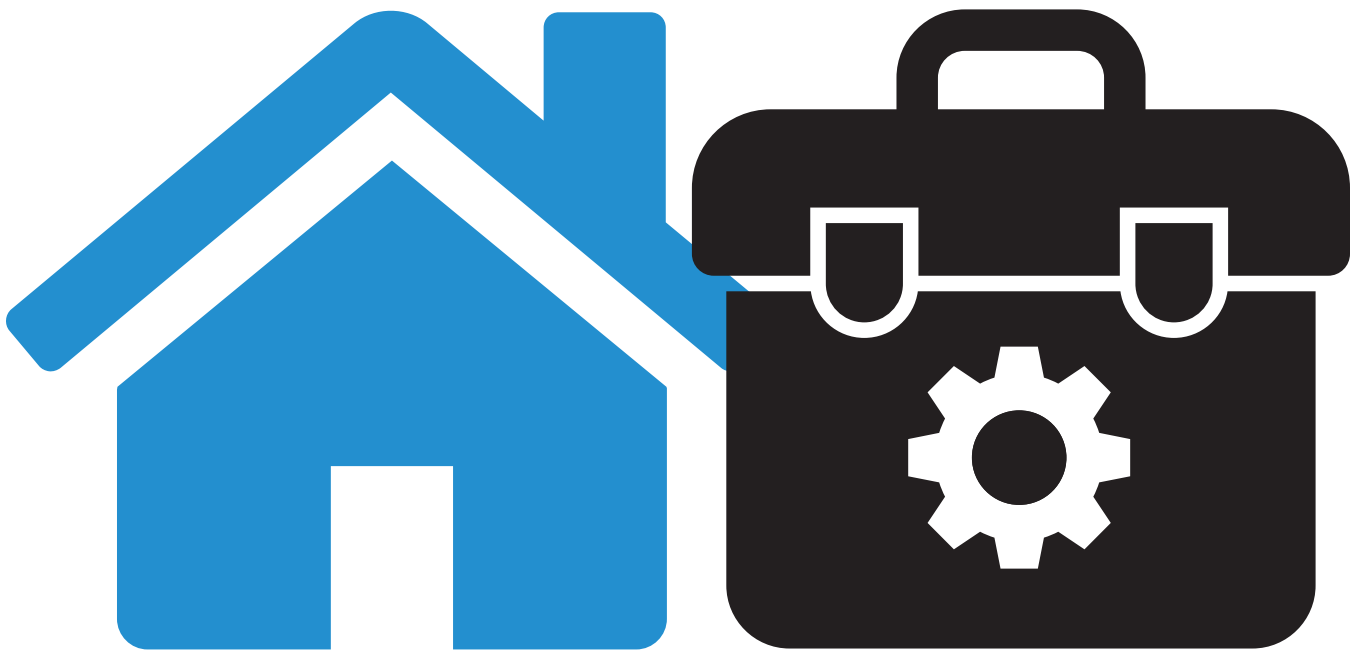


HOME ZONE TOOLKIT



Seattle
Department of
Transportation

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KEY TO ICONS IN THIS TOOLKIT

COMPLEXITY



Quick, fun fixes (easiest solutions)



Larger projects (require more time and funding)



Home Zone Plan or other large project requiring significant time and funding

COST



Free or less than \$5,000



\$5,000 to \$25,000 on average



Generally \$25,000 or more

MOST COMMONLY USED FUNDING SOURCES



Small Sparks Fund
(Neighborhood Matching Fund grant)



Your Voice Your Choice



Community Partnership Fund
(Neighborhood Matching Fund grant)



Neighborhood Street Fund

HOME ZONE PROGRAM BACKGROUND

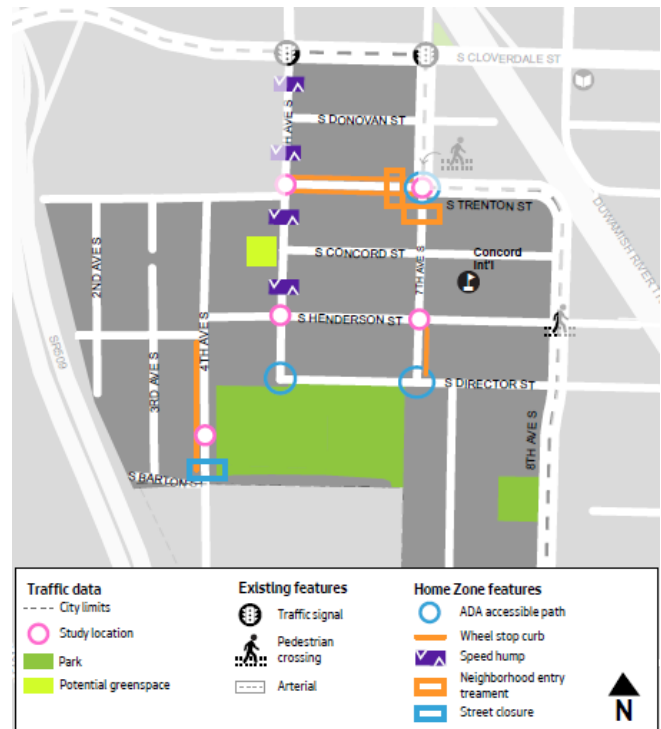
A home zone is a holistic and cost-effective approach to making residential streets more walkable within a neighborhood. Rooted in successful pedestrian-focused systems from around the world, The Home Zone Program provides an alternative to traditional sidewalks and traffic calming measures. The heart of the program is its community-centered development process.

In 2018, the non-profit Seattle Neighborhood Greenways began working with communities to design safe, walkable neighborhoods on tight budgets. Seeing the program's potential, City Council allocated \$350,000 in 2019 to develop a Home Zone Program and implement a pilot.

Launched in 2019, the Home Zone Program developed a methodology for prioritizing neighborhoods for a home zone as well as a process for developing a home zone plan. Solutions can include traffic circles, speed humps, and cost-effective walkways coupled with neighborhood activation and beautification. The program focuses on streets without curbs and sidewalks (26% of all city streets), where drivers travel 6% faster than they do on streets with curbs and parked cars.

GOALS

- Create safe and walkable neighborhoods for people of all ages and abilities
- Slow down traffic in a neighborhood while maintaining local access
- Improve residents' quality of life and strengthen community



Because resources are limited, a home zone focuses on creating a backbone of improvements for the neighborhood and prioritizes those improvements where there is the highest need.

