

Seattle Department of Transportation

SEATTLE PEDESTRIAN MASTER PLAN IMPLEMENTATION PLAN AND PROGRESS REPORT

2022-2024 Report Appendices



SEPTEMBER 2021



Seattle
Department of
Transportation

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APPENDIX 1. PMP PROGRESS

Over the past year, SDOT experienced numerous unprecedented challenges that impacted pedestrian travel and the delivery of transportation projects throughout Seattle. Despite these challenges, we were able to not only significantly advance our Levy to Move Seattle deliverables in 2021, we were also able to serve as a national leader with our ability to quickly pivot to improve on-the-ground conditions for pedestrians.

Under the region's COVID-19 response, which permitted people to participate in only a limited number of socially-distanced outdoor activities such as bike rides and dog walks, Seattle saw a substantial increase in non-motorized travel and a renewed desire for the expansion of safe, comfortable, and accessible facilities for walking, biking, and outdoor socialization. According to Public Health – Seattle & King County's report *Changes in Transportation Patterns Following Community Mitigation Policies in King County, WA*, "on April 20th, there was a 124% increase in pedestrians counted in Seattle."

Around the time the world was in the early stages of learning about the pandemic, SDOT made the difficult decision to close the West Seattle High-Rise Bridge (high bridge) to all vehicle traffic. The sudden announcement on March 23, 2020 to close the bridge stemmed from regular inspections that indicated accelerated growth of new and existing structural cracks. The impacts of this closure were far reaching and spurred additional demand for improved pedestrian facilities as more West Seattleites traveled by walking and biking closer to home and as more neighborhoods on the peninsula experienced impacts from the bridge detour routes.

While SDOT navigated these challenges and the reduced capacity to construct projects in 2020-2021, SDOT simultaneously leveraged the surge in interest for improving pedestrian travel to launch new, innovative programs to rapidly improve conditions for pedestrians on neighborhood streets. In response to COVID-19, SDOT installed Stay Healthy Streets throughout the city to encourage physical distancing and provide space for people to walk, bike, and roll in the street safely, retimed over 800 traffic signals citywide to reduce wait times for people crossing the street, and activated the right of way with new permit opportunities for outdoor cafes, merchandise displays, and vending. SDOT also launched the Reconnect West Seattle Program, which focuses investments for all modes along the West Seattle Bridge detour routes. This program has

Update: Stay Healthy Streets

In response to the COVID-19 pandemic, in spring and summer of 2020 SDOT upgraded over 25 miles of Neighborhood Greenways to Stay Healthy Streets by closing them to pass through traffic and opening them to people walking, rolling, and biking. And starting in summer 2020, SDOT partnered with Seattle Parks and Recreation to create more space for people to exercise and keep 6 feet apart. Under this program, SDOT opened streets adjacent to 4 destination parks to create more space for people to get outside. These "Keep Moving Streets" continued into 2021 with the opening of 3 miles of Lake Washington Blvd to walking, rolling, and biking every weekend and holiday throughout summer 2021.

included the rapid implementation of pedestrian improvements through Home Zone projects in South Park, Georgetown, and Highland Park.

Despite the challenges and shifts experienced over the past year, Seattle maintains its vision of becoming the most walkable and accessible city in the nation. The Pedestrian Master Plan (PMP) is critical in achieving this vision and responding to changing travel patterns. The PMP prioritizes walkability and accessibility investments in areas where they are most needed to connect residents with frequent transit, schools, and community destinations. SDOT is committed to continuing to implement the PMP with a focus on equity, safety, and mobility.

Update: Reconnect West Seattle

SDOT conducted an inclusive process in three neighborhoods to identify pedestrian improvements and traffic calming options to mitigate the impact of the West Seattle High-Rise Bridge closure. Plans that were co-created with community began delivery in 2021 and will continue into 2022 and beyond.

In working towards the PMP goal of equity in our investments, we are beginning work on a racial equity assessment for the PMP Program (detailed later in this report). The racial equity assessment will focus on engaging communities of color and underserved populations to evaluate the PMP's prioritization criteria and ensure that projects are planned where they will best serve their communities.

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. The Safe Start Permit Program was recently extended through the end of May 2022.

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.

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 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. 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 (Thru Q2) | 2021 Planned | Total to Date |
|-------------------------------|------|------|-------|------|-------|----------------|--------------|---------------|
| Blocks of New Sidewalks Built | 8.3 | 42 | 34.75 | 23.5 | 27.25 | 5 | 24-44 | 140.8 |
| Crossing Improvements | 18 | 15 | 13 | 10 | 15 | 19 | 16 | 90 |

RECENTLY COMPLETED SIDEWALK PROJECTS (Q1 2020-Q2 2021)

| Project Type | Treatment Type | Location | Year Completed | Number of Blocks |
|-----------------------|----------------------|---|----------------|------------------|
| Arterial Sidewalk | Traditional sidewalk | Greenwood Ave N between N 136th St and N 145th St (west side) | 2020 | 6 |
| Arterial Sidewalk | Traditional sidewalk | 30th Ave NE between N 137th St and N 143rd St | 2020 | 4.5 |
| Arterial Sidewalk | Traditional sidewalk | 8th Ave S between S Southern St and S Sullivan St | 2020 | 3 |
| Non-Arterial Sidewalk | Traditional sidewalk | 12th Ave NE between NE 117th St and Pinehurst Playground | 2020 | 2 |
| Non-Arterial Sidewalk | Traditional sidewalk | NE 95th St between 1st Ave NE and 5th Ave NE | 2020 | 4 |
| Non-Arterial Sidewalk | Asphalt pathway | NE 120th St between 30th Ave NE and 35th Ave NE | 2020 | 3.5 |
| Non-Arterial Sidewalk | Traditional sidewalk | 37th Ave S between S Kenyon St and S Portland St | 2020 | 1.25 |
| Non-Arterial Sidewalk | Concrete pathway | 37th Ave S between S Portland St and S Holden St | 2020 | 1 |
| Non-Arterial Sidewalk | Traditional sidewalk | S Kenyon St between 37th Ave S and 39th Ave S | 2020 | 1.25 |
| Arterial Sidewalk | Painted pathway | S Graham St between 24th Ave S and Beacon Ave S | 2020 | 0.5 |
| Non-Arterial Sidewalk | Traditional sidewalk | 18th Ave SW between SW Myrtle St and SW Holly St | 2020 | 0.25 |

| 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 | Asphalt Pathway | Ashworth Ave N between N 135th St and N 137th St | 2021 | 2 |
| 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 | 2020 | 1 |

