

Seattle Department of Transportation

SEATTLE PEDESTRIAN MASTER PLAN IMPLEMENTATION PLAN AND PROGRESS REPORT

2023-2024 Report Appendices



FEBRUARY 2023



Seattle
Department of
Transportation

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APPENDIX 1. PMP PROGRESS

Despite the multitude of challenges in recent years, SDOT's pedestrian improvements have remained steadfast and on pace to meet the goals for the Levy to Move Seattle. Guided by the PMP, these investments have greatly advanced the City's progress in making Seattle the most walkable and accessible city in the nation. However, the needs for pedestrian improvements have only grown in recent years, as evidenced by the increase in pedestrian serious injuries and fatalities on our City's streets.

During this time, SDOT faced several unprecedented challenges. The closure of the West Seattle High-Rise Bridge between March 2020 and September 2022 resulted in a departmental reprioritization on mobility and traffic mitigation projects to ease the impacts of detours on communities. Additionally, for 140 days, SDOT was unable to acquire the concrete needed to construct sidewalk, curb ramp, and other roadway and bridge projects due to the workers' strike in late-2021 through mid-2022.

In the face of these challenges, SDOT was able to leverage the surge in pedestrian travel to launch new, innovative programs to improve conditions for people walking and rolling on neighborhood streets. Programs such as Stay Healthy Streets and Safe Start Permits helped to encourage physical distancing during the pandemic and make neighborhood streets more open and inviting for people who walk and roll. Reconnect West Seattle also leveraged the closure of the West Seattle High-Rise Bridge to closely engage communities along the detour routes in the planning and construction of neighborhood-focused traffic improvements, many of which included traffic calming and walkability enhancements.

Update: Stay Healthy Streets

During 2022, SDOT began implementing permanent Healthy Streets include sections of the Greenwood and Beacon Hill. We are studying and evaluating the remaining Stay Healthy Streets to determine whether they should remain temporary, made permanent or returned back to standard Neighborhood Greenways. This involves a tremendous amount of community engagement. We're discussing how to center race and equity, respect the cultural significance of neighborhoods, understand how to make streets feel safe for all, and aiming to determine the future of specific Stay Healthy Streets. Building off the successful community process of co-creating a permanent healthy street in Little Brook we are seeking ways to expand this collaborative process in other neighborhoods across Seattle.

Despite the delivery constraints, SDOT has continued to aggressively deliver new sidewalks, curb ramps, and crossing improvements citywide over the past several years. In 2021, SDOT completed 24 blocks of new sidewalks and walkways, 23 pedestrian crossing improvements, and 1,640 ADA curb ramps.

Beyond these traditional improvement projects, SDOT has recently developed pilot projects and undertaken new policies that expand the toolkit of pedestrian treatments to further advance pedestrian safety. In 2021, SDOT began using "hardened centerlines" that require people driving to make slower, squarer left-hand turns. This cost-effective treatment has been proven to slow left vehicle turning speeds at

crosswalks and improve visibility for pedestrians in the crosswalk. A new policy on the location of enhanced pedestrian crossings was also adopted in early 2022 to remove barriers to the proactive installation of enhancements near higher-demand locations, such as school entrances and frequent transit stops, as well as expedite internal review so they can hit the ground sooner. SDOT also expanded the use of head-start walk signals (leading pedestrian intervals) to over half of the city's traffic signals.

Equity has been the cornerstone behind each of the advancements within the PMP Program and continues to be the driver behind the program's work. SDOT continues to explore how the program can best serve historically underrepresented communities and those experiencing disparate impacts of traffic collisions. To advance this work, SDOT is completing work on a racial equity assessment for the PMP program to co-create projects with communities of color and empowering them to determine which projects are funded first.

Update: Reconnect West Seattle

SDOT conducted an inclusive process in three neighborhoods along detour routes during the closure of the West Seattle High-Rise Bridge to identify pedestrian improvements and traffic calming options, such as speed humps, neighborhood greenways, and walkways. In total, 53 improvements were constructed in South Park, Georgetown, and Highland Park to enhance safety, access, and walkability in these neighborhoods.

Despite these efforts, new challenges related to the pandemic, such as shifting travel patterns, have contributed to a large increase in injuries and fatalities. In 2021, Seattle saw 20 people killed while walking and rolling on city streets, and although pedestrian collisions comprise only 4% of total crashes in the city, they made up 65% of the fatalities. These alarming figures reinforce our need to aggressively pursue proven countermeasures.

This progress report details the completed and planned capital investments of the PMP Program as well as the programmatic actions we are undertaking to achieve PMP goals. We also recognize the substantial role that other public agencies and private developers play in shaping the pedestrian environment.

Update: Safe Start Permits

In response to social distancing measures and the need to accommodate additional outdoor space at businesses, SDOT launched its Safe Start Permit Program in spring 2020 to offer free, temporary permits for outdoor cafes, retail merchandise displays, food trucks, vending carts, and fitness activities. These permits not only support businesses during the COVID-19 pandemic, they also help to activate streets and provide a more vibrant and inviting pedestrian environment in Seattle's business districts. With the Safe Start program ending in 2023, SDOT is taking the lessons learned from the Safe Start program and making improvements to our long-term Outdoor Dining, Merchandise Display, Vending, and Street and Sidewalk Activation programs.

LEVY TO MOVE SEATTLE

In November 2015, Seattle voters passed a 9-year \$930 million transportation levy to help achieve the vision set forth in [Move Seattle](#), which is the City's 10-year strategic plan for how we will move people and goods throughout Seattle.

The Levy to Move Seattle establishes outcomes that we will achieve and the projects we plan to implement, in accordance with our vision and core values. The levy establishes deliverables focused on implementing the PMP which are a key component of the Move Seattle plan.

SDOT reports progress on these deliverables quarterly and annually in the [Levy to Move Seattle reports](#), which is reflected in the following project lists.

Slow the Flock Down and STOP for Flock's Sake Campaigns

In Summer of 2022, SDOT, in partnership with the Portland Bureau of Transportation (PBOT), launched a joint public safety campaign urging drivers to “Slow the Flock Down!” The attention-grabbing public education campaign was designed in consultation with our target demographic--males between ages 16-29--to raise awareness that speed limits have been lowered to 25 miles per hour on most Seattle arterial streets, part of the City of Seattle's larger Vision Zero strategy to end traffic deaths and serious injuries by 2030. In addition to public education efforts, both cities continue to design, build, and implement safety improvements, with a key focus on areas where data shows the most serious crashes occur. The second part of the campaign, “STOP for Flock's Sake,” launched in September 2022 and includes education that every intersection is a legal crossing and drivers are required to stop for pedestrians. This work is funded by a \$250,000 grant from the Washington Traffic Safety Commission that can only be used for public education.



Slow the Flock Down Yard sign at the 28th Ave W and W Raye St crosswalk



Example of the STOP for Flock's Sake campaign material

PERFORMANCE REPORT

Since the beginning of the [Levy to Move Seattle](#) in 2016, we have made significant investments throughout the city that address our commitment to improving safety and mobility for pedestrians. While the delivery of several projects was delayed in 2020 and 2021 due to impacts associated with COVID-19, the closure of the West Seattle High-Rise Bridge, and the

recent concrete drivers strike, we are committed to continuing to implement the PMP to invest in high priority pedestrian improvements that enhance the walking environment in Seattle. Both the New Sidewalks and Crossing Improvements Programs continue to remain on track to achieve the project delivery targets established in the original [Levy to Move Seattle](#) passed by voters in 2015.

Levy Deliverable	2016	2017	2018	2019	2020	2021	2022	Total to Date	2023-2024 Planned*	Levy Total	Levy Targets
Blocks of New Sidewalks Built	8.3	42	34.75	48	27.25	24	20.5	204.8	61.25	266.05	250
Crossing Improvements	18	15	13	10	15	23	34	128	39*	144*	750**

* Accounts for both planned and evaluated crossings. Number of constructed crossing improvements is expected to be lower.

