

SDOT New Sidewalks and Pedestrian Programs

Seattle Pedestrian Advisory Board | Brian Dougherty | May 2026



Our Vision

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

Values & Goals

- Safety
- Equity
- Sustainability
- Mobility & Economic Vitality
- Livability
- Excellence
- Maintenance & Modernization

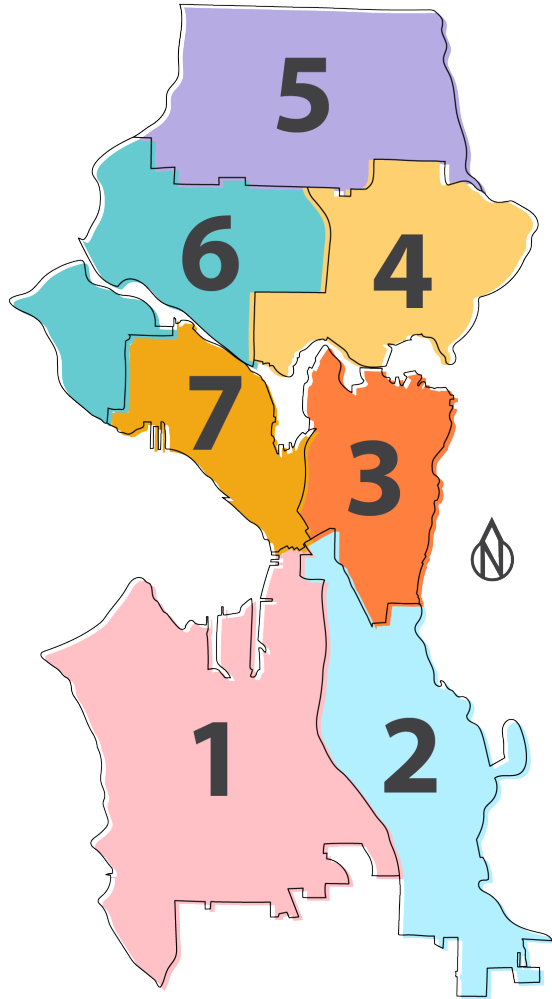


Agenda

- ✓ Overview of Annual Programs that Build Improvements for People Walking
- ✓ Funding
- ✓ Project Prioritization
- ✓ Project Examples
- ✓ Planned Projects and Workplan

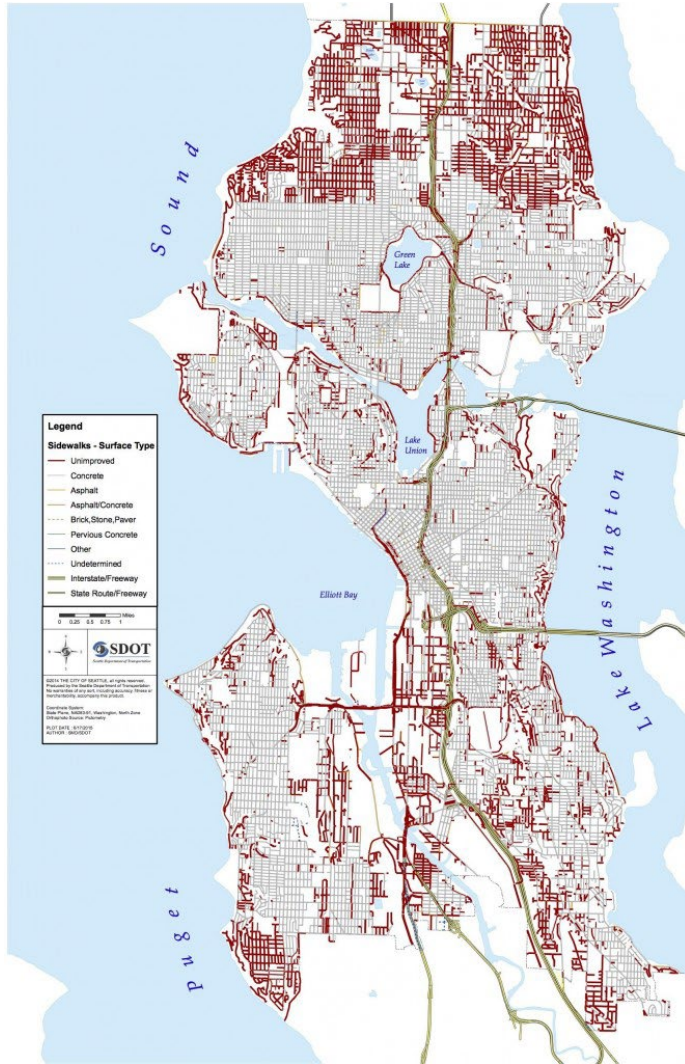


New Sidewalks and Walkways



- 350 Blocks in 8-years
 - 250 blocks of sidewalk completed or in construction by 2029
- One “Block” = 330 linear feet
- Mix of Traditional and Alternative Design Approaches
 - Asphalt Walkway
 - Painted Walkway
 - Vertical barrier
- A minimum of 36% will be in District 5
- A minimum of 17% will be in District 2
- A minimum of 22% will be in District 1