MEASURES OF SUCCESS

- Reduce traffic speeds within the Home Zone boundary
- Increase pedestrian and cyclist activity within the Home Zone boundary
- Community satisfaction, measured through a survey
- Development of enhancement projects supplementing Home Zone priorities
- Broad community support for the Home Zone Program

HOW TO GET STARTED

The Home Zones Toolkit presents a menu of projects you can pursue on your residential street. Some, such as painting a mural at an intersection, are simpler. Others, such as developing a plan to improve pedestrian connections, are more complex. Solutions in this Toolkit apply primarily to non-arterial streets.

You can undertake this process by yourself, but you will likely find it is more effective and rewarding to assemble a community group with the same goal in mind. After talking with your neighbors, follow the five-step process below to begin improving your street.

1. DETERMINE THE PROBLEM

The first step is to figure out the problem on your street. Talk to your neighbors. Are they struggling with the same issues? Here are the most common concerns we hear.

Knowing your neighbors: Do you want to improve your community by knowing your neighbors? Building community can lead to benefits including decreasing crime, obtaining funding, and having fun!

Placemaking: City-owned right-of-way (streets) provide a lot of space. There are opportunities to make individual or small improvements that make your street or neighborhood more inviting. Does a traffic circle need landscaping? What about painting a mural at an intersection? Or getting a little library for your front yard?

Walking conditions: You may feel that it is unpleasant to walk in your neighborhood. Your street may lack trees, landscaping, or adequate

drainage (environmental factors). You may feel like it is unsafe to walk in the street, next to speeding cars, or at night. Your street may lack sidewalks or contain tripping hazards.

Traffic issues: Most traffic issues fall into two categories: speeding, where people are driving too fast or high volume where there are too many people driving on the street. High volume generally occurs when drivers turn onto your street to escape traffic on a nearby arterial (cut-through traffic).

In addition to the concerns above, your problem could be something else entirely. Or it could be all of these issues at once.

Community organizing tips: seattle.gov/resourcehub/get-organized

Information and maps: www.seattle.gov/resourcehub/get-informed

2. IDENTIFY POSSIBLE SOLUTIONS

After determining the problem, identify possible solutions from this toolkit. Be creative and think of a range of possibilities. Depending on the available funding, regulations, or design considerations, you might need to adapt and choose a different tool than you expected.

Small steps, like yard signs or block parties, are quicker and simpler to implement and can be more effective than you might think.

The “tools” available to you fall into the following three categories. The toolkit details each of these in the following chapters.



Quick, fun tools

- **Street Activation:** Host a block party or other community-building event. It is relatively quick, and free to apply for a permit to temporarily close a residential street. This can help your neighbors envision streets that prioritize people instead of cars.
- **Placemaking and neighborhood livability:** Build community and enhance your neighborhood identity through small improvements such as little free libraries, yard signs, painted intersections, and traffic box artwork.



Larger projects

- **Traffic calming:** This approach involves installing speed bumps, traffic circles, planting strips, or other infrastructure to slow traffic. These measures could solve a speeding issue, but are more expensive and time-consuming to implement.
- **Pedestrian-oriented improvements:** You might immediately think of sidewalks, but other solutions include pathways separated by wheel stops, planting strips, and painted curb bulbs. These come at a quarter of the price of sidewalks and might be just what your neighborhood needs.



Comprehensive

- If you and your neighbors agree to support a multi-year comprehensive initiative for your neighborhood, you can put together a home zone plan. The plan can incorporate elements from any section of this toolkit. **Read about the 2019 pilot home zones on page 34.**

- **Traffic diverters:** These installations divert traffic from your street to surrounding roads. Diverters can solve cut-through traffic issues on your street but can move that traffic onto your neighbor's street so the entire neighborhood should be involved.

Interactive Maps: www.seattle.gov/transportation/permits-and-services/interactive-maps

Traffic calming resources: www.seattle.gov/transportation/projects-and-programs/programs/home-zone-program/traffic-calming

3. FUND YOUR PROJECT

Before you go any further, you will need to seek out funding. The most common funding sources are described below.



Quick, fun tools

- Some projects, such as street activation and yard signs, are free!
- A Neighborhood Matching Fund (NMF) Small Sparks grant can provide up to \$5,000. The community can partially match this grant with time or other resources.



Larger projects

The programs below provide funding for larger programs.

- NMF Community Partnership grants currently awards up to \$50,000 three times each year, which the community must partially match with time or other resources.
- Through the Your Voice, Your Choice program, Seattle residents democratically decide how to fund projects under \$150k.



Comprehensive

Comprehensive projects require significant funding from SDOT.

- The Neighborhood Street Fund (NSF) awards between \$100,000 to \$1 million to neighborhood transportation projects. The NSF application process opens every three years. The Levy to Move Seattle helps to support NSF projects as well as many other programs that implement pedestrian and bicycle improvements.

For more information on these programs and others, please see the funding section on page 39.

4. DESIGN

If you secure funding, your project can move into the design phase. Depending on the complexity of your proposal, the length of the design process will differ.



These projects take a few months, or less, to put together.



Larger projects, such as speed humps, generally take at least a year for design, and construction.



More comprehensive projects take a year for design and community involvement and a year for construction. Projects in this category generally require traffic studies and community outreach during each design phase. Project Managers oversee the project and coordinate between community input and professional engineers who are developing the design and then constructing the project.

5. IMPLEMENT

This is where you get to paint that mural, build that cost-effective walkway, or host that block party.



Quick fixes are easier and less expensive to implement. To activate your street, you'll need to apply for permits and coordinate with your neighbors.

Remember that even simple projects take time to implement. For a street mural, for example, the city must review the design, and the artist needs to paint it in July or August when weather conditions allow the work to dry.



Larger projects generally require a specific construction window, based on weather. Once construction starts, the project is normally completed in less than a month.