RECENTLY COMPLETED PEDESTRIAN CROSSING IMPROVEMENT PROJECTS (Q1 2020-Q2 2021)

| Treatment Type | Location | Year Completed |
|--|--|----------------|
| Leading Pedestrian Interval | 2nd Ave & Yesler Way | 2020 |
| Leading Pedestrian Interval | 2nd Ave S & S Jackson St | 2020 |
| Leading Pedestrian Interval | 30th Ave NE & NE 125th St | 2020 |
| Leading Pedestrian Interval | 4th Ave S & S Main St | 2020 |
| Leading Pedestrian Interval | Lake City Way NE & NE 127th St | 2020 |
| Painted Curb Bulb | 8th Ave S & S Rose St | 2020 |
| Painted Curb Bulb | 8th Ave S & S Southern St | 2020 |
| Painted Curb Bulb | 8th Ave S & S Sullivan St | 2020 |
| Painted Curb Bulb | 8th Ave S & S Thistle St | 2020 |
| All Way Stop, Marked Crosswalks, Painted Curb Bulbs | E Yesler Way & 31st Ave | 2020 |
| Flashing Beacon | NE 40th St & 2nd Ave NE | 2020 |
| Conduit for Flashing Beacon | N 50th St & Woodland Park Ave N | 2020 |
| Painted Curb Bulbs, Parking Restrictions, Speed Cushions | S Charlestown St between 34th Ave S and 35th Ave S | 2020-2021 |
| Leading Pedestrian Interval | 1st Ave & Marion St | 2021 |
| Leading Pedestrian Interval | 1st Ave & Pine St | 2021 |
| Leading Pedestrian Interval | 5th Ave & James St | 2021 |
| Leading Pedestrian Interval | 5th Ave S & S Main St | 2021 |
| New Diverter, ADA Curb Ramps | 8th Ave NE & NE Northgate Way | 2021 |
| Painted Curb Bulbs | NW 90th St & Mary Ave NW | 2021 |
| Marked Crosswalk | 1st Ave W & W Roy St | 2021 |
| Marked Crosswalk | Martin Luther King Jr Way E & E John St | 2021 |
| Signal Pole and Conduits for New Signal | 1st Ave & Battery St | 2021 |
| Flashing Beacon | E Green Lake Way and NE Ravenna Blvd SR | 2021 |
| Flashing Beacon | S Henderson St & Chief Sealth Trail | 2021 |

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 2021-2026 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.

| Funding Source | 2021 | 2022 | 2023 | 2024 | 4-Year Total |
|--|---------------|---------------|---------------|---------------|----------------|
| ADA Accessibility | 7.7 M | 12.1 M | 12.4 M | 12.1 M | 44.3 M |
| Crossing Improvements | 5.2 M | 4.0 M | 4.0 M | 1.4 M | 14.6 M |
| New Sidewalks | 4.7 M | 4.1 M | 6.2 M | 0.7 M | 15.7 M |
| SPU Drainage Partnership – Broadview Pedestrian Improvements | 5.2 M | 0.3 M | -- | -- | 5.5 M |
| Safe Routes to School | 4.5 M | 3.0 M | 6.6 M | 6.9 M | 21.0 M |
| Sidewalk Repair | 3.1 M | 3.9 M | 3.9 M | 3.4 M | 6.5 M |
| Stairway Rehabilitation | 1.5 M | 1.5 M | 1.5 M | 1.6 M | 6.1 M |
| Total Funding | 31.9 M | 25.0 M | 30.7 M | 26.1 M | 113.7 M |

APPENDIX 3. UPCOMING PROGRAM INITIATIVES

SDOT recently launched new planning efforts that will help us reprioritize future pedestrian investments and construct improvements where they will have the greatest impact in achieving the plan's goals. The section below explains how the PMP Racial Equity Assessment, Aurora Ave N Planning and Design Study, and NE 130th St & Shoreline North/148th Stations Multimodal Access Study are expected to provide new insight into pedestrian needs in priority areas.

PMP RACIAL EQUITY ASSESSMENT

A Racial Equity Assessment (REA) for the PMP Implementation Program was recently launched in 2021 to evaluate how well the program is serving communities of color and historically underrepresented populations under the existing project prioritization and selection frameworks. This assessment is intended to advance the vision of Seattle's Race and Social Justice Initiative and work to eliminate racial inequities in the City's pedestrian investments. The REA centers BIPOC communities and seeks to identify and address barriers that people and families experience in the pedestrian environment.

The REA takes a two-prong approach to engaging BIPOC communities and identifying opportunities to better serve their needs. The citywide approach partners with community-based organizations as well as the Department of Neighborhoods' Community Liaisons to assess on a broader scale where BIPOC community members prefer to walk and the challenges they experience as pedestrians. This feedback helps us to better gauge how SDOT's investments are working to ease barriers to walking for communities of color and allows us to more equitably realign our PMP priorities, strategies, and actions.

The neighborhood approach, on the other hand, works with organizations and leaders in priority neighborhoods (initially Rainier Beach and Chinatown/International District) on a fine-grained scale to identify specific improvements that would enhance the pedestrian networks in these communities. The intent with this approach is to develop a list of priority projects in these neighborhoods that we will construct over the next 1-2 years.

The outcomes of the REA are expected to shift PMP priority investments towards more equitable project delivery. The feedback we gain through this process will help to inform both future planning efforts as well as changes to our project lists and PMP Implementation Plans.

AURORA AVE N PLANNING AND DESIGN STUDY

Aurora Ave N supports one of Seattle's busiest frequent transit lines and 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 and many more existing sidewalks that do not meet current standards. With 6-7 lanes of vehicle traffic and long gaps between controlled pedestrian crossings, Aurora Ave N has a longstanding need for safety upgrades to reduce the risk of pedestrian collisions and injury. Aurora Ave N scores highly in the PIN 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.

To develop a unified vision for improving safety, mobility, and accessibility along Aurora Ave N, SDOT is leveraging a \$1.5 million WSDOT Pedestrian and Bicycle Program grant to holistically study design options for the corridor. This study will include extensive engagement with residents, businesses, and users of Aurora Ave N to determine how the corridor can be improved for all travelers with a particular emphasis on upgrading facilities for people who walk. We plan to start community engagement on this project in early 2022 and work to develop a final concept plan for the corridor with spot improvement designs by 2023.

NE 130TH ST & SHORELINE SOUTH/148TH STATIONS: MULTIMODAL ACCESS STUDY

Sound Transit is planning to open the NE 130th St Station in 2025 and the Shoreline South/148th Station in 2024. In preparation for these upcoming Link station openings, SDOT recently

completed a station access study to propose, analyze, and develop concepts for potential mobility improvements that enhance safety and convenience for people walking, biking, and using transit to access the light rail stations. This effort included an analysis of both near- and long-term station access improvements as well as a robust community engagement effort to hear concerns, ideas, and priorities for ways enhance connections to the station areas.