Extent of Missing Sidewalks



- 27% of Seattle streets are missing sidewalks
- Most are north of N 85th St, and south of I-90
- At the current annual rate of construction, it would take more than 400 years to build a sidewalk on every block where missing

| | Arterial | Non-Arterial | Total |
|------------------------------------|----------|--------------|--------|
| Blocks of Missing Sidewalk | 1,790 | 11,710 | 13,500 |
| Percent of Blocks Missing Sidewalk | 14% | 32% | 27% |

How New Sidewalks Get Built



- Private Development (Street Improvement Plan)
 - Developers
 - Agencies
- Partnerships
 - Seattle Public Schools, Parks, SPU
 - Sound Transit
- SDOT Programs
 - Safe Routes to School
 - New Sidewalks
 - Transit Corridors
 - Repaving

Requirements for Private Developments



- New sidewalks required of all development in Urban Villages and Urban Centers
- New sidewalks required outside of those areas
 - When 10 or more units in Residential Zone (former SF)
 - When 6 or more units in all other zones, except...
- Not required in Maritime, Manufacturing, and Logistics (MML) Zone

Levy Funding for New Sidewalks

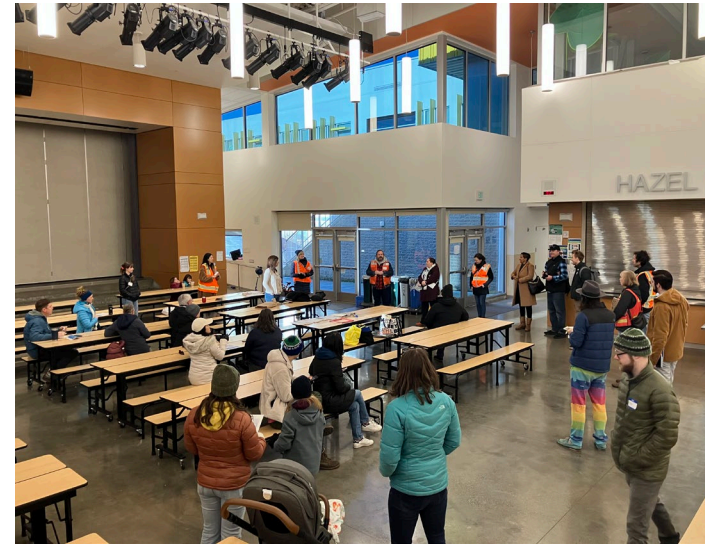


- \$111M 8-Year Levy Funding
 - Additional funding leveraging Safe Routes to School and grants
- Average cost per block (including inflation and staffing) = \$320,000



“Every day out the window I see many tens of walkers using the new sidewalk: some I recognize from the folks I know on the block, but more are just using the sidewalk now as a nice, accessible through street.”

2025 Walkshops



2025 Walkshops

District 1

- North Delridge
- South Delridge
- Highland Park
- South Park

District 2

- John Muir Home Zone
- Hillman City
- Graham St Station
- Rainier View Home Zone

District 5

- Northgate
- Pinehurst
- Pinehurst Station
- Cedar Park
- Little Brook



Project Selection Criteria

- **Community input**

- Previous engagement opportunities such as existing neighborhood plans.
- Community walks and listening sessions.

- **Key destinations**

- Schools
- Parks
- Public Libraries
- Pedestrian Retail Areas AKA Pedestrian Zones, Urban Centers, Urban Villages
- Transit corridors
- Existing and Planned Bicycle Routes

- Pedestrian Crossing locations

- **Constructability concerns**

- Public utility infrastructure
- Private property encroachments
- Drainage needs and challenges
- Vegetation
- Right-of-Way width (land owned by the City of Seattle)
- ADA challenges

- **Safety**

- Vehicle Speed
- Vehicle Volume
- Crash data

Project Design Criteria

- **Concrete sidewalks** on arterials (the busiest streets)
- **Asphalt walkways** on non-arterial streets (residential).
- **Planting strip** 6-foot wide with trees between the walkway on the street when it can fit



Traditional Sidewalks

Greenwood Ave N

- 11 blocks of new sidewalk
- \$5,900,000
- Principal Arterial
- Multi-family housing
- Frequent Transit Route
- Retaining walls
- Traffic control
- Pavement repairs
- Encroachments