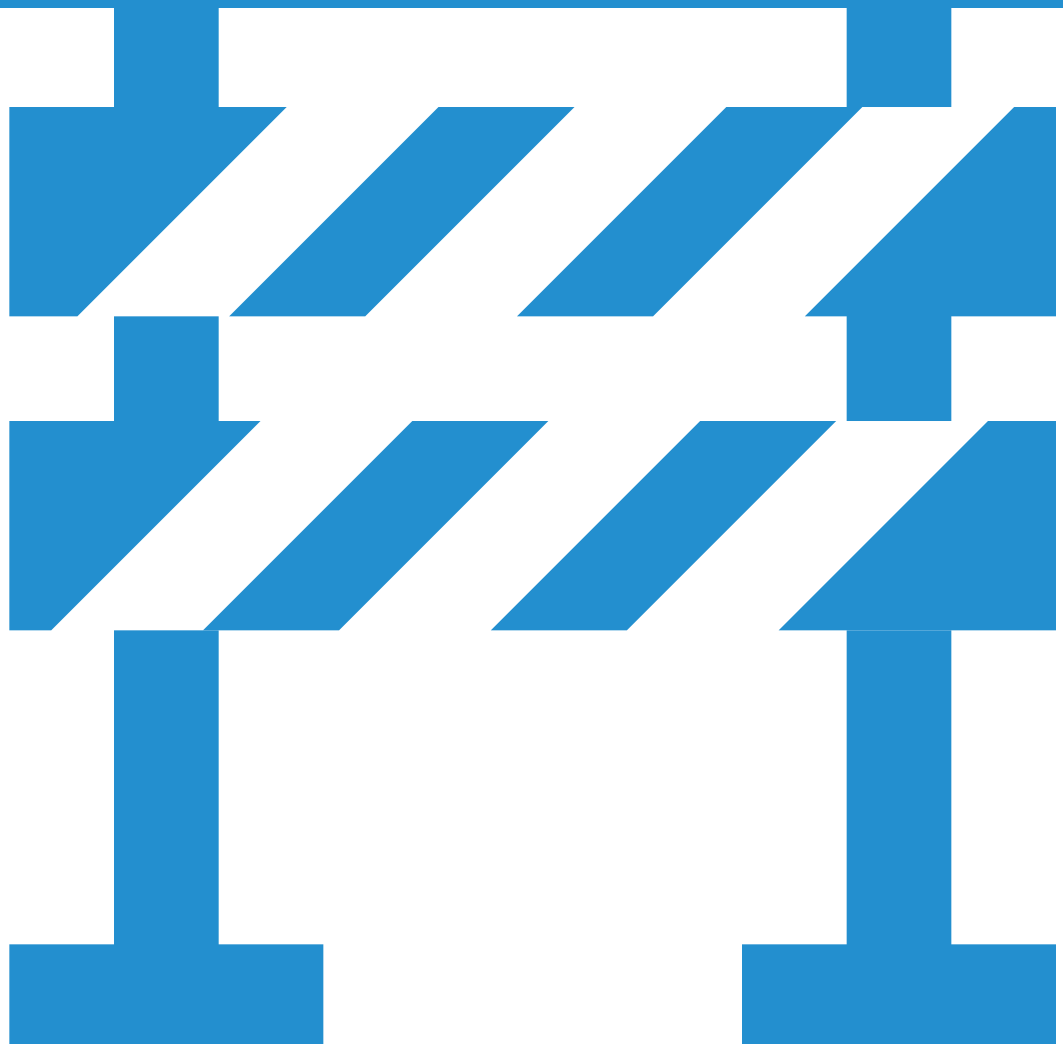
Comprehensive projects also need a specific construction window and several months to several years for construction. Because elements in a home zone can be phased, the community will see progress, but completing the entire home zone may take several years.

Implementation Resources: www.seattle.gov/resourcehub/get-engaged

STREET ACTIVATION

Neighbors can temporarily close their streets to build community and envision what their street would look like without so many cars. It's easy and free to get a permit to close your neighborhood (non-arterial) street for community-building events. Options for making your street come alive include Play Streets, block parties or hosting a Night Out.

For additional information, please check out Streets Illustrated:
<https://streetsillustrated.seattle.gov/urban-design/public-space/block-parties/>





PLAY STREETS AND BLOCK PARTIES

Play streets and block parties temporarily close a neighborhood street to traffic so that kids and adults can socialize, play, and exercise. This gives neighbors an opportunity to connect, re-imagine their block, and strengthen community relationships. Some ideas include barbecues, birthday parties, gardening, community clean-ups, or ball games.

The summer months or after school are great times for these events. SDOT issues free and simple permits to limit cars on your street.

How can the community organize a play street or block party?

- Neighbors decide on the days they plan to close the street. Closures of up to three days a week are allowed for play streets. Block parties can happen one day per month.
- Hosts must hold the event on a non-arterial street. There cannot be a bus route on the block, and you must clean up and re-open the street by 10 p.m.
- Block parties are intended for residents of that block. Everyone on the block should be notified about the party at least two days before the event. The event should not be widely publicized outside of immediate neighbors.
- Hosts must barricade their street and provide street closure signs, while keeping intersections open.

How much does it cost?

Free.



How long does it take?

The application must be submitted at least 14 days before the event.

More information and permit application on these events can be found here: www.seattle.gov/transportation/permits-and-services/permits/block-parties-and-play-streets

For additional ideas for community activation, please see SDOT's public space management programs: www.seattle.gov/transportation/projects-and-programs/programs/public-space-management-programs



NIGHT OUT

Night Out is a national event promoted by Seattle Police Department. Night Out events are like block parties, but are hosted one night a year, in August. Night Out events are intended to raise awareness about preventing crime on your block and in your neighborhood, while providing opportunities for you to socialize with your neighbors.

How can the community organize a Night Out?

- To close a street for the August Night Out, a host must officially register the event with the City of Seattle.
- The event may be held in the street if it is not an arterial. The intersection must remain open.
- All of the registered Night Out events are shared with the individual precincts as well as the fire department. This does not mean you will get a visit, but if time allows, personnel in your neighborhood will try to drop by. Additionally, media, elected officials, and members of community organizations might visit your event.

How much does it cost?

Registration is free.

How long does it take to organize?

Less than one year: Night Outs are hosted every year on the first Tuesday in August.

For additional information, please see the Seattle Police Department's information on Night Out:

www.seattle.gov/police/community-policing/night-out



PLACEMAKING AND NEIGHBORHOOD LIVABILITY

Neighborhood livability refers to a variety of factors that contribute to a community's quality of life. These factors include the built and natural environments; economic, social and cultural factors; and aesthetic considerations. Through placemaking, neighbors reinvent their public spaces as the heart of their community. Placemaking allows for more creative use of an urban area, adapting it to the physical, social, and cultural identity of the neighborhood.

For more information on placemaking and its various definitions, see the website of the Project for Public Spaces: www.pps.org/article/what-is-placemaking





YARD SIGNS

Yard signs make up one piece of SDOT's effort to encourage safer travel behavior. These colorful signs remind people to drive at the speed limit and alert them to kids in the area. They also demonstrate that neighbors care about the safety of their streets. Funding comes from SDOT's Vision Zero program, which aims to eliminate traffic deaths and serious injuries on city streets by 2030.

How can the community install a yard sign?

- Yard signs are free and easily available. Community members can go to the nearest Customer Service Center to get five signs.
- Yard signs can be placed on a traffic circle or planting strip, or on your own property.

How much does a sign cost?

Free.

Find more information on how to get your yard signs, including locations, here: www.seattle.gov/visionzero/resources/yard-signs





LITTLE FREE LIBRARY

A Little Free Library is just what it sounds like. Neighbors can take and leave books for free. The library usually consists of a small wooden box filled with books outside of a house. This little structure has a big impact on neighborhood identity.

