

CHAPTER 3: MEASURING PROGRESS

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CONSTRUCTING PEDESTRIAN IMPROVEMENTS IN SEATTLE

Pedestrian improvements in Seattle occur through a variety of means. The PMP guides the delivery of many new sidewalks and crossing improvements. However, many pedestrian improvements are provided independently of the PMP. A significant number of improvements are provided by the private sector in association with private development projects. Additionally, other City programs provide pedestrian improvements consistent with Complete Streets policies and/or neighborhood priorities. In evaluating our progress, it is helpful to understand how pedestrian improvements are typically provided in Seattle, and the role the PMP plays in guiding those improvements.

Evaluating our accomplishments helps to tell us whether the Plan has effectively guided pedestrian improvements since 2009 and whether it has been successful in making Seattle the most walkable and accessible city in the nation. This chapter documents our progress implementing the PMP and in achieving the vision and goals, as indicated by the Plan’s performance measures.

The assessment in this chapter shows that, between 2008 and 2015, we have made notable progress toward achieving many of the performance measures established in the PMP. Furthermore, we have implemented several new projects and programs beyond what was originally recommended in the Plan in our effort to make Seattle a more walkable and accessible city.

Figure 3-1 outlines how various programs and activities, both within and outside of SDOT, provide pedestrian improvements in Seattle (these programs are described in greater detail later in this chapter). Figures 3-2 and 3-3 show the various programs and activities (both within and outside of SDOT) that have provided sidewalk and crossing improvements citywide since the Plan’s adoption in 2009, according to the SDOT Asset Management database. This inventory notes the construction of nearly 200 blocks of new sidewalks and crossing improvements at over 800 intersections.

