

DRAFT Pedestrian Master Plan Implementation Actions

	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 1: Complete and maintain the pedestrian system identified in the Pedestrian Master Plan	Strategy 1.1: Fund new improvements and maintenance programs to promote walking							
	a. Identify a long-term and sustained investment strategy to fund pedestrian improvements							
	Develop a strategy to allocate a reasonable and sustainable amount of funding for pedestrian improvements and maintenance, including reallocation of transportation funding to prioritize pedestrians.	Council	DOF, SDOT	Funding strategy included in budget request				Policy
	Develop a baseline from the 2008-2009 work completed by SDOT Traffic Management to guide investment decisions for future needs.	SDOT		Baseline developed	Report	Update		Program
	b. Achieve equity in investment using the prioritization criteria set forth in the Plan							
	Evaluate projects with a defensible, data-driven prioritization process that incorporates pedestrian demand, socio-economic measures, and land use in order to make the most of limited funds and to ensure that improvements best meet needs.	SDOT	SPAB	Program owners use PMP prioritization criteria in project selection				Program
	c. Leverage investments across funding programs and with a broad range of partners							
	Combine portions of the Pedestrian Master Plan infrastructure list into corridor projects for inclusion in SDOT's Capital Improvement Projects list.	SDOT		Corridor project list submitted to CPRS	Update	Update		Capital Investment
	Develop a process to leverage funding from CIP, O&M, and private development.	SDOT		Protocol allowing cross-checking of investment opportunities				Capital Investment
	Develop and implement a multi-modal assessment tool to address both public and private project mitigation.	SDOT	DPD	Report to Council by 2010	Tool established	Update		Program
Explore changes to the Land Use Code that allow fees in lieu of sidewalk construction for developments that are less than one block length equivalent (to resolve drainage, grade, and connectivity issues)	DPD	SDOT	Draft submitted for incorporation into code update				Policy	
Explore changes to the Land Use Code that require developers to repair the sidewalk past their frontage to the nearest intersection or to contribute a fee in lieu.	DPD	SDOT	Draft submitted for incorporation into code update				Policy	

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Objective 1	Strategy 1.1: Fund new improvements and maintenance programs to promote walking							
	c. Leverage investments across funding programs and with a broad range of partners							
	Expand use of business improvement associations in order to provide funding support options to businesses for improvements to the pedestrian realm.	OED	SDOT	Policy draft for distribution to existing Business Associations for review				Policy
	Collaborate with SPU on funding for natural drainage elements of the pedestrian environment.	SDOT	SPU	Memorandum of Understanding for roles and responsibilities				Policy
Objective 2: Improve walkability on all streets	d. Explore innovative funding tools for both general pedestrian improvements and specific needs							
	Explore funding tools -- particularly Transportation Benefit Districts -- to fund general pedestrian improvements as well as new funding programs for specific needs (e.g., maintenance, pedestrian lighting).	SDOT	DOF, Community Groups	Policy draft expanding funding options for neighborhoods				Policy
	Strategy 2.1: Create and maintain a walkable zone on all streets to enable a clear pedestrian path of travel							
a. Define the walkable zone to eliminate or minimize barriers to pedestrian travel								
Define a minimum 6' wide x 7' high walkable zone on all streets citywide.	SDOT	Parks, SCL, SPU, DPD, Property Owners	Revisions published in ROWIM; Client Assistance Memo published				Policy	
Revise light pole placement guidelines with the goal of eliminating poles from the defined walkable zone.	SCL	SDOT	Revisions to details showing placement published in ROWIM	Poles eliminated from high demand intersections along arterials in urban centers	Poles eliminated from high demand intersections along arterials in urban villages		Policy	
Identify preferred placement of signage and signal control locations along the roadway, eliminating signage from the clear pathway and complying with the 7' height requirements to preserve the clear zone.	SDOT		Revisions to details showing placement published in ROWIM				Policy	

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Objective 2: Improve walkability on all streets	Strategy 2.1: Create and maintain a walkable zone on all streets to enable a clear pedestrian path of travel						
	a. Define the walkable zone to eliminate or minimize barriers to pedestrian travel						
	Replace existing utility vault lids with a non-slip surface. Prioritize replacement and maintenance on lids with slopes greater than 8%.	SCL, SPU	SDOT	Develop maintenance protocol and funding strategy. Complete replacements or maintenance on Center City streets with 8% or greater slopes	Begin replacements or maintenance in areas of high pedestrian demand within urban villages on streets with 8% or greater slopes.	Complete replacements or maintenance in areas of high pedestrian demand within urban villages and on arterials with 8% or greater slopes.	Policy
	Modify the DPD site analysis process to require sidewalk maintenance, as needed, with all new projects regardless of whether they trigger a street improvement plan. Coordinate with DPD to revise the permitting form to include a checkbox designed to highlight the requirements to repair existing sidewalk.	DPD	SDOT	Site analysis permit form updated			Policy
	Revise the site plan review process to adequately address future maintenance needs of proposed pedestrian facilities, growth area for trees within the right-of-way, and siting of utilities.	SDOT	DPD, SPU, SCL	Update plan review process and staff training to be consistent with updates to the Standard Plans			Program
	b. Implement a program to communicate to property owners, public and private utilities, city staff, and the general public the importance of keeping this zone clear and in good condition						
	Communicate responsibilities about pavement maintenance, tree and landscape maintenance, and keeping the area free of parked vehicles, trash receptacles, signs, and other objects.	SDOT	DPD, OED, SPU, Community Groups	Program implementation. Brochure published	Update	Update	Program
	Review and revise new drainage code for possible conflicts with the walkable pedestrian zone maintenance needs. Revise maintenance guidelines for drainage features within the right-of-way.	SDOT	SPU	Code reviewed through public process	Update	Update	Policy
	Review and revise waste receptacle placement guidelines to minimize conflicts with pedestrian pathways and visibility.	SPU	SDOT	Revisions to details showing placement published in ROWIM			Policy