How does the community install a Little Free Library?

- Anyone can buy or build a Little Free Library. You don't even need a permit.
- You must place your library at least two feet from the sidewalk, and three feet from curbs. Libraries cannot block sightlines in front of intersections and driveways.

How much does it cost?

If you build your own library, the cost can range from \$5 to \$150. There is also a one-time payment of about \$40 to register your library with the Little Free Library organization. Registration is optional. You can also buy libraries from the Little Free Library website.

How long does it take to install?

As long as you need to build it.

For additional information, including plans and instructions for building a library, please see the website of the Little Free Library Organization: <https://littlefreelibrary.org/>

For guidance on where to legally place your library, see Streets Illustrated: <https://streetsillustrated.seattle.gov/design-standards/clearances/>





TREES FOR NEIGHBORHOODS

Since 2009, Trees for Neighborhoods has helped Seattle residents plant over 10,300 trees in their yards and along the street. That's 10,300 more trees working to clean our air and water, make our streets more walkable, and our neighborhoods healthier.

How does the community get free trees?

- Applications open every summer. You can sign up to receive notification when the application window opens.
- You can choose what tree species you'd like. If there are more applicants than trees, awards will be made through a randomized selection process.
- In return for up to four free trees, you will need to sign up for a planting and care workshop.

How much does it cost?

Free.

How long does it take to install?

3-4 months. Application opens in the summer and trees are allocated in the fall.

For additional information, please see: www.seattle.gov/trees/planting-and-care/trees-for-neighborhoods





TRAFFIC SIGNAL BOX ARTWORK

Every Seattle intersection has a traffic signal box. These don't have to be boring and gray. As long as boxes remain accessible, neighbors or commissioned artists can decorate them with paint, decals, vinyl wraps, or photos.

SDOT encourages designs that fit with the streetscape and create a unified aesthetic between boxes.

How does SDOT consider where to install a painted traffic box?

- SDOT must review all materials and designs and issue a public space permit before signal box artwork can be installed.
- Permittees are responsible for maintaining the artwork.

How can the community install one?

Apply for a free permit at:

www.seattle.gov/transportation/permits-and-services/permits/public-space-management-permits#publicamenities

How much does painting cost?

\$500 or more; costs vary depending on the artist who is commissioned for the work, as well as the scale proposed by the neighborhood.

For additional information, please see: <https://streetsillustrated.seattle.gov/urban-design/public-space/signal-box-artwork/>





BIKE RACKS AND PARKING

The City of Seattle installs bike racks in the public right-of-way throughout the city. Bike corrals can replace parking for one car with spaces for 6-12 bikes. Flexible delineators and wheel stops can help define the space around the racks.

A corral can also be placed where parking isn't allowed, such as within 30 feet of an intersection or marked crosswalk. This can make the crosswalk safer by ensuring that no one parks their car illegally and blocks visibility at the intersection. Bike racks also reduce clutter on the sidewalk.

How does SDOT decide where to install bike parking?

- Citizens, business owners, or property owners or managers can request racks.
- SDOT evaluates whether there is enough space for the bike racks within the right-of-way. The installation must allow adequate clearance from curb ramps, crosswalks, and driveways. Ideally, they should be installed close to building entrances without interfering with people walking or loading zones.

How can the community install their own bike racks?

- Community members can request a bike rack by emailing walkandbike@seattle.gov. The City installs and owns bike racks.

How much does it cost?

Less than \$5,000, but expenses can vary depending on labor costs. Racks on private property are usually paid for by the owner.

How long does it take to install?

1-3 months. It could take longer depending on the size and complexity of the project.

For additional information: www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-racks





P-PATCH COMMUNITY GARDENS

Today, the Seattle Department of Neighborhoods P-Patch Program oversees 89 P-Patches and community gardens throughout the city. Gardens come in many shapes, sizes, and ownership structures, but all spring from the neighbors' desire to plan, plant, and maintain a piece of open space together.

P-Patches create a sense of civic engagement and pride over a shared public space. They can educate the community about gardening techniques and improve access to local, organic food. Some food from p-patches also goes to local food banks.

How does the Seattle Department of Neighborhoods decide where to install a P-Patch?

The Department of Neighborhoods works with the community to develop new P-Patches. Visit this page to see how the city decides where to place them. www.seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening/toolkit-for-gardeners/create-a-new-p-patch-community-garden

How can the community sign up for a P-Patch?

You can choose to sign up for up to two p-patches. After signing up, you must wait for an opening. To sign up, go to: www.seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening/how-to-sign-up

How much does a P-Patch cost?

P-Patches are run and maintained by volunteers. Fundraising efforts, such as a Neighborhood Matching Fund grant, private grants, donations, or fundraising events, can cover the initial costs of starting a new P-Patch.

How long does it take to join a P-Patch?

Plots typically open between January and June, although they may open in the fall.





PAINTED INTERSECTION

A painted intersection displays a mural that a community group paints on residential streets. These murals beautify roads and help create community identity. They also make drivers aware that residents take pride in their neighborhood.

How can the community install a painted intersection?

- Street murals are only allowed on residential (non-arterial) streets, preferably with low traffic volumes. They may be painted mid-block or at intersections.
- Only the driving area can be painted, not the curb, gutter, or sidewalks.
- You should work with your neighbors to develop a design together. All murals must be approved by SDOT and must use skid resistant paint.
- To get an intersection painted, either apply for a Neighborhood Matching Fund grant or conduct neighborhood outreach and apply for a public space permit. Maintenance, including repainting, requires additional permits.

How much does it cost?

\$2,000 - \$5,000 for initial painting. Communities should also budget for repainting the mural as it wears out.

How long does it take to install?

Up to a year. It is recommended that intersections be painted in the summer months, usually July and August. The pavement needs to be 70 degrees and dry for several days for the paint to set properly.



For more information and to apply for a permit, visit: www.seattle.gov/transportation/permits-and-services/permits/street-and-sidewalk-activities-permits

For mural ideas, check out the guidelines in Streets Illustrated: <https://streetsillustrated.seattle.gov/urban-design/public-space/painted-street-murals/>



PARKLETS

Parklets transform parking spaces into vibrant community assets. You and your neighbors can turn a few parking spots into spaces for seating, landscaping, or bike parking. More ambitious parklets host games or small community gatherings. Parklets are a cost-effective and relatively easy way to add public space where building a major park isn't feasible. These public spaces signal that people belong in the street and can encourage walking and biking. Businesses benefit from attractive and inviting streetscapes for their customers.