FIGURE 3-1: PROGRAMS AND ACTIVITIES THAT PROVIDE PEDESTRIAN IMPROVEMENTS

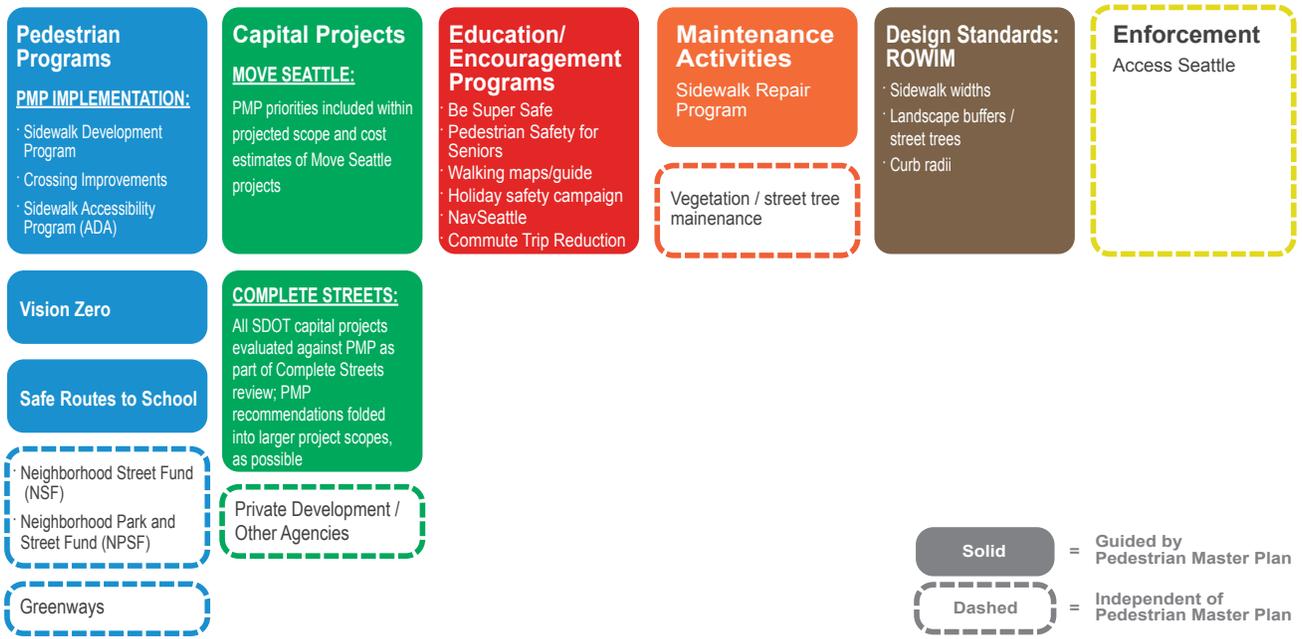


FIGURE 3-2: NEW SIDEWALK CONSTRUCTION, 2009-2015¹

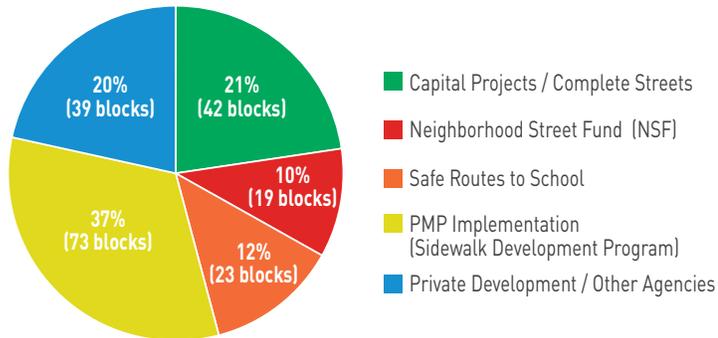
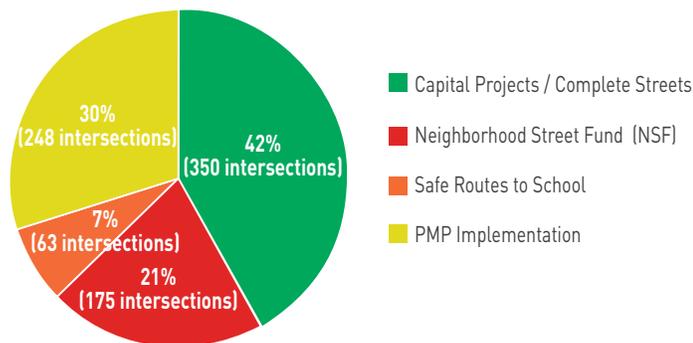


FIGURE 3-3: CROSSING IMPROVEMENTS, 2009-2015¹



¹ Based on SDOT Asset Management database

SDOT ACTIVITIES GUIDED BY THE PMP

There are several programs and projects within SDOT that use the PMP prioritization framework to steer pedestrian improvements to high priority areas. The 2009 Plan defined high priority areas for pedestrian improvements as locations where there is high pedestrian demand, high socioeconomic and health priorities, and where there are important pedestrian linkages, as illustrated in Figure 3-4. For a full technical account of the 2009 PMP prioritization methodology, see Appendix 5.

Pedestrian programs

The following pedestrian programs are those explicitly charged with providing pedestrian safety and infrastructure improvements. While each of these programs are funded independently, each relies upon the PMP to help identify and prioritize projects.

The **Pedestrian Master Plan Implementation** program is charged with implementing the recommendations of the PMP. It constructs sidewalks and provides crossing improvements in PMP high priority areas. Crossing improvements

may include installing new crosswalks, providing new pedestrian signals, building ADA-compliant curb ramps, or building curb bulbs or pedestrian refuge islands to shorten crossing distances.

The City of Seattle strives to make city programs, services, and activities equally accessible to all. Features such as curb ramps, sidewalks, detectable warnings, and street crossings are components of an accessible pedestrian network. We prioritize accessibility improvements to the pedestrian network using the Pedestrian Master Plan and as required by Title II of the Americans with Disabilities Act (ADA) regulation 28 C.F.R. § 35.150(d)(2) to provide access to city services and facilities. We are currently in the process of updating the ADA transition plan which will guide accessibility improvements moving forward in conjunction with this Plan.

SDOT plans, prioritizes, designs, and constructs infrastructure to enable residents with disabilities to access Seattle pedestrian facilities. These improvements include curb ramps, accessible pedestrian signals (APS) and new technology evaluations.



2009 PMP HIGH PRIORITY AREAS

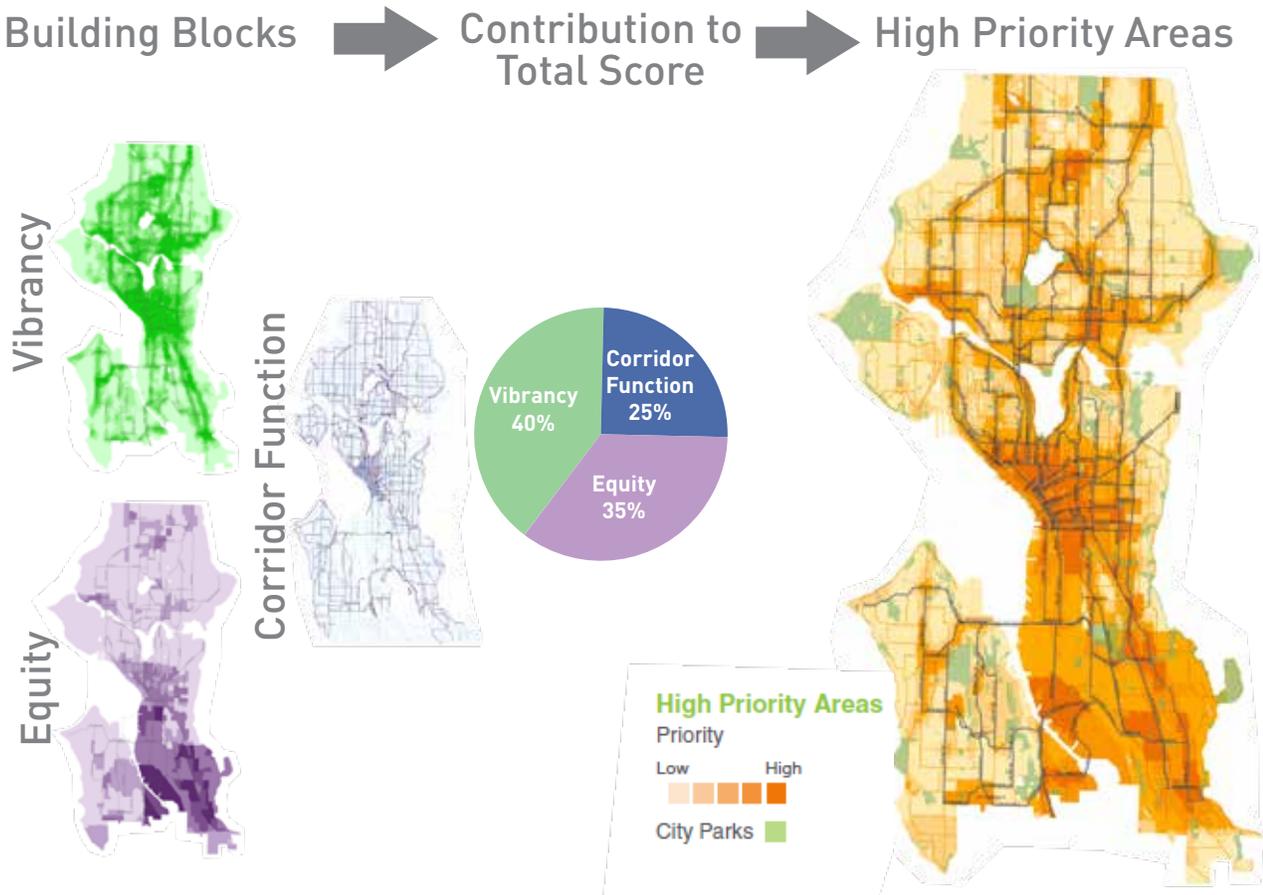
The 2009 PMP used a data-driven methodology to identify priority locations for new sidewalks, crossings, and other pedestrian improvements. The Plan’s prioritization process is a two-part analysis of citywide data related to:

- **“Vibrancy”** (demand) factors to identify existing and future land uses and destinations likely to generate the most pedestrian traffic
- **“Corridor function,”** or street types and associated roadway characteristics

- **“Equity”** factors that look at underlying socioeconomic and health factors, like automobile ownership, diabetes rates, and disability rates so we can provide pedestrian improvements where they are needed the most

Overlaying these three factors results in a “high priority areas” heat map, identifying areas where there is an overlap of high pedestrian demand, equity concerns, and key pedestrian linkages.

FIGURE 3-4: “HIGH PRIORITY AREAS,” PER THE 2009 PMP



- **Curb Ramps.** SDOT strives to improve access to Seattle’s network of sidewalks and walkways, particularly for those for whom mobility may be limited. Curb ramp design and construction includes a ramp with a tactile warning surface, landings, and necessary sidewalk transitions and (minor) utility modifications. Curb ramps are installed or improved when streets, roadways, or highways are altered at locations where a sidewalk or pedestrian way intersects a vertical curb at the pedestrian crossing.

SDOT constructs or improves existing curb ramps within the public right-of-way as a part of several different programs, most notably larger capital projects and street resurfacing projects. Curb ramp work is also included as a part of SDOT’s Safe Routes to School Program, Pedestrian Master Plan improvements, Neighborhood Park and Street Fund Improvements, as well as private development projects and utility work.

We have a team of engineers that work hard to design and build curb ramps to best serve all pedestrians. This can be very challenging given the topography in Seattle as well as the existing built infrastructure, including utilities, areaways, or other conflicts.

In addition to curb ramps, many SDOT projects include sidewalk installation or replacement of older sidewalks. These new sidewalks can make use much easier for people with disabilities and those using mobility devices.

- **Accessible Pedestrian Signal (APS).** An Accessible Pedestrian Signal is a pedestrian push button that produces an audible signal and vibration to indicate when it is safe to cross the street. Such devices can be helpful to people who are visually or hearing impaired. Starting in 2009, a portion of the Sidewalk Accessibility Program funding is set aside for APS improvements.

- **New Technology Evaluations.** Disability advocacy groups occasionally request that SDOT test new, alternative technologies focused on improving accessibility and mobility of people with disabilities within our transportation system. SDOT devotes a portion of our ADA funding to testing and evaluating these new technologies.

Curb ramps and APS may be requested to be installed for pedestrians with disabilities, and we install curb ramps as soon as funding allows when requested by qualified individuals with disabilities at locations not otherwise scheduled for improvement. It should be noted that any request is subject to prioritization of improvements as determined by SDOT as well as available funding. The program is not intended to address community concerns other than access for people with disabilities.

The **Safe Routes to School** (SRTS) program funds engineering improvements to improve pedestrian safety within school walksheds. While SRTS improvements must be located in proximity to a public or private school, the program uses PMP high priority areas to help prioritize safety improvements within those school walksheds, including sidewalks and curb ramps. The program also funds education and encouragement campaigns at public and private schools throughout Seattle.

Vision Zero is a citywide initiative aimed at ending traffic deaths and serious injuries on Seattle’s streets by 2030. SDOT plays a lead role in Vision Zero engineering and education efforts, and coordinates enforcement efforts with the Seattle Police Department. To help guide pedestrian safety improvements, the Vision Zero program uses the PMP analysis and high priority areas to identify potential opportunities to improve safety for pedestrians traveling along and crossing the roadway.

Capital projects

All SDOT capital projects are evaluated against the PMP as part of the Complete Streets assessment to consider the travel needs of all users. PMP recommendations are folded into larger project scopes where possible. This evaluation includes looking for opportunities to make pedestrians more visible and to shorten street crossings by using curb bulbs or other measures. These efforts can help to make street crossings easier and safer for all pedestrians, particularly those with disabilities.

