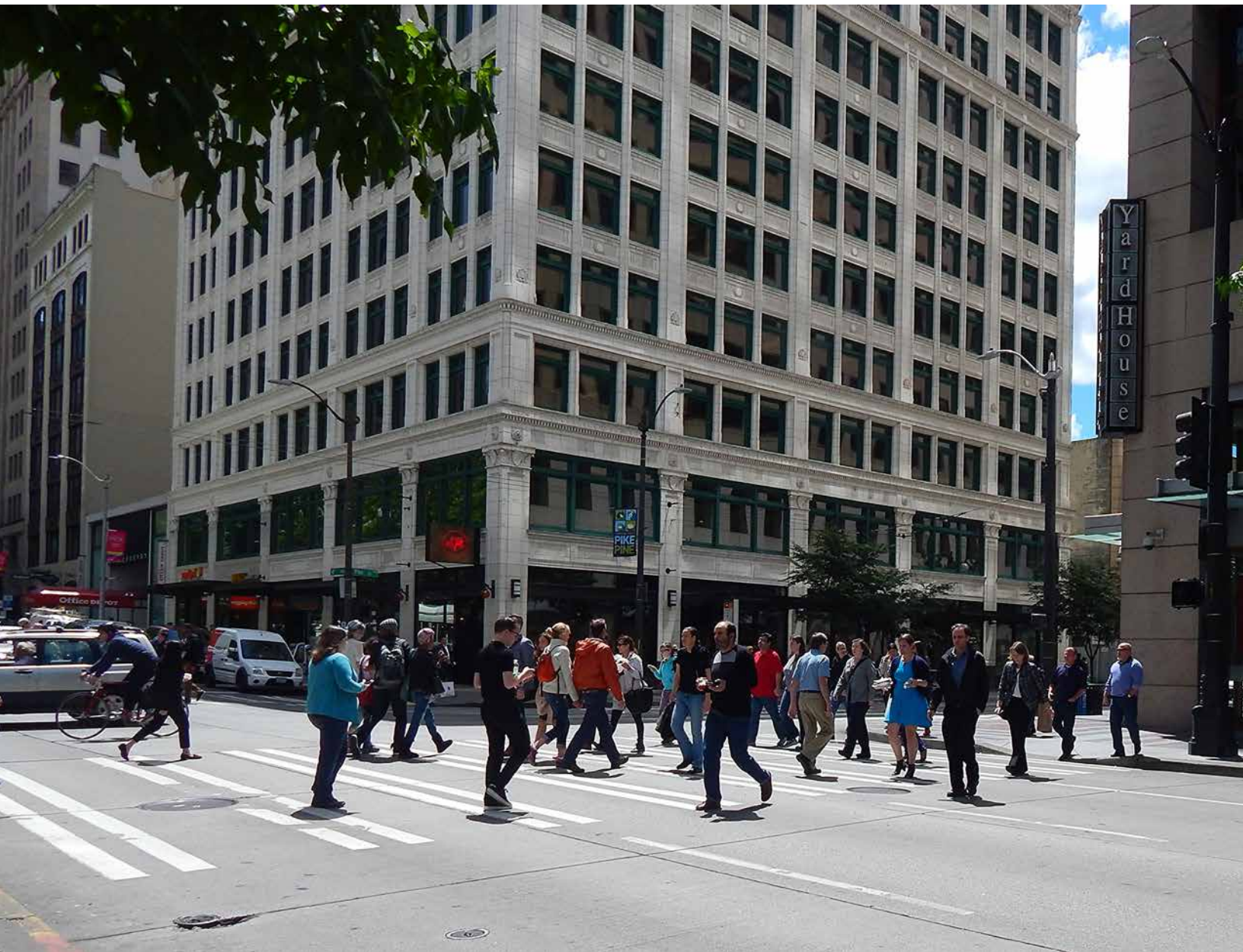


Seattle Department of Transportation

SEATTLE PEDESTRIAN MASTER PLAN

2019-2024 Implementation Plan and Progress Report



MAY 2019



Seattle
Department of
Transportation



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BUILDING

Safeco Field
Cottonwood Field
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CONTENTS

Chapters

1. Introduction	4
2. PMP Progress	6
3. Project Funding and Costs	14
4. Project Delivery	16
5. Capital Project Selection Framework	17
6. Sidewalk Repair Prioritization Framework	29
7. 2019-2024 Projects	35
8. Accessibility	51
9. Art and Enhancements	53
10. Major Projects with Pedestrian Investments	54

Appendices

Appendix 1: Performance Measures	59
Appendix 2: Strategies and Actions	63
Appendix 3: Art and Enhancements Toolkit	73

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 to make our communities great places to grow up and grow old.

As Seattle continues to grow, how can we become an even more walkable, accessible city for all? That's the question our Pedestrian Master Plan (PMP) helps to answer, and it's the vision we work 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 2019-2024 PMP Implementation Plan establishes the near-term implementation

strategy of the PMP. Updated in 2017, the PMP is one of four modal master plans funded by the Levy to Move Seattle: pedestrian, bicycle, transit, and freight. Together, they provide a blueprint for guiding safety and mobility investments through a time of unprecedented growth.

The 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 six years.

Since 2016, the Seattle Department of Transportation (SDOT) has advanced PMP implementation with the voter-approved Levy to Move Seattle. This update of the PMP Implementation Plan reflects the levy's investments in the pedestrian network and covers a 6-year horizon to coordinate with the end of the 9-year levy in 2024.

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 six 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

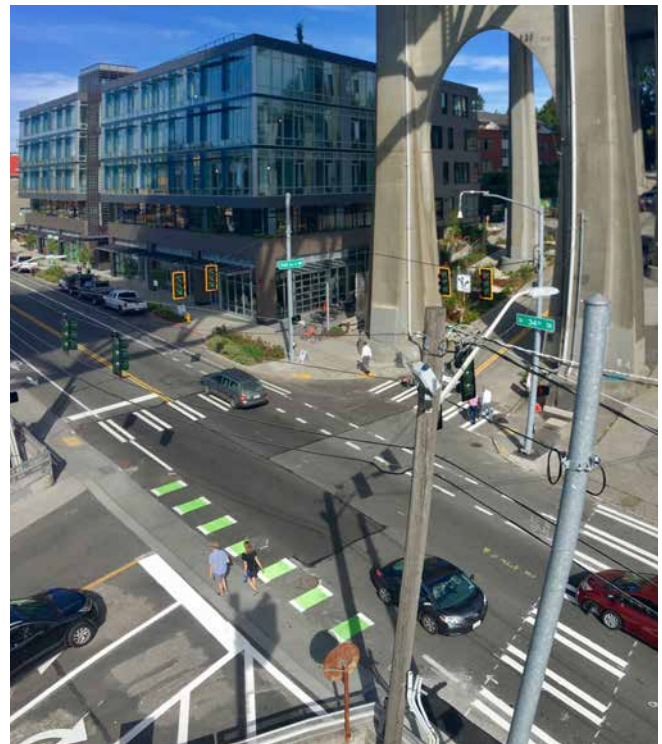
As Seattle rapidly grows, many new pedestrian improvements are delivered by private development under the Street Improvement Permit process. The City's Land Use Code requires certain developments to install new sidewalks and other amenities that enhance the pedestrian experience. These improvements help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

SDOT and other public agencies also play a major role in developing and maintaining the pedestrian network through capital projects. This report recognizes the role of other public and private stakeholders in shaping the pedestrian environment, but focuses on SDOT's role in building out pedestrian projects and delivering high-value safety and mobility improvements

with our available PMP implementation funding. In addition to capital improvements, SDOT is undertaking a range of programmatic actions to achieve PMP goals, which are detailed in Appendix 2.

LEVY TO MOVE SEATTLE

In November 2015, Seattle voters passed a 9-year \$930 million transportation levy to help achieve the vision set forth in [Move Seattle](#), which is the City's 10-year strategic plan for how we will move people and goods throughout Seattle. Move Seattle establishes outcomes that we will achieve and the projects we plan to implement, in accordance with our vision and core values. The levy establishes deliverables focused on implementing the PMP which are a key component of the Move Seattle plan.



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 since the beginning of the levy and work to expand the citywide network of safe 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	37th Ave NE & NE 135th St	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 N & N 34th St	2017
Marked Crosswalks and Curb Bulbs	SW Admiral 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
Curb Bulbs	SW Admiral Way & SW Stevens St	2017
Curb Bulbs	SW Admiral Way & 61st Ave SW	2017

Treatment Type	Location	Year Completed
Rapid Flashing Beacon	Elliott Ave W & Elliott ER Ave W	2017
Pedestrian Signal	Yesler Way & 8th Ave	2017
Raised Crosswalk	S Washington St & Broadway (midblock)	2017
Marked Crosswalk and Curb Bulbs	9th Ave & Columbia St	2017
Curb Bulbs	SW Admiral Way & 63rd Ave SW	2018
Curb Bulbs	SW Admiral Way & SW Lander St	2018
Curb Bulbs and Rapid Flashing Beacon	Delridge Way SW & SW Findlay St	2018
Rapid Flashing Beacon	6th Ave & Marion St	2018
Curb Bulbs and All-Way Stop	20th Ave NW & Leary Way NW	2018
Curb Bulbs	Roosevelt Way NE & NE 115th St	2018
Marked Crosswalk and Curb Bulbs	Roosevelt Way NE & NE 117th St	2018
Curb Bulbs	2nd Ave S & S Main St	2018
All-Way Stop	University Way NE & NE 52nd St	2018
All-Way Stop	University Way NE & NE 55th St	2018
All-Way Stop	University Way NE & NE 56th St	2018
Pedestrian Signal	Airport Way S & S Doris St	2018
Curb Bulbs	Roosevelt Way NE & NE 85th St	2018
TOTAL - 46 Crossing Improvements		

Sidewalk Projects

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
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	0.51
Arterial Sidewalk	Asphalt pathway	Airport Way S between S Charlestown St and S Court St	2016	0.3
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
Arterial Sidewalk	Traditional sidewalk	NE 110th St between 39th Ave NE and 40th Ave NE	2017	1
Arterial Sidewalk	Traditional sidewalk	S Holgate St between 6th Ave S and 8th Ave S	2017	1
Arterial Sidewalk	Delineated concrete pathway	S Orcas St between 32nd Ave S and 35th Ave S	2017	2

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Non-Arterial Sidewalk	Asphalt pathway	NE 135th St between 15th Pl NE and 20th Ave NE	2017	4
Non-Arterial Sidewalk	Asphalt pathway	S Wallace St between 59th Ave S and Dead End	2017	1
Non-Arterial Sidewalk	Delineated concrete pathway	Wabash Ave S between S Rose St and S Cloverdale St	2017	2
Non-Arterial Sidewalk	Delineated concrete pathway	46th Ave S between S Cloverdale St and S Kenyon St	2017	6
Non-Arterial Sidewalk	Asphalt pathway	NE 113th St between 34th Ave NE and 35th Ave NE	2017	1
Non-Arterial Sidewalk	Asphalt pathway	SW 104th St between 35th Ave SW and 36th Ave SW	2017	1
Arterial Sidewalk	Traditional sidewalk	Yesler Way S between 6th Ave S and 8th Ave S	2017	3
Non-Arterial Sidewalk	Traditional sidewalk	37th Ave S between S Cloverdale St and S Kenyon St	2018	3
Non-Arterial Sidewalk	Traditional sidewalk	E Lynn St between 18th Ave E and 19th Ave E	2018	0.25
Arterial Sidewalk	Traditional sidewalk	Beacon Ave S between S Leo St and S Augusta St	2018	0.5
Non-Arterial Sidewalk	Traditional sidewalk	SW Orchard St between SW Myrtle St and Dumar Way SW	2018	2
Arterial Sidewalk	Asphalt pathway	E Marginal Way S between 14th Ave S and 16th Ave S	2018	1
Non-Arterial Sidewalk	Painted pathway	Terry Ave N between John St and Thomas St	2018	1
Arterial Sidewalk	Asphalt pathway	NE 110th St between 35th Ave NE and 36th Ave NE	2018	1
Arterial Sidewalk	Traditional sidewalk	35th Ave SW between SW 100th St and SW 106th St	2018	6
Non-Arterial Sidewalk	Traditional sidewalk	NE 120th St between 31st Ave NE and 35th Ave NE	2018	3
Non-Arterial Sidewalk	Traditional sidewalk	S Adams St between Letitia Ave S and Rainier Ave S	2018	1
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between N 137th St and N 145th St	2018	6
Non-Arterial Sidewalk	Traditional sidewalk	Mary Ave NW between Holman Rd and NW 92nd St	2018	1
Arterial Sidewalk	Traditional sidewalk	Yesler Way between 6th Ave S and 8th Ave S	2018	3

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Non-Arterial Sidewalk	Asphalt pathway	S Byron St between MLK Jr Way S and Rainier Ave S	2018	2
Non-Arterial Sidewalk	Painted pathway	3rd Ave NE between NE 97th St and NE 100th St	2018	1
Arterial Sidewalk	Traditional sidewalk	W Nickerson St between 13th Ave W and the Ballard Bridge	2018	2
Arterial Sidewalk	Asphalt pathway	30th Ave NE between NE 130th St and NE 137th St	2018	7
Non-Arterial Sidewalk	Asphalt pathway	32nd Ave S between S Orcas St and S Graham St	2018	3
Non-Arterial Sidewalk	Asphalt pathway	NW 92nd St between 14th Ave NW and 15th Ave NW	2018	2
Non-Arterial Sidewalk	Asphalt pathway	Bagley Ave N between N 106th St and N 107th St	2018	1
TOTAL				97.06

* Project not funded by Levy to Move Seattle.