How can the community design a parklet?

- Begin by talking to your neighbors, scouting a potential site, talking to nearby businesses, and developing a funding plan.
- Apply for permits from SDOT.
- Design your site, either using a professional architect or your own hand-drawn plans. SDOT must approve designs prior to construction.
- After construction, you will need to arrange maintenance for your parklet.

How much does it cost?

Parklets are privately funded and maintained by a host organization or business. Costs range from \$15,000 to \$50,000 depending on the complexity of your design. Smaller, simpler parklets on flat sites are cheaper.

How long does the process take?

The entire process takes four months to a year. The application takes two months and design development can take one to three months. Another few months are usually required for technical development and construction.

For more information, see Streets Illustrated: <https://streetsillustrated.seattle.gov/urban-design/public-space/parklets/>

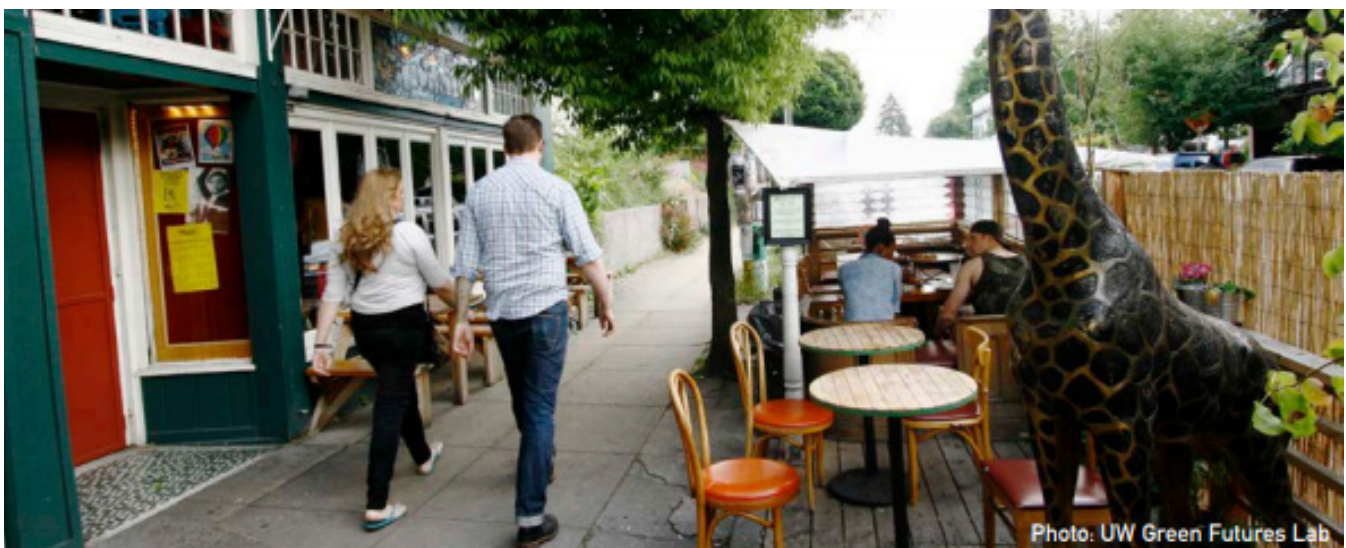


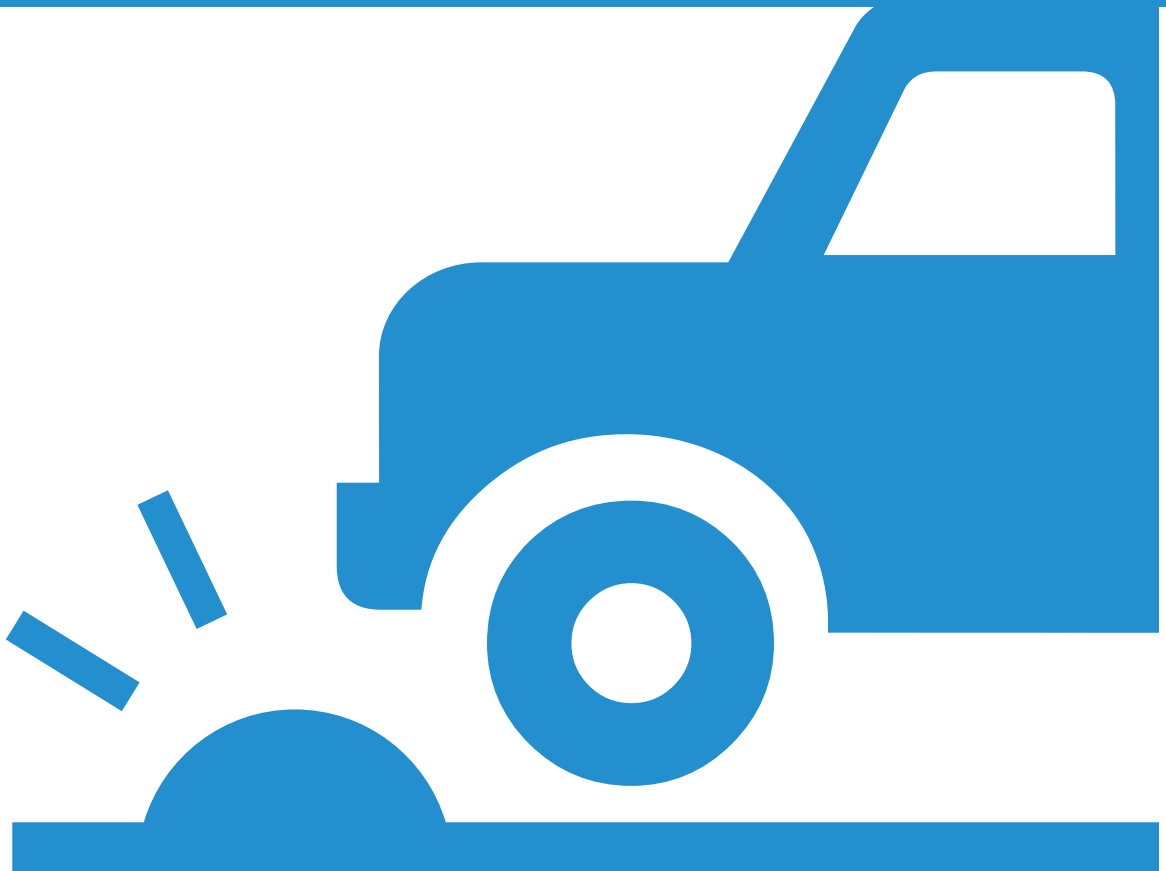
Photo: UW Green Futures Lab

TRAFFIC CALMING

Traffic calming devices provide physical and visual cues that encourage people to drive slowly. We can reshape the road through traffic circles, speed humps, or diverters, without relying on signs or signals.

