

Policy and Programmatic Actions

An in-depth review of City of Seattle policies and practices related to the pedestrian environment and experience informed the development of the Pedestrian Master Plan's implementation actions.

Each of the following objectives helps to achieve one or more of the plan goals of safety, equity, vibrancy, and health. The following pages provide further detail about the objectives, as well as a summary of the implementation actions planned for 2010. Additional detail about the actions, along with quarterly deliverables, is attached.

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

Objective 2: Improve walkability on all streets

Objective 3: Increase pedestrian safety

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

Objective 5: Create vibrant public spaces that encourage walking

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



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.

2010 Work Program Summary

- Update prioritization criteria for SDOT's large capital projects, pedestrian lighting, and signals programs to reflect the Pedestrian Master Plan (PMP) prioritization criteria.
- Use PMP-based criteria to identify 2011 priority locations for installation of pedestrian improvements including countdown signals, sidewalks, and crosswalks.
- Combine portions of the PMP infrastructure list into corridor projects for inclusion in SDOT's large CIP project list and begin to develop project descriptions for these corridors.
- Draft a Comprehensive Plan policy on multi-modal level-of-service, as well as options for new tools to be used for development project review and mitigation.



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.

2010 Work Program Summary

- Publish Client Assistance Memos (CAMs) to define a minimum 6' wide x 8' high walkable zone on all streets citywide, identify designs for tree pits and tree pit fencing, and update acceptable plantings.
- Update existing city standards for the following: railroad crossings, sidewalks, driveways, curbsless pedestrian paths, curb ramps, tree type and space requirements, alternative options to expand tree root zones, different gravel coarse under sidewalks, and green stormwater infrastructure (GSI).
- Host a launch event for the Center City Public Spaces/Public Life study.
- Develop project concepts for streets within the King Street Station Hub study area that improve pedestrian and bicycle connections among the major transportation facilities.
- Complete updates to SDOT's construction mapping tool.
- Evaluate pedestrian access challenges across state routes that divide high demand pedestrian areas.
- Update the fee structure for permitting skybridges and other types of grade-separated crossings to better reflect the City's policy priorities.



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.

2010 Work Program Summary

- Establish guidelines for the placement of vehicle stop bars at intersections and develop guidance for locations with unmarked crosswalks.
- Determine maintenance lifecycles for crosswalk and stop bar installations.
- Through the Community Parking and the Complete Streets Programs, remove parking and increase enforcement activities to improve pedestrian visibility within 20 feet of a crosswalk.
- Continue to evaluate corridors for rechannelization as part of the Complete Streets Program, following the schedule for the paving program.
- Update SDOT traffic calming guidelines to include shared space streets.
- Continue evaluation of Center City signals to reduce conflicts between pedestrians and turning motorists and prioritize locations for adding all-way walks, pedestrian countdown signals, and leading pedestrian intervals.
- Revise and publish policies regarding accessible pedestrian signals (APS).



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.

2010 Work Program Summary

- Include PMP recommendations in the Comprehensive Plan and Transportation Strategic Plan updates, the Transit Master Plan update, and neighborhood plan updates.
- Apply the revised Complete Streets checklist for small-scale projects to 2010 projects; continue to assess all SDOT large capital projects by using the Complete Streets checklist.
- Update the Right-of-Way Improvements Manual to include new streetscape design concept plans (i.e., Queen Anne, Denny Way, Mt. Baker, Othello, Beacon Hill); additional design guidance for Center City street types; and guidelines for allocating the right-of-way to various modes.
- Use new Manual on Uniform Traffic Control Devices (MUTCD) sign codes with international symbols.



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. While there is no magic formula, walking is supported by mixing land uses, creating human-scaled buildings, providing visual amenities and engaging streetscapes, developing programs for public spaces, illuminating the pedestrian realm, and planting appropriate vegetation.

2010 Work Program Summary

- Complete the legislative actions for 2009 neighborhood plan updates and begin 2010 updates.
- Evaluate existing shared space streets to revise guidelines for implementation, develop Seattle Municipal Code language for "Pedestrian Plazas," and create an annual permit for "Festival Streets."
- Adopt new mobile vending regulations.
- Draft a pedestrian lighting plan, using the criteria from the PMP, and establish key design features for pedestrian-scale lighting.
- Integrate existing transit facility design guidelines into Transit Master Plan update and implement changes to Center City bus zones along Third Avenue and Jackson Street.
- Complete Westlake Plaza improvements.
- Expand the Summer Streets program through sponsorships.



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.

2010 Work Program Summary

- Publish a "Travel Right" guide to communicate general travel and right-of-way information and an educational brochure (geared toward property owners) about sidewalk and tree maintenance.
- Implement the Safe Routes to School education program and pedestrian improvements at five elementary schools.
- Continue accessibility training for SDOT staff and create additional training modules on applications for PMP data to provide consistent guidance to staff implementing the plan.
- Establish active City partnerships to encourage walking, bicycling, and transit use.
- Develop wayfinding task force to coordinate a comprehensive approach for pedestrian wayfinding.
- Print and distribute SDOT's Recreational Walking Map and update the "My Neighborhood Map" site.
- Evaluate effectiveness of City drive less programs and the holiday pedestrian safety campaign.
- Develop schedule for updates of pedestrian asset data and report on plan performance measures.
- Meet with the Seattle Pedestrian Advisory Board quarterly to report on plan implementation.