COST-EFFECTIVE WALKWAYS

Recognizing that traditional concrete, curb and gutter sidewalks cost \$350,000 or more per block to construct, we work to maximize resources and provide sidewalks to more streets as quickly as possible by using lower-cost walkway improvements where feasible. Walkways 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 walkway 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. We continually explore new and innovative solutions to reduce the cost of sidewalks, and walkway treatments currently in our toolbox include:



Grade-separated asphalt walkways (can be stamped or stained)



Delineated, at-grade asphalt or concrete walkways



Painted walkways



Shared space with calmed traffic

The “Sidewalk Projects” table provides an overview of the cost-effective walkways built since the beginning of 2016. As we implement the PMP, we’ll continue to use cost-effective walkways 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 a buffer from moving vehicle traffic. On some arterial streets, there may be occasional opportunities for an incremental approach, where at-grade walkway 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.

Recent Cost-Effective Walkways



8th Ave S between S Southern St and S Sullivan St



Ashworth Ave N between N 122nd St and N 125th St



NE 135th St between 15th Pl NE and 20th Ave NE



16th Ave S between S Dakota St and S Nevada St

3. PROJECT FUNDING AND COSTS

FUNDING ASSUMPTIONS

The PMP implementation strategy leverages the funding provided by the Levy to Move Seattle with other local funds, as well as existing and anticipated grant funding. Many pedestrian improvements are delivered in coordination with our major capital projects, such as arterial repaving (AAC) and 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 funding table below includes all sources of funding, as documented in the 2019-2024 Capital Improvement Program.* As we develop our projects, we will continue to coordinate with other capital investment, partner with other agencies, and seek additional funding to support and maximize the scope of our work.

Current funding assumptions are provided in the following table:

Funding Source	2019	2020	2021	2022	2023	2024	6-Year Total
ADA Accessibility	8.4 M	6.8 M	5.4 M	4.4 M	4.4 M	4.4 M	33.8 M
Crossing Improvements	3.7 M	3.1 M	2.7 M	3.5 M	4.2 M	2.7 M	19.9 M
New Sidewalks	16.0 M	9.3 M	4.7 M	4.0 M	5.4 M	6.0 M	45.4 M
SPU Drainage Partnership – Broadview Pedestrian Improvements	1.5 M	3.1 M	3.2 M	--	--	--	7.8 M
Safe Routes to School	2.8 M	2.8 M	5.2 M	2.2 M	2.2 M	2.3 M	17.5 M
Sidewalk Repair	5.7 M	3.8 M	1.6 M	1.7 M	1.7 M	1.3 M	15.8 M
Stairway Rehabilitation	1.4 M	1.4 M	1.4 M	1.5 M	1.5 M	1.5 M	8.7 M
Total Funding	39.5 M	30.3 M	24.2 M	17.3 M	19.4 M	18.2 M	148.9 M

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

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.

As we assess the commitments and deliverables of the Levy to Move Seattle, we are working to develop more accurate cost assumptions for PMP projects. In the past, we have applied a planning-level cost estimate of \$350,000 per block for all traditional concrete, curb and gutter sidewalks and \$100,000 per block for cost-effective walkways. However, we are revising our estimates to account for rising construction costs. Following the recent [Levy to Move Seattle Assessment](#), we have updated our planning-level budgets for each sidewalk and walkway project based on improved assumptions of construction costs.

Crossing improvement costs vary even more widely, based on the selected treatment. We evaluate each intersection on a case-by-case basis using traffic data and roadway characteristics to determine its feasibility for a crossing improvement and the appropriate treatment for the intersection. The *Project Selection Framework* chapter details estimated costs for several standard pedestrian crossing treatments, which can range from \$10,000 to over \$400,000. Once we have a treatment selected for a crossing improvement, we assign a planning-level cost estimate to the project based on these assumed costs.



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 ordinance 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. We are currently using the RET to evaluate the Safe Routes to School program will use the RET later this year for the PMP Crossings program. We will use the results of these analyses to 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. CAPITAL 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 6-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	Transit Master Plan	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*	Transit Master Plan	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 Transit Master Plan, 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 six 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 6-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 large 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 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	83-115 (max score)	66-82	51-65	37-50	5-36
ATR: Non-Arterials	48-69 (max score)	34-47	23-33	13-22	0-12

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 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 policy directive that informed our PMP implementation strategy 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. The PIN map on pages 26-28 highlights the geographic discrepancies in the existing pedestrian network. For example, North Seattle has the greatest gaps in the arterial sidewalk network while South Seattle has a significant number of missing sidewalks on non-arterial streets. This data helps to inform our distribution of project types to ensure that we invest in projects where they are most needed.

After applying all scoring factors to the CTR and ATR locations on the PIN, including the equity/health score, 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 projects:

Project Treatments and Estimated Costs*		
Project Types	Treatments	Estimated Cost
CTR: Unsignalized Intersections	New Signal (Full)	\$350,000 - \$500,000
	New Signal (Pedestrian)	\$250,000 - \$400,000
	Rectangular Rapid Flashing Beacons	\$50,000/pair
	New Crosswalk Striping with Signs	\$5,000 - \$10,000
	Pedestrian Refuge Island	\$10,000 - \$30,000
	Curb Bulb/Curb Extension	\$40,000 - \$150,000/corner
	Painted Curb Extension	\$10,000 - \$15,000/corner
	Curb Ramp	\$15,000 - \$20,000/ramp
CTR: Signalized Intersections	Signal Timing Revisions	\$5,000 - \$50,000
	Turn Restrictions	\$3,000 - \$10,000
	Curb Bulb/Curb Extension	\$40,000 - \$150,000/corner

Project Types	Treatments	Estimated Cost
ATR: Arterials	Traditional Sidewalks	\$350,000 - \$800,000/blockface
ATR: Non-Arterials	Painted Walkways	\$15,000 - \$30,000/blockface
	Separated Concrete or Asphalt Walkways	\$50,000 - \$120,000/blockface

*Estimated costs are for the current year and are not adjusted for inflation.

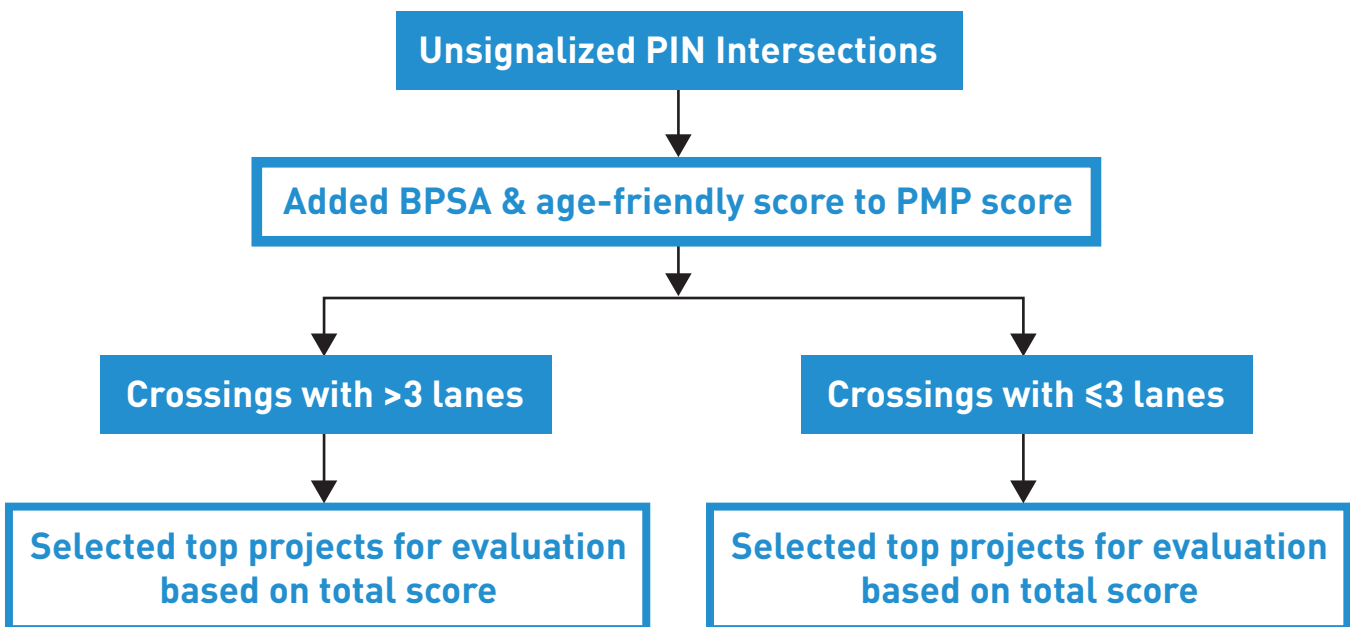
Other PMP-funded improvements, including new stairs and pathways, Safe Routes to School projects, pedestrian lighting, and sidewalk repair, use separate prioritization processes to meet specific program needs.

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.

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 to use in selecting the intersections to evaluate.

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, turn restrictions, protected turning movements, countdown signals, and curb extensions, we selected about 20 signalized intersections per year for evaluation.