The city prioritizes limited traffic calming funds for streets without curbs. In these areas, people tend to park on the planting strip. This behavior widens the travel lane, allowing cars to move more quickly. The city also prioritizes schools, parks, and other places where people like to walk.

For additional information, please see Streets Illustrated, the city's online manual of right-of-way improvements and examples: <https://streetsillustrated.seattle.gov/design-standards/trafficcalming/>





PARKING

Most non-arterial streets in the City of Seattle are 25 feet wide with parking on both sides. Neighborhoods with higher density see greater demand for on-street parking, as well as more trips from emergency vehicles. Changing your community's parking restrictions is another way to deal with speeding and improve the walking experience.

How does parking affect speeds?

- Cars parked on both sides of a 25-foot wide street reduce the width of the road so two cars cannot pass each other at the same time. Typical vehicle speeds on these streets are 20 miles an hour, the speed limit on non-arterial streets.
- On streets without curbs, cars tend to park outside of the edge of the road. This effectively widens driving lanes and contributes to speeding.

How does SDOT decide where to restrict parking?

SDOT installs parking restrictions in higher density neighborhoods to increase visibility. This in turn reduces collisions. Other reasons for parking restrictions include accommodating high

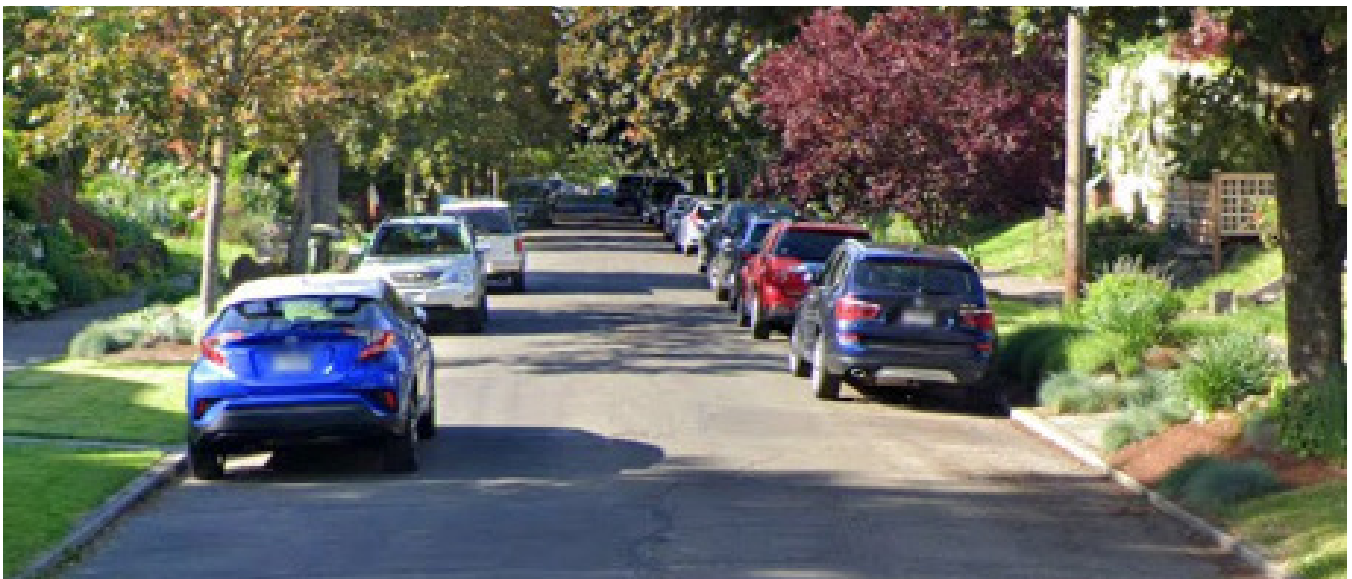
traffic volumes, facilitating emergency response vehicles, and responding to the needs of adjacent property owners.

How can the community request parking restrictions?

Email Neighborhood.traffic@seattle.gov to inquire about removing existing parking restrictions, such as no parking signs or time-limited spaces, or installing new ones.

How long does it take to change parking restrictions?

Three months to two years. Sometimes you need a simple petition to remove parking restrictions. At other times, some type of curbing is needed to establish the parking.





SPEED HUMPS, CUSHIONS, TABLES

Speed humps, cushions, and tables discourage drivers from speeding.

- Speed humps are raised asphalt bumps that extend across the street.
- Speed cushions resemble speed humps with added wheel cutouts to allow large vehicles, like buses or emergency vehicles, to pass through unaffected.
- Speed tables are 12-22-foot long, flat-topped speed humps that are typically used on fire department routes.

Street characteristics, such as width, determine the type of device we use. We usually install speed humps on non-arterial or residential streets, and reserve speed cushions and speed tables for busier streets with larger vehicles.

How does SDOT decide where to install speed humps, cushions, or tables?

- SDOT installs speed humps and speed cushions on neighborhood greenways and streets around schools.
- If a street is too steep (i.e. the grade is more than 7%), SDOT does not install speed humps due to drainage issues.

How can the community request these devices?

- The community may pursue funding through Your Voice, Your Choice or Neighborhood Matching Fund.
- If the community applies through these programs, SDOT conducts a traffic study to verify that 15% of the vehicles are traveling at more than five miles per hour over the speed limit.

How much do they cost?

Speed humps and cushions are about \$5,000.
Speed tables cost about \$10,000.

How long do they take to install?

1-2 years. We usually identify priority streets with high speeds in the first year, and construction happens the next year.



For additional information, see page 19 in the Safe Routes to School Engineering Toolkit: www.seattle.gov/Documents/Departments/SDOT/NTO/seattlesaferoutestoschoolengineeringtoolkit.pdf



TRAFFIC CIRCLES

Traffic circles guide drivers through an intersection around a central island, forcing them to slow down. Slower speeds help reduce the number and severity of collisions. Landscaping in and around the traffic circle further improves neighborhood livability.

How does SDOT decide where to install a traffic circle?

- SDOT reviews the three-year collision history on every non-arterial intersection at the end of the year. We prioritize those with the most collisions for improvements, including traffic circles. Typically, these are intersections with five or more collisions reported to the Seattle Police Department.
- For a traffic circle to be landscaped, a nearby resident needs to volunteer to maintain and water the vegetation.

How can the community request one?

- The community may pursue funding through Your Voice Your Choice or Neighborhood Matching Fund.

- After receiving an application through one of the above programs, SDOT will review the street geometry and collision history. If there have been two or more collisions in the last three years, SDOT will approve the traffic circle request.