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Objective 2: Improve walkability on all streets	Strategy 2.1: Create and maintain a walkable zone on all streets to enable a clear pedestrian path of travel						
	b. Implement a program to communicate to property owners, public and private utilities, city staff, and the general public the importance of keeping this zone clear and in good condition						
	Encourage pole consolidation, especially in areas where sidewalk space is limited, pedestrian demand is high, and pole replacement is anticipated.	SDOT	SCL, KCM	Update policy to guide staff			Policy
	Launch Good Neighbor Awards for businesses in the central business district and a Good Neighbor Agreement program for implementation in Seattle's neighborhoods to encourage property owners and tenants to clear obstructions, maintain vegetation and sidewalks, and preserve pedestrian space.	SDOT	OED, DON, Business Improvement Associations, Community Groups	Program deployed in Center City and in 4 neighborhoods	Program expanded to all urban villages	Program expanded citywide	Program
	Clarify and refine city permit processes for sidewalk improvements, repairs, and vegetation maintenance to encourage private property owners to improve and maintain their frontage. Revise and implement the right-of-way improvement permit process with a simplified permit fee structure.	SDOT	DPD	Policy revision including fee update. Brochure and/or Client Assistance Memo published	Update	Update	Policy
	c. Inspect and enforce right-of-way encroachments						
	Take the following actions: 1) train SDOT and DPD inspectors on the benefits of maintaining a walkable pedestrian zone; 2) allocate additional street use inspection hours to record encroachments and prepare a quarterly report for City Council; and 3) continue to work with City Council to seek their approval to take enforcement action, exploring a revision to the Seattle Municipal Code that delegates enforcement authority to SDOT Street Use.	SDOT	DPD, Council	Program launch	Program evaluation and update	Update	Program
	Evaluate the effectiveness of the pavement restoration rule (Director's Rule 2004-02) to ensure that private developers and utilities maintain sidewalk pavement.	SDOT	Private Utilities	Evaluate Director's Rule effectiveness	Update Director's Rule		Program
Advance the work of the SDOT working group on construction closures and implement recommendations to cover the following topics: 1) improve coordination between proximate construction sites' use of the right-of-way; 2) provide timely and easily accessible web-based information on current and planned sidewalk construction closures with alternate routes; 3) review sidewalk and street closure fees, permitted closure lengths, and permit renewal requirements; 4) maintain pedestrian access during construction, including keeping the walkable zone free of signage and equipment; and 5) ensure that inspections are timely and frequent.	SDOT	PMPAG, SPAB, Seattle Lighthouse for the Blind, Private Contractors	Changes implemented	Evaluate policy and revise as needed		Policy	

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Objective 2: Improve walkability on all streets	Strategy 2.1: Create and maintain a walkable zone on all streets to enable a clear pedestrian path of travel						
	d. Review options for using easements to secure additional space for walking						
	Review options for easements to create and maintain a walkable, clear pedestrian zone (e.g., secure space for level landing area at the back of curb ramps).	SDOT	DPD, Council, Law	Develop easement policy	Adopt and evaluate		Policy
	Evaluate opportunity to create a standard easement template for pedestrian access as a tool to allow additional space or connectivity.	SDOT	DPD, Council, Law	Develop template	Adopt and evaluate		Policy
	Review options to provide public access through large parcels or blocks through code changes.	DPD	SDOT	Policy review and recommendation for code update	Code update		Policy
	Strategy 2.2: Improve pedestrian access to major destinations						
	a. Prioritize walking connections to major pedestrian destinations						
	Identify specific design criteria to allow wider sidealks in locations of high pedestrian demand. Explore special signal or crossing treatments near high volume destinations or at special events, or expand the pedestrian overlay zone to high demand areas.	SDOT	DPD, KCM, ST, Law	Develop design criteria for inclusion in ROWIM			Policy
	Update framework plan for Center City streets.	SDOT	DPD, Center City Public Realm Team	Framework adopted	Track project	Implementation	Program
	Coordinate right-of-way improvements adjacent to parks to facilitate pedestrian access to and from parks and to benefit the larger pedestrian network. Pedestrian pathways/sidewalks should be sited within adjacent rights-of-way to avoid limitations on Parks' property imposed by I-42 (park property cannot be used for non-park use). If the pathway/sidewalk must go on Parks' property, its primary purpose should be to provide access to/from the park.	SDOT	Parks	Develop policy for public access to and along parks properties. Review I-42 for possible clarifications to use	Update policy		Policy
Use the Pedestrian Master Plan prioritization criteria to identify and influence improvements and amenities to improve pedestrian accessibility and security at transit stops.	SDOT	KCM, ST	Implementation plan developed, including project list and costs	Improve BTG-funded UVTN corridors	Improve additional UVTN corridors and major transit stops	Program	

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Objective 2: Improve walkability on all streets	Strategy 2.2: Improve pedestrian access to major destinations						
	b. Provide attractive pedestrian access through and across major barriers, including freeways and rail corridors						
	Accommodate pedestrian access to and across bridges, railroads, and state highways. Update design standards as needed and seek funds to implement improvements.	SDOT	WSDOT, Port, Railroads	Seek funds and implement projects	Seek funds and implement projects	Seek funds and implement projects	Program
	Provide pedestrian access across major arterial streets and state routes that divide high demand pedestrian areas. Prioritize projects for improvement using Pedestrian Master Plan criteria. Implement through corridor projects and with other available resources. Seek grant funding as needed.	SDOT	WSDOT	Develop strategy	Implementation	Implementation	Program
	Examine the fee structure for permitting skybridges and other types of grade-separated crossings for pedestrians.	SDOT	DPD	Update fee structure for initial permit and long-term permit fees			Policy
	c. Provide landings and walkways to stairs, overpasses, and underpasses						
	Review all design standards related to pedestrian overpasses/bridges, underpasses and stairway improvements and retrofits. Revise as needed to support safe pedestrian passage.	SDOT	DPD	Revise, as needed the ROWIM, Standard Plans and Bridge and Stairway Retrofit guidelines	Review conditions in high demand areas and prioritize improvements		Policy
	Strategy 2.3: Create an expanded set of design standards for pedestrian paths and sidewalks						
	a. Provide a range of design choices, including pervious pavement						
	Prepare an expanded set of sidewalk standards (for pedestrian paths and walks), an updated standard driveway detail, and a curbless pedestrian path design standard for inclusion in the City's Standard Plans. Advance these standards through the SDOT review committee and the City review committee. Publish design details in the Right-of-Way Improvements Manual.	SDOT	DPD, Design Commission	Revisions published in ROWIM			Policy
Develop standards for pedestrian-friendly design options in areas without sidewalks on both block faces. Incorporate best practices from existing successful alternative designs.	SDOT	SPU	Update ROWIM and Standard Plans	Monitor implementation and update standards as needed		Policy	

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Objective 2: Improve walkability on all streets	Strategy 2.3: Create an expanded set of design standards for pedestrian paths and sidewalks						
	b. Test and monitor path and sidewalk materials for durability and establish maintenance protocols						
	Implement five (5) pilot streetscape or intersection projects to test various design and material treatments.	SDOT	SPU	Projects complete	Revise material standards and adopt		Program
	Train staff on maintenance needs of different materials	SDOT		Training complete		Update training	Program
	c. Define construction options for property owners to repair sidewalks						
	Develop and publish a list of pre-approved contractors for sidewalk repairs and right-of-way improvements to assist property owners with sidewalk maintenance to support a clear pedestrian zone.	SDOT	DEA, DON	List published and distributed to community groups	Evaluate and modify as needed		Program
	Revise and implement the right-of-way improvement permit process with a simplified approach for temporary sidewalk repairs in order to encourage private property owners to address frontage conditions.	SDOT	DPD	Publish revised guidelines for temporary repairs	Evaluate and modify as needed		Program
	Revise and implement the right-of-way improvement permit process with a simplified permit fee structure for sidewalk repairs, replacements, improvements, and inspections in order to encourage private property owners to improve and maintain their frontage.	SDOT	DPD	Adopt revised fee structure and revised inspection process	Evaluate and modify as needed		Program
	Explore public/private cost-sharing possibilities for sidewalk and streetscape improvements	SDOT	DOF	Draft guidelines for partnering with adjacent property owners on frontage upgrades	Develop program for cost sharing	Evaluate and modify as needed	Program
	Strategy 2.4: Support the dual benefits of tree canopy coverage and walkability						
	a. Develop standard practices that support tree planting and sidewalk maintenance						
	Evaluate tree type and space requirements for new development to ensure that future maintenance and growth needs are considered.	SDOT	DPD, SPU	Update ROWIM and Standard Plans			Policy
	Develop specifications for alternative options to expand tree root zones and allow for larger trees with longer replacement cycles (e.g., underground structures); review potential for pervious pavement to improve water infiltration to tree roots and reduce tree root heaving; and create a standard for a different gravel coarse under sidewalks to provide more space for tree roots.	SDOT	DPD, SPU	Update specifications and provide staff training			Program
	Identify acceptable designs for tree pits and tree pit fencing.	SDOT	DPD	Update ROWIM and Standard Plans			Program