This study resulted in 18 proposed projects that are organized into three tiers of priority. All 18 proposed projects in the study contain pedestrian enhancement elements, such as traffic calming, sidewalk improvements, and upgraded pedestrian crossings. We expect that over the next several years, as Seattle prepares for the openings of these stations, additional pedestrian investments will be allocated for station access work in this area. SDOT will be coordinating these efforts with partner agencies and other capital investments near the stations.



Pedestrian and bicycle crossing signal recently installed at Aurora Ave N & N 92nd St

APPENDIX 4. 2022-2024 PROJECTS

The following chapter contains the list of projects selected for implementation between 2022 and 2024, which is the final year of funding 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 3-year horizon, which aligns with the end of the Levy to Move Seattle in 2024.

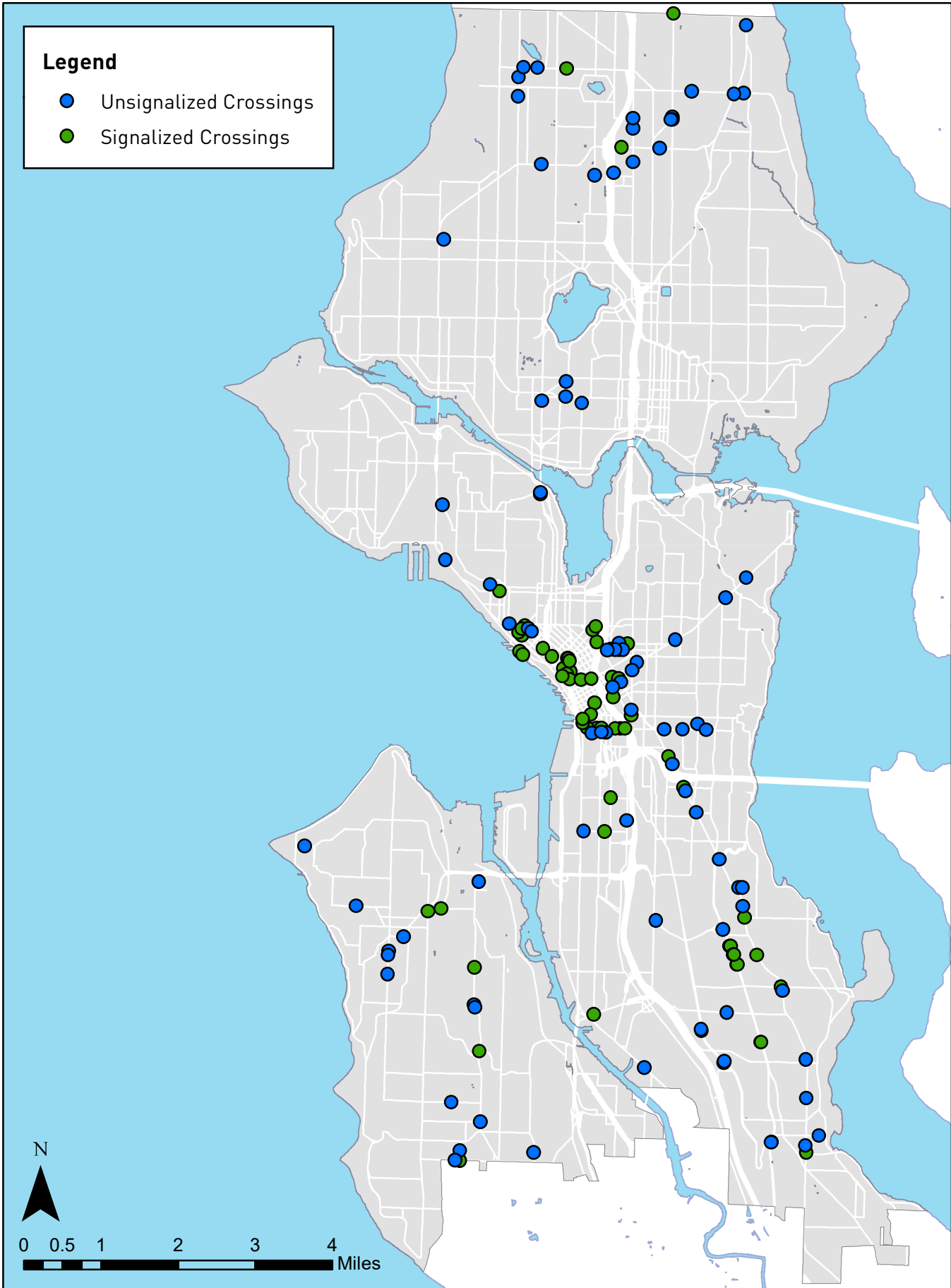
| Crossing Improvements | | | |
|--|-------------|--|-------------------|
| Intersection | Total Score | Crossing Improvement | Intersection Type |
| 2022 | | | |
| S Charlestown St & 34th Ave S | N/A | Curb Bulbs | Unsignalized |
| S Charlestown St & 35th Ave S | N/A | Curb Bulbs | Unsignalized |
| N 44th St & Wallingford Ave N | 18 | Marked Crosswalk, Curb Bulbs | Unsignalized |
| N 45th St & Interlake Ave N | 41 | Pedestrian Refuge Island, Marked Crosswalk, Curb Bulbs | Unsignalized |
| 61st Ave SW & SW Admiral Way | 19 | Curb Ramps, Curb Bulbs | Unsignalized |
| Rainier Ave S & S Genesee St | 34 | Leading Pedestrian Interval | Signalized |
| Rainier Ave S & S Hudson St | 22 | Leading Pedestrian Interval | Signalized |
| 10th Ave & Madison St | 18 | New Signal | Unsignalized |
| 18th Ave E & E Madison St | 65 | New Signal | Unsignalized |
| Beacon Ave S & S Othello St | 26 | New Ramps, Marked Crosswalk | Unsignalized |
| Gilman Dr W & W Wheeler St | 15 | Marked Crosswalk, Rapid Flashing Beacon | Unsignalized |
| Pinehurst Way NE & NE 117th St & 15th Ave NE | 72 | New Signal | Unsignalized |
| 3rd Ave & Clay St | 23 | All Way Stop | Unsignalized |
| 3rd Ave W & W Roy St | 37 | All Way Stop | Unsignalized |
| 23rd Ave S & S Main St | 32 | Pedestrian Refuge Island | Unsignalized |
| Belmont Ave & E Pike St | 66 | Evaluate for Crossing Upgrade | Unsignalized |
| College Way N & Meridian Ave N | 59 | All Way Stop | Unsignalized |