** Includes curb ramp improvements, which are not reported here.

RECENTLY COMPLETED SIDEWALK PROJECTS (Q1 2021-Q4 2022)

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Arterial Sidewalk	Traditional Sidewalk	NE 95th St between Lake City Way NE and Ravenna Ave NE	2021	1
Arterial Sidewalk	Traditional Sidewalk	Lake City Way NE between NE 88th St and NE 89th St	2021	1
Arterial Sidewalk	Traditional Sidewalk	Sand Point Way NE between NE 70th St and NE 77th St	2021	8.25
Non-Arterial Sidewalk	Asphalt Pathway	Ashworth AveN between N 135th St and N 137th St	2021	2
Non-Arterial Sidewalk	Asphalt Pathway	32nd Ave S between S Graham St and S Orcas St	2021	5
Non-Arterial Sidewalk	Asphalt Pathway	26th Ave NE between Hiram Pl NE and NE 125th St	2021	1
Arterial Sidewalk	Concrete Pathway	15th Ave NW between NW 95th St and NW 96th St	2021	1.25
Non-Arterial Sidewalk	Concrete Pathway	13th Ave S between S Lucile St and Dead End	2021	1.5

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Non-Arterial Sidewalk	Painted Pathway	NE 135th St between Lake City Way NE and 32nd Ave NE	2021	1
Non-Arterial Sidewalk	Painted Pathway	NE 90th St between 17th Ave NE and 20th Ave NE	2021	2
Non-Arterial Sidewalk	Painted Pathway	NE 135th St between Lake City Way NE and 32nd Ave NE	2021	1
Arterial Sidewalk	Traditional Sidewalk	Lake City Way NE between NE 91st St and NE 95th St	2022	3
Arterial Sidewalk	Asphalt and Painted Pathway	6th Ave S between S Michigan St and S Orcas St	2022	6
Arterial Sidewalk	Traditional Sidewalk	Greenwood Ave N between N 117th St and N 125th St	2022	11
Non-Arterial Sidewalk	Traditional Sidewalk	SW Barton St between 23rd Ave SW and 24th Ave SW	2022	.5

RECENTLY COMPLETED PEDESTRIAN CROSSING IMPROVEMENT PROJECTS (Q1 2021-Q4 2022)

Treatment Type	Location	Year Completed
Leading Pedestrian Interval	4th Ave S and S Main St	2021
Leading Pedestrian Interval	1st Ave and Marion St	2021
Leading Pedestrian Interval	1st Ave and Pine St	2021
Leading Pedestrian Interval	5th Ave and James St	2021
Leading Pedestrian Interval	20th Ave S and Jackson St	2021
Leading Pedestrian Interval	6th Ave and Dearborn St	2021
Leading Pedestrian Interval	5th Ave and Main St	2021
Painted Curb Bulbs, Parking Restrictions, Speed Cushions	S Charlestown St between 34th Ave S and 35th Ave S	2021
New Diverter, ADA Curb Ramps	8th Ave NE and NE Northgate Way	2021
Painted Curb Bulbs	NW 90th St and Mary Ave NW	2021
Marked Crosswalk	1st Ave W and W Roy St	2021
Marked Crosswalk	Martin Luther King Jr Way E and E John St	2021
Signal Pole and Conduits for New Signal	1st Ave and Battery St	2021
Flashing Beacon	E Green Lake Way and NE Ravenna Blvd NE	2021
Hardened Centerline	Rainier Ave S and Massachusetts	2021
Hardened Centerline	Rainier Ave S and Graham	2021
Hardened Centerline	Rainier Ave S and Charlestown	2021

Treatment Type	Location	Year Completed
Hardened Centerline	Rainier Ave S and Edmunds	2021
Ramps, Curb Bulb and Crosswalk	9th Ave and Marion St	2021
Ramp and Curb Bulbs	12th Ave S and King St	2021
Flashing Beacon and Curb Bulbs	15th Ave NE and NE 68th St	2021
Flashing Beacon and Curb Bulbs	15th Ave NE and NE 66th St	2021
Signal Upgrades and Rechannelization	5th Ave NE and NE 103rd St	2021
Flashing Beacon	S Henderson St & Chief Sealth Trail	2021
Drainage	33rd Ave NE between NE 125th St and NE 130th St	2022
Pedestrian Signal	Lake City Way NE and NE 135th St	2022
Signal Upgrades	Lake City Way NE and NE 95th St	2022
Leading Pedestrian Interval	7th Ave and Dearborn St	2022
Leading Pedestrian Interval	5th Ave NE and NE 100th St	2022
Leading Pedestrian Interval	Corwin Place S and Dearborn St	2022
Leading Pedestrian Interval	Maynard Ave S and Dearborn St	2022
All Way Stop Control	3rd Ave and Vine St	2022
All Way Stop Control	3rd Ave and Clay St	2022
All Way Stop Control	E Pike and Summit	2022
All Way Stop Control	E Pike and Belmont	2022
All Way Stop Control	E Pike and Boylston	2022
All Way Stop Control	3rd Ave W and W Roy St	2022
Pedestrian Signal	Roosevelt Way NE and NE 103rd St	2022
Flashing Beacon	Admiral Way SW and SW 45th St	2022
Flashing Beacon	Gilman Dr W and Wheeler St	2022
Curb Bulb	15th Ave S and Spokane Turn Rd	2022
Painted Curb Bulb and Crosswalk	N 44th St and Wallingford Ave N	2022
Pedestrian Refuge Islands and Crosswalks	N 45th St and Wallingford Ave N	2022
Marked Crosswalk	N 100th and College Way N	2022
Marked Crosswalk	Renton Ave S and S 55th St	2022
Hardened Centerlines	Rainier Ave S and Hudson	2022
Hardened Centerlines	Rainier Ave S and Orcas	2022
Painted Curb Bulb	Mount Rainier Dr S and S Ridgeway Pl	2022
Curb Ramps	Beacon Ave S and S Bennett St	2022
Curb Ramps	Beacon Ave S and S Ferdinand St	2022
Curb Ramps	Beacon Ave S and S Juneau St	2022
All Way Stop Control and Crosswalk	Latona Ave N and Woodlawn Ave N	2022

Treatment Type	Location	Year Completed
Painted Curb Bulb	California Ave SW amd SW Collage St	2022
Pedestrian Half Signal and Median Island	California Ave SW and SW Findlay St	2022
Upgraded Signage	21st Ave S and S Spokane St	2022
Marked Crosswalk	24th Ave S and S Massachusetts St	2022
Leading Pedestrian Interval	Rainier Ave S and S Genesee St	2022
Leading Pedestrian Interval	Rainier Ave S and S Hudson St	2022

APPENDIX 2. PROJECT FUNDING ASSUMPTIONS

FUNDING ASSUMPTIONS

The PMP implementation strategy leverages the funding provided by the Levy to Move Seattle with other local funds, as well as existing and anticipated grant funding. Many pedestrian improvements are delivered in coordination with our major capital projects, such as arterial repaving (AAC) and transit projects. This allows us to package pedestrian projects and most efficiently use our available budget.

The Levy to Move Seattle provides the primary funding source for pedestrian improvement projects. In addition to annual levy funding, we fund pedestrian improvements with various other local sources, including revenue from traffic safety cameras and vehicle license fees. The funding table below includes all sources

of funding, as documented in the 2023-2028 Capital Improvement Program. While past PMP Progress Reports have shown a 5-year budget for PMP implementation programs, the table below only extends through 2024 to align with the final year of the Levy to Move Seattle. It should also be noted that program budgets can change substantially from year-to-year due to shifts in City revenues and leveraged funds such as project grants.

As we develop our projects, we will continue to coordinate with other capital investments, partner with other agencies, and seek additional funding to support and maximize the scope of our work.

Pedestrian Program Funding 2023-2024			
Capital Program	2023	2024	2-Year Total
ADA Accessibility	\$13.0 M	\$14.6 M	\$27.6 M
Crossing Improvements	\$5.7 M	\$2.4 M	\$8.1 M
SPU Drainage Partnership – Broadview Pedestrian Improvements	\$1.2 M	\$225 K	\$1.4 M
Safe Routes to School	\$6.6 M	\$8.5 M	\$15.1 M
Sidewalk Repair	\$5.4 M	\$7.0 M	\$12.4 M
Stairway Rehabilitation	\$1.5 M	\$1.6 M	\$3.1 M
Total Funding	\$33.4 M	\$34.3 M	\$67.7 M

APPENDIX 3. UPCOMING PROGRAM INITIATIVES

TRANSPORTATION EQUITY FRAMEWORK

A Transportation Equity Workgroup (TEW) was established in early 2019 to seek input from a broad and diverse set of community members representing Black, Indigenous, and People of Color and vulnerable communities. Each member of the TEW is connected to local organizations in the Seattle-King County region and applies their experiences and professional knowledge to identifying actions that help resolve transportation related challenges. Their input was used to define a set of values and strategies for the Transportation Equity Framework (TEF), which will guide the actions of SDOT employees for years to come.

Based on the shared goals of the Transportation Equity Program (TEP):

- The TEF is a roadmap for SDOT decision makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system.
- Building from the City of Seattle's Race and Social Justice Initiative (RSJI), the TEF addresses the disparities that exist in our transportation systems due to institutional racism.

In 2021, SDOT continued to collaborate with members of the TEW to co-design the TEF Implementation Plan. From January through August 2021, SDOT staff and TEW members collaborated in a series of meetings that enabled participants to build deeper relationships, actively listen, and creatively brainstorm to create an implementation plan together. Pedestrian Master Plan-related implementation of the TEF will likely center or track where program dollars are spent

and the process in which projects are identified in high-equity areas of Seattle.

AURORA AVE N PLANNING AND DESIGN STUDY

The Aurora Ave N corridor is one of the highest traffic volume streets within the Seattle City limits and supports one of the region's busiest frequent transit lines. This important corridor also offers connections to dense housing, businesses, social services, and employment opportunities. Despite these attributes, there are still approximately 30 blocks of missing sidewalk along Aurora Ave N, long gaps between controlled pedestrian crossings, inconsistent streetscape design, and numerous accessibility barriers that make travel especially difficult for people with mobility challenges. Along with these factors, Aurora Ave N has an extensive collision history including numerous serious and fatal pedestrian crashes.