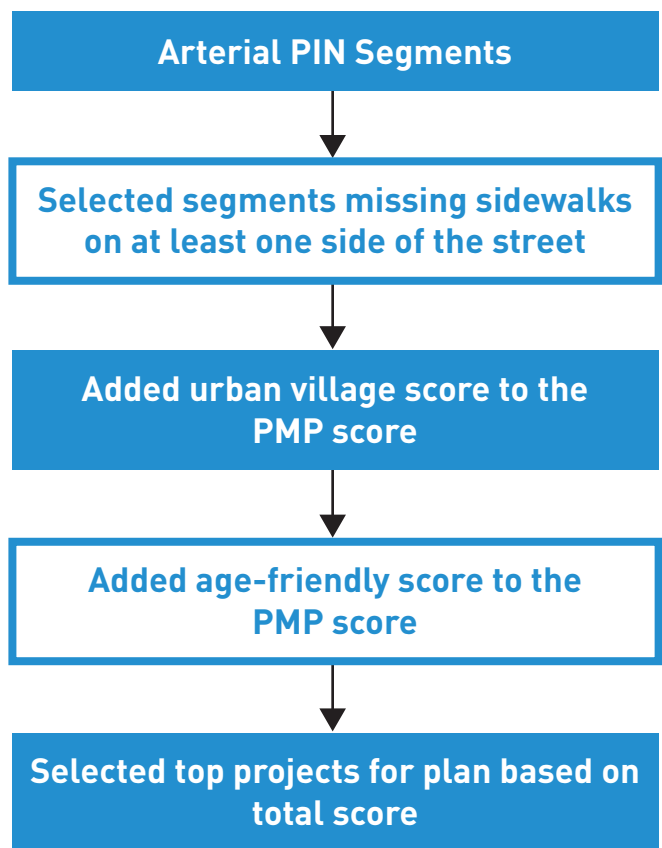
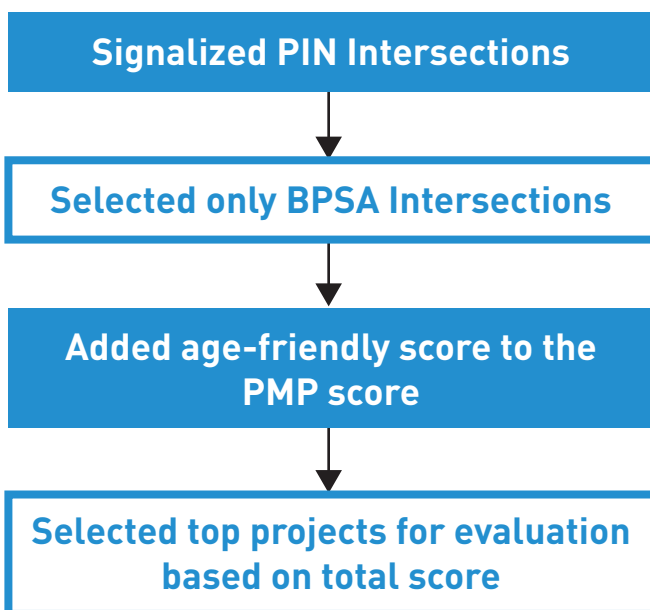
The Vision Zero program is currently conducting a citywide evaluation of intersections that could be improved with leading pedestrian intervals and other signal modifications. This evaluation includes all of the signalized intersections on the PMP 6-year project list. The results of this evaluation will determine the implementation

strategy and treatment deployed at each signalized intersection.

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.

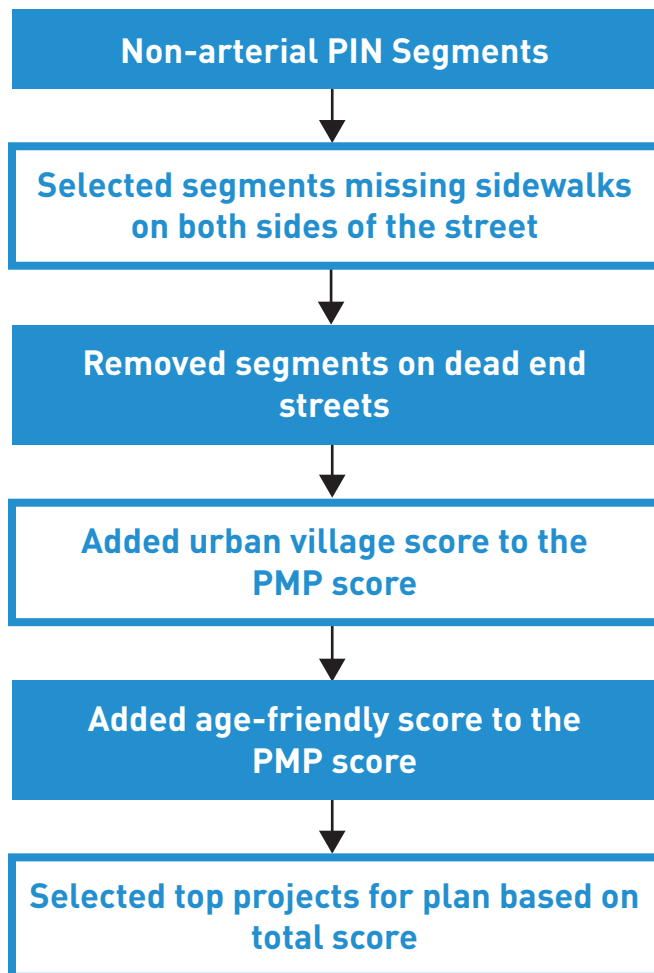
Consistent with [Seattle's Comprehensive Plan, Seattle 2035](#), we further prioritized sidewalk development around urban centers and urban villages by adding a binary scoring factor (score of 0 or 15) to street segments within or adjacent to residential urban villages, hub urban villages, urban centers, 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 page 26 shows the PIN overlaid on Seattle's urban villages and urban centers.



With the urban village scoring included, we then added 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.

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 from our prioritization. This is based on the assumptions that dead end streets offer a more comfortable pedestrian environment due to lower vehicle volumes.



Sidewalk Development on Aurora Ave N

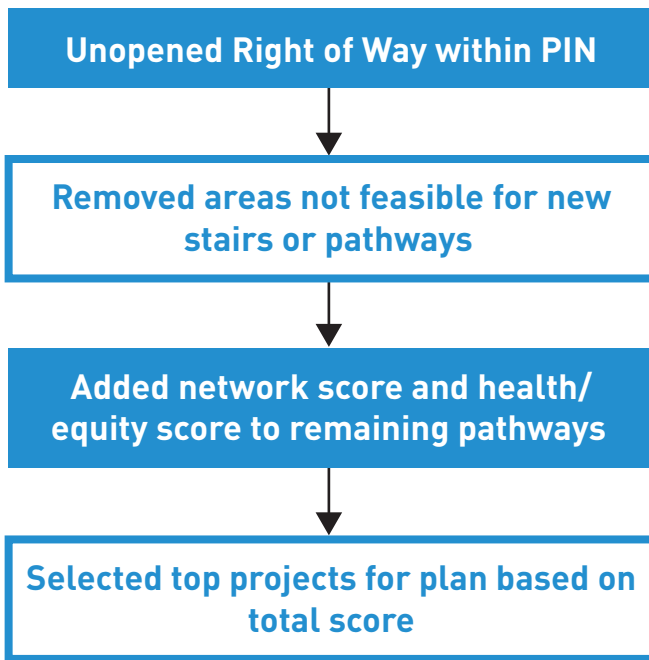
There are currently about 30 blocks of missing sidewalk along the Aurora Ave N corridor. While this corridor scores highly in the PIN, supports frequent transit, and offers connections to housing and businesses, the costs to implement new sidewalks along Aurora Ave N exceed our available funding due to long blocks and available right of way. As a result, we plan to study pedestrian and traffic safety alternatives along the corridor over the next six years with the goal of locating additional funding for implementation.

Off-Street Stairways and Pathways

Stairs and pathways 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 projects

for implementation while ensuring geographic balance throughout Seattle. Although the scoring system differs for new stairways and pathways, the project list for these off-street connections has been added to the project list for non-arterial sidewalk projects. This allows us to more clearly show how these projects integrate with the implementation plan for new sidewalks.



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.

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 focused. 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

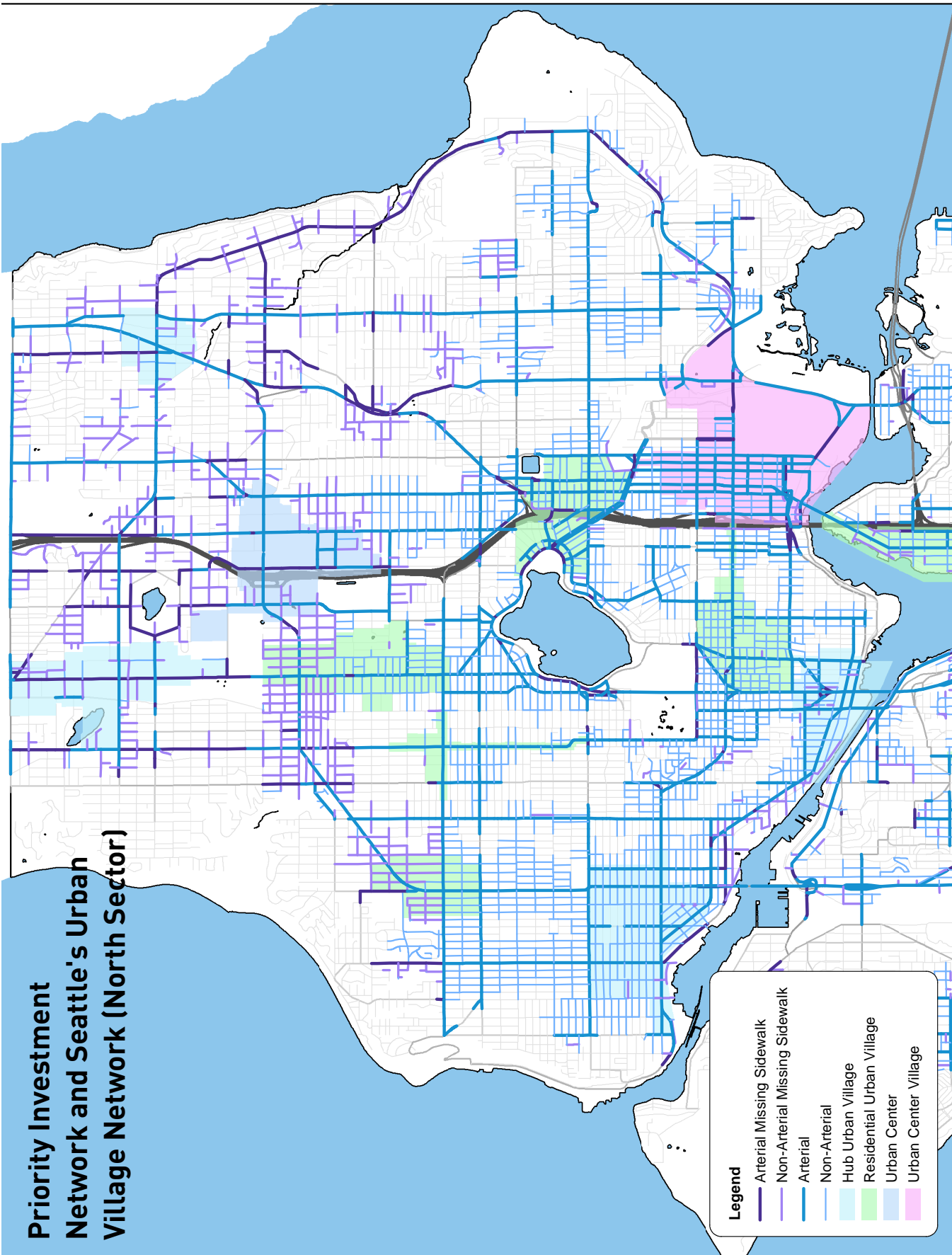
Crossing the Roadway Prioritization Criteria for Safe Routes to School Projects		
Category	Measure	Points
System completeness	Current network completeness, based on the average PMP score for all intersections within the school area	50
Equity	Percentage of students at the school within communities of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

