

Seattle Pedestrian Master Plan - 2013-14 Work Plan Summary

4/15/13

This work plan summary is organized around the six objectives in Seattle's 2009 Pedestrian Master Plan.

Objective 1: Complete and maintain the pedestrian system identified in the Pedestrian Master Plan

Funding improvements for new pedestrian facilities and programs as well as the maintenance of existing facilities is an essential step in completing and maintaining Seattle's pedestrian system.

- 2013 Planned Infrastructure Improvements
 - Build 7 block faces of new sidewalks
 - Install 130 new or retrofitted curb ramps
 - Remark 500 crosswalks
 - Install 43 pedestrian crossing improvements (including 8 accessible pedestrian signal retrofits)
 - Add pedestrian countdown heads at 25 intersections
 - Include pedestrian improvements on 7 miles of neighborhood greenways
 - Repair 22 blocks of sidewalks
 - Improve 8 school walking routes
 - Rehabilitate 3 stairways
 - Plant 600 trees and prune 3,000
 - Install 2 new signals
- The 2013 adopted budget includes approximately \$10 million for pedestrian projects (not including the Neighborhood Street Fund and Neighborhood Park and Street Fund, which each fund multiple pedestrian projects).

Objective 2: Improve walkability on all streets

All streets in Seattle should be walkable at a basic level to encourage Seattle's residents and visitors to explore their environment.

- Develop an operational plan to set policy and identify tools that can be used to address conflicts between trees and sidewalks, both at spot locations and along a corridor (2013)
- Revise the Seattle Municipal Code to eliminate conflicting language and to provide clear guidance regarding the City's ability to enforce property owner responsibilities for sidewalk maintenance (2013-2014)
- Update 2008 audit findings regarding pedestrian access through construction zones and implement policy and procedural changes, as needed (2013)
- Hire five additional inspectors to increase SDOT's ability to proactively inspect and enforce ROW encroachments (2013) and request additional resources to support annual permit inspections (2014)
- Update "Walkable Zone" communications materials and incorporate into outreach processes (2013)
- Continue working with community groups to develop a Client Assistance Memo regarding the review process for, and installation of, green stormwater infrastructure (e.g., rain gardens, swales) in the ROW (2013)
- Incorporate Green Stormwater Infrastructure into ROWIM update (2014)
- Continue coordination with Parks regarding sidewalks on Parks' property including pursuing transfers of jurisdiction when needed (2013-2014)
- Work closely with WSDOT on the design for the SR 520 West Approach Bridge North and connections to Montlake Boulevard to ensure strong pedestrian connections associated with this major facility (2013)
- Explore the potential for a new type of sidewalk paver using photocatalytic concrete, to be piloted on 3rd Avenue (2013)

Objective 3: Increase pedestrian safety

A sense of safety is an important consideration as people make the choice to walk. There are a variety of design, engineering, education, and enforcement tools that can help to make walking feel safer both along and across the roadway.

- Continue to implement the Be Super Safe campaign with a specific focus on pedestrian safety along key corridors. Efforts will include increased enforcement and targeted messages for both drivers and pedestrians (2013)
- Continue to implement corner clearance operational practices (no parking at intersections) with new construction or ROW changes (2013-2014)
- Coordinate with the Seattle Police Department and Public Health – Seattle & King County to develop cross-discipline analysis of pedestrian crashes and to develop tools to prevent collisions (2013)
- Institute 20 MPH speed limits on Neighborhood Greenways (2013-2014)
- Install speed enforcement cameras at four additional schools (2013-2014)

Objective 4: Plan, design, and build complete streets to move more people and goods

Complete streets accommodate multi-modal travel, including freight, with walkways, bicycle lanes, and transit facilities. Complete streets encourage walking by providing appealing spaces to walk, connections to destinations, and comfortable walking conditions.