Alternative Walkways

Painted Walkways with Wheel Stops



Alternative Walkways

Asphalt Walkways



Alternative Walkways

Wheel Stops and Conveyance Swales

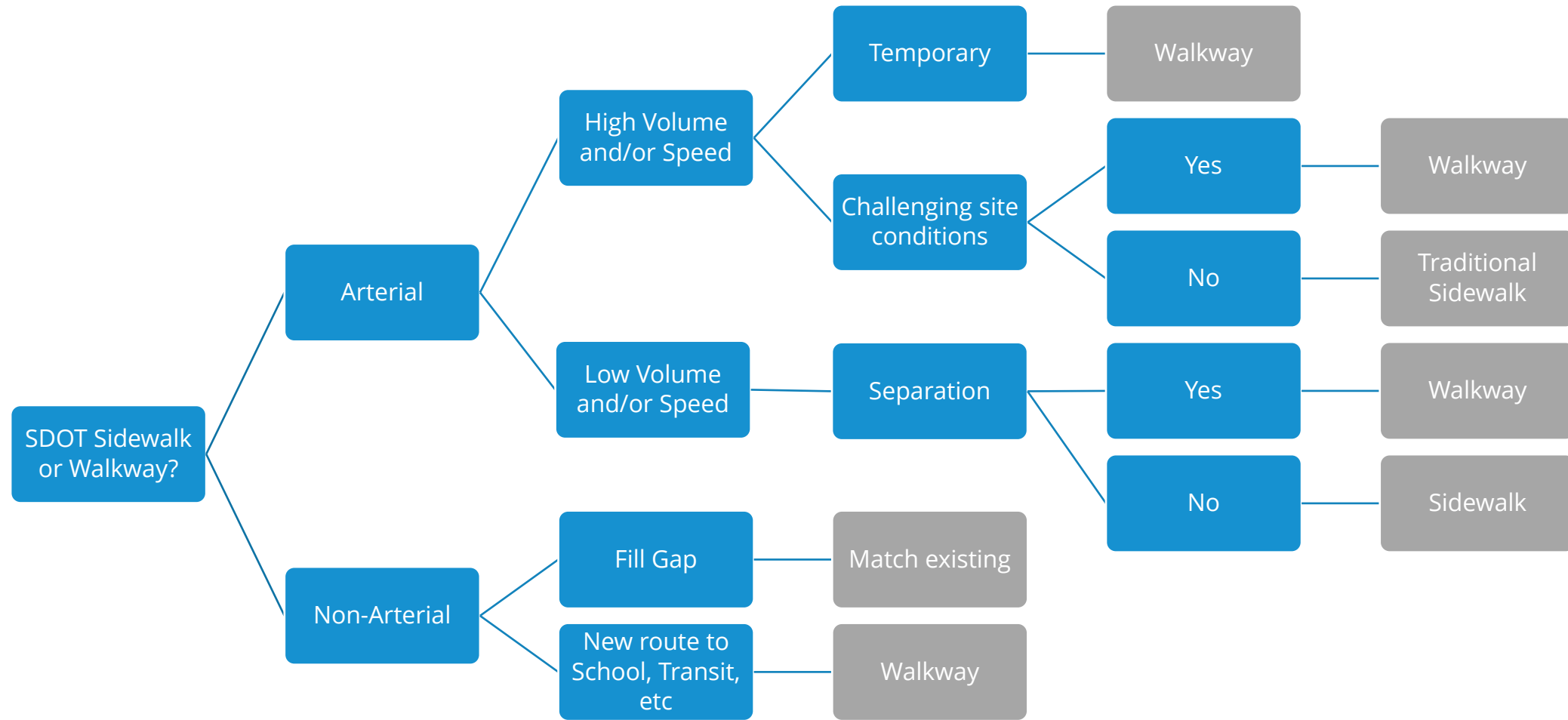


Alternative Design Considerations

- Timeline
- Costs
- Traffic speed and volume
- Flex zone use
- ROW Width
- Grade
- Utilities
- Adjacent trees



When Do We Use Alternative Design?



Safe Routes to School

What: Support K-12 students to walk and bike to school

Why: Healthier kids and healthier communities

How:

1. Street design
2. Community supports



SRTS: Recent examples

Maple Elementary
Temporary
School Street



Maple Elementary
Permanent
School Street



SRTS: Recent examples



SRTS Community Supports

Bike Disco ride organized by Dunlap and Wing Luke Elementary parents.

Safe Routes to School supported with planning, staffing, and free giveaways.



SRTS Community Supports

Last year we provided **6** mini-grants and **124** walking/biking packages to **46** different schools.

Mini-grants: Up to \$1,500 to supporting walking and biking to school

Packages: Request supplies like reflectors, helmets, crosswalk flags, and more.



Crossings

What: Upgraded crosswalks, visibility improvements, crossing signals.