Many pedestrian improvements built throughout the city have been provided as part of these larger Complete Streets projects, as illustrated in Figures 3-2 and 3-3. Examples of Complete Streets projects that provided pedestrian improvements in accordance with PMP recommendations include Linden Ave N, the Mercer Corridor Project, NE 125th St, and 23rd Ave.

Maintenance activities

Our **Sidewalk Safety Repair Program** oversees the maintenance of the city's sidewalks and curbs. The program rehabilitates sidewalks damaged by street trees or where other safety concerns are reported. The program's goal is to ensure that all sidewalks are safe and accessible for all pedestrians. Among several other factors, the program prioritizes sidewalk repair projects across the city using the high priority areas identified in the PMP.

The majority of damage done to sidewalks is caused by tree roots. While street trees play a vital role in creating a sustainable, high quality public realm, it is not uncommon for conflicts to arise between trees and sidewalks. To provide guidance on installation, repair, and maintenance of sidewalks and street trees, we developed the Trees and Sidewalks Operations Plan in 2015 (discussed in greater detail later in this chapter).

While the City strives to keep sidewalks in reasonably safe condition, property owners are responsible for maintaining and repairing sidewalks adjacent to their property. However, when sidewalk damage is the result of a publicly-owned tree, SDOT is responsible for the sidewalk repair. Chapter 5 includes strategies and actions to improve sidewalk inspection and reporting procedures, educate residents about and increase enforcement of private sidewalk repair obligations, and make it easier and more predictable for private property owners to complete required sidewalk repairs.



Tree roots can sometimes uplift sidewalks, making pedestrian paths difficult to navigate, especially for users with mobility challenges.



Pedestrian refuge at 13th Ave NW, July 2014.



Pedestrian refuge at 13th Ave NW, October 2014.

HOLMAN ROAD COMPLETE STREETS PROJECT

Initially conceived as a repaving project, the Holman Road project went through the Complete Streets review process, as required by the City's Complete Street ordinance. As part of that review, it was noted that the project traversed several PMP high priority locations. As a result of the Complete Streets recommendations, the project was expanded. In addition to providing new pavement and extending the life of the roadway, the Holman Road Complete Streets project also provided pedestrian and transit

improvements between Greenwood Ave N and NW 87th St, including:

- Constructing 3,700 feet of improved walkway
- Building curb ramps at 64 locations
- Installing 5 bus stop waiting pads with new lighting
- Constructing a pedestrian refuge at 7th Ave NW and 13th Ave NW
- Enlarging an existing median on 15th Ave NW

Design standards

Seattle's Right-of-Way Improvements Manual (ROWIM) provides guidance to property owners, developers, architects, landscape architects, and engineers involved with the design, permitting, and construction of improvements to Seattle's street right-of-way. The manual includes design standards for many of the pedestrian-friendly street design recommendations included in the 2009 PMP toolbox. The 2016 ROWIM update will include additional updates to pedestrian realm design standards to further implement PMP recommendations. These design standards aim to ensure that pedestrian realm improvements provided by private developments help implement the recommendations provided within the PMP.

Education and encouragement programs

Education and encouragement programs create awareness about pedestrians, help inform and reinforce the skills needed to be a safe pedestrian, and promote the benefits of walking. Several education and encouragement programs have been implemented in accordance with PMP recommendations to further the Plan's goals. These programs are in addition to the education and encouragement programs implemented by the SRTS and Vision Zero programs mentioned earlier. A fuller account of SDOT pedestrian programs, is provided later in this chapter.



OTHER PROGRAMS AND ACTIVITIES PROVIDING PEDESTRIAN IMPROVEMENTS

In addition to the PMP-guided programs and activities, other public and private efforts also provide pedestrian improvements. These improvements are not explicitly guided by the PMP and may lie outside of priority areas.

Neighborhood Park and Street Fund and Neighborhood Street Fund

Both the Neighborhood Park and Street Fund (NPSF) and Neighborhood Street Fund (NSF) grant programs award City funding to transportation projects prioritized by the community. These community-driven projects often result in pedestrian improvements that are not necessarily prioritized within the PMP.

NPSF grants are awarded by the Seattle Department of Neighborhoods to communities for small-scale improvements to streets and parks. Projects can receive grants up to \$90,000. Examples of NPSF projects may include:

- Crossing improvements such as rapid flashing beacons, curb bulbs, and pedestrian countdown signals
- Traffic calming, such as traffic circles, median islands, and speed feedback signs
- Short segments of sidewalk construction (less than 100 feet, or one third of a block)

Like the NPSF program, the NSF program grants funds for neighborhood transportation projects that are identified and prioritized by the community itself. NSF projects are typically larger and more costly than smaller-scale NPSF projects and can also provide a range of pedestrian improvements, including new sidewalks and crossing improvements.

Neighborhood Greenways

Neighborhood Greenways are designed to give pedestrians and people riding bicycles travel priority. These non-arterial routes are typically located on roadways with low traffic volumes, slower vehicle speeds, and gentler grades; they provide safe arterial crossings and low-stress connections to key destinations such as schools, parks, and neighborhood centers. Neighborhood Greenways were originally identified as part of the 2014 Bicycle Master Plan (BMP) as a key component of the city's bicycle network, yet Neighborhood Greenways also serve the needs of pedestrians by providing traffic-calming, crossing beacons, pedestrian refuge islands, and crosswalks.