| Intersection | Total Score | Crossing Improvement | Intersection Type |
|---|-------------|-------------------------------|-------------------|
| Belmont Ave & E Pine St | 57 | Evaluate for Crossing Upgrade | Unsignalized |
| Boylston Ave & E Pine St | 58 | Evaluate for Crossing Upgrade | Unsignalized |
| Boylston Ave & E Pike St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| California Ave SW & SW Dawson St | 47 | Evaluate for Crossing Upgrade | Unsignalized |
| California Ave SW & SW College St | 47 | Evaluate for Crossing Upgrade | Unsignalized |
| California Ave SW & SW Findlay St | 54 | Evaluate for Crossing Upgrade | Unsignalized |
| Summit Ave & E Pike st | 56 | Evaluate for Crossing Upgrade | Unsignalized |
| SW 40th St & SW Edmunds St | 30 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Hanford St | 67 | Evaluate for Crossing Upgrade | Unsignalized |
| 26th Ave SW & SW Cambridge St | 57 | Evaluate for Crossing Upgrade | Unsignalized |
| 8th Ave SW & SW Cambridge St | 56 | Evaluate for Crossing Upgrade | Unsignalized |
| Mary Ave NW & NW 85th St | 53 | Evaluate for Crossing Upgrade | Unsignalized |
| 8th Ave & James St | 42 | Evaluate for Crossing Upgrade | Signalized |
| 8th Ave S & S Jackson St | 40 | Evaluate for Crossing Upgrade | Signalized |
| Boren Ave & Marion St | 42 | Evaluate for Crossing Upgrade | Signalized |
| 2022 TOTAL - 32 Intersections | | | |
| 2023 | | | |
| N 122nd St & Greenwood Ave N | 27 | New Signal | Unsignalized |
| S Charlestown St & 34th Ave S | N/A | Community Crosswalk | Unsignalized |
| S Charlestown St & 35th Ave S | N/A | Community Crosswalk | Unsignalized |
| Rainier Ave S & S Hanford St | 67 | Evaluate for Crossing Upgrade | Unsignalized |
| Boren Ave & Columbia St | 81 | New Signal | Unsignalized |
| 33rd Ave NE & NE 125th St | 67 | New Signal | Unsignalized |
| N 49th St & Interlake Ave N & Stone Way N | 27 | Curb Bulbs | Unsignalized |
| 16th Ave S & S Jackson St | 68 | Evaluate for Crossing Upgrade | Unsignalized |
| 1st Ave & Broad St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 1st Ave NE & I-5 Off-Ramp | 69 | Evaluate for Crossing Upgrade | Unsignalized |
| 1st Ave W & W Mercer St | 69 | Evaluate for Crossing Upgrade | Signalized |
| 23rd Ave SW & Delridge Way SW | 44 | Evaluate for Crossing Upgrade | Unsignalized |
| 24th Ave SW & Delridge Way SW | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| 2nd Ave & 2nd WR Ave | 64 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave & Bell St | 66 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave & Broad St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave & Lenora St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave & Pike St | 67 | Evaluate for Crossing Upgrade | Signalized |

| Intersection | Total Score | Crossing Improvement | Intersection Type |
|--|-------------|-------------------------------|-------------------|
| 2nd Ave & Pine St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave & Union St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 2nd Ave S & S King St | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| 31st Ave NE & Lake City Way NE | 72 | Evaluate for Crossing Upgrade | Unsignalized |
| 35th Ave SW & SW Avalon Way | 63 | Evaluate for Crossing Upgrade | Signalized |
| 3rd Ave & Broad St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 4th Ave S & S Jackson St | 70 | Evaluate for Crossing Upgrade | Signalized |
| 4th Ave S & S Michigan St | 62 | Evaluate for Crossing Upgrade | Signalized |
| 50th Ave S & S Genesee St | N/A | Evaluate for Crossing Upgrade | Unsignalized |
| 51st Ave S & Rainier Ave S | 41 | Evaluate for Crossing Upgrade | Signalized |
| 5th Ave NE & NE 106th St | 68 | Evaluate for Crossing Upgrade | Unsignalized |
| 5th Ave S & S King St | 51 | Evaluate for Crossing Upgrade | Unsignalized |
| 5th Ave S & S Lander St | 61 | Evaluate for Crossing Upgrade | Signalized |
| 6th Ave S & S Holgate St | 61 | Evaluate for Crossing Upgrade | Signalized |
| 7th Ave S & S Jackson St | 72 | Evaluate for Crossing Upgrade | Signalized |
| Alaskan Way & Vine St | 61 | Evaluate for Crossing Upgrade | Signalized |
| Aurora Ave N & Raye St | 73 | Evaluate for Crossing Upgrade | Unsignalized |
| Beacon WR Ave S & S Holly St | 56 | Evaluate for Crossing Upgrade | Unsignalized |
| Bellevue & E Pike St | 60 | Evaluate for Crossing Upgrade | Signalized |
| Broadway & Marion St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| Broadway & Yesler | 67 | Evaluate for Crossing Upgrade | Signalized |
| Delridge Way SW & SW Trenton St | 54 | Evaluate for Crossing Upgrade | Unsignalized |
| E Marignal Way S & S Webster St | 60 | Evaluate for Crossing Upgrade | Unsignalized |
| Elliott Ave W & W Lee St | 61 | Evaluate for Crossing Upgrade | Unsignalized |
| Fremont Ave N & N 130th St | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| Greenwood Ave N & N 127th St | 70 | Evaluate for Crossing Upgrade | Unsignalized |
| Harvard Ave & E Pine St | 56 | Evaluate for Crossing Upgrade | Signalized |
| I-90 WB Rainier Ave S Off-Ramp & Rainier Ave S | 64 | Evaluate for Crossing Upgrade | Unsignalized |
| Lake City Way NE & NE 143rd St | 69 | Evaluate for Crossing Upgrade | Unsignalized |
| MLK Jr Way S & S Dawson St | 60 | Evaluate for Crossing Upgrade | Signalized |
| MLK Jr Way S & S Snoqualmie St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| MLK Jr Way S & S Director St | 56 | Evaluate for Crossing Upgrade | Unsignalized |
| MLK Jr Way S & S Willow St | 48 | Evaluate for Crossing Upgrade | Signalized |
| Melrose Ave & Pike St | 61 | Evaluate for Crossing Upgrade | Unsignalized |
| Phinney Ave N & N 130th St | 69 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Fisher Pl | 63 | Evaluate for Crossing Upgrade | Unsignalized |