Aurora Ave N scores highly in the PMP Priority Investment Network for pedestrian upgrades, but due to available right of way, the high cost to construct improvements, and the lack of an updated plan for the corridor, only minor safety and accessibility enhancements have been built in recent years. Aurora Ave N remains a longstanding priority for transportation upgrades that improve safety and mobility for all travelers.

To develop a unified vision for improving the corridor, SDOT is leveraging a \$1.5 million WSDOT grant to holistically study design options. This study—which includes a partnership with King County Metro to assess upgrade options for the RapidRide E Line—will extensively engage residents, businesses, and users of Aurora Ave N to determine how the corridor can be improved for all travelers with a particular emphasis on

enhancing facilities for people who walk and take transit. SDOT recently started community engagement in summer 2022 and will be working to develop concepts for the corridor in early next year with the goal of having a final preferred design by the end of 2023.

The Aurora Ave N planning and design study will also inform the use of \$50M in funds allocated to a portion of the Aurora Ave N corridor as part of Washington State's Move Ahead Washington transportation package.

SEATTLE TRANSPORTATION PLAN

The Seattle Transportation Plan (STP) is our commitment to building a transportation system that provides everyone with access to safe, efficient, and affordable options to reach places and opportunities. The STP will establish goals, strategies, and recommendations so we can create a transportation system that works now and in the future. The plan will shape everything from future transportation funding to projects and programs that enhance the way we enjoy public space and move through the city.

SDOT's current funding package, the Levy to Move Seattle, expires in 2024. The Levy to Move Seattle provides \$930 million over nine years - about 30% of SDOT's transportation budget - and funds many projects that improve the pedestrian network. The STP will help SDOT develop a new funding package that is grounded in community feedback. A draft plan is expected to be ready for public review in mid-2023. The public will be able to review, comment on, and help shape the plan during this process.

Based on community input, the STP will address mobility, access, and public space needs in a single document as a unified system. The plan will update SDOT's existing pedestrian, bicycle, transit, and freight modal plans to meet current and future needs. The STP will incorporate several city initiatives like Seattle's Vision Zero, the Race and Social Justice Initiative, our Climate Action Plan, Transportation Electrification

Blueprint, and others. Additionally, it will reference plans created by other regional transportation agencies to see which strategies will best serve Seattle.

PEDESTRIAN CROSSING POLICY AND DESIGN GUIDE

In early 2022, SDOT leadership signed a policy to establish guidelines to allow for pedestrian crossing investments at locations that are best suited to improve pedestrian mobility. This document establishes parameters in which an arterial or non-arterial school zone crossing improvement could be proactively warranted. The term "enhanced" pedestrian crossing is used to mean a crossing that is marked and that may or may not include supplementary treatments such as a flashing beacon, pedestrian refuge island, or signal, depending on roadway characteristics.

The overarching objective of the guidelines is to improve pedestrian safety, mobility, and access with respect to arterial roadways and non-arterials within school zones. The guidelines work to achieve this goal by:

- Facilitating a predictable and intuitive pedestrian network that offers opportunities to cross roadways where there is likely to be the greatest need.
- Reducing the distance pedestrians need to travel to access an enhanced crossing and encouraging the use of more protected crossing locations.
- Enabling enhanced pedestrian crossings to be planned and constructed concurrently with transit facilities and development anticipated to generate pedestrian demand.

We intend to update this policy as needed. To build on this policy that establishes where enhanced crossings are warranted, SDOT is actively working to develop a design guide that clarifies the appropriate crossing treatment based on a set of criteria such as driver speeds, vehicle volumes, and the number of travel lanes. The aim is to ensure more consistency across Seattle and streamline internal approvals.

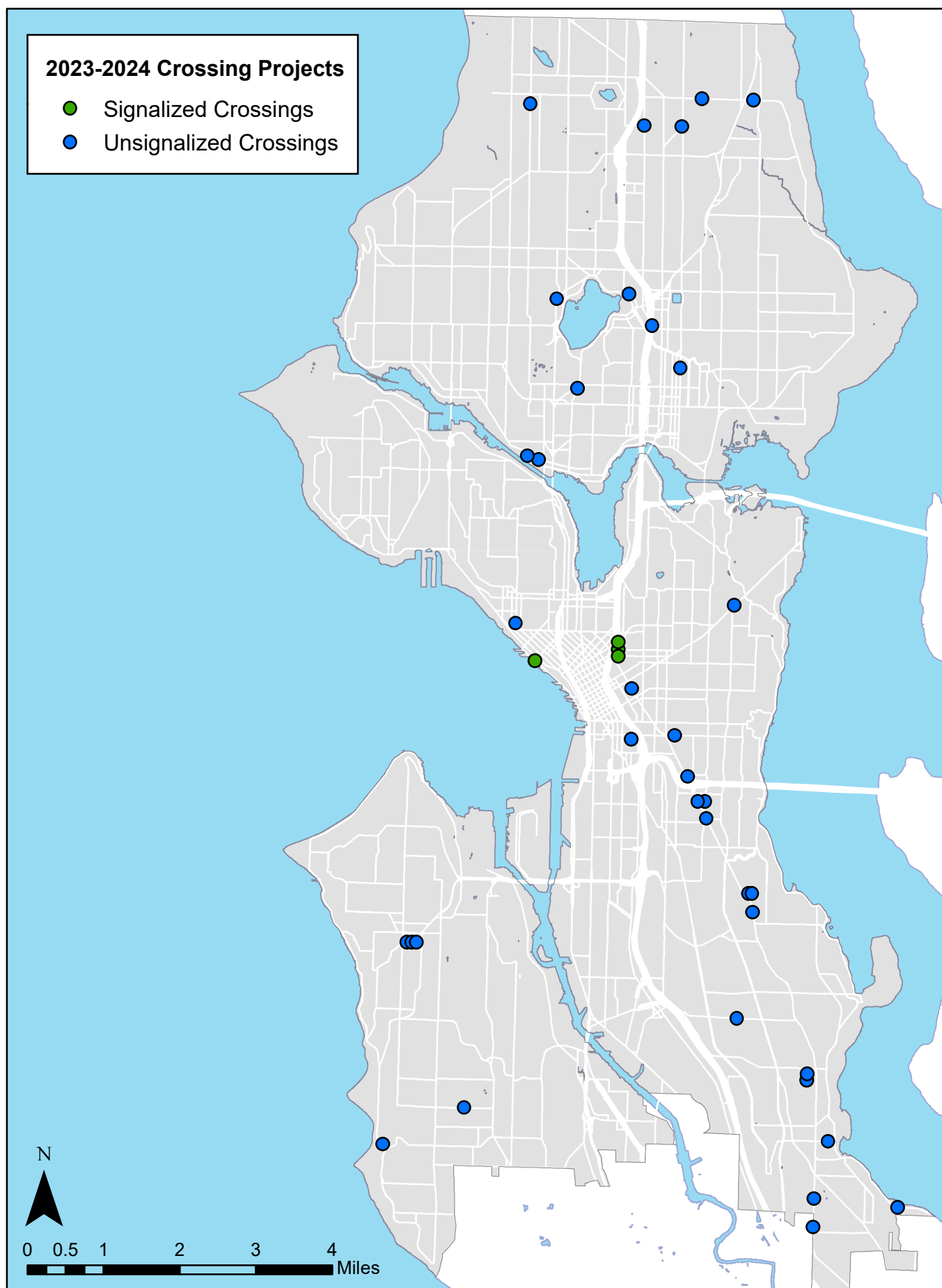
APPENDIX 4. 2023-2024 PROJECTS

The following chapter contains the list of projects selected for implementation during 2023 and 2024, which is the final year of revenue collection under the Levy to Move Seattle. These project lists frequently change due to updated project feasibility analyses and shifts in project schedules and budgets. Changes will be reflected annually

in each PMP Implementation Plan update. The lists of selected intersections are extensive and reflect all intersections that will be evaluated for crossing improvements over the implementation plan's 2-year horizon, which aligns with the end of the Levy to Move Seattle in 2024.