- Continue to design, plan and implement capital projects in accordance with the Complete Streets ordinance/program on all SDOT projects, especially the following key corridor projects:
 - Linden Ave. N. Complete Street- 2013
 - Madison BRT Corridor- begin study in 2013 with anticipated completion, including conceptual design by 2014
 - Broadway Streetcar, Phase I and II - continue construction of Phase I and design of Phase II streetcar extension through 2nd quarter 2014
 - Holman Road- AAC paving project to be completed in 2014
 - Mercer Corridor –complete Mercer East construction from Fairview to Dexter and begin construction of Mercer West by April 2013
 - Waterfront- continue to refine concept design and initiate environmental review
- Begin Construction on 23rd Ave Corridor Project (with additional resources to increase scope for Complete Streets planning):
 - Expand scope and budget for the 23rd Ave Corridor project to achieve an enhanced pedestrian realm with improved safety along and across the corridor. Transit improvements, ITS, GSI and lighting will also be addressed to achieve the maximum outcome of the complete streets analysis
 - Begin construction on first phase of project by mid 2014
- Finalize draft Street Concept Design plans and work towards implementation
 - Westlake Street Concept Plan- to be incorporated into ROWIM by Director's Rule (2013)
 - South Lake Union Street Concept Plans- to be incorporated into ROWIM by Director's Rule (2013)
 - Denny Way Concept Plan- to be incorporated into ROWIM by Director's Rule (2013)
 - 11th Ave Concept Plan- to be incorporated into ROWIM by Director's Rule (2013)
 - University District – develop Street Concept Plans, as recommended in the UD Urban Design Framework, by Director's Rule and begin incorporation into the ROWIM by end of 2014
 - Arena area urban design- develop and finalize street concept plans by 1st quarter 2014
 - 3rd Avenue Corridor- develop and adopt street concept plans for the Denny to Jackson segment by end of 2013

Objective 5: Create vibrant public spaces that encourage walking

Seattle's neighborhoods should be connected by a network of pleasurable and interesting places that invite people to walk.

- Revise the Comprehensive Plan to ensure support for implementation of SDOT's modal plans, including the Pedestrian Master Plan (2013-2014)
- Convene the Public Space Management Task Force to develop an implementation strategy for SDOT's new Public Space Management Program (2013)
- Implement a pilot parklet program to provide additional public open space and new destinations for walking (2013)
- Continue the work of the Center City Initiative to create a street environment in downtown where all people feel safe and where there are many options for traveling downtown (2013)
- Coordinate with community groups on alley design projects, which include opportunities for activation, in Chinatown/ID, Pioneer Square, and the University District (2013)
- Partner with NACTO to develop the Urban Street Design Guide (2013-2014)
- Publish a request for qualifications for a private partner to work with the City to develop a program for advertising on street furniture in the right-of-way, including the development of guidelines for street furniture and maintaining the walkable zone (2013)
- Continue to seek funding for implementation of the Pedestrian Lighting Plan (2013-2014)

Objective 6: Get more people walking for transportation, recreation, and health

Walking is an inexpensive form of transportation and recreation that provides health benefits for people, communities, and the environment. Promoting walking includes education and encouragement campaigns that provide information about walking routes, groups, connections to transit and destinations, events, and ways to improve pedestrian safety.

- Support four annual Summer Streets events in neighborhoods throughout Seattle (2013-2014)
- Deliver Safe Routes to School programming to six to eight Seattle schools annually, including organizing walking encouragement events, walking school buses, and pedestrian safety education efforts. Support SRTS community group efforts through an annual mini-grant program (2013-2014)
- Develop strong Way to Go programming for multifamily residential markets that supports and encourages pedestrian trips (2013-2014)
- Strengthen the City of Seattle's Commute Trip Reduction program through a website redesign and include additional information on pedestrian options. Ensure that these elements are available to other Employee Transportation Coordinators throughout Seattle (2013-2014)
- Develop neighborhood greenways in four neighborhoods and identify opportunities for additional 2014 projects (2013)
- Finalize the five-year holiday pedestrian safety campaign (2013)
- Conduct a Knowledge/Attitudes/Behaviors survey to better understand pedestrian safety issues (2014)
- Update and widely distribute the Seattle Walking Maps (2014)