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Objective 2: Improve walkability on all streets	Strategy 2.4: Support the dual benefits of tree canopy coverage and walkability							
	b. Define street-level landscaped areas to encourage walking and minimize sidewalk obstructions							
	Review accepted plant choice lists to determine whether shrub and/or tree species should be included or removed in order to avoid causing future heaving of sidewalks and blocking visibility as well as creating additional maintenance needs.	SDOT	DPD, SPU	Update approved ROW planting list for trees, shrubs and other vegetation. Review DPD Green Factor and landscape code for planting requirements and possible setbacks from sidewalks	Update landscape code			Policy
	Use curb bulbs, reduced lanes and/or wider planting strips, where possible, at legacy tree locations to maintain existing tree canopies and to provide larger tree root zones.	SDOT	DPD	Develop internal process for location-specific retrofits				Policy
Explore policy change to allow trees to be located closer to the curb on residential streets than currently permitted.	SDOT	OED, DPD, SPU, SCL	Host discussions with all City partners related to tree clearance policy	Update ROWIM, as needed			Policy	
Objective 3: Increase pedestrian safety	Strategy 3.1: Maintain pedestrian visibility at intersections							
	a. Update guidelines for installing marked crosswalks and stop bars							
Update crosswalk marking guidelines related to the following issues: 1) allow pedestrian crossing islands (or similar crossing aide) where appropriate for controlled and uncontrolled intersections with three lanes or fewer; 2) clarify the set of crosswalk tools (including alternate marking treatments) that are acceptable and the appropriate placement guidelines for each tool; 3) adopt policy to mark all legs of a crosswalk when the location meets warrants or other safety and engineering criteria; 4) develop criteria for marking crosswalks on non-arterials outside of school zones; and 5) create flashing beacon guidelines and sign standards.	SDOT	SPD	Update ROWIM and Standard Plans as needed	Update ROWIM and Standard Plans based on latest Federal Guidelines			Policy	

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Objective 3: Increase pedestrian safety	Strategy 3.1: Maintain pedestrian visibility at intersections							
	b. Establish and implement a predictable maintenance cycle for crosswalks and stop bars							
	Define a maintenance cycle for crosswalk restriping to ensure that markings are clear and highly visible to drivers and pedestrians. Identify maintenance cycles appropriate to levels of intersection use.	SDOT		Establish internal policy guidance and revise street maintenance request forms to encourage consistent application				Program
	c. Enforce "no parking" restrictions at intersection approaches							
Remove parking and increase enforcement of no standing or parking restrictions within 20 feet upon the approach to a crosswalk. Explore mechanisms other than signage to designate the no standing or parking restriction in locations where signage does not currently exist. Update existing codes, as needed, to allow bicycle and scooter parking within this 20' zone in certain situations.	SDOT	SPD	Implement as part of SDOT's Complete Streets policy, through existing parking programs such as the Community Parking Program, an on a complaint basis from Seattle Police Department and the public. Complete code update, if necessary.				Program	
Routinely install stop bars at all intersections with marked crosswalks. Install stop bars at least 4' back from the edge of the crosswalk marking. Clearly sign the stop bar location to encourage driver compliance.	SDOT		Install stop bars at marked crosswalks as part of all new improvement projects. Sign as appropriate.			Stop bars installed at all marked crosswalks	Program	

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Objective 3: Increase pedestrian safety	Strategy 3.1: Maintain pedestrian visibility at intersections							
	d. Improve pedestrian lighting at intersections							
	Investigate lighting standards and details for type and quality of lighting at a corner and in the crosswalk, and identify lighting placement at intersections.	SDOT	SCL	Identify best practices and local case studies to inform local standard	Adopt intersection lighting guidelines in the ROWIM or other appropriate guidance documents			Program
	e. Identify required clearances to minimize obstructions							
	Define a clear zone for tree canopy at intersections, via a setback or pruning window.	SDOT	SCL, DPD	Update tree placement guidelines and pruning requirements				Program
	Enforce set back of trees from street lighting during private projects design review and installation.	SDOT	DPD	Update standard plans clarifying tree placement requirements				Policy
Target SDOT street tree pruning resources improve pedestrian lighting and visibility conditions.	SDOT		Increase funding for street tree maintenance targeting arterials in high demand areas				Program	
Identify setbacks and locations for utilities, vaults, mailboxes, street signs and traffic control boxes. Identify locations for private signage, waste receptacles, and vegetation	SDOT	SPU, SCL, OED, US Postal Service	Develop design guidance	Revise and update ROWIM and Standard Plans			Policy	

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Objective 3: Increase pedestrian safety	Strategy 3.2: Improve crossing conditions, especially in areas with high pedestrian demand						
	a. Develop and maintain short block lengths						
	Maintain short block distances wherever possible to improve pedestrian access. Discourage street and alley vacations. Identify locations where mid-block crossings would break up long blocks (longer than 600 feet).	SDOT	DPD, Design Commission, Design Review Boards, Council	Strengthen language in the Transportation Strategic Plan related to street and alley vacations. Develop a GIS-based list of locations with blocks longer than 600 feet in high demand areas	Develop training for guidance for design review boards and other advisory bodies and implement.	Mid block crossings or other options installed in high demand areas	Policy
	b. Provide short and direct pedestrian crossings						
	Incorporate shortened pedestrian crossings into roadway designs by providing clear direction on curb bulbs and median islands, as well as other options that reduce the number of lanes a pedestrian must cross at an uncontrolled location (e.g., by eliminating peak hour parking restrictions).	SDOT		Update ROWIM, as needed to clarify this direction			Program
	Continue to evaluate corridors for rechannelization.	SDOT		Complete corridor evaluation in SE Sector of Seattle	Complete citywide corridor evaluation		Program
	c. Implement and evaluate enhancement and enforcement programs						
	Implement on-pavement intersection markings to remind drivers to avoid "blocking the box" by pulling into a crosswalk when stopping or waiting to turn.	SDOT		Develop draft policy on "blocking the box"	Implement, publicize, and enforce policy on "blocking the box" in high demand areas	Implement and enforce city wide policy for drivers on "blocking the box"	Program
Complete the evaluation of the pedestrian crossing flags program and finalize the program for future implementation, consistent with pedestrian demand.	SDOT		Program evaluated and next steps identified			Program	