Because Neighborhood Greenways benefit both pedestrians and people biking, we can use the Neighborhood Greenways program to address the priorities within both the PMP and the BMP.

Private development/other agencies

A significant number of sidewalk improvements are constructed in association with street frontage improvements required as part of the private development approval process. Similarly, other public agencies engaging in construction work within the right-of-way are often required to build (or rebuild) pedestrian infrastructure, including sidewalks and curb ramps, when restoring the roadway. Figure 3-2 shows that approximately 20% of all new blockfaces of sidewalk provided between 2009-2015 were built as part of private development projects or improvements provided by other public agencies. Though these pedestrian improvements may lie outside of identified PMP priority areas, they must be built according to standards and guidelines provided within the ROWIM.

HOW HAS THE PMP GUIDED PEDESTRIAN IMPROVEMENTS?

The 2009 PMP was intended to direct pedestrian improvements to designated “high priority areas.” These priority areas were determined by a data-driven assessment that looked at three factors: pedestrian demand (where the most people walk), equity indicators (where pedestrian improvements will serve residents with the greatest need), and corridor function (on streets that serve as important pedestrian links and that have traditionally been prioritized for motor vehicle travel). The PMP defines “high priority areas” for investment as locations where these factors overlap. See Appendix 5 for a more detailed explanation of the 2009 prioritization methodology.

Since the Plan’s adoption in 2009, the majority (average of 79%) of pedestrian projects we’ve built have been directed to PMP high priority areas. Table 3-1 includes new improvements added to our asset database located within PMP high priority areas. Improvements constructed outside of high priority areas were typically the result of opportunities to leverage funding with other projects.

Despite constructing the majority of our pedestrian investments in high priority areas, we’ve only completed a very small percentage of the 2009 PMP’s top-tier projects. This is because so much of the city was identified as a high priority location in the Plan, creating a long list of top-tier projects that did not correlate to anticipated funding and leveraging sources. Only 2% of the identified top-tier along-the-roadway projects and 4% of identified top-tier crossing-the-roadway projects were constructed between 2009 and 2015. These figures have not been adjusted to reflect top-tier locations that were evaluated by SDOT, but for which no project was identified or recommended.

Moving forward, the Plan will more narrowly focus priorities and improvement opportunities to better align with anticipated funding streams for the 20-year horizon of the PMP. More information on the prioritization framework can be found in Chapter 4 and on plan implementation in Chapter 6.

TABLE 3-1: SDOT PEDESTRIAN IMPROVEMENTS LOCATED IN PMP HIGH PRIORITY AREAS², 2009-2015

Type of improvement	Percent of improvements in high priority areas
New sidewalks	73%
Repaired sidewalks	78%
New crosswalks	86%
Crossing improvements (curb ramps, refuge islands, etc.)	67%
New pedestrian signals	92%



² “High priority areas” are defined as “Tier 1” or “Tier 2” locations. See Appendix 5 for details on the 2009 PMP prioritization methodology. Based on SDOT Asset Management database

Accomplishments: Pedestrian system funding

In 2006, Seattle voters passed a nine-year, \$365 million Bridging the Gap (BTG) Levy for transportation maintenance and improvements. The levy funded programs to address several transportation needs, including for programs implementing the PMP. BTG provided funding for maintenance and new infrastructure as called for by the Plan, including sidewalk development and repair, tree pruning and planting, and transit enhancements. It also created and funded the Safe Routes to School program, and helped neighborhoods get larger projects built through the NSF program.

While BTG was not the only funding source to provide pedestrian improvements since the PMP was adopted, it contributed significantly toward providing the improvements called for in the Plan. Between 2009 and 2015, SDOT spent almost \$52 million of BTG funding implementing the PMP, including the SRTS and Sidewalk Repair programs. The BTG Levy provided funding for a wide range of pedestrian improvements,

including new sidewalks and curb ramps, school zone improvements, and roadway projects that reconfigured travel lanes to make crossings safer and easier. Pedestrian-related BTG accomplishments include:

- 220 blocks of repaired or restored sidewalk (initial commitment, 144 blocks)
- 118 blocks of new sidewalk (initial commitment, 117 blocks)
- 5,766 restriped crosswalks (initial commitment, 5,000 crosswalks)
- 64 new “safe routes to school” (initial commitment, 30 new routes)
- 50 rehabilitated stairways (initial commitment, 50 stairways)
- 29,902 street trees pruned to prevent safety and security hazards (initial commitment, 25,000 trees)

The Levy to Move Seattle was passed in 2015 and will continue to address Seattle’s transportation needs, including helping to implement the PMP.