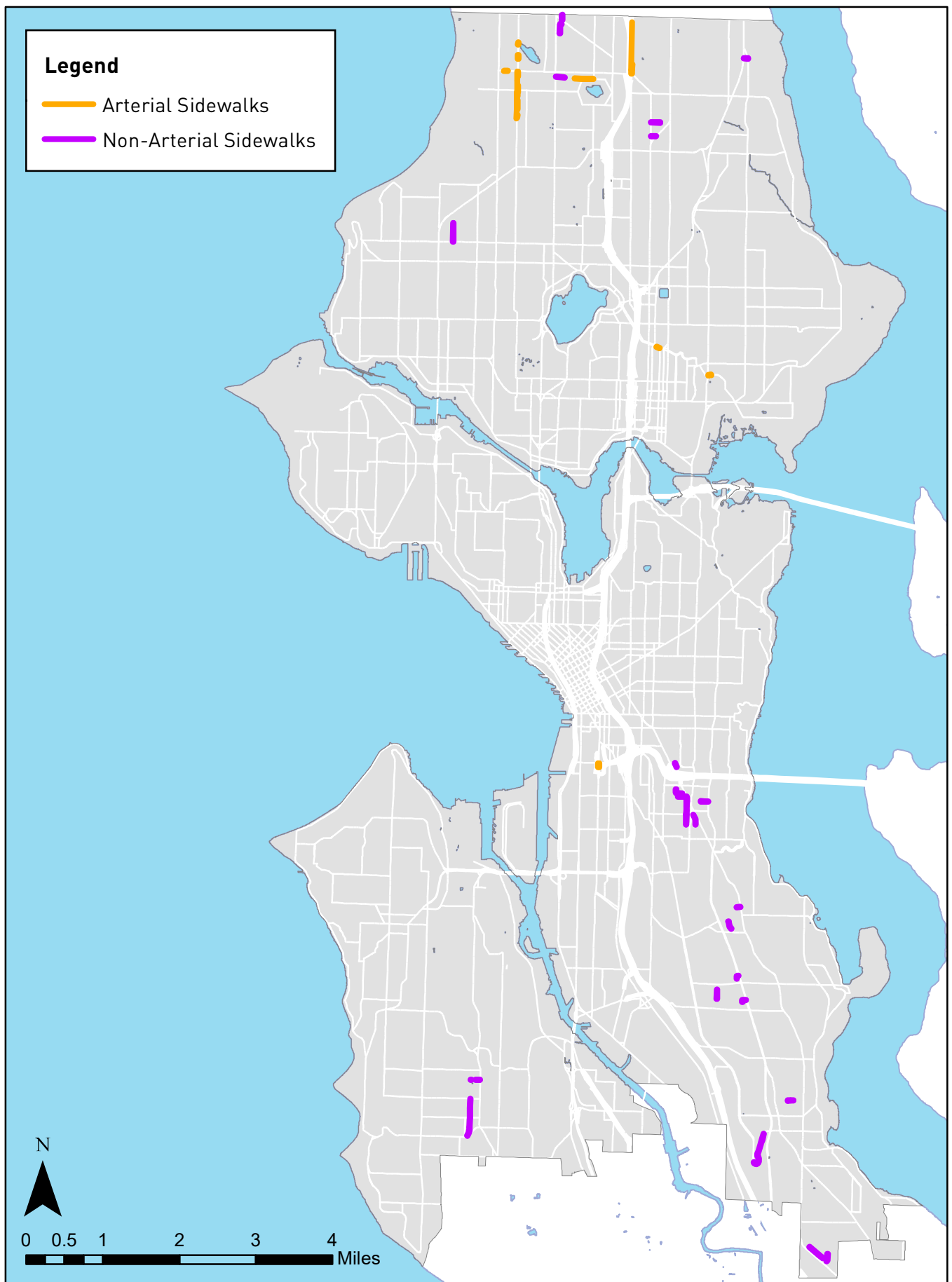
| Intersection | Total Score | Crossing Improvement | Intersection Type |
|--------------------------------------|-------------|-------------------------------|-------------------|
| Rainier Ave S & S Garden St | 60 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Mead St | 39 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Orcas St | 65 | Evaluate for Crossing Upgrade | Signalized |
| SW Avalon Way & SW Genesee St | 61 | Evaluate for Crossing Upgrade | Signalized |
| 2023 TOTAL - 58 Intersections | | | |
| 2024 | | | |
| 11th Ave NE & NE Northgate Way | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| 15th Ave NE & NE 145th St | 60 | Evaluate for Crossing Upgrade | Signalized |
| 16th Ave S & S Columbian Way | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| 1st Ave & Bay St | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| 1st Ave & Clay St | 65 | Evaluate for Crossing Upgrade | Signalized |
| 1st Ave & Pike St | 50 | Evaluate for Crossing Upgrade | Signalized |
| 1st Ave S & S Main St | 58 | Evaluate for Crossing Upgrade | Signalized |
| 1st Ave S & S Washington St | 58 | Evaluate for Crossing Upgrade | Signalized |
| 20th Ave NE & NE 125th St | 64 | Evaluate for Crossing Upgrade | Unsignalized |
| 20th Pl S & S Jackson St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| 25th Ave S & S Jackson St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| 26th Ave SW & SW Roxbury St | 65 | Evaluate for Crossing Upgrade | Signalized |
| 27th Ave S & SW Roxbury St | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| 28th Ave SW & SW Thistle St | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| 29th Ave E & E Madison St | 13 | Evaluate for Crossing Upgrade | Unsignalized |
| 2nd Ave Ext S & 4th Ave S | 68 | Evaluate for Crossing Upgrade | Unsignalized |
| 31st Ave S & S Graham St | 61 | Evaluate for Crossing Upgrade | Unsignalized |
| 3rd Ave & Pike St | 67 | Evaluate for Crossing Upgrade | Signalized |
| 3rd Ave NE & NE Northgate Way | 66 | Evaluate for Crossing Upgrade | Signalized |
| 3rd Ave S & S Jackson St | 64 | Evaluate for Crossing Upgrade | Signalized |
| 4th Ave & Cherry St | 64 | Evaluate for Crossing Upgrade | Signalized |
| 4th Ave & Olive Way | 62 | Evaluate for Crossing Upgrade | Signalized |
| 4th Ave & University St | 60 | Evaluate for Crossing Upgrade | Signalized |
| 53rd Ave S & S Henderson St | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| 5th Ave NE & NE 115th St | 64 | Evaluate for Crossing Upgrade | Unsignalized |
| 5th Ave NE & NE 117th St | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| 6th Ave & Seneca St | 63 | Evaluate for Crossing Upgrade | Signalized |
| 9th Ave & Columbia St | 32 | Evaluate for Crossing Upgrade | Unsignalized |
| Airport Way S & S Stacy St | 65 | Evaluate for Crossing Upgrade | Unsignalized |
| Alaskan Way and Wall St | 61 | Evaluate for Crossing Upgrade | Signalized |
| Aurora Ave N & Green Lake Way N | 27 | Evaluate for Crossing Upgrade | Unsignalized |