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Objective 3: Increase pedestrian safety	Strategy 3.2: Improve crossing conditions, especially in areas with high pedestrian demand						
	c. Implement and evaluate enhancement and enforcement programs						
	Evaluate the use and effectiveness of jaywalking citations and determine appropriate locations for focused enforcement efforts.	SPD	SDOT	Update jaywalking enforcement policy	Evaluate effectiveness of jaywalking citations		Program
	Create a baseline measure of driver compliance in stopping for pedestrians at uncontrolled locations and continue measuring as enforcement and engineering efforts are implemented.	SDOT	SPD	Baseline developed	Continue data collection and reporting		Program
	d. Revise design standards for curb ramps and curb radii						
	Ensure predictable location of curb ramps through revision to City standards and guidelines, including the Right-of-Way Improvements Manual.	SDOT		Revisions published in ROWIM and Standard Plans. Possible Client Assistance Memo			Policy
	Revise curb radii standards to create tighter turns, where possible, to slow traffic in locations that do not have high volumes of truck turning movements. Publish revisions in the Right-of-Way Improvements Manual.	SDOT		Revisions published in ROWIM			Policy
	e. Encourage transit providers to locate transit stops close to signalized intersections						
	Encourage transit providers to locate transit stops as close to signalized intersections as possible to facilitate pedestrian crossings while maintaining visibility.	SDOT	KCM, ST	Define policy in transit plan update			Policy
	In determining the location and spacing of bus stops, work with transit providers to balance the needs of providing adequate pedestrian access against the need for fast, efficient transit service.	SDOT	KCM, ST	Define policy in transit plan update			Policy

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Objective 3: Increase pedestrian safety	Strategy 3.2: Improve crossing conditions, especially in areas with high pedestrian demand							
	e. Encourage transit providers to locate transit stops close to signalized intersections							
	Evaluate existing roadway crossing elements used in proximity to transit stops, based on guidance available from FHWA's Pedestrian Safety Guide for Transit Agencies.	SDOT	KCM, ST	Revisions published in ROWIM, as needed				Program
	f. Evaluate current signal timing practices and revise, as needed, to balance pedestrian crossing delay and demand with full intersection functionality							
	Evaluate and revise current signal timing practices, which focus on eliminating congestion, to balance with pedestrian crossing demand and pedestrian wait times as well as full intersection functionality. Initial focus for pedestrian optimization should be placed on Center City corridors.	SDOT		Revise signal timing practice for pedestrian optimization in Center City neighborhoods	Revise citywide signal timing policy, as needed			Policy
	Revise signal timing to lengthen the "walk" phase at locations where adjacent land uses and user groups (e.g., seniors, people with disabilities) indicate a need for longer crossing times.	SDOT		Evaluate CenterCity walk times and revise to user-appropriate signal timing	Use updated Pedestrian prioritization map from 2010 census to identify longer signal locations for user groups			Program
	Establish a regular cycle for reviewing signal timing and function.	SDOT		Develop Signal GIS layer to coordinate locations with prioritization map	Completed review of city wide signals	Completed review of city wide signals		Program
	g. Adopt and install signal technologies and systems that reduce barriers to walking as well as conflicts between pedestrians and motorists							
	Publish policies for locating and evaluating signals of all types	SDOT		Develop policy guidance for SDOT staff				Program
	Update all existing pedestrian signals to include a pedestrian countdown, prioritizing locations in areas of high pedestrian demand.	SDOT		Develop prioritized list of locations	Install high priority project annually			Program

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Objective 3: Increase pedestrian safety	Strategy 3.2: Improve crossing conditions, especially in areas with high pedestrian demand							
	g. Adopt and install signal technologies and systems that reduce barriers to walking as well as conflicts between pedestrians and motorists							
	Revise City policy on countdown signals to describe the full "walk" phase (i.e. the count down occurs throughout the pedestrian cycle), maintaining consistency with near-term changes to the MUTCD.	SDOT		Develop policy in conjunction with SDOT's ADA Transition Plan				Policy
	Explore technologies that would allow pedestrians to request additional crossing time.	SDOT		Develop policy guidance for SDOT staff	Install at 5 test locations	Evaluate and expand program		Program
	Evaluate intersections in areas of high pedestrian demand to determine if policy and program changes would effectively reduce conflicts between pedestrians and turning motorists. As needed, implement leading pedestrian interval signals, all-walk signals, right-turn-on-red prohibitions, and/or motor vehicle right-turn signals.	SDOT		Complete evaluation of high priority areas	Implement high priority projects			Program
	<i>Revise the removal criteria for pedestrian push-button signals to establish a more stringent policy for removal in areas of high pedestrian demand.</i>	<i>SDOT</i>		<i>Update criteria and publish in Traffic manual update</i>				<i>Policy</i>
	Review the locations of pedestrian push-button signals to determine actual pedestrian demand, and remove signals that are not warranted. Ensure that warranted push-button signals meet Americans with Disabilities Act (ADA) requirements and use the best available technology. (Relevant considerations include proximity to intersection and size of push button ball.)	SDOT		Develop prioritized list in conjunction with SDOT's ADA Transition Plan	Completed review of city wide signals			Program
	Expand the use of audible and vibrating pedestrian signals, balancing the needs of people with disabilities with those of local residents.	SDOT		Develop prioritized list in conjunction with SDOT's ADA Transition Plan				Program
Retrofit existing audible signals to include vibration.	SDOT		Develop prioritized list in conjunction with SDOT's ADA Transition Plan	Complete retrofit			Program	

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Objective 3: Increase pedestrian safety	Strategy 3.3: Manage vehicle speeds to support and encourage walking						
	a. Increase enforcement efforts to control motorist speeds						
	Increase enforcement efforts in the following ways: expand the programs of "pedestrian stings," speed vans, and red light cameras to additional locations and develop additional community-based enforcement techniques, such as a Seattle Pace Car Program.	SPD	SDOT	Increase the number of enforcement efforts	Increase the number of enforcement efforts	Enforcement efforts funded biannually to keep pace with 2015 level	Program
	b. Employ traffic calming measures, based on assessments of need, on both residential and arterial streets						
	Employ traffic calming measures, as appropriate, on both residential and arterial streets to improve pedestrian safety and comfort, using a combination of engineering, education, and enforcement tools.	SDOT	SPD	Update SDOT Traffic Calming program guidelines to reflect expanded use. Include design guidance on shared street design			Program
	Evaluate signal timing as a traffic calming tool, timing signals for 20 mph along Center City corridors and other areas with high pedestrian demand. Retiming should be accompanied by signs that inform drivers that signals are timed for 20 mph.	SDOT		Employ test study on 3 corridors in high priority areas to evaluate the outcomes 20 mph signal timing	Retime additional corridors based on the results of the 2011 study		Program
c. Establish zones of pedestrian priority in areas of high pedestrian demand							
Develop a policy to establish zones of pedestrian priority in community areas (e.g., parks, community centers, neighborhood business districts, and other areas of high pedestrian demand). Where appropriate, add speed zone limits and signage (including radar speed signs), and expand the use of enforcement efforts (e.g., speed vans, red light cameras).	SDOT		Employ test study for pedestrian priority in one sector of the City	Based on outcomes of test study, develop and implement city wide policy on pedestrian priority zones	Policy implemented citywide	Policy	