Accomplishments: Accessibility and ADA Compliance Efforts

SDOT is involved in a number of initiatives and efforts to provide improved accessibility and inclusion within the public right-of-way. Some of these efforts are described earlier in this chapter. While some efforts are ongoing and will continue from one year to the next, others may be custom designed, involve community outreach, or may be activities above and beyond the typical SDOT obligations. These efforts and initiatives include:

- In 2015, SDOT hired an ADA Coordinator to formalize policies and best practices for achieving ADA compliance within the public right-of-way. The SDOT ADA Coordinator assists with training SDOT staff on ADA compliance, provides technical assistance on design requirements, serves as liaison between the public and SDOT staff, and coordinates and participates in community outreach. The ADA Coordinator participates in national ADA-related conferences and has active communications with others in similar roles throughout the region.
- SDOT has an ADA Committee that is comprised of representatives from all SDOT divisions. The Committee meets regularly to discuss and agree upon a united approach on ADA compliance and best practices for providing accessibility as a Department.
- Training occurs both in-house at SDOT via the ADA Coordinator as well as from outside sources to ensure that the staff is aware of current requirements and best practices. Some of the training opportunities that SDOT has participated in include the U.S. Access Board, the National ADA Network, and the Federal Highway Administration (FHWA).
- We are in the process of evaluating pedestrian features in the public right-of-way with respect to accessibility. In May of 2016, we completed a citywide evaluation of all known curb ramps, totaling in excess of 28,000 curb ramps.
- Currently the City of Seattle is updating the ADA Transition Plan to ensure access to city programs for people with disabilities. With authority over streets and sidewalks, SDOT is updating the Transition Plan for features within the public right-of-way with priorities for improvements defined in Title II of the Americans with Disabilities Act (ADA) regulation 28 C.F.R. § 35.150(d)(2). Updating this plan will include public involvement and outreach. The updated plan will be available for the public to view upon completion.
- Engineers and designers at SDOT have participated, and will continue to participate in, blindness simulations, and mobility observations of deaf-blind pedestrians to better understand the needs of pedestrians with visual and/or hearing impairments. We have worked with professional mobility instructors to discuss possible new treatments in the public right-of-way that could assist pedestrians with visual and/or hearing impairments.
- SDOT staff has participated in wheelchair exercises to experience first-hand some of the challenges of rolling over the sidewalks and curb ramps in Seattle. SDOT has a wheelchair available that is used by engineers to test different curb ramp designs after construction to determine and evaluate improvements or adjustments that could be made.
- We are currently working on a citywide map that will help pedestrians with disabilities plan routes according to varying features and conditions of Seattle sidewalks, curb ramps, and street crossings. This map will be available online upon completion.

In addition to these efforts and initiatives, SDOT actively searches for opportunities to work with individuals and communities living with disabilities to better understand the needs and abilities of all pedestrians.

Accomplishments: Pedestrian programs

Pedestrian programs are designed to complement engineering improvements and are an additional way we can improve pedestrian conditions in Seattle. We have implemented several program elements that go beyond typical on-the-ground project improvements since the Plan’s adoption, including:

- Education and encouragement programs (including the Pedestrian Safety Downtown Holiday campaign, the “Be Super Safe” campaign, and NavSeattle)
- Programs and legislation intended to enhance or vitalize the pedestrian realm by creating new public gathering space (including play streets, pavement to parks, summer parkways, and parklets/streeteries)
- Updates to internal policies or design standards (including updates to SDOT Standard Plans, the Trees and Sidewalks Operations Plan, and the ROWIM)

A list of a programs and policy changes we’ve made since the PMP was adopted is shown in Figure 3-5. Selected programs/activities are described in further detail in the following pages.

FIGURE 3-5: PROGRAMS AND POLICY CHANGES MADE SINCE PMP ADOPTION



Center City Holiday Pedestrian Safety Campaign

We ran a 5-year (2009 – 2013) Center City Holiday Pedestrian Safety Campaign. The effort focused on safety messages during the winter holiday season, when days are darker and wetter, and when many people are out and about shopping downtown. Public service announcements, flash mobs, bus advertisements, caroling, social media blasts, and posters were among the many marketing tools used to capture people’s attention and encourage behavior change and reduce collisions. Over the course of the 5-year campaign, we saw a slight decrease in collisions in the Center City during the holiday season.

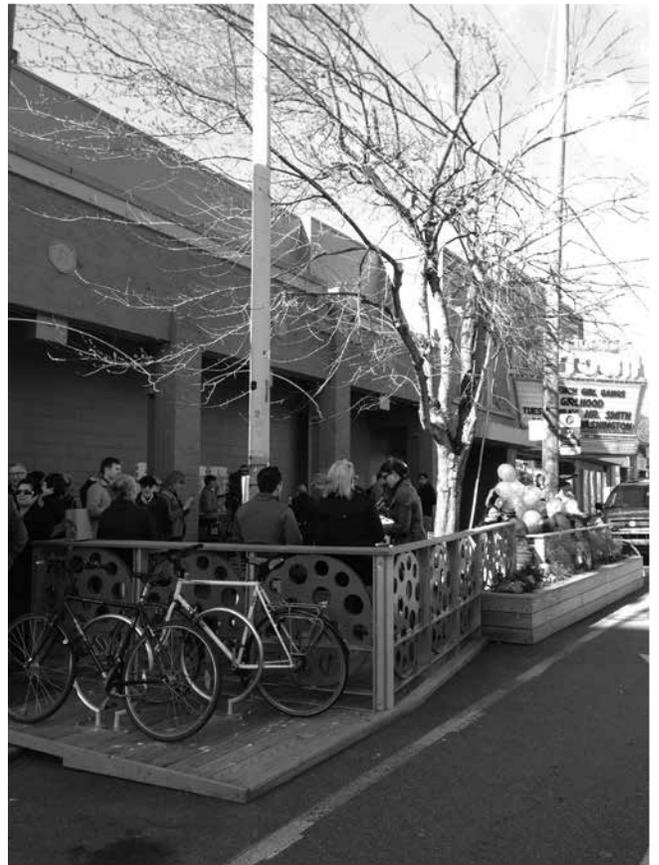
Parklet program

Parklets convert a few on-street parking spots into open spaces for all Seattleites to enjoy. They are privately funded and maintained, and work to activate streets, create more vibrant neighborhoods, and support economic vitality. They are cost-effective tools for increasing our city’s public open space and have added to the vibrancy of the pedestrian realm.