PEDESTRIAN LIGHTING

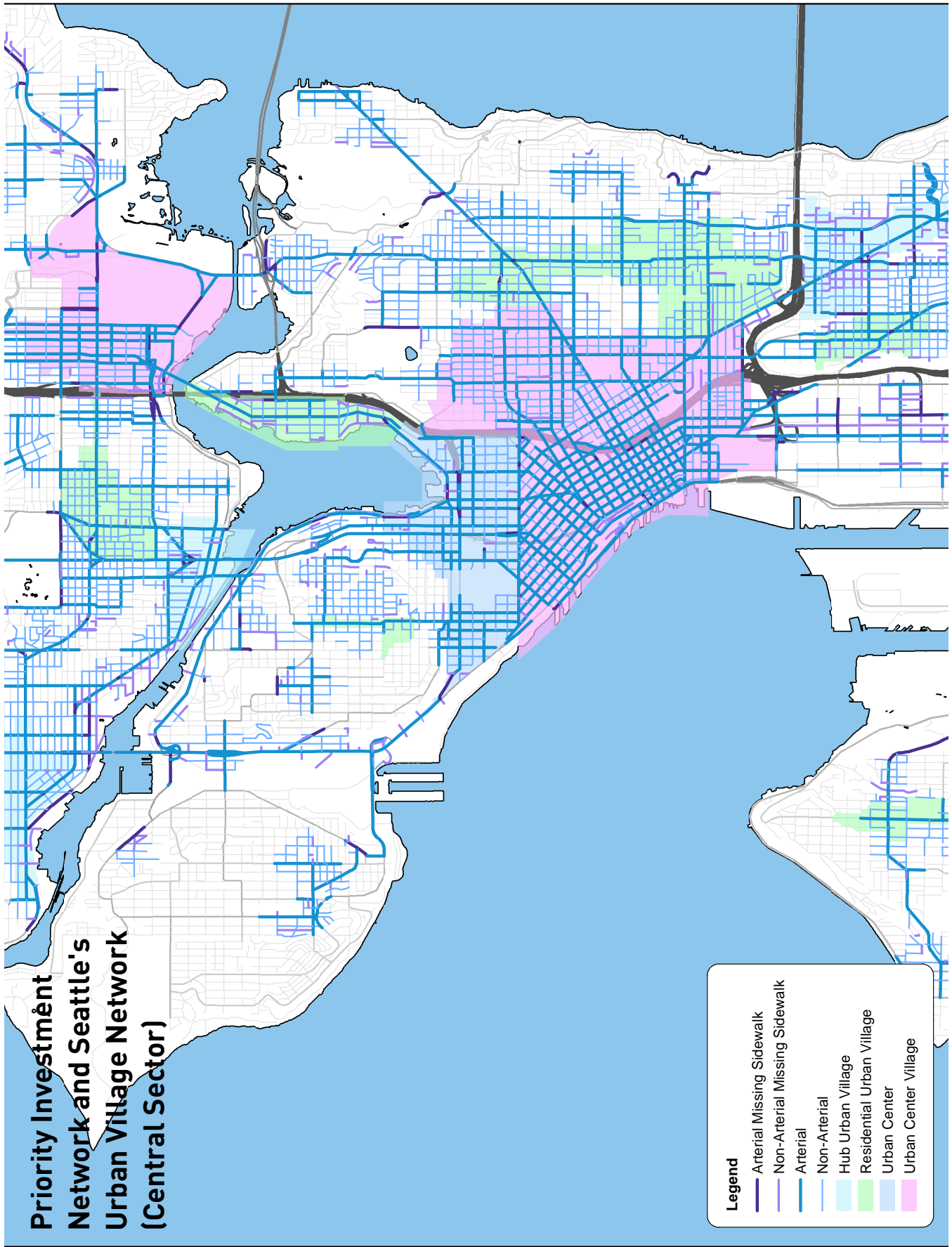
Pedestrian lighting is necessary for navigation and providing visibility and security in spaces where people walk. While we have funded small-scale pedestrian lighting for several projects in areas of need, there is no longer a dedicated Pedestrian Lighting Program to fund widescale installation of new lighting.

Responding to this need, the PMP directs us to identify funding sources to more commonly provide pedestrian lighting as part of SDOT capital projects. Until a new funding source is secured, 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](#).

Priority Investment Network and Seattle's Urban Village Network (North Sector)

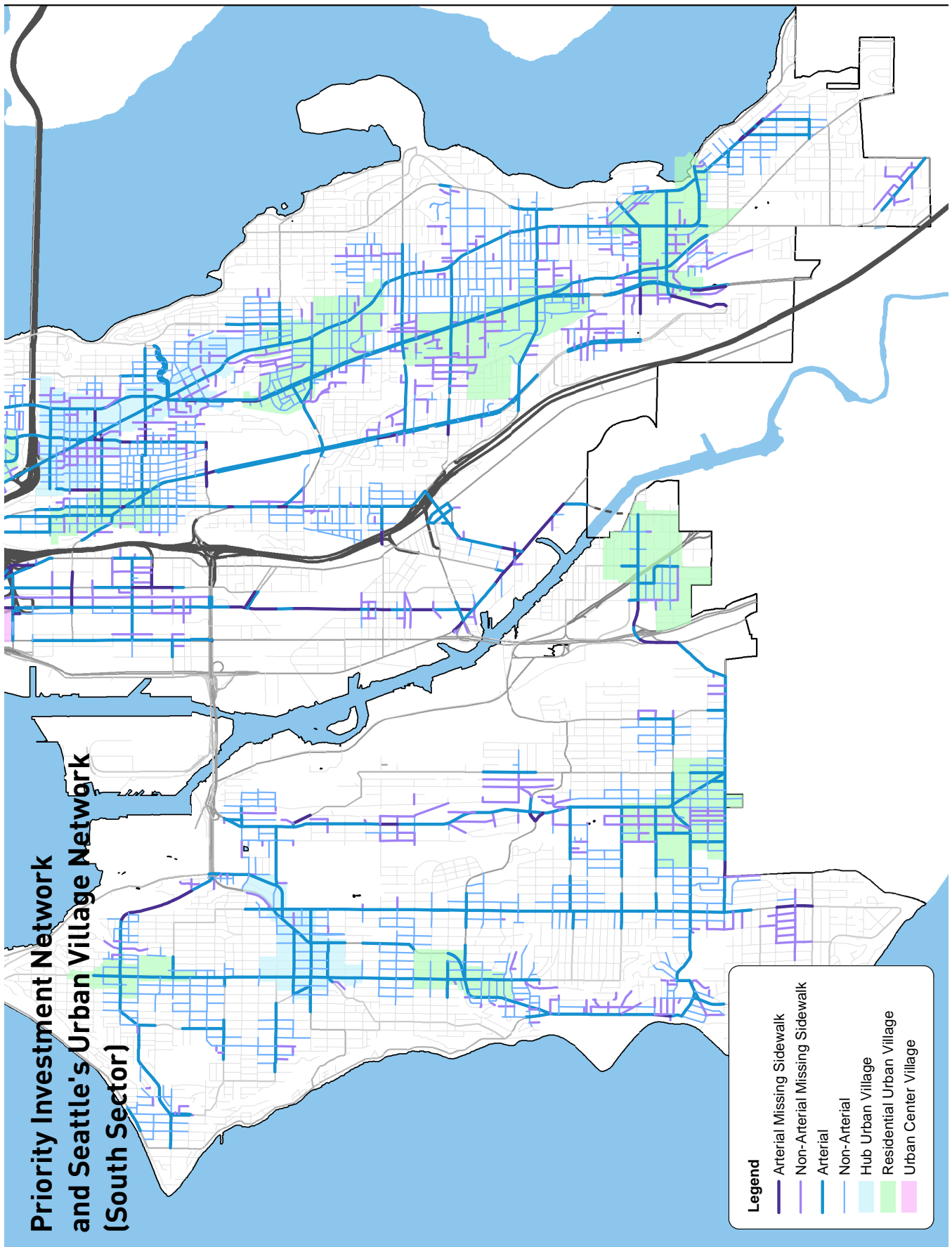


Priority Investment Network and Seattle's Urban Village Network (Central Sector)



Legend

- Arterial Missing Sidewalk
- Non-Arterial Missing Sidewalk
- Arterial
- Non-Arterial
- Hub Urban Village
- Residential Urban Village
- Urban Center
- Urban Center Village



6. SIDEWALK REPAIR PRIORITIZATION FRAMEWORK

Sidewalk repair is critical for making sure the pedestrian network is accessible for all pedestrians. After completing the citywide sidewalk condition assessment in 2017, we added a proactive approach to our existing repair and maintenance program. The following section describes the prioritization framework for sidewalk repairs using this 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 included 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


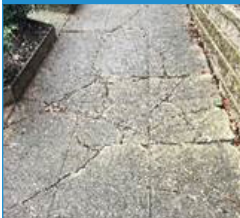
data to assess the usage value of each block of sidewalk.



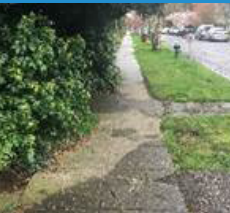
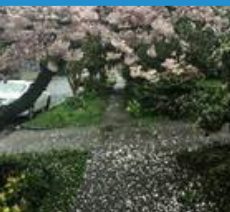
DETERMINING POTENTIAL SIDEWALK REPAIRS

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. The lowest cost means to improve safety and mobility—which can be used on an interim basis—include asphalt shims (i.e., wedges) or beveling (i.e., sawcutting) an uplift. As described below, these mitigation measures are factored into our sidewalk repair prioritization process.

Data Collected

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

Attribute & Image	Description
<p>Uplift</p> 	<p>A vertical change in height along a sidewalk that exceeds 1/2 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>Cracking</p> 	<p>Locations where the paved surface of the sidewalk has cracked and shows signs of crumbling and/or movement.</p>

Attribute & Image	Description
Settling	
	<p>The sinking of sidewalk panels that creates vertical height differences on either side of the panel.</p>
Fixed Obstructions	
	<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>
Vegetation Obstruction	
	<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>
Vertical Obstruction	
	<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>

Sidewalk Repair 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.

	High	Low
Safety Risk Score Lift, Settlement, cracks, gaps		
Mobility Impairment Score Obstruction, minimum passable width and height, cross-slope		
Cost Score Maintenance, repair, replacement		
Usage Score Proximity to ADA Title II identified facilities		

The usage score concerns the number and purpose of sidewalk users. Sidewalks that serve important and high demand facilities (identified in Title II of the ADA) 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.

After the sidewalks have been scored using this prioritization framework, a variety of additional factors are considered in the final selection process to meet other citywide and departmental policies and objectives, including race and social justice objectives and coordination with the PIN and other city programs.

SIDEWALK SAFETY, ENFORCEMENT, AND REPAIR PRIORITIZATION

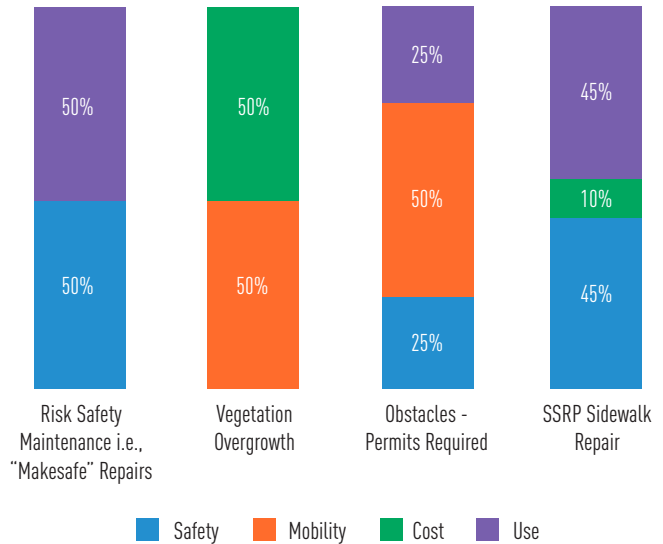
Building upon the sidewalk repair prioritization model, we developed several variations of the prioritization model described above to tailor to the specific needs of our Sidewalk Safety Repair Program. These are comprised of four task-specific prioritization models that serve as a basis for the proactive work managed by the program and were created using sidewalk condition assessment data, work order data, asset management data, and the dataset used to create the usage score described above.

The work of the Sidewalk Safety Repair Program falls into three general categories (i.e., safety, enforcement, repair), and the task-specific variations of the prioritization model include:

- Safety: “Mitigation” repairs such as shimming and beveling
- Repair: Permanent repairs completed by the Sidewalk Safety Repair Program that involve removal and replacement of damaged sidewalk
- Enforcement: Privately-maintained vegetation overgrowth
- Enforcement: Obstacles in the right of way that generally require a Street Use permit

Safety	Enforcement (Accessibility)	Repair
Risk Safety Maintenance	Vegetation Overgrowth Permitted Accessibility Issues	SSRP Sidewalk Priority Model (Renewal and Notification)

Task Specific Priority Model Weighting



Safety Model

50% Safety Score/50% Usage Score

This model is used to guide a proactive sidewalk shim and bevel program. The purpose of efforts associated with mitigation repairs is to cost effectively minimize sidewalk uplifts and other differences in grade to minimize trips and falls. The likelihood of a trip or fall occurring increases with use. Therefore, the model includes information on pedestrian generators to prioritize locations that are expected to have higher pedestrian traffic. This model equally weights safety factors and usage.