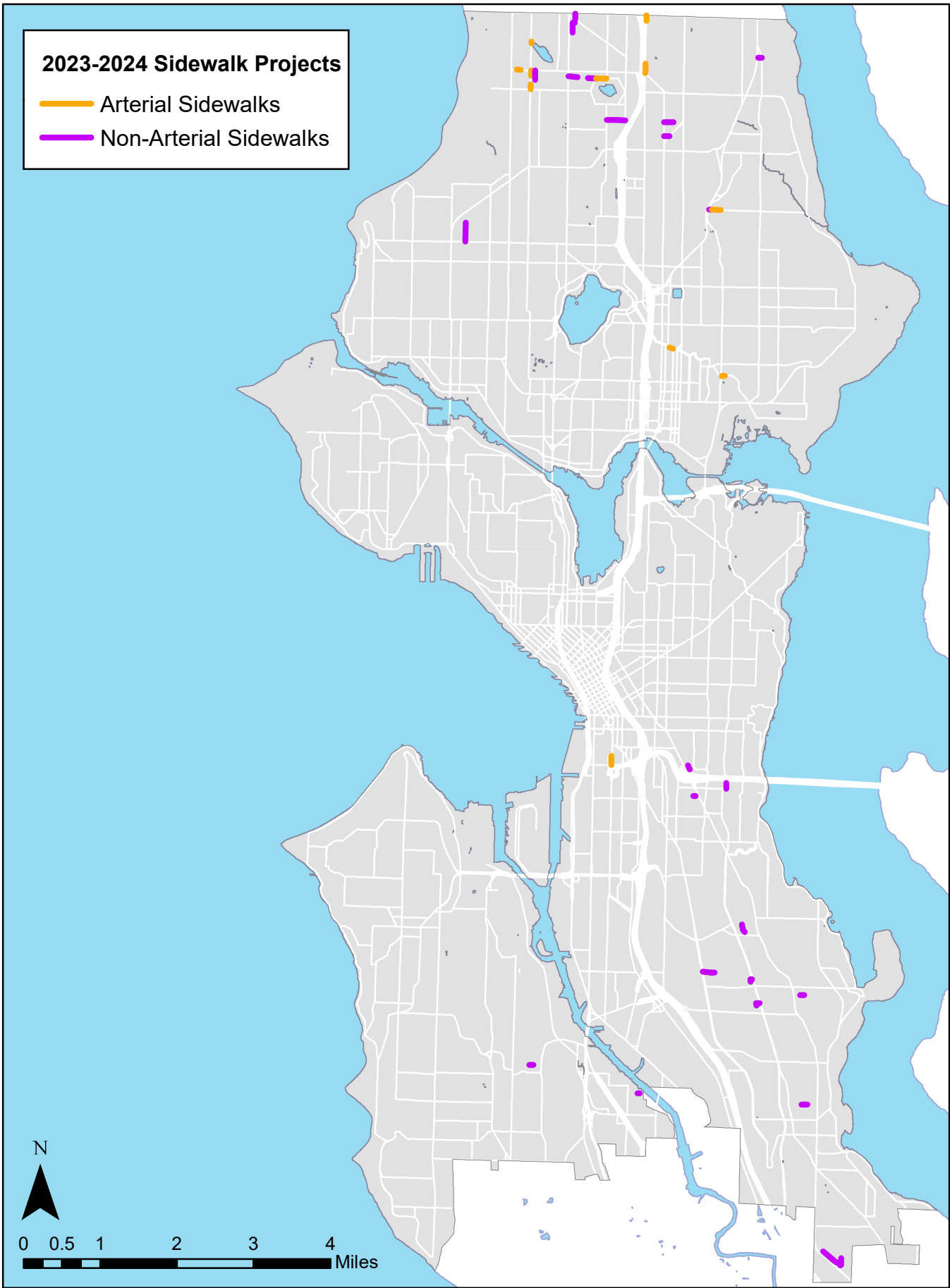
Crossing Improvements			
Intersection	Total Score	Crossing Improvement	Intersection Type
2023			
Pinehurst Way NE and NE 117th St and 15th Ave NE	N/A	New Signal	Unsignalized
S Charlestown St between 34th Ave S and 35th Ave S	N/A	Curb Bulbs and Crosswalk	Unsignalized
33rd Ave NE and NE 125th St	67	New Pedestrian Signal	Unsignalized
Latona Ave N and Woodlawn Ave N	15	ADA Ramps, All Way Stop Control	Unsignalized
Boren Ave & Columbia St	81	New Signal	Unsignalized
16th Ave S and S Jackson St	68	Flashing Beacon and Curb Bulb	Unsignalized
SW Edmunds St and 40th Ave SW	30	All Way Stop Control	Unsignalized
SW Edmunds St and 42nd Ave SW	35	All Way Stop Control	Unsignalized
SW Edmunds St and 41st Ave SW	30	All Way Stop Control	Unsignalized
Melrose and Olive	45	Curb Bulbs	Signalized
Melrose and Pine	48	Curb Bulbs	Signalized
Melrose and Pike	41	Curb Bulbs	Signalized
23rd Ave S and Grand	30	New Signal	Unsignalized
Mountains to Sound Trail	N/A	Pedestrian Lighting	Trail
5th Ave NE and NE 117th St	29	Crossing Improvements	Unsignalized
Queen Anne Ave and W John St	25	Flashing Beacon	Unsignalized
53rd Ave S and S Henderson St	36	Flashing Beacon	Unsignalized
46th Ave SW and SW Wildwood Pl	26	ADA Ramps	Unsignalized

N 35th St and Evanston Ave N	N/A	All Way Stop Control	Unsignalized
N 35th St and Phinney Ave N	N/A	All Way Stop Control	Unsignalized
51st Ave S and Creston	34	Crossing Improvements	Unsignalized
51st Ave S and Gazelle	34	Flashing Beacon	Unsignalized
48th Ave S and S Austin St	N/A	ADA Ramps	Unsignalized
48th Ave S and S Fontanelle St	N/A	ADA Ramps	Unsignalized
Alaskan Way and Wall St	61	Signal Controller Upgrade	Signalized
8th Ave NE and Weedin Pl	12	All Way Stop Control	Unsignalized
7th Ave and King St	54	ADA Ramps	Unsignalized
2023 TOTAL - 27 Intersections			
2024			
15th Ave NE & NE 55th St	24	Evaluate for Crossing Upgrade	Unsignalized
20th Ave NE & NE 125th St	64	Evaluate for Crossing Upgrade	Unsignalized
28th Ave SW & SW Thistle St	59	Evaluate for Crossing Upgrade	Unsignalized
29th Ave E & E Madison St	33	Evaluate for Crossing Upgrade	Unsignalized
31st Ave S & S Graham St	61	Evaluate for Crossing Upgrade	Unsignalized
Linden Ave N and N 72nd St	13	Evaluate for Crossing Upgrade	Unsignalized
N 49th St/ N Interlake St/Stone Way N	N/A	Evaluate for Crossing Upgrade	Unsignalized
N 122nd and Greenwood Ave N	27	Evaluate for Crossing Upgrade	Unsignalized
Rainier Ave S & S Cornell St	N/A	Evaluate for Crossing Upgrade	Unsignalized
Rainier Ave S & S Dakota St	64	Evaluate for Crossing Upgrade	Unsignalized
Rainier Ave S & S Grand St	37	Evaluate for Crossing Upgrade	Unsignalized
Rainier Ave S & S Walker St	67	Evaluate for Crossing Upgrade	Unsignalized
2024 TOTAL - 12 Intersections			



New Sidewalks				
Street Segment	Number of Blocks	Sidewalk Type	Roadway Type	Average Segment Score
2023				
S Rose St between 46th Ave S and 48th Ave S	1.25	Traditional Sidewalk	Non-Arterial	25
28th Ave S between Massachusetts St and MLK Jr Way S	1.5	Traditional Sidewalk	Off-Street	N/A
Hiawatha Pl S between I-90 Trail and S Bush Pl	0.5	New Stairway	Off-Street	38
N 117th St between Meridian Ave N and 1st Ave NE	2	Separated Asphalt Walkway	Non-Arterial	25
NE 117th St between Roosevelt Way NE and 12th Ave NE	2	Traditional Sidewalk	Non-Arterial	25
NE Blakeley between 25th Ave NE and 26th Ave NE	0.5	Separated Asphalt Walkway	Arterial	27
4th Ave S between S Royal Brougham Way and I-90 Off-Ramp	2.25	Traditional Sidewalk	Arterial	104
Greenwood Ave N between N 136th St and N 137th St	0.5	Painted Walkway	Arterial	80
Greenwood Ave N between N 125th St and N 130th St	7.75	Separated Asphalt Walkway	Arterial	37
NW 130th St between 1st Ave NW and 3rd Ave NW	1	Separated Asphalt Walkway	Arterial	40
NE 135th St between 35th Ave NE and Lake City Way NE	0.75	Traditional Sidewalk	Non-Arterial	N/A
N 128th St between Meridian Ave N and Ashworth Ave N	4	Separated Asphalt Walkway	Arterial	37
S Raymond St between MLK Jr Way S and 36th Ave S	1	Painted Walkway	Non-Arterial	56
36th Ave S between S Raymond St and S Spencer St	1	Separated Asphalt Walkway	Non-Arterial	56
Lenora Pl N between Roosevelt Way N and N 145th St	1	Separated Asphalt Walkway	Non-Arterial	42
Midvale Ave N between N 140th St and N 143rd St	1	Painted Walkway	Non-Arterial	42
N 143rd St between Midvale Ave N and Lenora Pl N	1	Painted Walkway	Non-Arterial	42
S Grand St between 21st Ave S and 20th Ave S	1	Separated Asphalt Walkway	Non-Arterial	44
Renton Ave S between S Oregon St and 33rd Ave S	1	Separated Asphalt Walkway	Non-Arterial	47