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Objective 3	Strategy 3.3: Manage vehicle speeds to support and encourage walking							
	d. Evaluate design speed as part of all corridor projects							
	Evaluate design speed as part of all new corridor projects, designing for the posted speed limit whenever practicable.	SDOT		Develop protocol to reevaluate design and posted speed for all new corridor projects	Update policy on posted speed based on research and data from Seattle corridor projects built between 2010 and 2013		Policy	
Objective 4: Plan, design, and build complete streets to move more people and goods	Strategy 4.1: Allocate and design Seattle's rights-of-way to support Complete Streets principles							
	a. Continue to review and update all design guidelines, standards, and policies to be consistent with the Complete Streets ordinance							
	Revise all standard plans and specifications to support the Complete Streets policy (e.g., specifications for curb bulbs and bicycle lanes, placement of benches, trees and vegetation, natural drainage installations, transit and location of signage).	SDOT		Standard plans and specifications revised and published	Update ROWIM, Standard Plans and Specifications	Update ROWIM, Standard Plans and Specifications		Policy
	Develop a policy for restricting parking along a street that balances the benefit of a parking buffer for pedestrian with transit needs.	SDOT		Policy developed	Begin implementation			Policy
	Establish a ratio for allocating the right-of-way to various modes, based on street type designations or Urban Trails and Bikeways designations.	SDOT		Revisions published in ROWIM				Policy
	Establish procedure, resources, and responsibility for developing streetscape design concept plans with the goal of appending concept plans to the ROW Improvements Manual.	SDOT	DPD	Establish criteria for prioritizing streets for concept plans based on Pedestrian Master Plan demand and priority maps, budget considerations, etc. Define process for public involvement				Policy
Clearly define, and potentially revise design guidance on the following elements: 1) limits of an intersection; 2) signal and signal timing; 3) sidewalk maintenance responsibility; 4) utility placement and type; 5) clearances; and 6) permitting fees for tree pruning and/or removal.	SDOT	SPU, SCL	Revisions published in ROWIM (not including 5) clearances	Revise design guidance on clearances in ROWIM			Policy	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 4: Plan, design, and build complete streets to move more people and goods	Strategy 4.1: Allocate and design Seattle’s rights-of-way to support Complete Streets principles						
	a. Continue to review and update all design guidelines, standards, and policies to be consistent with the Complete Streets ordinance						
	Add design guidelines that address challenges for pedestrian pathway installation, maintenance efforts, and stormwater management tools that support complete streets (including on chip seal paved streets).	SDOT	SPU	Revisions published in ROWIM			Policy
	Clarify situations where curb realignment (vs. lane re-striping) is appropriate to support the goals of Complete Streets (e.g., realigning the curb to widen the sidewalk) and implement realignments in areas with high pedestrian demand.	SDOT		Develop protocol to evaluate conditions and prioritize use			Policy
	Develop policy direction to determine when and where to provide pedestrian signs. Policy may be based upon vehicle volume, roadway cross-section, motorist operating speed and sight distance, pedestrian demand, residential density, and proximity to major transit stops or stations.	SDOT		Develop pedestrian signage protocol and revise standard plans			Policy
	Develop tools to assist with decision-making at intersections where different street types and designations come together.	SDOT			Tool developed and in use by SDOT		Program
	Update existing Complete Streets checklist so that it can be used for both large and small scale projects.	SDOT		Tool developed and in use by SDOT			Program
	Evaluate the type and quality of signage within Seattle. Use international symbols, where possible, to overcome language barriers.	SDOT			Complete study of Seattle signage standards.	New signage policy implemented	Policy
	b. Use street type designations as a tool to identify design solutions						
	Provide additional design guidance for street types: 1) add new street types (i.e., residential street types, and industrial non-arterial street type); 2) increase design guidance provided for street types; 3) ensure Complete Streets guidance is provided; 4) address decorative elements for Main and Mixed Use street types; 5) address minimum dimension for tree planting in each street type; 6) list natural drainage systems as an option for street types other than Neighborhood Green Streets; and 7) review guidelines for minimum buffer width between pedestrians and motor vehicles on Regional Connector, Mixed-Use Arterial, and Industrial Access streets, 8) identify design guidance for street types that applies only to Center City neighborhoods.	SDOT	SPU	Update guidance and graphics and public revisions in ROWIM			Policy

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 4	Strategy 4.1: Allocate and design Seattle's rights-of-way to support Complete Streets principles							
	c. Coordinate transportation and land use plans to leverage investments							
	Encourage undergrounding of power and franchise utilities when major roadway maintenance is performed	SDOT	SCL, Franchises	Update standard plans and specifications to reflect SCL undergrounding standards				Policy
	Ensure that the update to the Seattle Transit Plan is coordinated with the Pedestrian Master Plan.	SDOT	KCM, ST	Seattle Transit Plan update includes links and references to the Pedestrian Master Plan				Policy
Objective 5: Create vibrant public spaces that encourage walking	Strategy 5.1: Create an appropriate mix of uses and destinations within neighborhoods							
	a. Use land use and zoning tools to encourage and support pedestrian-friendly growth and development							
	Examine existing land use and zoning to ensure an appropriate mix of uses and destinations within neighborhoods (possibly done through neighborhood planning).	DPD	SDOT, Parks	Neighborhood Plan Updates identify locations for additional pedestrian friendly uses				Policy
	Increase the number of community grocery stores and other businesses that provide basic neighborhood goods and services.	DPD	SCKPH, OED	Review landuse codes and incentives	Develop incentive strategy for small and mid size grocery store development and/or easy transit connections to grocery stores			Policy