| Intersection | Total Score | Crossing Improvement | Intersection Type |
|--------------------------------------|-------------|-------------------------------|-------------------|
| Boren Ave & Olive Way | 65 | Evaluate for Crossing Upgrade | Signalized |
| Broadway & E Fir St | 61 | Evaluate for Crossing Upgrade | Unsignalized |
| Delridge Way SW & SW Brandon St | 61 | Evaluate for Crossing Upgrade | Signalized |
| Delridge Way SW & SW Orchard St | 58 | Evaluate for Crossing Upgrade | Signalized |
| MLK Jr Way S & S Edmunds St | 52 | Evaluate for Crossing Upgrade | Signalized |
| MLK Jr Way S & S Henderson St | 56 | Evaluate for Crossing Upgrade | Signalized |
| Madison St & Terry Ave | 65 | Evaluate for Crossing Upgrade | Signalized |
| Maynard Ave S & S Jackson St | 72 | Evaluate for Crossing Upgrade | Signalized |
| North Park Ave N & N 105th St | 62 | Evaluate for Crossing Upgrade | Unsignalized |
| Occidental Ave S & S Jackson St | 39 | Evaluate for Crossing Upgrade | Signalized |
| Occidental Ave S & S Lander St | 61 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Charles St | 58 | Evaluate for Crossing Upgrade | Signalized |
| Rainier Ave S & S Dakota St | 64 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Elmgrove St | 59 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Massachusetts St | 63 | Evaluate for Crossing Upgrade | Signalized |
| Rainier Ave S & S State St | 63 | Evaluate for Crossing Upgrade | Unsignalized |
| Rainier Ave S & S Walker St | 67 | Evaluate for Crossing Upgrade | Unsignalized |
| Stone Ave N & N 130th St | 66 | Evaluate for Crossing Upgrade | Signalized |
| 2024 TOTAL - 49 Intersections | | | |



| New Sidewalks | | | | |
|--|------------------|---------------------------|--------------|-----------------------|
| Street Segment | Number of Blocks | Sidewalk Type | Roadway Type | Average Segment Score |
| 2022 | | | | |
| Greenwood Ave N between N 117th St and N 125th St | 11 | Traditional Sidewalk | Arterial | 41 |
| S Rose St between 46th Ave S and 48th Ave S | 1 | Traditional Sidewalk | Non-Arterial | 25 |
| NE 117th St between Roosevelt Way NE and 12th Ave NE | 2 | Traditional Sidewalk | Non-Arterial | 25 |
| S Henderson St between 39th Ave S and 41st Ave S | 1.25 | New Stairway | Off-Street | 48 |
| SW Kenyon St between 24th Ave SW and Delridge Way SW | 1 | New Pathway | Off-Street | 43 |
| 24th Ave SW between SW Thistle St and Barton Pl SW | 7.5 | Traditional Sidewalk | Non-Arterial | 50 |
| 22nd Ave S between S Bayview St and Rainier Ave S | 4 | Separated Asphalt Walkway | Non-Arterial | 42 |
| Hiawatha Pl S between I-90 Trail and S Bush Pl | 0.5 | New Stairway | Off-Street | 38 |
| TOTAL | 28.25 | | | |
| 2023 | | | | |
| NE Blakeley St between 25th Ave NE and 26th Ave NE | 1 | 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 | 1 | Painted Walkway | Arterial | 80 |
| Greenwood Ave N between N 125th St and N 130th St | 7.75 | Traditional Sidewalk | Arterial | 66 |
| NW 130th St between 1st Ave NW and 2nd 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 |
| 24th Ave S between S Bayview St and S College St | 2 | Separated Asphalt Walkway | Non-Arterial | 42 |
| S Holgate St between 20th Ave S and Rainier Ave S | 2 | Separated Asphalt Walkway | Non-Arterial | 42 |
| N 128th St between Meridian Ave N and Ashworth Ave N | 4 | Separated Asphalt Walkway | Arterial | 37 |
| Shaffer Ave S between S Juneau St and S Raymond St | 1 | Separated Asphalt Walkway | Non-Arterial | 41 |

| Street Segment | Number of Blocks | Sidewalk Type | Roadway Type | Average Segment Score |
|---|------------------|---------------------------|--------------|-----------------------|
| 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 NE 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 |
| Valentine Pl S between S Grant St and S State St | 0.5 | Traditional Sidewalk | Non-Arterial | 44 |
| Renton Ave S between S Oregon St and 33rd Ave S | 1 | Separated Asphalt Walkway | Non-Arterial | 47 |
| 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 |
| 13th Ave NW between NW 85th St and NW 90th St | 3.75 | Separated Asphalt Walkway | Non-Arterial | 25 |
| S Adams St between Letitia Ave S and Rainier Ave S | 1 | Traditional Sidewalk | Non-Arterial | 53 |
| 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 |
| Greenwood Ave N between N 133rd St and N 134th St | 0.25 | Separated Asphalt Walkway | Arterial | 63 |
| TOTAL | 42.25 | | | |
| 2024 | | | | |
| 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 | 1 | 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 |
| TOTAL | 14.5 | | | |