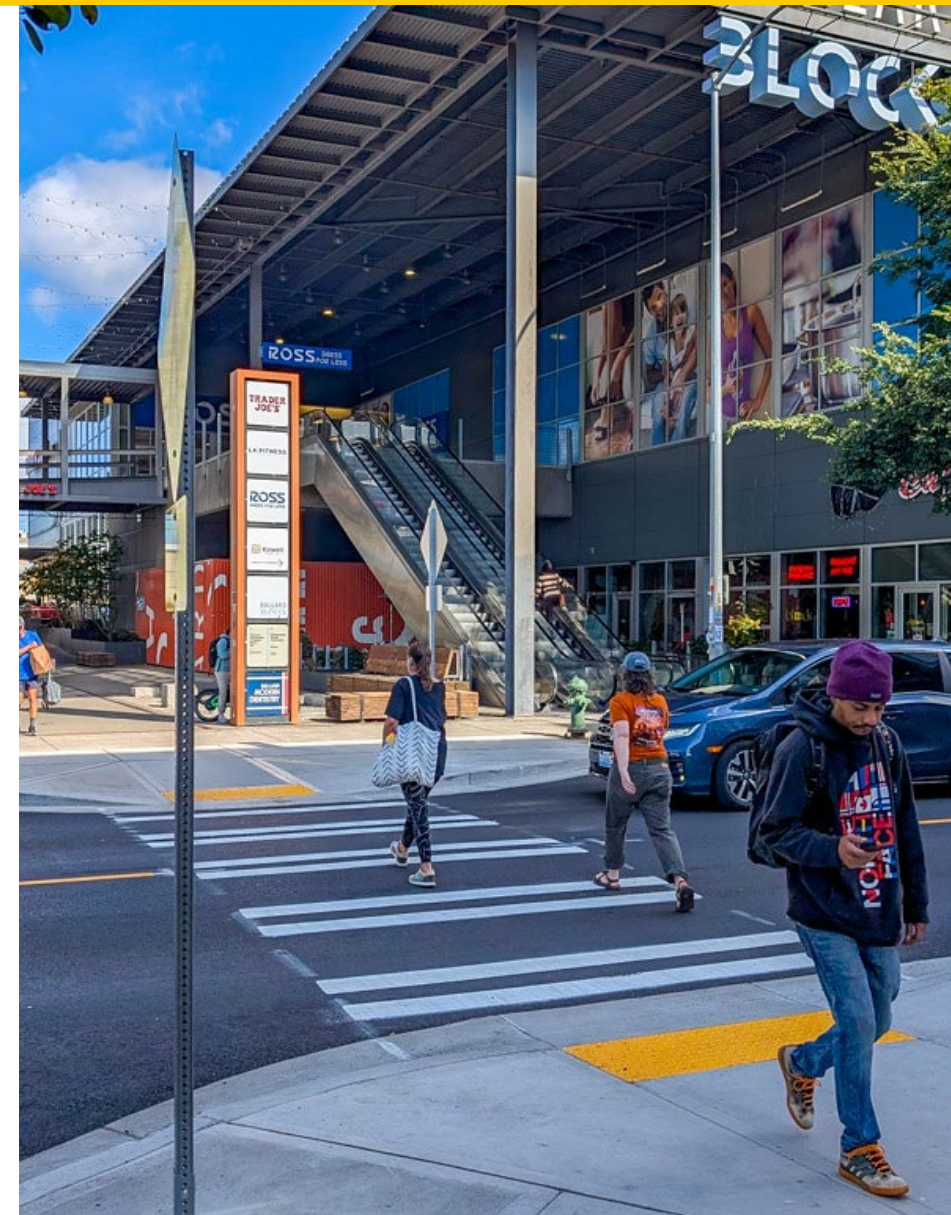
Prioritization:

STP Pedestrian Element PIN

- Land Use, Safety, Equity
- Partnerships
- Community Priorities and Requests
- Cost-Benefit (quick wins)

Funding: \$14M STL

2025: 41 Intersections Improved



Home Zones

What: A neighborhood that supports and encourages active travel, play, and community building.

Prioritization: We prioritize neighborhoods based on the City of Seattle's Racial and Social Equity Index, mileage of missing sidewalks, and crash history.

Funding: \$7M STL Neighborhood Scale Traffic Safety Programs



Neighborhood-Initiated Safety Partnership Program (NISPP)

A new program established in the 2024 Transportation Levy.

- **Levy Funding:** \$39.5M
- **Estimated Investments:** Build at least 10 neighborhood initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings and transit access.





NISPP 2025-2027 Workplan

NISPP selected 19 initial projects across 12 neighborhoods that will be built by 2027:

- Many projects will add safety improvements in areas with new sidewalks based on community feedback from 2025 “walkshops”
- Some projects based on community feedback received during the Seattle Transportation Plan and other recent outreach efforts
- Developing up to 10 more projects that could be delivered by 2027

Questions?

Contact

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seattle.gov/transportation