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 5: Create vibrant public spaces that encourage walking	Strategy 5.1: Create an appropriate mix of uses and destinations within neighborhoods							
	a. Use land use and zoning tools to encourage and support pedestrian-friendly growth and development							
	Identify Comprehensive Plan goals and policies that need revision or need to be created to support the implementation of the Pedestrian Master Plan	SDOT	DPD	Draft revisions to comprehensive plan goals for DPD to include in update				Policy
	Articulate the importance of street-level design in the design review process to encourage development of buildings with a pedestrian-friendly street front.	DPD	SDOT	Provide training for DPD's design review boards				Policy
	Institute parking maximums for new development to encourage residents to travel by means other than the private automobile.	DPD	SDOT	Review parking policy and develop criteria for establishing parking maximums	Based on criteria, pilot the parking maximum policy in designated neighborhoods. Update the Land Use Code to reflect the policy changes			Policy
	Strategy 5.2: Reclaim and activate public spaces							
	a. Design and permit public spaces so they are active, accessible, welcoming, connected, and unique							
	Develop an "Urban Neighborhood (ROW) Plazas" program that creates targeted scale (200 sf) and significant scale (i.e., greater than 5000 sq ft.) pedestrian-oriented public spaces out of the existing right-of-way.	SDOT	DPD, Parks	Pilot project for planning and design of 3 new ROW plazas	3 ROW plazas built and 3 more in planning and design phase	6 ROW plazas constructed		Program
	Explore places where using alleys as pedestrian thoroughfares and destinations is appropriate. Consider use of green infrastructure in Center City alleys.	SDOT	DPD	Evaluate feasibility of 2008 UWLA students green alleys study	Plan and design 3 green alley demonstration projects, partner with private sector	Adopt City wide Green Alley Guidelines		Policy
Explore opportunities and funding to improve the pedestrian realm and create vibrant public spaces through innovative design features, art, weather protection, tree canopy, street furniture, and other amenities. Develop a program to encourage local artists to submit designs for Seattle-specific benches, bicycle racks, and other items in the right-of-way.	SDOT	OAC, DPD, OED	Update SDOT policy on art integration	Develop incentives for developers that integrate art in the public realm	Update ROWIM guidelines for integration of public art		Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 5: Create vibrant public spaces that encourage walking	Strategy 5.2: Reclaim and activate public spaces							
	a. Design and permit public spaces so they are active, accessible, welcoming, connected, and unique							
	Provide additional design guidance regarding transit stops/stations, bus layover zones, weather protection, public art, and other uses of the right-of-way. Balance the desire for custom designs with economies of scale and maintenance requirements of such facilities.	SDOT	DPD, KCM, ST	Update Transit stop guidelines				Program
	Explore changes to street use permit restrictions to better encourage mobile vending and other street activation strategies in appropriate locations within downtown and other urban centers."	SDOT	DPD, OED	Review and Update Mobile Vendor permitting				Policy
	Amend regulations on sidewalk vending to allow retailers to display goods on sidewalk (frontage zone) without obstructing pedestrian movement,	SDOT	DPD, OED	Study use of frontage zones for outdoor vending by testing summer use in 3 urban villages over two seasons	Update Outdoor vending policy			Policy
	Implement changes to Center City streetscapes and bus zones consistent with DPD's Transit Friendly Urban Design Guidelines.	SDOT	KCM, DPD	Implement 3rd Avenue Bus Stop Upgrades	Implement additional upgrades based on Center City Streetscape Framework			Program
	Engage community during design review process to review use of frontage eg: vendor boxes/vendor use of ROW	SDOT	DSA	Review and update policy on frontage use				Policy
	b. Develop a public space network in the Center City and other neighborhoods that connects open spaces and areas of high pedestrian demand							
Develop a public space network that covers all Center City neighborhoods. Include street type definitions and Center City specific design elements, east-west Green Streets, existing design guidance from individual streetscape design plans (e.g. Pike-Pine, Bell Street), and the Bands of Green recommendations. Explore funding and maintenance partnerships.	SDOT	DPD, Parks, DON, Seattle Parks Foundation	Complete Center City Streetscape Framework plan	Develop timeline and strategy to implement downtown public space network			Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 5: Create vibrant public spaces that encourage walking	Strategy 5.2: Reclaim and activate public spaces							
	c. Integrate public spaces with adjacent businesses							
		Develop program of renovation assistance for small business owners to improve frontage and façade, including repair of sidewalks or walkways.	OED	SDOT, DPD	Explore small business funding options for façade improvements	Implement		Program
		Examine opportunities to revise state liquor laws requiring fences around sidewalk cafes that serve alcohol to support additional opportunities for flexible sidewalk café space.	SKCPH	DPD, OPM, SDOT, OIR	Develop working group to define and prioritize issues	Review sidewalk café policy related to serving liquor		Policy
		Work with parking garage owners and management companies to eliminate the "caution, vehicles exiting" warning message to focus the message on the drivers instead.	SDOT	OED, DPD	Review requirements for warning messages and update			Program
	d. Develop guidelines for car-free and shared space streets							
		Implement shared space streets, with a commitment to developing guidelines and protocols for implementation. Explore possible locations for shared-space streets through examining space allocation in the right-of-way (e.g., narrowing streets, pedestrian-only streets, woonerfs).	SDOT	DPD	Review shared use street constructed and publish evaluation.	Update guidelines and develop Client Assistance memo for Shared use Street Design		Program
		Expand program of Summer Streets (car free streets) each year. Focus on locations with strong community interest. Sustain and expand summer street closures in major parks and in the Pike Place market.	SDOT	Parks, Mayor's Office, Pike Place Market PDA, KCM, SPD	Sustain and expand the Summer Streets program and other "car free streets programs" in parks and Pike Place Market			Program
		Pilot a Car-Free Weekend program, in which Seattleites are encouraged to live car-free for an entire weekend.	SDOT	KCM	Develop program scope and test concept with various community groups.	Implement Car Free Seattle weekend		Program