Street Segment	Number of Blocks	Sidewalk Type	Roadway Type	Average Segment Score
S Elmgrove St between 10th Ave S and 12th Ave S	1	Separated Asphalt Walkway	Non-Arterial	N/A
56th Ave S between S Augusta St and Luther Ave S	1.5	Separated Asphalt Walkway	Non-Arterial	28
Luther Ave S between 55th Ave S and S Avon St	3.5	Separated Asphalt Walkway	Non-Arterial	28
35th Ave S between S Lucile St and S Findlay St	1	Separated Asphalt Walkway	Non-Arterial	42
S Lucile St between 35th Ave S and MLK Jr Way S	1	Painted Walkway	Non-Arterial	42
SW Webster St between 11th Ave SW and 12th Ave SW	1	Separated Asphalt Walkway	Non-Arterial	N/A
TOTAL	40			
2024				
S Brandon St between Beacon Ave S and 26th Ave S	2.25	Separated Asphalt Walkway	Non-Arterial	41
NE 95th St between Ravenna Ave Ne and Ryther Center	1.25	Traditional Sidewalk	Arterial	18
13th Ave NW between NW 85th St and NW 90th St	4	Separated Asphalt Walkway	Non-Arterial	25
Phinney Ave N between N 127th St and N 130th St	1.25	Separated Asphalt Walkway	Non-Arterial	30
5th Ave NE between NE 130th St and NE 145th St	11.5	Painted Shared Use Path	Arterial	34
N 128th St between Aurora Ave N and Stone Ave N	0.75	Painted Walkway	Non-Arterial	44
NE Ravenna Blvd between 12th Ave NE and Brooklyn Ave NE	1	Traditional Sidewalk	Arterial	43
NE 114th St between Roosevelt Way NE and Pinehurst Way NE	1	Separated Asphalt Walkway	Non-Arterial	50
S Juneau St between 46th Ave S and 47th Ave S	0.25	Separated Concrete Walkway	Non-Arterial	14
TOTAL	23.25			



APPENDIX 5. MAJOR PROJECTS WITH PEDESTRIAN INVESTMENTS

Some of the projects that contribute to developing and improving the pedestrian network involve multiple agencies and have multi-year schedules. The following matrix provides an update on these

major projects and their planned pedestrian improvements. Additional information about these projects is available on the individual project websites.

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Madison BRT - RapidRide G Line	Build a bus rapid transit corridor along Madison St between 1st Ave in downtown Seattle and MLK Jr Way	2024	Crossing improvements and station access enhancements along the Madison St corridor	Email: MadisonBRT@seattle.gov Website: www.seattle.gov/transportation/madisonBRT.htm
SR 520 Bridge	Replace the SR 520 floating bridge across Lake Washington and make transit and roadway improvements throughout the SR 520 corridor from I-5 in Seattle to I-405 in Bellevue	Montlake Phase: 2023 Montlake Cut Phase: 2027 Portage Bay Phase: 2028	<ul style="list-style-type: none"> • 14-foot wide pedestrian and bicycle path across Lake Washington and Portage Bay • New pedestrian and bicycle crossings over SR 520 and I-5 	Email: SR520bridge@wsdot.wa.gov Website: www.wsdot.wa.gov/Projects/SR520Bridge/
Waterfront Seattle	Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct	2025	<ul style="list-style-type: none"> • Landscaped promenade that will extend from Pine St to King St • Crossing improvements between the promenade and east-west downtown streets 	Email: info@waterfrontseattle.org Website: www.waterfrontseattle.org/

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Vision Zero Corridors	Redesign crash-prone roadways to reduce collision risk while enhancing conditions for people walking, biking, driving, and riding transit	Continuous	<p>Pedestrian safety elements are coordinated and planned with all Vision Zero safety corridors. Recent crossing improvements and sidewalk enhancements have been completed on:</p> <ul style="list-style-type: none"> • Rainier Ave S • Lake City Way NE • Highland Park Way SW • NE 65th St • 35th Ave SW • Banner Way NE • Sand Point Way NE • 12th Ave S • 23rd Ave E 	<p>Website: www.seattle.gov/visionzero</p>
Neighborhood Greenways	Create networks of safe, calm residential streets that facilitate a comfortable walking and biking environment for all ages and abilities	Continuous	<p>Recent crossing improvements have been completed along the following neighborhood greenways:</p> <ul style="list-style-type: none"> • Northgate • S King St • West Seattle - High Point Loop • Lowell Elementary to Meany Middle School 	<p>Website: www.seattle.gov/transportation/greenways.htm</p>

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
AAC Repaving Corridors	Repave arterial streets while integrating multi-modal transportation improvements as needed	Continuous	<p>Crossing improvements, pedestrian accessibility enhancements, and spot sidewalk repair are coordinated and planned with all AAC paving corridors. Recent improvements have been completed on:</p> <ul style="list-style-type: none"> • Delridge Way SW • N 80th St • Green Lake Loop • 23rd Ave E • 15th Ave S/S Columbian Way 	<p>Website: www.seattle.gov/transportation/paving.htm</p>
Home Zones	Develop networks of neighborhood streets that prioritize traffic calming, pedestrian mobility, and neighborhood livability improvements. Home Zone plans are created collaboratively with neighborhoods.	Continuous	<p>Home Zone projects typically include treatments that focus on slowing neighborhood traffic and enhancing walkability. Based on community input, each Home Zone includes a different selection of treatments. Home Zones have recently been completed in South Park, Georgetown, Highland Park, and Broadview.</p>	<p>Website: www.seattle.gov/transportation/projects-and-programs/home-zone-program</p>

Project	Description	Expected Completion Date	Pedestrian Components	Learn More
Safe Routes to School	Improve safety in areas around schools and encourage more kids to walk and bike to school. The Safe Routes to School program includes components of education, empowerment, encouragement, engineering, and evaluation, and the program constructs approximately 9-12 engineering projects each year to improve walking and biking access to schools.	Continuous	Pedestrian improvements, including walkway and crossing improvements, are constructed annually through the Safe Routes to School work plan. Recent projects are highlighted in the Safe Routes to School Action Plan.	<p>Website: www.seattle.gov/transportation/projects-and-programs/safety-first/safe-routes-to-school</p> <p>5-Year Action Plan: www.seattle.gov/documents/Departments/SDOT/SRTS/2021_2025_SRTS_ActionPlan.pdf</p>
ADA Accessibility Program	Plan, design, and implement infrastructure improvements to enable those living with disabilities equivalent access to Seattle's pedestrian facilities. These improvements include curb ramps, accessible pedestrian signals (APS), and new technology evaluations.	Continuous	Curb ramps and APS are the primary treatments installed by the ADA Accessibility Program. Curb ramp locations are informed by customer service requests and the ADA Transition Plan.	Website: www.seattle.gov/transportation/permits-and-services/make-an-ada-request

APPENDIX 6: PERFORMANCE MEASURES

The PMP includes performance measures to assess whether the plan is meeting its goals. The measures are focused on tracking the PMP's effectiveness over time and measuring its progress toward achieving the Plan goals of

safety, equity, vibrancy, and health. The table below includes PMP performance measures and progress towards those targets based on data available as of July 2021.

Performance Measure Targets					
Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
1	Number of pedestrian fatalities and serious injury collisions	Decreasing rate of pedestrian fatalities and serious injury collisions	Pedestrian fatalities and serious injury collisions reach zero by 2030	SDOT collision database, sourced from police traffic reports	2015: 53 2016: 66 2017: 74 2018: 71 2019: 82 2020: 44 2021: 70
2	Rate of crashes involving pedestrians, reported both by pedestrian crashes per 100,000 residents, and pedestrian crashes per pedestrian trips	Decreasing rate of pedestrian crashes per 100,000 trips	50 or fewer pedestrian collisions per 100,000 residents by 2035	SDOT collision database, sourced from police traffic reports American Community Survey population estimates Puget Sound Regional Council (PSRC) Household Travel Survey ²	<i>Ped collisions per 100,000 residents</i> 2015: 78 2016: 78 2017: 75 2018: 68 2019: 69 2020: 34 2021: 43 <i>Ped collisions per 100,000 trips</i> 2015: 74 2016: 76 2017: 75 2018: 70 2019: 85 2020: 42 2021: 33 ⁵

Performance Measure Targets					
Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
3	Percent of sidewalks within the Priority Investment Network completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of Priority Investment Network arterial sidewalks complete by 2035	SDOT Asset Management database	<i>Percent PIN arterials with sidewalks¹</i> 2015: 93% 2017: 94% 2018: 94% 2019: 94% 2020: 95% 2021: 95% 2022: 95% <i>Percent PIN non-arterials with sidewalks¹</i> 2015: 79% 2017: 79% 2018: 79% 2019: 80% 2020: 80% 2021: 80% 2022: 81%
4	Mode share (percentage of trips made on foot as measured in the PSRC Household Travel Survey)	Increasing percentage of trips	35% of all trips are made on foot by 2035	PSRC Household Travel Survey	2014: 24.5% 2015: 22.9% 2017: 22.4% 2018: 22.4% ² 2019: 23.4% 2020: 23.4% 2021: 30.5% ⁵

Performance Measure Targets					
Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
5	Pedestrian activity (number of pedestrians in selected count locations)	Increasing number of pedestrians at count locations over time	Double the number of pedestrians at SDOT count locations by 2035	Downtown Seattle Association (DSA) counts SDOT citywide counts	<i>Average downtown counts</i> ³ 2015: 48,600 <i>Average citywide counts</i> 2015: 91,200 2016: 87,000 2017: 102,893 2018: 103,745 2019: 110,973 2020: 66,673 2021: 68,134
6	Children walking or biking to or from school	Increasing percentage of trips by children	None recommended	SDOT Safe Routes to School (SRTS) Program	2013: 22.7% 2016: 23.0% 2017: 21.0% 2018: 20.4% 2019: N/A ⁴ 2020: N/A ⁴ 2021: N/A ⁴

¹ A 1.0% increase equals 92 blocks of arterial sidewalks or 149 blocks of non-arterial sidewalks.