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 |
|---------------------------|---|--------------------------|--|--|
| Reconnect West Seattle | Achieve a reconnected West Seattle peninsula following the closure of the West Seattle High-Rise Bridge in March 2020. The Reconnect West Seattle Program includes investment in traffic mitigation projects from community recommendations and City plans. | Present to 2022 | The Reconnect West Seattle Implementation Plan includes pedestrian improvements throughout the neighborhoods most highly impacted by the bridge closure. These include new Home Zones in South Park, Georgetown, and Highland Park. | www.seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-bridge-program/reconnect-west-seattle- |
| Lake City Way NE Repaving | Resurface Lake City Way NE (SR 522) travel lanes between I-5 and the City of Seattle limits and upgrade ADA curb ramps as needed | 2021 | SDOT is planning the pedestrian improvements to integrate with the corridor repaving: <ul style="list-style-type: none"> • Four new blocks of sidewalks on Lake City Way NE • One new block of sidewalk on NE 95th St • Two new pedestrian crossing signals • Two crossing improvements at existing signalized intersections | www.seattle.gov/transportation/LCWimprovements |

| Project | Description | Expected Completion Date | Pedestrian Components | Learn More |
|--------------------------------|---|---|---|--|
| Accessible Mt. Baker | Build near-term access and safety improvements at the Mt. Baker Link light rail station, and build long-term multimodal transportation enhancements | Near-term improvements by 2024 | <ul style="list-style-type: none"> Improved crossings of Rainier Ave S and MLK Jr Way S Enhanced sidewalks and public space Improved pedestrian access between Franklin High School and the Mt Baker Link light rail station | www.seattle.gov/transportation/amb |
| Madison BRT - RapidRide G Line | Build a bus rapid transit (BRT) 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 |
| Northgate Ped/Bike Bridge | Build a new pedestrian and bicycle bridge over I-5 to improve connections between Northgate and neighborhoods west of I-5 | 2021 | A new pedestrian and bicycle bridge over I-5 connecting to the future Northgate Link light rail station | Email: northgatebridge@seattle.gov Website: www.seattle.gov/transportation/northgatepedbridge.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/ |

| Project | Description | Expected Completion Date | Pedestrian Components | Learn More |
|-----------------------------|---|--------------------------|---|--|
| Ballard Multimodal Corridor | Connect two existing portions of the Burke-Gilman Trail through the Ballard neighborhood to complete the regional facility that otherwise runs continuously from Kenmore Park to Golden Gardens | 2022 | <ul style="list-style-type: none"> 1.4-mile multi-use trail on NW 45th St, Shilshole Ave NW, and NW Market St that will provide an improved space for pedestrians New pedestrian and bike crossings of Shilshole Ave NW | Email: BGT_MissingLink_Info@seattle.gov Website: www.seattle.gov/transportation/BGT_Ballard.htm |
| Waterfront Seattle | Rebuild Seattle’s waterfront following the removal of the Alaskan Way Viaduct | 2023 | <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/ |
| Vision Zero Corridors | Redesign crash-prone roadways to reduce collision risk while enhancing conditions for people walking, biking, driving, and riding transit | Continuous | Pedestrian safety elements are coordinated and planned with all Vision Zero safety corridors. Recent crossing improvements and sidewalk enhancements have been completed on: <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 | Website: www.seattle.gov/visionzero |

| 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"> • Green Lake Dr N • N 40th St • Greenwood Ave N • W Nickerson St • 6th Ave • University Way NE/Cowen Pl NE • Swift Ave S/S Myrtle St | <p>Website: www.seattle.gov/transportation/paving.htm</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>Crossing and accessibility improvements are planned at all arterial crossings along neighborhood greenways. Recent crossing improvements have been completed along the following neighborhood greenways:</p> <ul style="list-style-type: none"> • Delridge – Highland Park • Central Area North-South • Central Area East-West • Rainier Valley • South Park • North Seattle | <p>Website: www.seattle.gov/transportation/greenways.htm</p> |

| Project | Description | Expected Completion Date | Pedestrian Components | Learn More |
|--|--|---|--|---|
| One Center City/Imagine Greater Downtown | Create a near-term plan and 20-year vision for how people move through, connect to, and experience Seattle's Center City | Various near-term strategies focus through 2023 | Near-term strategies include pedestrian experience improvements on Pine St and Pike St, pedestrian access improvements near transit, and pedestrian safety and public realm improvements in the Chinatown/International District Hub | Websites: onecentercity.org imaginegreaterdowntown.org |

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 |
| 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 <i>Ped collisions per 100,000 trips</i> 2015: 74 2016: 76 2017: 75 2018: 70 2019: 85 2020: 42 |

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 | <p><i>Percent PIN arterials with sidewalks¹</i> 2015: 93% 2017: 94% 2018: 94% 2019: 94% 2020: 95% 2021: 95%</p> <p><i>Percent PIN non-arterials with sidewalks¹</i> 2015: 79% 2017: 79% 2018: 79% 2019: 80% 2020: 80% 2021: 80%</p> |
| 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% ² |
| 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 | <p><i>Average downtown counts³</i> 2015: 48,600</p> <p><i>Average citywide counts</i> 2015: 91,200 2016: 87,000 2017: 102,893 2018: 103,745 2019: 110,973 2020: 88,897</p> |

Performance Measure Targets

| Measure | PMP Performance Measure | Desired Trend | Performance Target | Data Source | Performance Result |
|---------|--|--|--------------------|---|--|
| 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 |

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 in 2019 or 2020.

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.

| PMP Strategy | Action | 2020 Status | 2021 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. 48 blocks of new sidewalks were completed in 2019--the most delivered by SDOT in a single year. | 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. |
| 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. Because of department budget constraints, SDOT Street Use is not currently refunding or issuing fee credits. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
|---|--|--|--|
| 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 and Project & Construction Coordination Office continue 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 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. |
| 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. | <p>As with many SDOT programs, COVID-19 has impacted the Sidewalk Repair Program's financial outlook, prioritization, and capacity for crew project delivery. However, SDOT is continuing progress toward increased proactive repairs and establishing a citywide grid framework for shims and bevels. The Sidewalk Observation Management App (SOMA) is in production and being tested for full rollout, which will allow for ongoing updates to sidewalk observations as new issues arise and as repairs are made.</p> <p>In June 2020, SDOT submitted a Sidewalk Repair Policy Report to City Council, in response to Res. 31908, which provides a thorough analysis of Seattle's current sidewalk repair policies and practices, with key recommendations on changes that should be made to sidewalk maintenance funding levels and approaches to both private and public sidewalk repair responsibilities. New and stable funding sources will be needed to achieve the increased levels of sidewalk repair identified in the report.</p> | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
|---|---|---|---|
| <p>1.5 Create and maintain a pedestrian clear zone on all sidewalks</p> | <p>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> | <p>The COVID-19 pandemic upended the use of both public and private spaces beginning early in 2020. The Governor’s Safe Start recovery plan is temporarily reshaping the shared use of our right-of-way. The importance of pedestrian clear zones is heightened with social distancing a key factor in slowing the spread of this disease.</p> <p>In June 2020, SDOT made temporary, 6-month, no-fee permits for outdoor cafes, merchandise displays, and vending available to businesses to increase their capacity while adhering to social distancing requirements. Anticipating the increased competition for use of public space under these temporary permits, SDOT created more opportunities for use of curb spaces, lessening the demand for sidewalk use.</p> <p>We continue to adhere to pedestrian clear zone standards in permit review and enforcement. The Public Space Management inspectors are focusing on in-the-field education to help businesses understand their approved public space site plans. Permittees have been asked to minimize or avoid use of portable signage which reduces available space. Inquiring businesses are reminded to manage their outside customer queue lines to maintain clear pedestrian passage.</p> | <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> |