Factors considered include:

- Usage score dataset
- Vertical level changes (e.g., uplifted sidewalk, settling sidewalk)
- Sidewalk surface conditions (e.g., sidewalk cracking and gaps)
- Sidewalk obstructions from trees or transit stops

Enforcement Model

Two models were developed to enforce accessibility issues in the pedestrian clear zone. One model considers private vegetation encroachments and the other considers obstructions requiring a permit, which are forwarded to our Street Use division.

Vegetation Overgrowth

50% Mobility Score/50% Cost Score

This model is used to guide the enforcement of accessibility issues originating from private property or from the planting strip that is generally the responsibility of the adjacent property owner. The model prioritizes low-cost, high-impact accessibility issues, which a property owner would be most likely to fix upon notice. For example, sweeping gravel or cutting vegetation would be a minimal cost to a property owner compared to moving a rockery or fence.

Factors considered include:

- Sidewalk obstruction from vegetation
- Gravel, debris, or moss on sidewalks

Accessibility/Sidewalk Obstructions

25% Safety Score/50% Mobility Score/25%

Usage Score

This model is used to prioritize sidewalks with accessibility issues related to privately-owned obstructions that are or should be regulated by a Street Use permit.

Factors considered include:

- Usage score dataset
- Sidewalk obstructions from fixed encroachments (e.g., street furnishings, sidewalk cafés, signs)
- Vertical level changes from non-flush utility vaults
- Loose pavers and bricks

Repair Model

45% Safety Score/10% Cost Score/45% Use Score

This model is the foundation for renewal projects (i.e., removal and replacement of existing sidewalks) for the Sidewalk Safety Repair Program. In addition to data collected in the sidewalk condition assessment, we incorporated existing work management data.

During the 2017 Sidewalk Condition Assessment, vertical level changes were not collected if a sidewalk shim was already present. For the purposes of Sidewalk Safety Repair Program renewal projects, it is essential to know where shims have been installed. The data on sidewalk shim installation exists only in our work management system, which was merged with the sidewalk condition assessment data to provide a more complete dataset for the prioritization model.

Factors considered include:

- Usage score dataset
- Work management data (i.e., location of existing shims)
- Vertical level changes (e.g., uplifted sidewalk, settling sidewalk)
- Sidewalk surface conditions (e.g., sidewalk cracking and gaps)

MITIGATION REPAIR PILOT

SDOT has recently made efforts to more efficiently complete mitigation repairs (i.e., shims and bevels) to minimize trips and falls on uneven sidewalks. Rather than using the prioritization model as is, we identified grids or areas for our crews to concentrate their efforts. We found that it is much more efficient to address several blocks in one area than complete blocks in different areas based entirely on prioritization. Therefore, during a recent three-week shim emphasis event in 2018, we considered the prioritization model results, existing open work orders, locations in urban villages, and race and social justice factors to identify 22 grids for shimming work.

During the shim emphasis event, our crews placed 2,760 shims on 489 sidewalks and a contractor beveled 124 locations on 31 sidewalks. In 2017 and 2016, we were able to place 1,063 shims on 276 sidewalk blocks and 1,683 shims on 371 sidewalk blocks, respectively.

2018 has been the first year using the prioritization models for sidewalk repair, and we expect they will need to be adjusted or tweaked after some use as we find needs for improvement. We also know that we will continue to partner on capital projects such as Arterial Asphalt & Concrete (AAC) paving projects to gain efficiencies with contractor-led construction.

Our concrete construction crews have been tasked to build about 300 curb ramps per year. The Sidewalk Safety Repair Program also partners with this construction and repairs sidewalk at an estimated 20-25% of the curb ramp projects. This partnership is efficient as it takes advantage of an existing mobilization and allows the crews to repair the sidewalk adjacent to the curb ramps while on site.

Since the sidewalk repair prioritization process is so new and the Sidewalk Safety Repair Program has focused on mitigation repairs and partnerships, a list of future repair projects is not yet available. We expect a list of potential projects to be developed by the end of 2018.

7. 2019-2024 PROJECTS

The following chapter contains the list of projects selected for implementation between 2019 and 2024, the final year of funding under the Levy to Move Seattle. These project lists frequently change due to updated project feasibility analyses and shifts in project schedules and budgets. Changes will be reflected annually in each PMP Implementation Plan update. For ease of

review and discussion, the project list and maps are organized by project type (unsignalized intersections, signalized intersections, arterial sidewalks, and non-arterial sidewalks). The lists of selected intersections are extensive and reflect all intersections that will be evaluated for crossing improvements over the implementation plan's 6-year horizon.

Unsignalized Crossings and Crossing Evaluations		
Intersection	Total Intersection Score	Crossing Improvement
2019		
10th Ave S & S Jackson St	69	New Signal
15th Ave S & S Columbian Way & S Oregon St	65	New Signal
29 Ave E & E Madison St	55	New Signal
15th Ave NE & NE 70th St	28	Marked Crosswalk
15th Ave NE & NE 62nd St	27	Marked Crosswalk
15th Ave NE & NE 68th St	23	Rapid Flashing Beacon
15th Ave NE & NE 66th St	28	Rapid Flashing Beacon
35th Ave SW & SW Graham St	63	New Signal
Rainier Ave S & Cornell Ave S	N/A	Curb Bulbs
Stone Way N & N 41st St	57	Curb Bulbs
E Green Lake Way N & NE Ravenna Blvd S	47	Rapid Flashing Beacon
18th Ave S & S Jackson St	74	New Signal
18th Ave E & E Madison St	65	New Signal
Boren Ave & Columbia St	81	New Signal
33rd Ave NE & NE 125th St	67	New Signal
2019 TOTAL - 15 Intersections		
2020		
Sand Point Way NE & NE 77th St	30	Rapid Flashing Beacon
Roosevelt Way NE & NE 103rd St	50	New Signal
15th Ave S & Spokane St Turn Road	64	Marked Crosswalk
Renton Ave S & S Rose Ct	65	Evaluate for Crossing Upgrade
E Pine St & Boylston Ave	58	Evaluate for Crossing Upgrade

Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
E Pike St & Belmont Ave	66	Evaluate for Crossing Upgrade
33rd Ave S & S Graham St	69	Evaluate for Crossing Upgrade
Aurora Ave N & N 127th St	71	Evaluate for Crossing Upgrade
Aurora Ave N & N 137th St	72	Evaluate for Crossing Upgrade
Aurora Ave N & N 60th St	72	Evaluate for Crossing Upgrade
Aurora Ave N & N 109th St	75	Evaluate for Crossing Upgrade
Lake City Way NE & NE 135th St	79	New Signal
2020 TOTAL - 12 Intersections		
2021		
Maynard Ave S & S Charles St	57	Curb Bulbs
NE 117th St & Pinehurst Way NE	72	New Signal
12th Ave S & S Cloverdale St	58	Marked Crosswalk
Ashworth Ave N & N 130th St	56	New Signal
9th Ave & Marion St	61	Evaluate for Crossing Upgrade
Stone Way N & N 44th St	57	Evaluate for Crossing Upgrade
Evanston Ave N & N 130th St	57	Evaluate for Crossing Upgrade
8th Ave SW & SW Cambridge St	56	Evaluate for Crossing Upgrade
California Ave SW & SW Brandon St	61	Evaluate for Crossing Upgrade
Delridge Way SW & SW Cambridge St	58	Evaluate for Crossing Upgrade
Summit Ave & Seneca St	58	Evaluate for Crossing Upgrade
33rd Ave E & E Madison St	57	Evaluate for Crossing Upgrade
16th Ave S & S Jackson St	68	Evaluate for Crossing Upgrade
12th Ave NE & NE 145th St	69	Evaluate for Crossing Upgrade
E Pike St & Boylston Ave	63	Evaluate for Crossing Upgrade
E Pine St & Belmont Ave	57	Evaluate for Crossing Upgrade
Meridian Ave N & College Way N	59	Evaluate for Crossing Upgrade
SW Admiral Way & 62nd Ave SW	67	Evaluate for Crossing Upgrade
12th Ave S & S Cloverdale St	58	Evaluate for Crossing Upgrade
5th Ave NE & NE 117th St	59	Evaluate for Crossing Upgrade
Greenwood Ave N & N 127th St	70	Evaluate for Crossing Upgrade
Greenwood Ave N & N 140th St	70	Evaluate for Crossing Upgrade
Boylston Ave & Seneca St	61	Evaluate for Crossing Upgrade
2021 TOTAL - 23 Intersections		

Unsignalized Crossings and Crossing Evaluations		
Intersection	Total Intersection Score	Crossing Improvement
2022		
Garlough Ave SW & SW Admiral Way	55	Evaluate for Crossing Upgrade
3rd Ave NE & NE 100th St	55	Evaluate for Crossing Upgrade
3rd Ave S & S Washington St	55	Evaluate for Crossing Upgrade
6th Ave S & S King St	56	Evaluate for Crossing Upgrade
6th Ave S & S Washington St	54	Evaluate for Crossing Upgrade
Seward Park Ave S & S Fisher Pl	55	Evaluate for Crossing Upgrade
4th Ave NE & NE 100th St	54	Evaluate for Crossing Upgrade
11th Ave NE & NE Northgate Way	65	Evaluate for Crossing Upgrade
Delridge Way SW & 18th Ave SW	56	Evaluate for Crossing Upgrade
E Pike St & Summit Ave	56	Evaluate for Crossing Upgrade
4th Ave S & S Hanford St	64	Evaluate for Crossing Upgrade
36th Ave S & S Genesee St	55	Evaluate for Crossing Upgrade
9th Ave SW & SW Trenton St	54	Evaluate for Crossing Upgrade
16th Ave SW & SW Orchard St	55	Evaluate for Crossing Upgrade
6th Ave S & S Weller St	56	Evaluate for Crossing Upgrade
6th Ave S & S Lane St	56	Evaluate for Crossing Upgrade
8th Ave NW & NW 73rd St	55	Evaluate for Crossing Upgrade
Albion Pl N & N 34th St	55	Evaluate for Crossing Upgrade
SW Admiral Way & 48th Ave SW	55	Evaluate for Crossing Upgrade
Airport Way S & S Massachusetts St	67	Evaluate for Crossing Upgrade
37th Ave S & S Orcas St	55	Evaluate for Crossing Upgrade
46th Ave S & S Orcas St	54	Evaluate for Crossing Upgrade
60th Ave SW & Alki Ave SW	56	Evaluate for Crossing Upgrade
Minor Ave & Olive Way	55	Evaluate for Crossing Upgrade
Occidental Ave S & S King St	55	Evaluate for Crossing Upgrade
28th Ave S & S Graham St	55	Evaluate for Crossing Upgrade
Dexter Ave N & John St	66	Evaluate for Crossing Upgrade
Aurora Ave N & N 140th St	65	Evaluate for Crossing Upgrade
2022 TOTAL - 28 Intersections		
2023		
SW Admiral Way & 51st Ave SW	53	Evaluate for Crossing Upgrade
6th Ave & Yesler Way	53	Evaluate for Crossing Upgrade
Dayton Ave N & N 130th St	52	Evaluate for Crossing Upgrade
Linden Ave N & N 68th St	53	Evaluate for Crossing Upgrade