We launched the pilot Parklet program in summer 2013 to evaluate how well parklets serve neighborhoods and businesses. The pilot program was extended through 2014, and the parklets were evaluated to determine how well they activated streets and whether they provided useful public spaces for neighborhood businesses, residents, and visitors. As of February 2015, the Parklet program is now a permanent program at SDOT, and new applications are accepted twice a year.



The Seahawks' mascot Blitz helps with the Holiday Pedestrian Safety Campaign in Westlake Park.



Parklets like this one in the Uptown neighborhood help enliven the streetscape.

Streateries

In 2015, we launched the Streateries pilot program to explore new activation opportunities for parklets. For a small fee, Streateries allow hosting restaurants, cafés, and bars to offer table service in their parklets during business hours (like a sidewalk café) and provide a public open space at all other times. The streateries built under the pilot program in 2015 are currently being evaluated to identify whether we should adopt a permanent Streateries program.

Adaptive Streets program

The Adaptive Streets program is a cost-effective way to experiment with new public spaces and street improvements to energize the public realm. Focused on creating inexpensive, temporary solutions, the Adaptive Streets program includes two types of projects:

- **Pavement to Parks** projects, which create opportunities for active public spaces in underutilized roadway space
- **Tactical Urbanism** projects, which enhance safety and mobility with low-cost, easy-to-install materials

The Adaptive Streets program demonstrates an institutional effort to implement quick and economical treatments that enhance the function of streets for both activation and safety. Our approach is characterized by short-term, low-cost, adaptive, and community-oriented interventions.

Summer Parkways

Seattle Summer Parkways are free, all-ages events that open up the city's largest public space—our streets—for families, friends, and neighbors to have fun, celebrate the spirit and personality of their communities, discover active healthy transportation, support local businesses, and explore the city - car-free and care-free. We created our first two Summer Parkways in 2015, giving people the opportunity to traverse by bicycle or on foot through the Central District or Ballard via a 3- to 7-mile route. Along the way they could visit neighborhood parks full of live music and activities. Summer Parkways is now an annual event in Seattle.



Streateries, which allow restaurants, cafes and bars to offer table service in parklets, help create an inviting public realm. Photo credit: San Francisco Planning Department



SDOT seeks opportunities to convert underutilized pavement in the right-of-way into more gracious public spaces through its Pavement to Parks program.

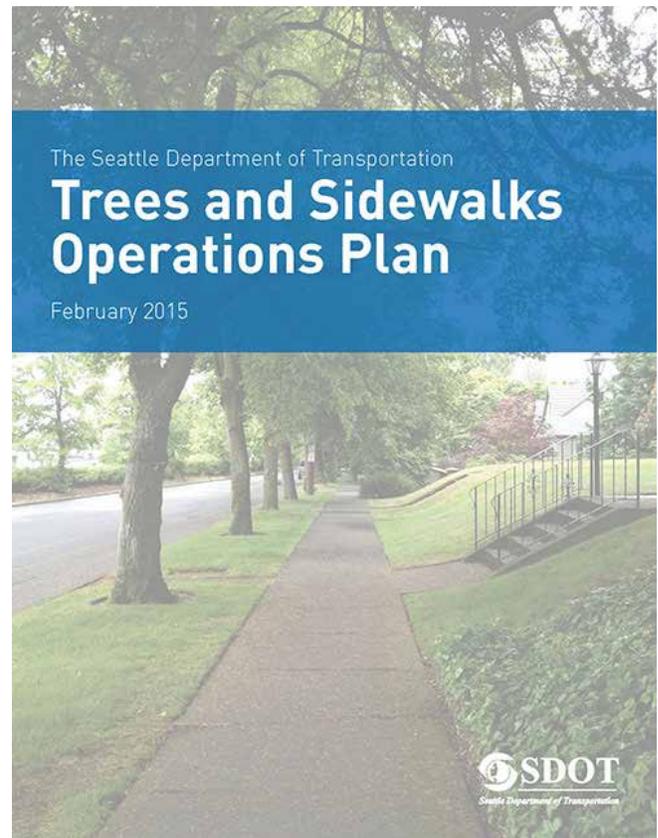


Summer Parkways allow for unique celebrations to occur in the street, celebrating the strength and richness of Seattle's various neighborhoods.

Trees and Sidewalks Operations Plan

Street trees and sidewalks both play vital roles in Seattle's public realm, helping to make our city more livable and sustain our quality of life. However, it is not uncommon for conflicts to arise between trees and sidewalks, particularly in locations where both were installed some time ago. The majority of damage done to sidewalks is caused by tree roots. Cracked and uplifted sidewalks can make pedestrian paths difficult to navigate, particularly for users with mobility impairments. Furthermore, conflicts between street trees and sidewalks can compromise tree health where roots do not have sufficient space.