| PMP Strategy | Action | 2020 Status | 2021 Status |
|--|--|--|---|
| 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 is complete and the plan is expected to be made publicly available by Q4 2020. This plan will guide SDOT's efforts to remove barriers to accessibility and install accessibility upgrades, such as curb ramps and APS throughout the city. Between Q1 and Q2 2020, the City had installed 181 new curb ramps in Seattle. | 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. |
| 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 developing a pilot pedestrian crossings policy that would allow more predictable spacing of high-visibility crossing treatments, including marked crosswalks, curb bulbs, median islands, and rapid flashing beacons along arterial roadways. A new tool is also in development that would help to streamline the planning of new high-visibility crossing treatments, such as curb bulbs and medians islands, at priority locations along arterial roadways. Additionally, SDOT is continuing to implement the leading pedestrian interval policy and has installed 142 leading pedestrian intervals between Q1 and Q3 2020. A total of over 290 leading pedestrian intervals have now been installed citywide. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
|--|---|--|---|
| 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 also developing a planning tool to better identify high-priority locations for new curb bulbs, median islands, and potential lane reductions to reduce crossing distances. | 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. |
| 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 has installed leading pedestrian intervals at over 290 intersections citywide. Additionally, SDOT had temporarily established the Policy Operations and Advisory Group with members from Seattle's modal boards to review a new policy on pedestrian push buttons and pedestrian crossing clearance times. As part of the COVID-19 response, SDOT also reoptimized 800 signals citywide to reduce the time people need to wait to cross the street and automatically show a walk signal for all signals downtown and in hub urban villages. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 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 continuing to implement leading pedestrian intervals to reduce turning collisions at signalized intersections. As of September 2020, leading pedestrian intervals had been installed at over 290 intersections (as of July 2021, this number has increased to over 340 intersections). Additionally, SDOT is developing a pilot for a new "hardened centerline" treatment at intersections with a history of left turning collisions to improve visibility of pedestrians to left turning drivers.</p> | <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> |
| 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 prioritize new pedestrian signals and crossing upgrades at multi-lane high volume arterial intersections. A new pilot policy is also being developed that would allow for a more predictable spacing of marked pedestrian crossings on arterial roadways. | 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. |
| 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 is reducing speed limits to 25 MPH on arterial roadways citywide along with increasing the frequency of speed limit signage. 25 MPH speed limit signs will be posted on over 80% of the City's arterial roadways by 2021. So far, 43% of arterials are posted as 25 MPH. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 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. | SDOT is reducing the speed limit on arterial streets and continuing to make improvements to streets that have seen the highest number of injuries, in support of Seattle's Vision Zero safety efforts to end traffic deaths and serious injuries on city streets. Due to budget and construction constraints caused by COVID-19, programs like Safe Routes to School, Your Voice Your Choice, and Home Zones have been severely impacted. We are still determining our ability to construct projects in 2020 and will prioritize projects based on safety and equity. | 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. |
| 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. SDOT's Development Review Team is also evaluating pedestrian and multimodal priorities during the early phase review process for private development. | 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. |
| 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 and Seattle IT continue to develop the interactive sidewalk observation management application (SOMA) and hopes to have it online in August 2020. This will support ongoing property owner education and permitting processes. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
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| 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 currently reassessing its relationship with SPD on traffic enforcement and reevaluating its overall enforcement strategy. The goal of this effort is to reduce impact of implicit bias and ensure that equity is centered in our approach to traffic enforcement. Automated enforcement through school speed zone safety cameras and red light cameras are also being evaluated to reduce disproportionate impacts on communities of color and historically disadvantaged communities. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
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| 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. | While SDOT did not run as many education and encouragement campaigns in late 2019 and early 2020 as in past years, the department conducted outreach efforts to promote safe driving practices following the announcement of citywide speed limit reductions in December 2019 and during the Governor's "Stay Home, Stay Healthy" order in April 2020. | <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> |
| 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. The recently-built sidewalk project on 12th Ave NE between NE 117th St and Pinehurst Playground demonstrates the use of a natural drainage facility and parking lane to buffer pedestrians from vehicle traffic along a school walking route. | 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. |
| 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. | SDOT is in the process of final design and fabrication for the 2020 Phase 1 pedestrian wayfinding implementation in the Jackson Hub and Westlake Hubs. Construction and installation are expected to be completed in 2020. In 2021, we plan to finish planning and implementation of the Pioneer Square Station and University Street Station Hubs. | 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. |

| PMP Strategy | Action | 2020 Status | 2021 Status |
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| <p>5.3 Create inviting pedestrian spaces</p> | <p>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> | <p>The COVID-19 pandemic and subsequent Governor’s Stay Home/Stay Healthy order and Safe Start recovery plan have mandated social distancing requirements and strictly limited gatherings. Through July 2020, SDOT has canceled all Public Space Management street closure event permits. At the same time, City sidewalks and streets have increasingly become the go-to venue for walking, biking, exercising, enjoying nature, impromptu performances, and 6-foot-away chats with neighbors. In response to this, SDOT implemented Stay Healthy Streets to support pedestrian spaces and social distancing. The City closed 20 miles of streets to vehicles to allow space for people to walk, bike, roll, and exercise in the street safely.</p> <p>SDOT hopes to support a next step in business recovery through permitting full-street closures for pedestrian use only. This would allow more businesses to set up outdoor cafes and point-of-sale merchandise displays while indoor customer capacity continues to be severely limited. It would also invite community members to enjoy public space and support local businesses while following guidelines for social distancing. SDOT cannot yet encourage activities bringing large numbers together in close proximity, but hopes to once again offer opportunities for play-focused street closures as restrictions on gatherings are modified.</p> | <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> |

| PMP Strategy | Action | 2020 Status | 2021 Status |
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| 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 partner with SPU to plan, design, and construct projects that incorporate green stormwater infrastructure elements into new sidewalks projects. The two agencies are currently developing new guidelines that will work to expand implementation of green stormwater infrastructure with sidewalk projects and improve the design of partnership projects. | 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. |
| 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 funding from Sound Transit's System Access Fund Program, SDOT is also designing a major pedestrian-scale lighting upgrade for the Mountains to Sound Trail west of Judkins Park Station. |



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