How much does a traffic circle cost?

\$20,000 - \$25,000 for a typical traffic circle, but varies widely depending on size and location.

How long does it take to install?

One to two years. We usually identify priority intersections the first year and construction happens the next year.

For additional information: see www.seattle.gov/transportation/projects-and-programs/safety-first/traffic-operations/traffic-circles



PEDESTRIAN IMPROVEMENTS

On residential streets without traditional sidewalks or curbs, SDOT looks at creative and affordable options to make it easier for people of all ages and abilities to walk safely. Many of these improvements fall into the broad category of “cost-effective walkways.” These installations consist of paint, or street-level asphalt or concrete. Slowing traffic and adding trees and landscaping can further enhance the walking experience. These walkways often cost about one-quarter of the price of a traditional concrete sidewalk.

SDOT prioritizes locations for sidewalks based on the recommendations in the Pedestrian Master Plan. To view the city’s Pedestrian Master Plan, see this link: www.seattle.gov/transportation/sdot-document-library/citywide-plans/modal-plans/pedestrian-master-plan





WHEEL STOPS

Pre-cast concrete wheel stops provide a low-cost barrier between cars and people walking. They can also prevent cars from parking over the walking area or shoulder. By narrowing the road, wheel stops can calm traffic. These benefits come without any impact on surface water drainage.

How does SDOT decide where to place wheel stops?

The Pedestrian Master Plan prioritizes where SDOT should construct pedestrian improvements.

How does the community request one?

The community typically chooses to develop a design for pedestrian improvements through the Neighborhood Matching Fund (NMF). Once a design and cost estimate are created, the community can pursue construction dollars through Your Voice, Your Choice or another NMF grant.

How much does it cost?

Construction costs for wheel stops for one side of a 300-foot block range from \$15,000 to \$30,000.

How long does it take to install?

One to two years. We identify locations and design treatments in the first year and construct them in the following year.





PLANTING STRIPS

On streets that are wide enough, landscaped planting strips provide a buffer for people walking and beautify the neighborhood with trees, shrubs, and flowers. They can also collect stormwater, improving drainage.

How does SDOT decide where to install a planting strip?

The right-of-way width, cross slope, and funding constraints determine whether we can include a planting strip with a cost-effective walkway.

How can the community install one?

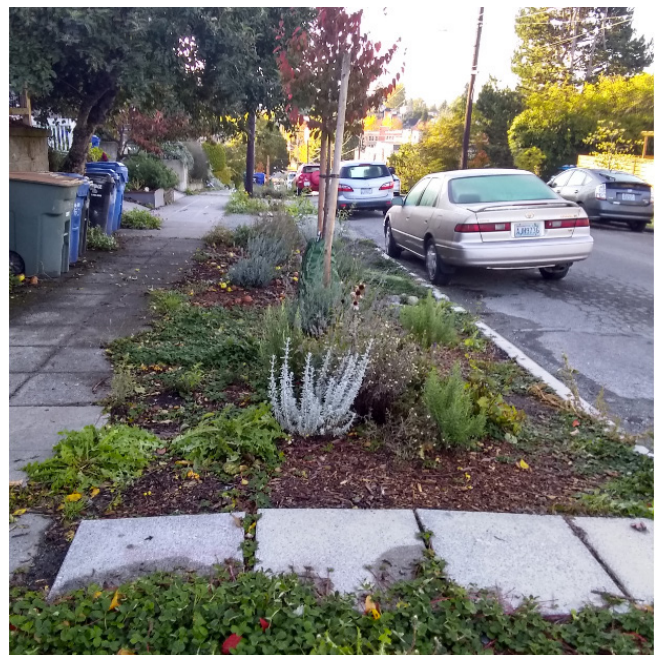
- If there is an existing concrete curb, residents can design a garden and apply for a free Street Use permit to plant in the right of way. You can find more information here: www.seattle.gov/transportation/permits-and-services/permits/planting-in-the-right-of-way.
- If there is not an existing concrete curb, then the community needs to first pursue some type of curbing, such as wheel stops (see previous page).

How much does it cost?

Construction costs for renovating a planting strip on one side of a 300' block range from \$15,000 to \$40,000. The price depends greatly on how much compacted gravel needs to be removed.

How long does it take to install?

One to two years. We identify locations and design treatments in the first year and construct them in the following year.





WALKWAY SURFACE

Using less resources than traditional concrete sidewalks with curb and gutter, cost-effective walkways provide a dedicated space for pedestrians. The surface is usually asphalt, either adjacent to the street or separated by plantings.

How does SDOT decide where to install a walkway?

- For walkways funded by SDOT, we consult data from the Pedestrian Master Plan and Safe Routes to School Action Plan to prioritize streets.
- We select walkway treatments based on several factors, including the space available on the street, drainage needs, existing infrastructure, impacts to parking, slopes, and estimated construction costs.
- Based on funding, we might take a phased approach where a portion of the improvements are installed one year and additional improvements are installed later.



How can the community request one?

The community typically chooses to develop a cost-effective walkway design through the Neighborhood Matching Fund (NMF). Once a design and cost estimate are created, the community can pursue construction dollars through Your Voice, Your Choice or another NMF grant.

How much does it cost?

\$20-60,000 for a painted walkway and curb, and \$60-80,000 for new paving for an asphalt walkway per 300 linear feet (one side of street).



How long does it take to install?

One to two years. We identify locations and design treatments in the first year and construct them in the following year.



PAINTED CURB BULBS

Painted curb bulbs extend the sidewalk or curb line into the street, generally at an intersection. This shortens the crossing distance for pedestrians and improves visibility. Painted curb bulbs with flexible posts are a cost-effective alternative to traditional concrete curb bulbs. Murals on curb bulbs can provide the community with an opportunity for placemaking.

How does SDOT decide where to install a painted curb bulb?

- For curb bulbs funded by SDOT, we prioritize improvements through the Pedestrian Master Plan.
- Interim curb bulbs may be appropriate in locations where there is a safety need and a concrete curb bulb is not feasible in the short term.

How does the community request one?

The community typically chooses to develop a painted curb bulb design through the Neighborhood Matching Fund (NMF). Once the community receives a design and cost estimate, they may choose to pursue construction dollars through Your Voice, Your Choice or another NMF grant.

How much does it cost?

\$5,000 to \$20,000.

How long does it take to install?

One to two years. Locations are identified and designed in the first year and construction is done the following year.