Unsignalized Crossings and Crossing Evaluations

Intersection	Total Intersection Score	Crossing Improvement
10th Ave S & S Cloverdale St	64	Evaluate for Crossing Upgrade
Meridian Ave N & N 107th St	53	Evaluate for Crossing Upgrade
Western Ave & Bell St	54	Evaluate for Crossing Upgrade
15th Ave S & S Lander St	53	Evaluate for Crossing Upgrade
California Ave SW & SW Findlay St	54	Evaluate for Crossing Upgrade
Broadway & E Spruce St	53	Evaluate for Crossing Upgrade
15th Ave NE & NE 56th St	52	Evaluate for Crossing Upgrade
35th Ave S & S Myrtle Pl	63	Evaluate for Crossing Upgrade
15th Ave E & E Union St	53	Evaluate for Crossing Upgrade
Mary Ave NW & NW 85th St	53	Evaluate for Crossing Upgrade
41st Ave S & S Genesee St	53	Evaluate for Crossing Upgrade
5th Ave NE & NE 115th St	64	Evaluate for Crossing Upgrade
25th Ave S & S Jackson St	63	Evaluate for Crossing Upgrade
Minor Ave & Denny Way	64	Evaluate for Crossing Upgrade
1st Ave W & W Roy St	52	Evaluate for Crossing Upgrade
1st Ave & Warren Pl	64	Evaluate for Crossing Upgrade
1st Ave & Battery St	64	Evaluate for Crossing Upgrade
Aurora Ave N & Valley St	63	Evaluate for Crossing Upgrade
3rd Ave SW & Olson Pl SW	64	Evaluate for Crossing Upgrade
2023 TOTAL - 23 Intersections		
2024		
Dexter Ave N & Garfield St	52	Evaluate for Crossing Upgrade
Lake City Way NE & Ravenna Ave NE	52	Evaluate for Crossing Upgrade
Mercer St & Taylor Ave N	52	Evaluate for Crossing Upgrade
Rainier Ave S & S Rose St	52	Evaluate for Crossing Upgrade
Minor Ave & Seneca St	52	Evaluate for Crossing Upgrade
Rainier Ave S & S Eddy St	52	Evaluate for Crossing Upgrade
Beacon Ave S & S Brighton St	52	Evaluate for Crossing Upgrade
Boylston Ave E & E Olive Way	52	Evaluate for Crossing Upgrade
Harris Pl S & S McClellan St	52	Evaluate for Crossing Upgrade
17th Ave NE & NE 125th St	52	Evaluate for Crossing Upgrade
35th Ave SW & SW Cloverdale St	52	Evaluate for Crossing Upgrade
20th Ave SW & Delridge Way SW	52	Evaluate for Crossing Upgrade
43rd Ave S & S Othello St	52	Evaluate for Crossing Upgrade
14th Ave S & Beacon Ave S	52	Evaluate for Crossing Upgrade

Unsignalized Crossings and Crossing Evaluations

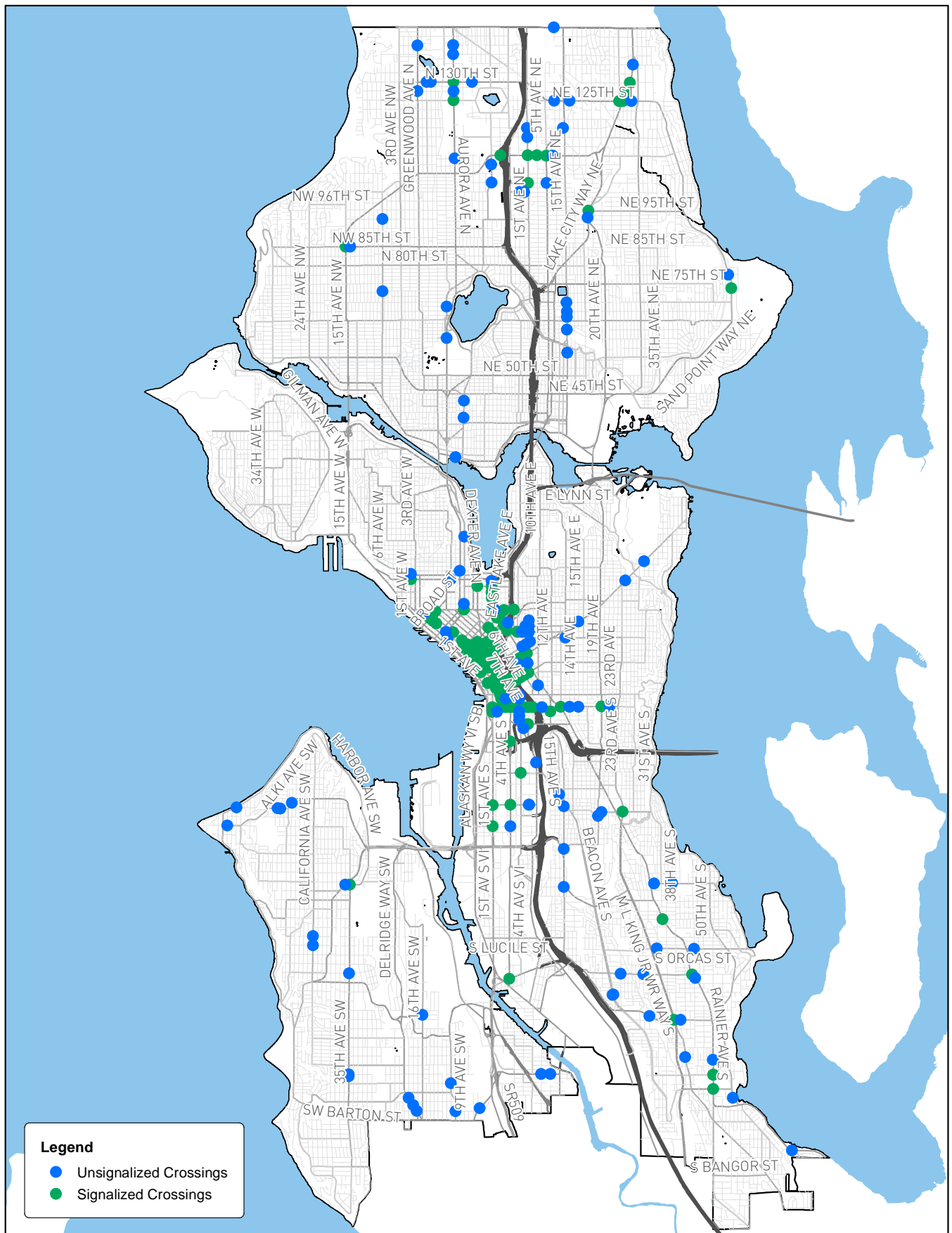
Intersection	Total Intersection Score	Crossing Improvement
23rd Ave S & S Forest St	52	Evaluate for Crossing Upgrade
7th Pl S & S Lander St	52	Evaluate for Crossing Upgrade
8th Ave S & S Lander St	52	Evaluate for Crossing Upgrade
36th Ave SW & SW Avalon Way	52	Evaluate for Crossing Upgrade
Fairview Ave N & Mercer SR St	52	Evaluate for Crossing Upgrade
12th Ave NE & NE 125th St	52	Evaluate for Crossing Upgrade
8th Ave NW & NW 92nd St	52	Evaluate for Crossing Upgrade
2024 TOTAL - 21 Intersections		

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
2019	
Sand Point Way NE & NE 74th St	47
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
2019 TOTAL - 22 Intersections	
2020	
Corliss Ave N & N Northgate Way	66
5th Ave NE & NE 103rd St	49
Lake City Way NE & Erickson Pl NE	70
Lake City Way NE & NE 95th St	42
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

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
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
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
2020 TOTAL - 25 Intersections	
2021	
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

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
1st Ave W & W Mercer St	69
4th Ave & Pine St	67
8th Ave NE & NE Northgate Way	73
2021 TOTAL - 21 Intersections	
2022	
5th Ave & Cherry St	66
3rd Ave & University St	65
5th Ave & James St	66
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
2022 TOTAL - 19 Intersections	
2023	
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

Signalized Crossing Evaluations	
Intersection	Total Intersection Score
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
2023 TOTAL - 18 Intersections	
2024	
5th Ave & Spring St	61
2nd Ave & Stewart St	61
5th Ave & Pine St	61
Denny Way & Dexter Ave	61
Rainier Ave S & S Cloverdale St	61
15th Ave NW & NW 85th St	60
3rd Ave & Marion St	60
4th Ave & University St	60
5th Ave & Seneca St	60
2nd Ave & Cherry St	60
1st Ave & Marion St	60
Minor Ave & Stewart St	60
8th Ave & Stewart St	60
6th Ave & Pine St	60
Boren Ave & Stewart St	60
3rd Ave & Seneca St	60
MLK Jr Way S & S McClellan St	60
Bellevue Ave & Pike St	60
2024 TOTAL - 18 Intersections	



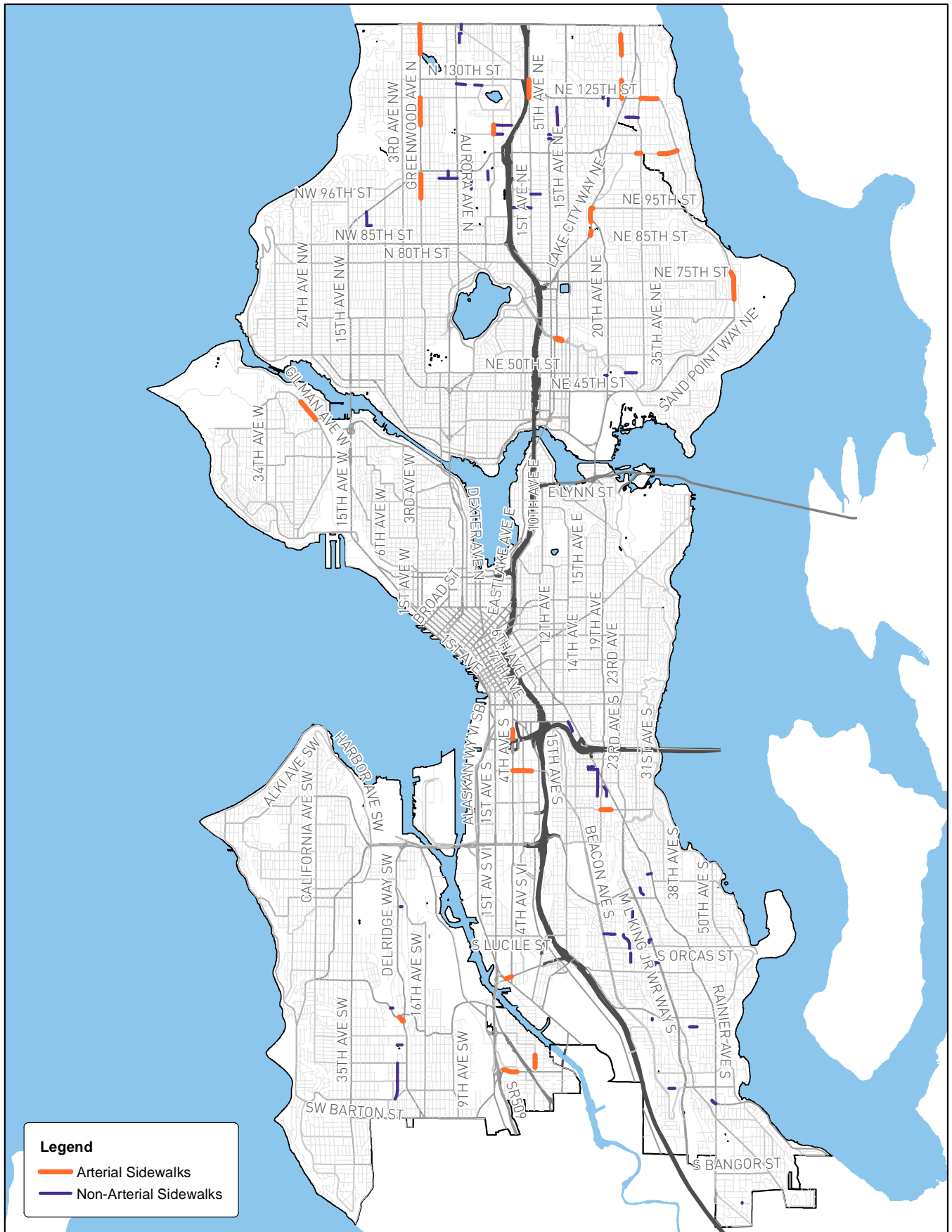
Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2019			
Greenwood Ave N between N 137th St and N 145th St	6	Traditional Sidewalk	78
Sand Point Way NE between NE 70th St and NE 77th St	5	Traditional Sidewalk	45
NE 110th St between 40th Ave NE and Sand Point Way NE	3	Traditional Sidewalk	51
Sylvan Way SW between SW Orchard St and Delridge Way SW	2	Traditional Sidewalk	71
Greenwood Ave N between N 97th St and N 104th St	5	Traditional Sidewalk	43
NE 110th St between 34th Ave NE and 35th Ave NE	1	Traditional Sidewalk	45
Meridian Ave N between N 115th St and N 117th St	2	Traditional Sidewalk	71
TOTAL	24		
2020			
Lake City Way NE between NE 91st St and NE 95th St	4	Traditional Sidewalk	45
NE 95th St between Lake City Way NE and Ravenna Ave NE	2	Traditional Sidewalk	37
Lake City Way NE between NE 88th St and NE 89th St	1	Traditional Sidewalk	49
Sylvan Way SW between Delridge Way SW and SW Orchard St	2	Traditional Sidewalk	71
30th Ave NE between NE 137th St and NE 143rd St	2	Traditional Sidewalk	59
S Cloverdale St between 5th Ave S and Office Park	1	Traditional Sidewalk	59
8th Ave S between S Southern St and S Sullivan St	3	Traditional Sidewalk	70
TOTAL	15		

Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2021			
Greenwood Ave N between N 117th St and N 130th St	12	Traditional Sidewalk	70
S Holgate St between 4th Ave S and 6th Ave S	2	Traditional Sidewalk	70
5th Ave NE between NE 125th St and NE 130th St	3	Traditional Sidewalk	49
30th Ave NE between NE 125th St and NE 130th St	2	Traditional Sidewalk	81
NE 125th St between 35th Ave NE and Sand Point Way NE	3	Traditional Sidewalk	52
4th Ave S between S Royal Brougham Way and I-90 Off-Ramp	1	Traditional Sidewalk	104
TOTAL	23		
2022			
S McClellan St between 23rd Ave S and 25th Ave S	3	Traditional Sidewalk	66
Greenwood Ave N between N 136th St and N 137th St	1	Painted Walkway	80
Gilman Ave W between W Emerson Pl and W Jameson St	4	Traditional Sidewalk	41
TOTAL	8		
2023			
S Holgate St between 6th Ave S and 8th Ave S	4	Traditional Sidewalk	63
4th Ave S between S Michigan St and E Marginal Way S	1	Traditional Sidewalk	55
TOTAL	5		
2024			
NE Ravenna Blvd between 12th Ave NE and Brooklyn Ave NE	1	Traditional Sidewalk	43
TOTAL	1		

Non-Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2019			
NE 95th St between 1st Ave NE and 5th Ave NE	3	Traditional Sidewalk	29
NE 98th St between 5th Ave NE and 8th Ave NE	1	Traditional Sidewalk	24
N 117th St between Meridian Ave N and 1st Ave NE	2	Traditional Sidewalk	25
NE 115th St between Roosevelt Way NE and 12th Ave NE	1	Traditional Sidewalk	35
12th Ave NE between NE 117th St and Pinehurst Playground	2	Traditional Sidewalk	25
NE 114th St between Roosevelt Way NE and Pinehurst Way NE	1	Separated Asphalt Walkway	50
30th Ave S between S Dawson St and S Ferdinand St	3	Separated Asphalt Walkway	39
NE 120th St between 31st Ave NE and 35th Ave NE	2	Separated Asphalt Walkway	35
SW Myrtle St between 25th Ave SW and Sylvan Way SW	1	Off-Street Stairway	44
S Webster St between 44th Ave S and 46th Ave S	2	Separated Asphalt Walkway	37
TOTAL	18		
2020			
Wallingford Ave N between N 103rd St and N 105th St	1	Separated Asphalt Walkway	26
24th Ave SW between SW Thistle St and SW Barton Pl	4	Traditional Sidewalk	50
SW Kenyon St between 24th Ave SW and Dead End	1	Off-Street Pathway	43
22nd Ave S between S Bayview St and Rainier Ave S	5	Separated Asphalt Walkway	42
24th Ave S between S Bayview St and S College St	2	Separated Asphalt Walkway	42
S Holgate St between 20th Ave S and Rainier Ave S	2	Separated Asphalt Walkway	42
Interlake Ave N between N 100th St and N 107th St	3	Separated Asphalt Walkway	39
NE 50th St between 30th Ave NE and 33rd Ave NE	3	Separated Concrete Walkway	N/A
TOTAL	21		

Non-Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
2021			
28th Ave S between S Brandon St and S Orcas St	1	Off-Street Pathway	50
S Henderson St between 39th Ave S and 41st Ave S	1	Off-Street Stairway	48
Lenora Pl N between Roosevelt Way N and N 145th St	1	Separated Asphalt Walkway	42
Poplar Pl S between S Dearborn St and S Charles St	2	Painted Walkway	29
20th Ave S between S Grand St and S Holgate St	1	Separated Asphalt Walkway	44
25th Ave NE between NE 125th St and NE 127th St	1	Separated Asphalt Walkway	30
Midvale Ave N between N 140th St and N 143rd St	1	Painted Walkway	42
N 143rd St between Midvale Ave N and Lenora Pl N	1	Painted Walkway	42
S Grand St between 21st Ave S and 20th Ave S	1	Separated Asphalt Walkway	44
26th Ave NE between Hiram Pl NE and NE 125th St	1	Separated Asphalt Walkway	41
Renton Ave S between S Oregon St and 33rd Ave S	1	Separated Asphalt Walkway	47
NW 90th St between 12th Ave NW and 11th Ave NW	1	Separated Asphalt Walkway	32
N 128th St between Ashworth Ave N and Densmore Ave N	1	Separated Asphalt Walkway	25
12th Ave NW between NW 90th St and Holman Rd NW	2	Separated Asphalt Walkway	32
TOTAL	16		
2022			
35th Ave S between S Myrtle Pl and S Webster St	1	Off-Street Stairway	47
N 128th St between Aurora Ave N and Stone Ave N	1	Painted Walkway	44
Midvale Ave N between N Northgate Way and N 107th St	1	Separated Asphalt Walkway	35
N 115th St between Meridian Ave N and Corliss Ave N	1	Separated Asphalt Walkway	25

Non-Arterial Sidewalks			
Street Segment	Number of Blocks	Sidewalk Type	Average Segment Score
Shaffer Ave S between S Juneau St and S Raymond St	1	Separated Asphalt Walkway	41
N 103rd St between Fremont Ave N and Aurora Ave N	2	Separated Asphalt Walkway	28
S Brandon St between Beacon Ave S and 26th Ave S	3	Separated Asphalt Walkway	41
Linden Ave N between N 103rd St and N 105th St	2	Separated Asphalt Walkway	28
S Raymond St between MLK Jr Way S and 36th Ave S	1	Painted Walkway	56
36th Ave S between S Raymond St and S Spencer St	1	Separated Asphalt Walkway	56
TOTAL	14		
2023			
SW Edmunds St between Cottage Pl SW and 23rd Ave SW	1	Off-Street Stairway	40
35th Ave S between S Lucile St and S Findlay St	1	Separated Asphalt Walkway	42
S Lucile St between 35th Ave S and MLK Jr Way S	1	Painted Walkway	42
TOTAL	3		
2024			
56th Ave S between S Avon St and S Augusta St	1	Off-Street Stairway	36
N 100th St between Fremont Ave N and Linden Ave N	1	Separated Asphalt Walkway	22
NE 133rd St between 30th Ave NE and Lake City Way NE	2	Separated Asphalt Walkway	32
NE 49th St between 24th Ave NE and 25th Ave NE	1	Painted Walkway	30
TOTAL	5		



8. 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 finalizing an update of our ADA 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 funding for accessibility improvements, our ADA program also prioritizes and constructs curb ramps, APS, and new accessibility technologies where they are most needed. Private developers and utility providers also construct accessibility improvements on our streets when they are triggered by other paving and signal work.

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 curb ramps are prioritized and constructed based on ADA Title II identified facilities, 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

Our ADA Transition Plan is expected to be complete by late 2018, and once completed, will serve as the implementation plan for curb ramps and accessibility improvements. The document will include SDOT's self-evaluation of accessibility barriers, a progress report on curb ramps and other accessibility upgrades constructed, and a prioritization and delivery strategy for making future accessibility upgrades in the pedestrian network. The ADA Transition Plan is a living document that will be updated over time.

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 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 are also 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 *Sidewalk Repair Prioritization Framework* chapter for more details about how we are prioritizing sidewalk repairs to improve accessibility.



9. ART AND ENHANCEMENTS

FUNDING AND PRIORITIZATION

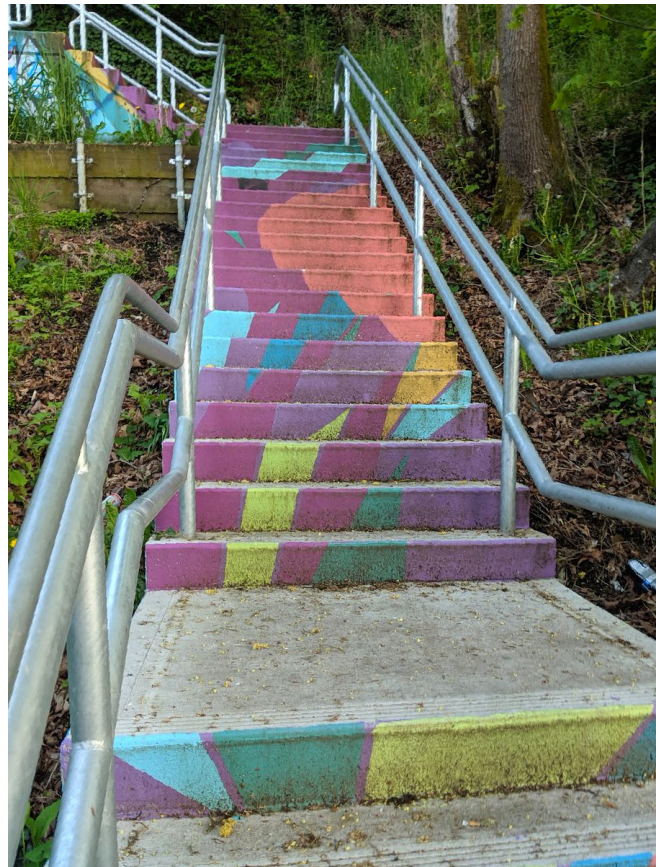
The City's 1% for the Arts policy requires 1% of all eligible capital improvement project funds be set aside for the commission, purchase, and installation of artworks across the city. This program includes all PMP-driven capital projects that are not federally funded.

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 Appendix 3).



10. MAJOR PROJECTS WITH PEDESTRIAN INVESTMENTS

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

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

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Lake City Way NE Repaving	Resurface Lake City Way NE (SR 522) travel lanes between I-5 and the City of Seattle limits and upgrade ADA curb ramps as needed	2021	<p>SDOT is planning the pedestrian improvements to integrate with the corridor repaving:</p> <ul style="list-style-type: none"> • Five new blocks of sidewalks on Lake City Way NE • Two new blocks of sidewalks on NE 95th St • Two new pedestrian crossing signals • Two crossing improvements at existing signalized intersections 	www.wsdot.wa.gov/projects
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	2024	<ul style="list-style-type: none"> • Improved crossings of Rainier Ave S and MLK Jr Way S • Enhanced sidewalks and public space • Improved pedestrian access between Franklin High School and Mt Baker Light Rail station 	www.seattle.gov/transportation/accessibleMtBaker.htm

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

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

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
AAC Repaving Corridors	Repave arterial streets while integrating multi-modal transportation improvements as needed	Continuous	Crossing improvements, pedestrian accessibility enhancements, and spot sidewalk repair are coordinated and planned with all AAC paving corridors. Recent improvements have been completed on: <ul style="list-style-type: none"> • Roosevelt Way NE • Greenwood Ave N • W Nickerson St • 6th Ave • University Way NE/Cowen Pl NE 	Website: www.seattle.gov/transportation/paving.htm
Neighborhood Greenways	Create networks of safe, calm residential streets that facilitate a comfortable walking and biking environment for all ages and abilities	Continuous	Crossing and accessibility improvements are planned at all arterial crossings along neighborhood greenways. Recent crossing improvements have been completed along the following neighborhood greenways: <ul style="list-style-type: none"> • Delridge – 26th Ave SW • Delridge – Highland Park • Central Area North-South • Central Area East-West • Rainier Valley • Olympic Hills 	Website: www.seattle.gov/transportation/greenways.htm

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
One Center City/Imagine Greater Downtown	Create a near-term plan and 20-year vision for how people move through, connect to, and experience Seattle's Center City	Various near-term strategies focus through 2023	Near-term strategies include pedestrian experience improvements on Pine St and Pike St, pedestrian access improvements near transit, and pedestrian safety and public realm improvements in the Chinatown/International District Hub	Websites: onecentercity.org imaginegreaterdowntown.org

APPENDIX 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 data available as of June 2018. Performance data from 2018 will be included in the 2020-2024 PMP Implementation Plan and Progress Report.