² The PSRC Household Travel Survey was not conducted in 2018 or 2020 and no new data was available.

³ Downtown seasonal pedestrian counts are no longer conducted and no data is available after 2015.

⁴ Seattle Public Schools did not collect new student mode share data from 2019-2021 due to the pandemic and data collection capacity. The district recently hired a new Active Transportation Coordinator in 2022 who will help to improve the consistency of data collection on walking and biking to school.

⁵ The number of reported pedestrian trips substantially increased in the 2021 PSRC Household Travel Survey over previous years. This resulted in an increased pedestrian mode share and decreased pedestrian collision rate per 100,000 ped trips.

APPENDIX 7: STRATEGIES AND ACTIONS

The table below includes strategies pulled directly from the PMP as well as specific actions we are undertaking to address these strategies. Status updates will be provided with the annual update of the PMP Implementation Plan and Progress Report. Over the past year, SDOT made substantial strides in addressing the PMP's strategies and actions and enhancing streets for people who walk. The delivery of 24 new blocks of sidewalks, 23 crossing improvements, and 1,640 new curb ramps in 2021 helped propel Seattle closer towards its vision of becoming the

most walkable and accessible city in the nation. Additionally, SDOT adopted a more flexible policy to allow for enhanced crossings in more locations, continued encouraging new active uses of streets through permitting programs, and installed head-start walk signals (leading pedestrian intervals) at over half the traffic signals in the city. We will continue to advance the strategies and actions listed below as we expand our pedestrian network and explore new ways to make walking and rolling safer and more accessible in Seattle.

PMP Strategy	Action	2021 Status	2022 Status
1.1 Build out the PMP Priority Investment Network	SDOT will plan, design, and construct new sidewalks, low-cost sidewalks, crossing improvements, and stairways as outlined in the 2018-2022 project list above. These projects are selected and prioritized based on the PIN.	SDOT will continue working to meet targets and deliver projects identified in the project list. While the delivery of several projects was delayed in 2020 due to impacts associated with COVID-19 and the closure of the West Seattle High-Rise Bridge, we are on pace to "catch up" in 2021 and are committed to continuing to implement the PMP to invest in high priority pedestrian improvements that enhance the walking environment in Seattle.	SDOT will continue planning, designing, and constructing new sidewalks, walkways, curb ramps, stairways, and crossing improvements as listed in the PMP Implementation Plan. SDOT is continuing to catch up with project delivery following the challenges created by COVID-19, the closure of the West Seattle High-Rise Bridge, and the recent concrete delivery workers strike to construct priority pedestrian enhancements that facilitate safety, mobility, and accessibility for people who walk.

PMP Strategy	Action	2021 Status	2022 Status
1.2 Facilitate the provision of new sidewalks by the private sector	SDOT will explore and implement funding strategies that leverage private development and build new sidewalks where they are most needed.	SDOT's Development Review team continues to enforce land use code requirements and street improvement exceptions to improve pedestrian conditions adjacent to new private development. Street Use is not currently refunding or issuing fee credits that reduce permit fees for developers installing voluntary transportation improvements. However, SDOT is reviewing budgets in fall 2021 to understand if conditions may allow fee credits in specific circumstances.	SDOT's Development Review team continues to enforce land use code requirements and street improvement exceptions to improve pedestrian conditions adjacent to new private development. Based on the City's current revenue forecasts, Street Use remains cautious with voluntary improvement contributions and reviews requests on case-by-case basis.
1.3 Consolidate Driveways and Curb Cuts	SDOT will coordinate with SDCI to review and minimize impacts of driveways and curb cuts, particularly along the PIN.	SDOT Development Review continues to partner with SDCI to ensure that curb cuts and driveways reflect SDOT priorities and the land use code. This includes writing memoranda to Design Review Boards, as appropriate, to restate SDOT position and priorities when projects seek departures for vehicle access location.	SDOT Development Review continues to work through the SDCI process to ensure that sidewalk requirements for private development are implemented and that curb cuts reflect SDOT priorities and the land use code. This includes writing memoranda to Design Review Boards or the SDCI Street Improvement Exception process to restate SDOT positions and priorities when projects seek departures for vehicle access location or waivers from land use code requirements.

PMP Strategy	Action	2021 Status	2022 Status
1.4 Repair Sidewalks	SDOT will inventory sidewalk damage and develop a proactive repair program to fix sidewalks in addition to responding to repair requests. New funding options will be explored to increase sidewalk repairs.	Sidewalk Safety Repair Program (SSRP) projects were delayed in rolling out to crew construction due to the backlog from COVID-19. Projects with higher priority, such as ADA curb ramps, were constructed first, which provided an opportunity to pilot use of the Task Order Unit Price (TOUP) contract delivery method. The first SSRP TOUP project was completed with high quality sidewalk at lower cost. Additionally, with crews unavailable for sidewalk repair projects, SSRP focused efforts to utilize a sidewalk beveling contractor in high-priority areas. Beveling was implemented in grids within neighborhoods with the greatest impact from COVID, economically disadvantaged areas, and locations with the highest pedestrian use near transit facilities. SSRP continues to partner with not only other SDOT programs, but with SPU to deliver cost-effective sidewalk repair. Including shims and bevels, SDOT completed 5,942 spot sidewalk improvements in 2020 and so far has completed 14,178 in 2021.	SSRP projects were delayed due to the concrete delivery workers strike that ended at the end of Q1. When concrete became available, projects with higher priority such as ADA curb ramps and Reconnect West Seattle were the focus of the paving crews. SSRP continues to utilize the beveling contractor in neighborhoods impacted most by COVID in ReSET zones. SSRP has repaired numerous sidewalks in partnership with various ADA projects in SDOT's Project Development Division.

PMP Strategy	Action	2021 Status	2022 Status
1.5 Create and maintain a pedestrian clear zone on all sidewalks	Each street type in Seattle will be given a designated pedestrian clear zone width and SDOT will enforce development and encroachment standards to maintain the designated widths.	<p>In 2020, we offered no-fee temporary permits for sidewalk and curbspace use to help with food and retail business recovery when indoor capacity was restricted due to COVID-19. Indoor capacity restrictions have now been lifted, but it's not clear that the businesses or the public are ready for an immediate return to close indoor dining or shopping, so these permits have now been extended through May 31, 2022 and businesses continue to apply. This business use of curbspace and, in some cases full street closures, continues to offer a viable alternative to extending business activities onto the sidewalk.</p> <p>Because businesses quickly implemented temporary structures and equipment, installations were of varying quality and did not consistently adhere to permit conditions and site plans. SDOT inspectors continue to visit each new permitted site to educate and enforce adherence to key requirements, including keeping the pedestrian clear zone clear.</p>	<p>Since 2020, we offered no-fee temporary permits for sidewalk and curbspace use to help with food and retail business recovery when indoor capacity was restricted due to COVID-19. Indoor capacity restrictions have now been lifted, and this temporary program is scheduled to end next year in 2023.</p> <p>As we plan for the transition back to our long-term programs next year, we are updating the program guidelines for our business permits which continue to include pedestrian clear zone standards. As businesses transition from temporary to long-term permits, our enforcement team will ensure that our pedestrian access standards are met through on-the-ground inspections.</p>
1.6 Improve accessibility in Seattle	SDOT will prioritize ADA accessibility improvements in all new pedestrian projects and work to proactively eliminate accessibility barriers for all pedestrians.	The ADA Transition Plan draft was published in Q4 2020 and is planned for an additional update in Q1 2022 to capture new accessibility improvements completed in Seattle. The City installed 1,136 curb ramps in 2020 and has so far completed 847 curb ramps in 2021 (through Q2). Many of these ramps are based off the prioritization models outlined in the ADA Transition Plan, which will continue to be applied going forward. SDOT also completed 13 new accessible pedestrian signal (APS) installations in 2020.	<p>The City installed 1,640 curb ramps in 2021 in Seattle.</p> <p>The ADA Program team is working on updating their prioritization model for comprehensive accessibility improvements. Part of updated prioritization model will include tactics from SDOT's Transportation Equity Framework efforts. In addition, SDOT is working on updating its trainings and resources for coordination and consistency to improve accessibility in the public right of way.</p>