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 5: Create vibrant public spaces that encourage walking	Strategy 5.2: Reclaim and activate public spaces						
	e. Encourage at-grade crossings wherever possible to support pedestrian activity at the street level						
	Encourage at-grade crossings wherever possible to support pedestrian activity at the street level.	SDOT	DPD, Design Commission, Council				
	Strategy 5.3: Expand the use of pedestrian-scaled lighting						
	a. Develop and implement a Seattle Lighting Plan						
	Develop and implement a Seattle Streetlight Master Plan that focuses on quality, quantity, orientation of light, map streetlighting districts and zones, and define goals for lighting in neighborhoods. As part of the Streetlight Master Plan, evaluate the use of lighting for multiple purposes, such as pedestrian visibility and enhancing pedestrian comfort (sense of security) when walking at night. Integrate with Seattle City Light Capital planning efforts.	SCL	SDOT	Scope Seattle Streetlight Master Plan and seek funding	Develop Plan and begin implementation	Focus implementation on high priority areas	Program
	Use the prioritization criteria developed by the Pedestrian Master Plan to identify areas in need of additional and improved lighting, such as areas with high pedestrian activity (e.g., transit stops and stations, business districts, residential streets connecting to neighborhood centers, shared use trails, underpasses, overpasses, public outdoor stairways).	SCL	SDOT		Implement lighting upgrades in Top Tier areas		Program
	Expand neighborhood lighting plans through the neighborhood planning process and revise existing neighborhood lighting plans to provide more guidance on pedestrian-oriented lighting.	DPD	DON, SCL	Review neighborhood lighting concerns as part of the Neighborhood Plan Updates	Review neighborhood lighting concerns as part of the Neighborhood Plan Updates		Program
	b. Revise lighting design standards to focus on quality, quantity, and orientation of light						
	Revise the Right-of-Way Improvements Manual (ROWIM) and other guiding documents to: 1) discuss pedestrian-oriented lighting in more detail; 2) locate light posts in such a way as to maintain a clear pedestrian zone; 3) include both retrofits and new construction in lighting design standards; and 4) achieve concurrency with International Dark Sky Association "approved dark-sky friendly" standards.	SDOT	SCL	Revisions published in ROWIM	Updates published in ROWIM and Standard Plans		Policy
Review Seattle City Light pole, fixture and base design standards to determine if expanded options are needed. Explore alternative types of hand holds and vaults; and energy efficient, low glare features as part of this analysis. Incorporate findings in the Seattle Streetlight Master Plan	SCL	SDOT	Evaluation complete	Findings defined in Seattle Streetlight Master Plan. Update Standard Plans and ROWIM as needed		Policy	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.1: Promote the benefits of walking as part of citywide sustainability and equity initiatives and through new and expanded programs							
	a. Share marketing techniques and approaches to effectively promote services, programs, and facilities that support walking							
	Share marketing techniques and approaches to improve the ability of city and county agencies to market and promote their services, programs, and facilities that support walking.	SDOT	Council, DPD, KCM, ST	Convene partnership group and develop scope of work	Implement high priority items			Program
	Connect promotion of walking with citywide sustainability initiatives (e.g., Climate Action Now) and develop additional events that promote walking.	SDOT	Mayor's Office, OSE, DPD, Parks	Incorporate walking promotions in all neighborhood, community and parks based programs				Program
	Explore partnerships with private organizations to fund incentive programs and events that encourage walking.	SDOT	OED	Hold forum to discuss ideas with Business and Local Walking Groups				Program
	b. Advance a social marketing campaign to promote walking							
	Based on the 2009 Knowledge, Attitudes and Behaviors Survey, develop a social marketing program to promote walking. Focus on the role of walking in promoting health (e.g., the health impacts of short trips), walking as a cost-saving approach (e.g., save money on gas), walking as a conservation measure (e.g., improve the environment), and the impact of walking on community building (e.g., meet your neighbors).	SDOT	SPD, OSE, DON, FeetFirst	Fund and implement pedestrian education and awareness campaign	Campaign evaluation	Design follow-up campaign, fund and implement		Program
	c. Create or expand programs that promote the benefits of walking							
	Expand programs that promote walking for physical and mental health	SDOT	DON, SKCPH, Seattle Schools, Human Services	Hold forum to define program and	Begin early implementation	Implement programs		Program
	Expand Safe Routes programming through the following actions: 1) expand Safe Routes to School program for elementary schools, including a focus on getting children safely to buses; 2) develop Safe Routes to School programs for private schools, middle schools, high schools, and universities; and 3) explore Safe Routes to Transit and Safe Routes to Parks programs.	SDOT	KCM, ST, SKCPH, Parks, Seattle Schools	Expand SRTS to all Seattle Public Elementary and Middle Schools. Develop safe routes to bus stops program	Based on criteria, pilot the parking maximum policy in designated neighborhoods. Update the Land Use Code to reflect the policy changes	Evaluate program and determine if expansion to additional neighborhoods is feasible		Program