To better address commonly occurring conflicts between trees and sidewalks, in 2015 we developed the Trees and Sidewalks Operations Plan to clarify responsibilities and work processes and to provide guidance on installation, repair, and maintenance of sidewalks and street trees in Seattle's rights-of-way. This operations plan informs the work of SDOT's Street Maintenance division, as well as the work of other City departments. The operations plan also clarifies for the broader public the processes and procedures that SDOT uses to manage street trees and sidewalks in partnership with Seattle residents, businesses, and property owners.



SDOT's Trees and Sidewalks Operations Plan clarifies responsibilities and work processes for maintaining both sidewalks and trees in the right-of-way.



Street trees and sidewalks are both critical components in creating a high-quality public realm, but it is not uncommon for conflicts to arise between trees and sidewalks.

Access Seattle

In recognition of the impacts that construction activities can have on mobility for the traveling public, we developed the Access Seattle Program to identify and pro-actively resolve potential right-of-way issues associated with work zones. This includes coordinating and consolidating temporary closures and detours, and working to maintain access to and through impacted areas.

As part of this effort, we published a revised Director's Rule for Pedestrian Mobility In and Around Work Zones (SDOT DR 10-2015) in January 2016. The main objective of the rule is to keep pedestrians safe and mobile around construction sites, and to outline specific requirements for developers and contractors whose work impacts the public right-of-way. The rule requires sidewalks adjacent to work sites to remain open for the duration of a construction project, and allows sidewalk closures only as a last resort approach. When circumstances do not allow for sidewalks to remain open, the rule provides guidance on how requests for sidewalk closures are evaluated and, where approved, alternative methods that can be used to provide pedestrian mobility. As a result, pedestrians can expect fewer construction-related detours and a consistent standard of protection around work zones.



The SDOT Director's Rule for Pedestrian Mobility In and Around Work Zones rule states that sidewalks adjacent to work sites must remain open for the duration of a construction project, and that sidewalk closures are allowed only as a last resort approach. The rule provides guidance on alternative methods that can be used to provide pedestrian mobility when circumstances do not allow for the existing sidewalk to remain open during construction.

PLAN PERFORMANCE

Performance measures allow us to determine whether we are successfully achieving the Plan's vision and goals. This performance assessment is intended to identify our successes and where there may be opportunities for improvement moving forward. While the Plan goals answer the question "What is the Plan designed to do?" performance measures help answer the question "How is the Plan's success measured?"

The PMP performance measures are primarily outcome based and are directly tied to the Plan goals of safety, equity, vibrancy, and health. By establishing whether the trends associated with each performance measure are moving in the direction of the desired outcome, it is possible to determine the progress toward meeting Plan goals.

Table 3-4 outlines each of the Plan's performance measures and desired trends, and indicates whether or not we are moving in the direction of the desired outcomes. Between 2008 and 2015 we have made notable progress toward achieving many of the PMP performance measures, meeting 8 of the 12. The 4 we didn't meet have either seen no significant change since 2008, or there is no data available to report.

This performance assessment helps to tell us where the Plan is successfully driving change and where there may be opportunities for improvement moving forward. While the performance evaluation indicates that, generally, more people (including children) are walking in Seattle and pedestrian collision rates have decreased, it also shows that vehicle speeds have generally not gone down across the city and self-reported physical activity rates have remained stagnant.

A more detailed discussion of each of the performance measures and the data used to evaluate them is provided in Appendix 3. Chapter 6 establishes updated performance measures and targets moving forward.



TABLE 3-2: PMP PERFORMANCE MEASURES EVALUATION, 2008-2015

PMP Goal	Performance measure	Desired trend	On track?
Safety: Reduce the number and severity of crashes involving pedestrians.	Rate of crashes involving pedestrians	Decreasing rate	Collision rates by walking trips: Yes Collision rates per 100,000 residents: No significant change
	Change in vehicle speeds on identified corridors	Reduction in 85th percentile vehicle speeds	No significant change
	School participation in pedestrian safety, education, and encouragement programs	Increasing school participation	Yes
	Driver and pedestrian behaviors and awareness of pedestrian laws	Increasing awareness and optimal behavior	No significant change
Equity: Make Seattle a more walkable city for all through equity in public engagement, service delivery, and capital investments.	City investments toward Top-tier projects in high priority areas	Increasing percentage of Top-tier projects completed in high priority areas	Yes
	Public communication about pedestrian issues	Increasing number of "hits" on website	Not tracked
	Transit ridership	Increasing rate of ridership per service hour	Yes
	Mode share (more people walking)	Increasing percentage of trips	Yes
Vibrancy: Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy.	Increase streetscape vibrancy	Increasing number of permits that include streetscape elements	Yes
	Increase pedestrian volumes in selected count locations	Increasing number of pedestrians in selected count locations over time	Yes
Health: Raise awareness of the important role of walking in promoting health and preventing disease.	Self-reported physical activity	Decreasing percentage of respondents reporting little or no physical activity	No change
	Children walking or biking to or from school	Increasing number of trips by children	Yes