PMP Strategy	Action	2021 Status	2022 Status
2.1 Improve pedestrian visibility at crossings	High-visibility treatments, including curb bulbs, median islands, flashing crossing beacons, signage, lighting and reflective markings, will be included in SDOT's toolkit of standard crossing treatments and evaluated for use with each new crossing improvement.	SDOT is continuing to develop a new pedestrian crossings policy that would allow for more predictable spacing of high-visibility crossing treatments along arterial roadways. Additionally, SDOT is beginning to install "hardened centerlines" at priority intersections in 2021. This treatments helps to slow the speed of left turning drivers, encourage more square turns, and improve the visibility of pedestrian crossings. Leading pedestrian intervals also continue to be implemented at signalized intersections throughout Seattle and over 340 leading pedestrian intervals have been installed as of July 2021.	SDOT continues to use high visibility treatments, to enhance current legal crossings or improve existing crossings with low performance. Treatments will be informed by the Pedestrian Enhanced Crossing Design Guide, currently in development, which will create more consistency and streamline internal reviews. The newly-adopted pedestrian crossings policy will allow these treatments to be deployed in more locations citywide. SDOT has also rapidly expanded the use of leading pedestrian intervals to signalized intersections throughout the city. This treatment, which improves visibility and reduces pedestrian conflicts, is now deployed at over half the city's traffic signals.
2.2 Shorten pedestrian crossing distances	Opportunities to provide curb bulbs, median islands, and lane reductions will be evaluated for all new planned pedestrian crossing improvements.	Curb bulbs, median islands, and lane reductions continue to be standard treatments that are installed with new pedestrian crossing improvements wherever space, operations, and budgets allow. SDOT is continuing to prioritize these treatments at intersections with long crossing distances and a history of pedestrian collisions. New cost-effective materials and construction methods are also being piloted for curb bulbs and median islands.	The Pedestrian Enhanced Crossing Design Guide, currently in development, will clarify where, based on a set of criteria such as roadway width, presence of a parking lane, and future bike lane, curb bulbs, pedestrian refuge islands, or other treatments to shorten crossing distances are beneficial. Many crossing improvement projects SDOT has recently delivered focus on reducing crossing distances. These treatments reduce the likelihood of pedestrian crashes and improve comfort for people crossing the street.

PMP Strategy	Action	2021 Status	2022 Status
2.3 Optimize crossing times for pedestrians at signals	SDOT will review pedestrian crossing timing at signalized intersections planned for treatment to ensure pedestrians are given sufficient crossing time.	SDOT enacted a new signal timing policy in early 2021 that encourages shorter cycle lengths, increased pedestrian crossing clearance times, and expansion of automatic walk signals (without the need to push a button) at signalized intersections. Since the adoption of this policy, SDOT has added automatic walk signals to 184 signalized intersections throughout Seattle's urban centers and urban villages. The use of leading pedestrian intervals has also been expanded to over 340 signalized intersections throughout the city.	SDOT is continuing to evaluate opportunities to optimize pedestrian crossing times and wait times at intersections through the implementation of the signal timing policy adopted in 2021. SDOT has continued to add automatic walk signals to intersections through urban centers and urban villages when signals are reprogrammed. Leading pedestrian intervals have also been deployed to 500 signalized intersections citywide accounting for more than half of the city's traffic signals.

PMP Strategy	Action	2021 Status	2022 Status
2.4 Reduce turning movement conflicts at intersections	SDOT will develop a toolkit of strategies to reduce turning movement conflicts at intersections and evaluate appropriate strategies for each planned crossing improvement.	<p>SDOT is continuing to study and track intersections that have experienced high volumes of turning collisions as well as those that have characteristics contributing to turning collisions. Crossing upgrades to reduce expected collisions are prioritized at these intersections.</p> <p>SDOT is also testing "hardened centerlines" at several intersections in 2021 to improve visibility of pedestrians and reduce left turn pedestrian collisions. "Slow turn wedges" are also being evaluated as a potential treatment to reduce right turn pedestrian collisions.</p> <p>Leading pedestrian intervals along with protected and restricted turning movements continue to be key strategies for reducing pedestrian turning collisions at signalized intersections.</p>	<p>Every year, SDOT studies and tracks intersections that have experienced high volumes of turning collisions as well as those that have characteristics contributing to turning collisions. These are then evaluated for improvements.</p> <p>We are continuing to test the maintenance requirements of hardened centerlines. The limited data collected to date at the four intersections that received this treatment in 2021 indicated a small but meaningful reduction in turning speeds and a significant reduction in centerline touches. However, damage from snow plows raised concerns over the cost of maintenance. Further study is underway.</p> <p>Leading pedestrian intervals have also proven to be effective in reducing turning conflicts at signalized intersections. SDOT has continued to aggressively deploy leading pedestrian intervals, which are now active at over half of the city's signalized intersections.</p> <p>SDOT is also more broadly implementing "no turn on red" regulations as part of its Vision Zero efforts to reduce turning collisions with pedestrians. SDOT is currently working to increase the number of "no turn on red" signs at many intersections downtown.</p>

PMP Strategy	Action	2021 Status	2022 Status
2.5 Increase opportunities for controlled crossings on arterials	SDOT will prioritize new pedestrian signals and crossing upgrades at multi-lane arterial intersections with wider controlled crossing spacing.	SDOT is continuing to develop a new pedestrian crossings policy that would allow for more frequently and predictably spaced marked and controlled pedestrian crossings of arterial roadways. This policy would provide a framework to support more improved pedestrian crossings of multi-lane arterials and a greater focus on installing crossing upgrades where there is the greatest pedestrian demand.	SDOT adopted a new pedestrian crossings policy in early 2022 that allows for universal installation (based on site conditions) of enhanced pedestrian crossings of arterial roadways at all trails, neighborhood greenways, school zone crossings, and transit stops along the Transit-Plus Multimodal Corridor network. Additionally, this policy allows greater flexibility in proactively installing new enhanced crossings connecting to other pedestrian generators. SDOT is continuing to evaluate and improve this policy to facilitate a more frequent and predictable network of enhanced crossings.
3.1 Manage vehicle speeds	Speed limit reductions will be considered when planning new safety corridor projects and on streets where high traffic speeds are recorded.	SDOT completed work in 2021 to lower speed limits to 25 MPH on most arterial roadways throughout the city. This work resulted in about 415 miles of arterial streets that are now posted as 25 MPH and about 2,500 new speed limit signs.	Following the citywide speed limit reduction work that was completed in 2021, SDOT continues to evaluate corridor speed limits on a case-by-case basis and make additional reductions where necessary. SDOT is also working with WSDOT on speed limit adjustments along state routes within Seattle to encourage slower traffic speeds in key areas.

PMP Strategy	Action	2021 Status	2022 Status
3.2 Provide neighborhood and arterial traffic calming measures	SDOT will evaluate rechannelizing and redesigning streets in coordination with major capital projects, as well as add traffic calming where high vehicle speeds are measured in school zones and areas with high pedestrian traffic.	Despite COVID-related budget and project delivery constraints in 2020, traffic calming measures are continuing to be constructed in priority locations through several SDOT programs, including Home Zones and Reconnect West Seattle. Additionally, SDOT launched the Stay Healthy Streets Program in 2020. This program opens non-arterial streets for people walking, rolling, biking, and playing while closing them to pass through traffic. SDOT has installed Stay Healthy Streets in 15 neighborhoods across the city and is currently planning for 20 miles of Stay Healthy Streets be made permanent.	In 2021, SDOT continued evaluating the long-term vision of Stay Healthy Streets, and based on a community process, converting successful installations to permanent street closures. Traffic calming has been installed in many neighborhoods as part of the Reconnect West Seattle program, with new neighborhood greenway projects, and included with recent Home Zone projects in South Park, Georgetown, and Highland Park. More Home Zones are in the planning and design process for Rainier View, New Holly, Olympic Hills, and Licton Springs. SDOT is also continuing to study and engage the Seattle Fire Department on traffic calming measures for arterial streets, such as speed cushions and speed tables.
3.3 Evaluate pedestrian system needs consistent with the Complete Streets policy	The complete streets review process will continue to be used to evaluate desired pedestrian investments with new capital projects and SDOT will apply these principles when reviewing projects proposed by private developers and other agencies.	SDOT is continuing to use the updated complete streets checklist to identify and coordinate on pedestrian network priorities during the planning of all new capital projects as well as small crew-delivered projects. SDOT's Development Review Team is also evaluating pedestrian and multimodal priorities during the early phase review process for street improvements triggered by private development.	The complete streets checklist continues to be a primary coordination tool for SDOT-funded capital projects. All proposed crew and contractor-delivered projects are evaluated for opportunities to coordinate on pedestrian priorities as well as other transportation improvements. Private development projects also evaluate these opportunities as they are routed through SDOT's Development Review Team.