Performance Measure Targets

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
1	Number of pedestrian fatalities and serious injury collisions	Decreasing rate of pedestrian fatalities and serious injury collisions	Pedestrian fatalities and serious injury collisions reach zero by 2030	SDOT collision database, sourced from police traffic reports	2015: 53 2016: 66 2017: 74
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 2017: 75 pedestrian collisions per 100,000 residents 2016: 75 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	2015 percent PIN arterials with sidewalks: 93%* 2015 percent PIN non-arterials with sidewalks: 79%* 2017 percent PIN arterials with sidewalks: 94%* 2017 percent PIN non-arterials with sidewalks: 79%* 2018 percent PIN arterials with sidewalks: 94%* 2018 percent PIN non-arterials with sidewalks: 79%*
4	Mode share (percentage of trips made on foot as measured in the PSRC Household Travel Survey)	Increasing percentage of trips	35% of all trips are made on foot by 2035	PSRC Household Travel Survey	2014: 24.5% 2015: 22.9% 2017: 22.4%

Performance Measure Targets

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

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

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

APPENDIX 2: STRATEGIES AND ACTIONS

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

PMP Strategy	Action	2017 Status	2018 Status
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.	SDOT will continue working 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.	SDOT is continuing to evaluate potential funding mechanisms that could be used to expedite the delivery of pedestrian projects, including tools to expand developer contributions for new sidewalks and crossing improvements. An updated report on funding mechanisms is expected to be released in late 2018.
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.	SDOT has established a Development Review Team that reviews development proposals through the SDCI Master Use Permit process to ensure frontage improvements, including the location and number of curb cuts, align with strategic priorities and multimodal operations. SDOT makes recommendations to SDCI on location, number, and size of driveway curb cuts, and supports vehicle access from the alley, where possible, or from streets that are not arterials, bicycle and greenway facilities, transit routes, and/or green streets.

PMP Strategy	Action	2017 Status	2018 Status
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.	SDOT completed a citywide sidewalk condition assessment in summer 2017, which recorded over 156,000 data points where sidewalks uplifts, surface conditions, obstructions, or cross slope issues were present. This collected data is being used to prioritize proactive sidewalk repairs, as outlined in the <i>Sidewalk Repair Prioritization Framework</i> chapter, and to implement an interactive sidewalk observation application that will help build sustainable sidewalk asset data. The application will allow SDOT to correct or update observation data when inspections are performed, mitigation measures such as asphalt shims or sidewalk beveling are performed, and sidewalks are repaired by crews or capital, private, and utility projects.
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.	An update to the Right of Way Improvements Manual has been published that establishes pedestrian clear zone widths for all street types. 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.	Streets Illustrated—SDOT's updated Right of Way Improvements Manual—was adopted in late 2017 and sets requirements for pedestrian clear zone widths for all streets in Seattle. These requirements serve as standards for all City capital projects as well as private development projects. SDOT's Public Space Management Program is continuing to enforce the sidewalk encroachments from property owners, residents, and businesses to ensure that pedestrian clear zones are maintained.

PMP Strategy	Action	2017 Status	2018 Status
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.	SDOT is finalizing the ADA Transition Plan, which is currently under review. The sidewalk condition assessment is complete and SDOT is currently improving sidewalks using data collected as a part of the assessment.
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.	SDOT is continuing to utilize treatments in the recently updated crossing treatment policy, including high-visibility treatments, for all new marked crosswalks. All new crossing treatments are evaluated to ensure high visibility of pedestrians.
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.	The PMP implementation program has installed 8 crossing improvement projects so far in 2018 that have reduced pedestrian crossing distances using curb bulbs. SDOT is continuing to use curb bulbs, lane reductions, and median islands to reduce crossing distances at high priority intersections as well as working with private developers to install these treatments adjacent to new developments, where appropriate.

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

PMP Strategy	Action	2017 Status	2018 Status
3.1 Manage vehicle speeds	Speed limit reductions will be considered when planning new safety corridor projects and on streets where high traffic speeds are recorded.	The Mayor and City Council approved changes to speed limits citywide in 2016, lowering the speed limit on all non-arterial streets from 25 MPH to 20 MPH and the default arterial speed limit from 30 MPH to 25 MPH, unless otherwise posted. SDOT is currently evaluating the newly-revised speed limits on key corridors to measure their impact on speeds and collisions.	SDOT's Vision Zero team are prioritizing our speed limit work around urban villages, because collision data shows 80% of pedestrian crashes happens in urban villages. The Greenwood urban village was signed 25 mph earlier this year and more urban villages are scheduled for evaluations in the coming years. Other physical improvements to control vehicle speeds are supported through planned SDOT projects.
3.2 Provide neighborhood and arterial traffic calming measures	SDOT will evaluate rechannelizing and redesigning streets in coordination with major capital projects, as well as add traffic calming where high vehicle speeds are measured in school zones and areas with high pedestrian traffic.	The complete streets review process was recently updated to include an evaluation of rechannelization potential for all streets with four or more through lanes and less than 25,000 average vehicles per day. SDOT has identified, selected, and funded new locations for neighborhood traffic calming through the Your Voice, Your Choice participatory budgeting process.	SDOT is proactively evaluating streets for lower speed limits with an emphasis in urban villages and installing speed control measures—such as speed cushions and radar feedback signs—where high vehicle speeds warrant traffic calming.
3.3 Evaluate pedestrian system needs consistent with the Complete Streets policy	The complete streets review process will continue to be used to evaluate desired pedestrian investments with new capital projects and SDOT will apply these principles when reviewing projects proposed by private developers and other agencies.	SDOT is currently updating the complete streets checklist to more accurately reflect program needs and ensure better coordination and leveraging opportunities between programs.	SDOT is restructuring the complete streets checklist to better capture modal master plan priorities and support coordination between programs. This improved checklist will help to ensure that pedestrian system needs are considered in the development of all SDOT capital projects.

PMP Strategy	Action	2017 Status	2018 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.	<p>SDOT is continuing to use new technologies to analyze and map pedestrian safety and accessibility features.</p> <p>The collected sidewalk condition assessment data, for example, is being used to implement an interactive sidewalk observation tool that will allow us to correct or update observation data when we perform inspections, install mitigation measures such as asphalt shims or beveling, and when we are notified of completed sidewalks repairs. After implementing this application, we will develop an interactive web map and website that supports property owner education of liability and explains the sidewalk repair permitting process.</p>
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>	<p>SDOT and SPD have continued increased emphasis to combat negative driver behavior in the center city and near schools. As a result, SDOT has seen significantly reduced speeding and collisions. Since the start of the school speed zone safety camera program, the average number of traffic violations per camera per day has decreased by 64 percent, average speeds have decreased by 4 percent, and 90% of people who receive a speeding citation and pay it, do not pay for another citation.</p>

PMP Strategy	Action	2017 Status	2018 Status
<p>4.2 Expand multimodal traveler safety education and encouragement programs</p>	<p>SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.</p>	<p>SDOT has increased education and encouragement efforts in 2016 and 2017:</p> <ul style="list-style-type: none"> • Partnered with AARP and KOMO News to relay public service announcements for older adults on safe practices • Launched reinforcement patrols in target locations • Initiated new distracted driving campaigns • Partnered with rideshare companies to offer safe ride discounts, discouraging impaired driving • Presented travel tips in-person to underrepresented communities, in partnership with the Department of Neighborhoods and community-based organizations • Partnered with Cascade Bicycle Club and Seattle Public Schools to provide in-classroom walking and biking safety education to every 3rd, 4th, and 5th grade class • Launched targeted campaigns to improve safety education around schools 	<p>SDOT has continued to explore new education and encouragement efforts in 2018:</p> <ul style="list-style-type: none"> • Partnered with PEMCO Insurance and Cambridge Mobile Telematics to launch Seattle's Safest Driver – an 8-week, app-based safe driving competition that saw 4,000 downloads and positive behavior change. Across top 50% of users, we saw 20% decrease in phone distraction and 16% decrease in speeding. • Conducted re-enforcement patrols (safety education ambassador teams) near light rail stations and along newer facilities (e.g., 2nd Ave protected bike lane extension) • Presented safe travel tips in-person to underrepresented communities, in partnership with Department of Neighborhoods' Community Liaison program (we also provided a Vision Zero orientation overview to a cohort of liaisons) • Partnered with rideshare company Lyft to promote safe travel options, and discourage impaired driving, particularly emphasizing high driving at events like Hempfest and around 4/20 • Created a series of short public service announcements and a video, shared via social media, to increase awareness of Vision Zero and share specific tips around issues like distraction and speeding

PMP Strategy	Action	2017 Status	2018 Status
5.1 Provide pedestrian buffers	SDOT will encourage pedestrian buffers and incorporate buffers into all new sidewalk projects, where space allows.	An update to the Right of Way Improvements Manual has been published that establishes landscaping and furnishing zone standards for all street types. These standards will be incorporated into all new SDOT-built and privately-built sidewalk projects.	SDOT has adopted Streets Illustrated—the updated Right of Way Improvements Manual—and is actively using its pedestrian buffer standards for all new sidewalk projects. These standards are also applied to all other City capital projects and privately-built sidewalk projects through the Street Improvement Permit process.
5.2 Develop a coordinated wayfinding system	A coordinated and user-oriented pedestrian wayfinding system will be developed with partner agencies and neighborhood groups to create a more legible and connected city for both visitors and residents.	SDOT was awarded a 2017-2019 WSDOT grant to study a coordinated pedestrian wayfinding system and is currently scoping the two-year grant funded project.	Scoping for the 2017-2019 WSDOT grant to study a coordinated pedestrian wayfinding system has been completed and a consultant team has been selected. System planning and design will take place over 2018-2019 with pilot implementation in Q3-Q4 of 2019.
5.3 Create inviting pedestrian spaces	SDOT will encourage and implement pedestrian amenities, artwork, and pedestrian-only spaces that create inviting, vibrant, and attractive streets for placemaking and community uses.	SDOT's Public Space Management Program is piloting and implementing new programs, such as parklets, Pavement to Parks, and pedestrian streets, to increase pedestrian use and activation of street space not needed for vehicle travel. SDOT also works closely with community groups to implement artwork and neighborhood placemaking elements in the right of way.	SDOT's Public Space Management Program updated the public amenity permit for certain uses such as public seating, planters, artwork, and murals by no longer requiring an annual renewal fee and reducing the insurance requirements for applicants. This reduces financial barriers for individuals and community groups proposing streetscape and public space improvements. In addition, the Public Space Management Program is working on updating the Sidewalk Café program to align pedestrian zone clearance requirements with the PMP and Streets Illustrated, reduce barriers to entry, and expand siting options, including formalizing the streetery and fence-free café pilot programs.



PMP Strategy	Action	2017 Status	2018 Status
<p>5.4 Promote and maintain green infrastructure in the right of way</p>	<p>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>	<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>	<p>SDOT's established partnership with SPU to encourage opportunities for landscaping, trees, and bioretention as described in Streets Illustrated, will lead to the implementation of eight 300' block faces of walkway improvements that include landscaping and/or natural drainage and three 600' block faces which are currently in development.</p>
<p>5.5 Provide pedestrian-scale lighting</p>	<p>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.</p>	<p>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.</p>	<p>SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan. One-time funding sources have been identified for the installation of pedestrian lighting in the South Park area and as part of the Market to Mohai program.</p>

APPENDIX 3: 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	SDOT community opportunity: www.seattle.gov/transportation/stuse_signalboxart.htm





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