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.1: Promote the benefits of walking as part of citywide sustainability and equity initiatives and through new and expanded programs							
	c. Create or expand programs that promote the benefits of walking							
	Expand auto trip reduction programs to encourage more people to travel by means other than the private automobile (including by walking). Increase the number of people participating in a City-sponsored commute trip reduction program each year.	SDOT	KCM, Major employers	Partner with regional and private sponsors to expand year round auto trip reduction programs				Program
	Explore the possibility of a "Ride Free" day (or other lower cost promotional activities) on all local and regional transit to encourage people to walk and take transit instead of driving.	SDOT	KCM, ST	Implement Ride Free King County	Implement Ride Free Sound Transit			Program
	Develop "Walk to Work" month, possibly in collaboration with "Bike to Work" month. Also explore ongoing program of "Walk to Work Fridays."	SDOT	KCM, Feet First, Cascade Bicycle Club, Major Employers	Sponsor walk to work day				Program
	Strategy 6.2: Foster communication to support pedestrian travel							
	a. Create materials to communicate general travel and right-of-way information							
Develop a "Travel Right" guide to communicate to Seattleites general travel and right-of-way information, both regulatory and encouraging. Information might include: regulations, ranging from speed limits to parking restrictions to laws about white canes and guide dogs to crossing laws; the impact of speed on crash severity, to encourage drivers to slow down; contact information for SDOT's various programs (e.g., Sidewalk Repair Program); great neighborhoods for walking; and hidden staircases.	SDOT	DON, KCM, SKCPH		Develop Guide with input from agency and community partners	Evaluate goals of Travel Right Guide and implement targeted communication program		Program	
Finalize and distribute SDOT's educational brochure (geared toward property owners) about sidewalk and tree maintenance and further develop a communications campaign for property owners that addresses responsibilities in the right-of way, including: the responsibility to maintain the sidewalk/walkway, planting strip, and vegetation adjacent to their property (including removal of snow and ice); a list of materials that are appropriate for sidewalk repairs and locations where the materials are commonly available; and information about neighborhood design requirements.	SDOT	DPD, DON	Brochure complete and distributed	Evaluate and update Brochure			Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.2: Foster communication to support pedestrian travel						
	a. Create materials to communicate general travel and right-of-way information						
	Develop an outreach plan to traditionally underrepresented communities, using strategies from the Equity, Health, and Environment toolbox (e.g., distributing multi-lingual materials; creating a technical assistance program).	SDOT	DON	Contract with social marketing consultant to develop Outreach Plan and provide translatable Brochure	Update Brochure	Update Brochure	Program
	Coordinate the transmission of Pedestrian Master Plan data to a public interface for use by SDOT, DPD, and SPU to provide readily available project information during the permitting and inspection processes.	SDOT	DPD, SPU	Hold Interdepartmental training sessions			Program
	b. Expand pedestrian wayfinding and walking map programs citywide						
	Add walking routes to My Neighborhood Maps site.	SDOT	DoIT, Feet First	Walking routes from existing Feet First maps included in web function	Additional routes added	Additional routes added	Program
Require applicants for street use permits to submit a notification plan and determine whether public notification requirements are being met for each permit holder. These efforts may include: 1) clarifying the area of notification; 2) developing a list of acceptable notification methods; 3) providing staff training in enforcing this requirement; and 4) requiring applicants to complete a checklist documenting the notification methods they used as a condition of permit approval.	SDOT	DPD	Evaluate effectiveness of SU notification policy	Update		Program	
Expand pedestrian wayfinding efforts citywide, to include maps, signage in the right-of-way, and web-based tools. Focus wayfinding at transit stops, to encourage coordination of walking and transit trips.	SDOT	KCM, ST, Parks, Feet First	Install wayfinding kiosks and signs in Center City neighborhoods, and West Seattle. Develop Internet based wayfinding standards	Evaluate wayfinding design standards and update as needed	Develop Internet based wayfinding standards	Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION	
				2011	2015	2020		
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.2: Foster communication to support pedestrian travel							
	b. Expand pedestrian wayfinding and walking map programs citywide							
	Expand mapping to support pedestrians through the following steps: 1) Develop walking maps for all Seattle neighborhoods; 2) Compile existing neighborhood walking maps to create a "master" walking map for Seattle; 3) Develop thematic walking maps/routes for Seattle (e.g., Walks with Kids, Dog Walks, View Walks, Art Walks, Tree Walks, Historic Walks).	SDOT	Feet First	Develop Internet based walking map standards. Prioritize neighborhood mapping projects				Program
	Collaborate with King County Metro to improve pedestrian connections to destinations through on-board destination/wayfinding guides, stop announcements linked to destinations, flexible routing for events, and increased marketing of services and destinations.	SDOT	KCM, ST, PSRC	Establish working group with KCM, ST and PSRC to define specific actions.	Begin program implementation			Program
	Strategy 6.2: Foster communication to support pedestrian travel							
	c. Use social networking to communicate project information in a timely and efficient manner							
	Communicate project information to those affected in a timely and efficient manner through development of neighborhood listservs and/or partnerships with local blogs.	SDOT	DPD, SPU, DON, DOIT	Develop SDOT Standard Communication protocol	Evaluate and update as needed	Update		Program
	d. Simplify the City's online resources to improve usability, accessibility, navigability, and coordination							
Enhance on-line information access related to pedestrian issues.	SDOT	DOIT	Evaluate pedestrian on-line information, internally and with various external users	Make high priority improvements			Program	
Expand online tracking of customer requests related to plan implementation and specific maintenance activities	SDOT	DPD	Assess existing tracking programs and propose updates	Develop and adopt web based tracking protocols			Program	
Improve on-line resources for walking and transit use. Include transit connectinos to parks and other high demand pedestrian destinations. Coordinate with Metro's existing Trip Planner web tool.	SDOT	Parks, KCM, ST	On-line tools upgrades identified	Update on-line tools			Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.3: Create a strong pedestrian education program						
	a. Design and implement a pedestrian safety education campaign that targets drivers and pedestrians						
	Revise the Washington State Driver's Education Manual to provide more accurate and complete training on pedestrian rights and responsibilities as well as the potential impacts of crashes on pedestrians.	SKCPH	Feet First, WS Dept. of Licensing	Lobby to update manual	Revised manual		Policy
	b. Develop and launch training modules for City staff						
	Develop and launch training modules for City staff, including topics such as: implementation of recommendations from the Pedestrian Master Plan (including the Pedestrian Toolbox); project conceptualization, design, and construction (as multiple programs build pedestrian facilities); accessibility needs of people with disabilities (training for all SDOT employees who participate in the planning, design, and construction of pedestrian facilities); pedestrian appropriate intersection and crosswalk lighting schema (provided by Lighting Design Lab); and alternative sidewalk standards and maintenance requirements.	SDOT	SPU, DON, DPD, SCL, OACA, Parks	Develop training modules	Implement training		Program
	Strategy 6.4: Establish and strengthen partnerships						
	a. Develop programs in partnership with non-profit organizations, employers, institutions, and transit agencies						
	Develop a mobility ambassador program (in cooperation with Seattle service providers) to assist City staff in the review of new projects and programs.	SDOT	Seattle Lighthouse for the Blind	Develop program scope	Mobility Ambassador program in place		Program
	Support organized events and programs such as: West Edge Chalk Walks with DSA	SDOT	DSA, BIAs, Community Organizations	ongoing			
	b. Improve regional coordination around pedestrian issues						
	Improve regional coordination around pedestrian issues (particularly around funding and enforcement) by establishing relationships with and providing regular updates to organizations such as the Association of Cities, engineering associations, and the police chiefs' association.	SKCPH	PSRC, SDOT, SPD		Hold Regional Pedestrian Forum		Program
	Strategy 6.4: Establish and strengthen partnerships						
c. Establish better communication and coordination among staff and departments working on related issues							
Establish active city partnerships to encourage walking, bicycling, and transit use through coordination for these modes (e.g., prioritize pedestrian access to stops and services when planning for transit service/route changes).	SDOT	SCKPM, KCM, ST	Hold quarterly multi modal meetings			Program	
Establish better coordination between SDOT, SPU and DPD to link design work with engineering work through a regular meeting.	SDOT	DPD, SPU	Hold qtrly meetings. Establish permanent IAT.			Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 6: Get more people walking for transportation, recreation, and health	Strategy 6.4: Establish and strengthen partnerships						
	c. Establish better communication and coordination among staff and departments working on related issues						
	Establish better coordination between SDOT and Parks and Recreation through a regular meeting. Topics of discussion might include Summer Streets, implementation of Bands of Green, wayfinding programs and education/encouragement campaigns.	SDOT	Parks	Hold qtrly meetings			Program
	Establish better coordination between SDOT, SCL, and DPD (regarding lighting design standards, design review, permitting, installation, inspection, and maintenance) through a regular meeting. Communicate decisions both internally and externally via updates to the Right-of-Way Improvements Manual.	SDOT	SCL, DPD	Hold twice yearly meetings			Program
	Establish better coordination between SDOT and Seattle/King County Public Health (regarding the role of transportation in health disparities, encouraging people to walk, and special events) through a regular meeting.	SDOT	SCKPH	Hold yearly transportation and health forum			Program
	Review the revised Preliminary Right-of-Way Assessment Tool to eliminate potential loopholes in the plan review process. Include a maintenance agreement for permitting.	SDOT		Evaluate the assessment tool	Update as needed		Program
	Strategy 6.5: Monitor and communicate the Pedestrian Master Plan delivery actions						
	a. Revise and update the plan, its data module, and the project list regularly						
	Revise and update the Pedestrian Master Plan every five years.	SDOT	IAT, SPAB		Plan Update	Complete Plan Review and Update	Program
	Update the Plan's data module and project list annually (with a significant data update anticipated in 2010).	SDOT	SPU	Integrate new census data into data model	Continue annual updates		Program
Develop and distribute geocoded capital projects list so that all departments have timely information about city projects.	SDOT	SPU	Distribute lists yearly	Distribute lists yearly	Distribute lists yearly	Program	

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	TACTIC	IMPLEMENTATION LEAD	PARTNERS	PRELIMINARY MILESTONES			TYPE OF ACTION
				2011	2015	2020	
Objective 6	Strategy 6.5: Monitor and communicate the Pedestrian Master Plan delivery actions						
	b. Maintain and update inventories of assets, including capture of capital projects and private development						
	Evaluate data collection and management processes and needs to determine appropriate data for use in tracking success of plan and identifying future improvements.	SDOT	SPU	Evaluate data collection and upgrade or revise procedures	Evaluate and Update	Evaluate and Update	Program
	Maintain and update inventories of assets (e.g., the sidewalk inventory), including capture of capital projects and private development.	SDOT		Develop data collection approach for private installations	Update	Update	Program
	Strategy 6.5: Monitor and communicate the Pedestrian Master Plan delivery actions						
	c. Track and report on plan performance measures						
Develop and launch a "dashboard" portal for reporting key indicators of success in the Pedestrian Master Plan, focusing on specific, measureable goals and the progress made toward meeting those goals.	SDOT	SKCPH	Develop portal and update yearly	Update	Update	Program	
d. Assign ongoing stewardship of the plan to the Seattle Pedestrian Advisory Board							
Coordinate stewardship and ownership of the Pedestrian Master Plan with the Seattle Pedestrian Advisory Board. Ensure that necessary training is provided to assist SPAB in this role.	SDOT	SPAB	Train SPAB yearly on stewardship and outreach. Review Board make up to address community and users	Train SPAB yearly on stewardship and outreach.	Train SPAB yearly on stewardship and outreach.	Program	