PMP Strategy	Action	2021 Status	2022 Status
3.4 Employ new technologies	New technologies will be evaluated that have potential to improve pedestrian safety and access as well as provide data to enhance the pedestrian experience.	SDOT is continuing to expand and test upgraded traffic signal technology throughout the city to enhance safety and the user experience for people walking and biking. This includes infrared detection signals, countdown pedestrian signals, leading pedestrian intervals, signal recall, accessible pedestrian signals, and passive pedestrian detection. A pilot technology will also soon be installed in the University District to better detect surges in pedestrian traffic and allocate additional walk time based on surges in demand.	SDOT continues to test and deploy traffic signal technologies in locations throughout the city to improve conditions for pedestrians. Currently, SDOT is working to deploy pedestrian surge signal timing based on passive pedestrian detection. Depending on the technology selected, either pedestrian counts or the percentage of an area occupied by a group of pedestrians will be used to inform the pedestrian surge signal timing. The initial installations will be deployed in the University District as part of a University of Washington Multimodal Integrated Corridor – Mobility for All (MICMA) grant.
4.1 Enforce vehicular speed limits and safe driving behaviors	SDOT will continue coordination with SPD to target enforcement along safety corridors and in locations with a history of collisions and speeding. This coordination will include the continued use of school zone and red-light enforcement cameras where they are most needed.	SDOT is continuing to evaluate its approach to traffic safety, which has often leaned on enforcement as a strategy without fully understanding or examining unintended consequences. Our goal is to advance safety and racial equity, recognizing that safety does not just mean protection from harm of a collision. While our Vision Zero team meets regularly with SPD collision investigators and traffic staff, we are not requesting targeted enforcement patrols at this time. We are actively conducting a racial equity toolkit on the City's school safety and red light camera programs and will be engaging with the Office of the Inspector General's discussions regarding traffic stops. As well, the Transportation Equity Workgroup has defined strategy areas in this space that aim to move away from punitive practices toward more restorative practices that advance justice and community health.	SDOT continues to evaluate enforcement and punitive practices in the context of racial equity and burdens placed on BIPOC and low-income communities through the Transportation Equity Framework (TEF). A racial equity toolkit on the use of automated enforcement for red light cameras and school zone speed cameras (TEF tactic 44.1) is ongoing and expected to be completed in 2023.

PMP Strategy	Action	2021 Status	2022 Status
4.2 Expand multimodal traveler safety education and encouragement programs	SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.	<p>As part of the Reconnect West Seattle Program, SDOT launched a campaign to encourage West Seattle residents and visitors to stay local or to walk, bike, or use transit for their trips. This campaign, which works to ease congestion on West Seattle Bridge detour routes, included new promotional messaging from SDOT's "Sal the Salmon" in 2021 and a new online West Seattle and Duwamish Valley Travel Options Portal to connect travelers with commute resources.</p> <p>Under the Stay Healthy Streets Program, SDOT also initiated efforts in 2020 to encourage residents to stay at home and to physically distance while walking and biking through their neighborhoods.</p>	<p>In Summer of 2022, SDOT, launched a joint public safety campaign urging drivers to "Slow the Flock Down!" The attention-grabbing public education campaign was designed to raise awareness that speed limits have been lowered to 25 miles per hour on most Seattle arterial streets, part of the City of Seattle's larger Vision Zero strategy to end traffic deaths and serious injuries by 2030. In addition to public education efforts, Seattle continues to design, build, and implement safety improvements, with a key focus on areas where data shows the most serious crashes occur.</p> <p>The second part of the campaign, "STOP for Flock's Sake," launched in September 2022 and includes education that every intersection is a legal crossing and drivers are required to stop for pedestrians.</p> <p>SDOT recently partnered with Seattle Public Schools to hire an Active Transportation Coordinator that will help to advance walking and biking education and encouragement programs at schools and improve consistency in school data collection.</p>
5.1 Provide pedestrian buffers	SDOT will encourage pedestrian buffers and incorporate buffers into all new sidewalk projects, where space allows.	SDOT is continuing to use Streets Illustrated standards to implement pedestrian buffer standards into SDOT capital projects and privately-constructed sidewalks. In partnership with SPU, SDOT is now prioritizing "conveyance swales" with many cost-effective walkway projects. These installations have a dual benefit of providing a planted buffer space between the street and the sidewalk and enhancing stormwater quality.	Streets Illustrated continues to guide the design of pedestrian facilities throughout Seattle, and SDOT project staff continue to implement landscape/furniture zones into sidewalk projects where feasible based on Streets Illustrated standards. SDOT has also recently constructed additional walkways with conveyance swales to provide both a pedestrian buffer and improved stormwater quality.

PMP Strategy	Action	2021 Status	2022 Status
5.2 Develop a coordinated wayfinding system	A coordinated and user-oriented pedestrian wayfinding system will be developed with partner agencies and neighborhood groups to create a more legible and connected city for both visitors and residents.	Seamless Seattle pedestrian wayfinding pilot construction is underway in Westlake Hub. The Jackson Hub implementation is next with the goal of completing both areas in fall 2021. Construction of this phase was delayed due to the pandemic and crew availability. In fall 2021, we will start the location planning and artworking for the walksheds around University St Station and the Pioneer Square Station, with the goal to construct those signs in 2022.	Jackson Hub and Westlake hub implementation is substantially complete. University Street and Pioneer Square station areas are in fabrication. Installation in these two areas is expected to be complete in the Fall of 2022. In addition to the downtown pilot, signs are being designed in the U District station area. A recent grant award will enable further system expansion around major destinations in the downtown area.

PMP Strategy	Action	2021 Status	2022 Status
5.3 Create inviting pedestrian spaces	SDOT will encourage and implement pedestrian amenities, artwork, and pedestrian-only spaces that create inviting, vibrant, and attractive streets for placemaking and community uses.	<p>In 2020, SDOT offered no-fee temporary permits for sidewalk and curbspace use to help with food and retail business recovery when indoor capacity was restricted due to COVID-19. These permits have now been extended through May 31, 2022 and businesses continue to apply. With outreach focusing on small and minority-owned businesses, this program has allowed SDOT to support local commerce during the pandemic. The resulting increase in outdoor cafés and retail displays on our streets has helped to activate participating business districts throughout the pandemic, and there is interest in continuing and even expanding these activities long term. SDOT Public Space Management is fully engaged in outreach efforts to evaluate the costs and benefits of transitioning aspects of the temporary program into permanent permitting or programmatic options.</p> <p>Concurrently, as COVID-19 restrictions have continued to change, we reintroduced our Block Party, Play Streets, and other Street and Sidewalk Activities permits and applications have been brisk. SDOT is currently reviewing applications related to Welcome Back Downtown events--another COVID recovery program to re-activate downtown. SDOT is also running and evaluating a small, temporary pilot program called Market Streets to allow non-brick-and-mortar food and crafts businesses to close a street for shared sales events.</p>	<p>Since 2020, SDOT offered no-fee temporary permits for sidewalk and curbspace use to help with food and retail business recovery when indoor capacity was restricted due to COVID-19. These permits have now been extended through January 31, 2023 and businesses continue to apply. With outreach focusing on small and minority-owned businesses, this program has allowed SDOT to support local commerce during the pandemic. The resulting increase in outdoor cafés and retail displays on our streets has helped to activate participating business districts throughout the pandemic.</p> <p>With the Safe Start program ending in 2023, SDOT is taking the lessons learned from the Safe Start program and making improvements to our long-term Outdoor Dining, Merchandise Display, Vending, and Street and Sidewalk Activation programs to continue to encourage the activation our public spaces through business and community engagement.</p> <p>Additionally, we continue to run our Block Party and Play Streets programs to encourage communities across the city to use our streets for community engagement activities.</p>

PMP Strategy	Action	2021 Status	2022 Status
5.4 Promote and maintain green infrastructure in the right of way	SDOT will continue to pursue green infrastructure with new sidewalk projects by implementing landscaping recommended in the updated Right-of-Way Improvements Manual and partnering with SPU to provide natural drainage systems.	SDOT is continuing to work with SPU to develop partnerships that incorporate natural drainage elements into sidewalk projects. As part of this work, SDOT is evaluating green stormwater opportunities with all new large sidewalk projects and has provided SPU with locations where sidewalks should always be accommodated with natural drainage system projects. Ongoing partnership projects between SPU and the PMP Program include the Longfellow Creek Natural Drainage System Project, NW 130th St in Broadview, and NE 117th St in Northgate.	SDOT is continuing to partner with SPU to incorporate green stormwater infrastructure into sidewalk projects where feasible. The Longfellow Creek Natural Drainage System Project is currently in construction and includes new sidewalks and pedestrian facilities with green infrastructure on SW Kenyon St and 24th Ave SW. Other projects are currently in design on NW 130th St in Broadview and NE 117th St in Northgate. Additionally, SDOT is adding new “conveyance swales” to crew-delivered walkway projects throughout the city where space is available. These swales provide opportunities for pedestrian buffers and greening while offering stormwater quality benefits.
5.5 Provide pedestrian-scale lighting	The 2012 Pedestrian Lighting Citywide Plan will be used as a guide to determine locations and priorities for new pedestrian-scale lighting as funding becomes available.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan on a project-by-project basis, when funding allows.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan on a project-by-project basis, when funding allows. With support from the Sound Transit System Access Fund Program, SDOT is currently constructing pedestrian-scale lighting along the new S Henderson St Stairway in Rainier Beach and will soon be starting construction on new lighting for the Mountains to Sound Trail west of Judkins Park Station. SDOT also recently worked with Seattle City Light to upgrade underdeck pedestrian lighting on S King St and S Jackson St in Little Saigon.

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