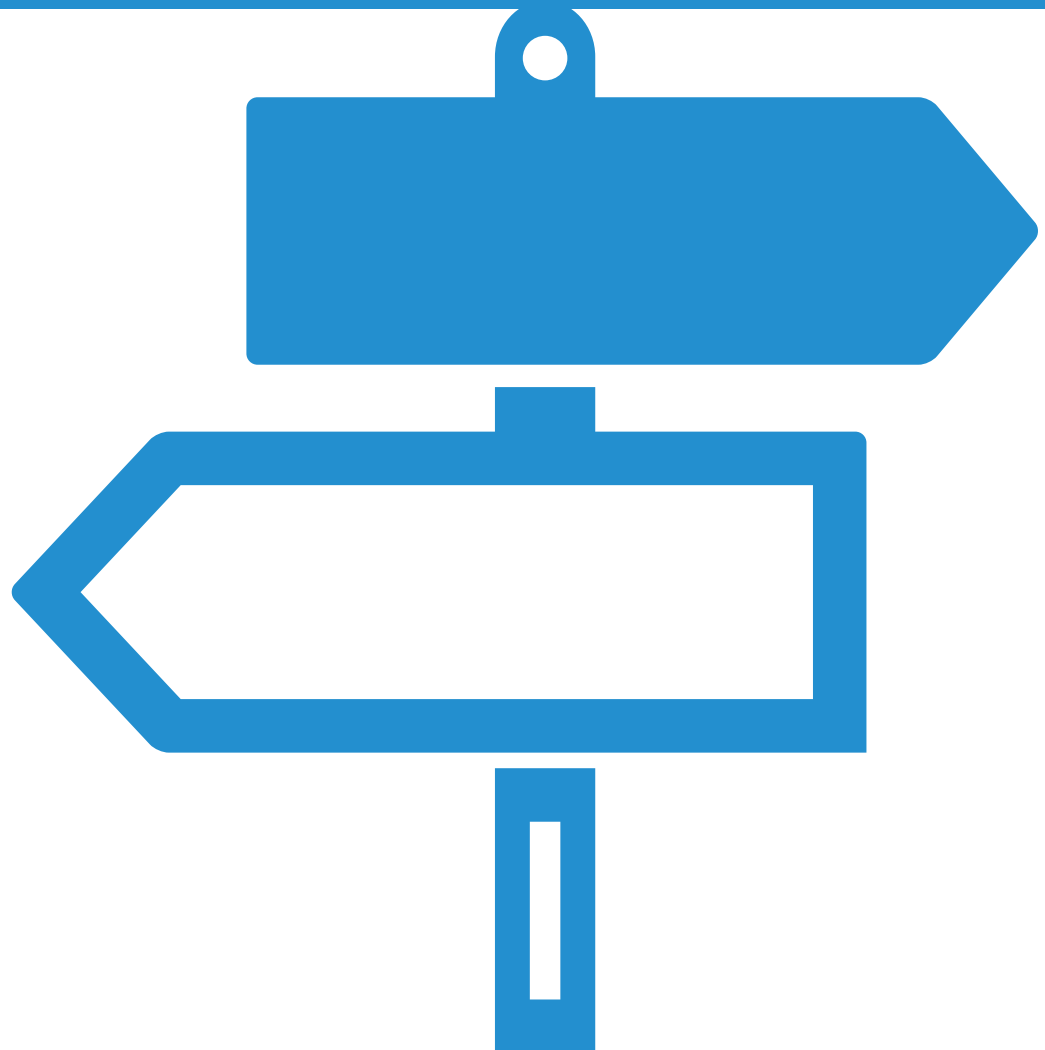
For additional information, see Streets Illustrated: <https://streetsillustrated.seattle.gov/urban-design/adaptive-design/intersection-treatments/>



TRAFFIC DIVERTERS

A traffic diverter blocks cars and trucks from entering a street. Signs in the area should communicate that people can still walk or bike through the diverter.

SDOT rarely installs traffic diverters unless they are recommended as part of a larger Home Zone or Neighborhood Traffic Calming Plan. Because a traffic diverter can have a significant impact on the neighborhood, you should only consider this solution if vehicle volumes exceed 1,000 cars per day on a single-family residential street or 1,500 cars per day on a multi-family residential street.





PARTIAL STREET CLOSURES

A partial street closure prohibits traffic from entering the street at one end through a no-entry sign and a barrier restricting traffic in that direction. The street remains two-way, but only people bicycling and walking have access in both directions. A partial closure addresses cut-through traffic.

How does SDOT decide where to install a partial street closure?

- Generally, SDOT will only consider a partial street closure if it meets the volume conditions (1,000 cars per day on a single-family street or 1,500 cars per day on a multi-family street) and if it is part of a Home Zone or Neighborhood Traffic Calming Plan.

How much does it cost?

\$5,000 to \$25,000.

How long does it take to install?

One to three years. The majority of residents on the block and the surrounding neighborhood need to approve the partial street closure.

How does the community request one?

- The community must first obtain funds to complete a Neighborhood Traffic Calming Plan or Home Zone Plan.
- Traffic volumes may increase on adjacent streets, so it is important to involve the entire neighborhood throughout this process.





DIAGONAL DIVERTERS

Diagonal diverters block vehicles from driving straight through an intersection, forcing drivers to turn onto an adjacent street. Like partial street closures, these diverters help reduce cut-through traffic.

How does SDOT decide where to install a diagonal diverter?

- Generally, SDOT will only consider a diagonal diverter if it meets the volume conditions (1,000 cars per day on a single-family street or 1,500 cars per day on a multi-family street) and if it is part of a Home Zone or Neighborhood Traffic Calming Plan.

How does the community request one?

- The community must first obtain funds from NMF or a similar program to complete a Neighborhood Traffic Calming Plan or Home Zone plan.

- Traffic volumes may increase on adjacent streets, so it is important to involve the entire neighborhood throughout this process.

How much does it cost?

\$5,000 to \$25,000.

How long does it take to install?

1-3 years. A majority of residents on the block and the surrounding neighborhood need to approve the diagonal diverter.





ONE-WAY COUPLETS

One-way couplets use signs to transform two adjacent streets into a pair of one-way roads going in opposite directions. There are pros and cons to this treatment. A couplet can remove conflicts between vehicles but vehicle speeds can also increase. One-way couplets also make it more difficult for residents to get in and out.

How does SDOT decide where to install one-way couplets?

Generally, SDOT will only consider a one-way couplet if it is part of a Home Zone or Neighborhood Traffic Calming Plan. The neighborhood as a whole should discuss the benefits and drawbacks of one-way couplets.

How does the community request one?

- The community must first obtain funds for a Neighborhood traffic calming plan or Home Zone. A one-way couplet must meet the diverter volume conditions (1,000 cars per day on a single-family street or 1,500 cars per day on a multi-family street).

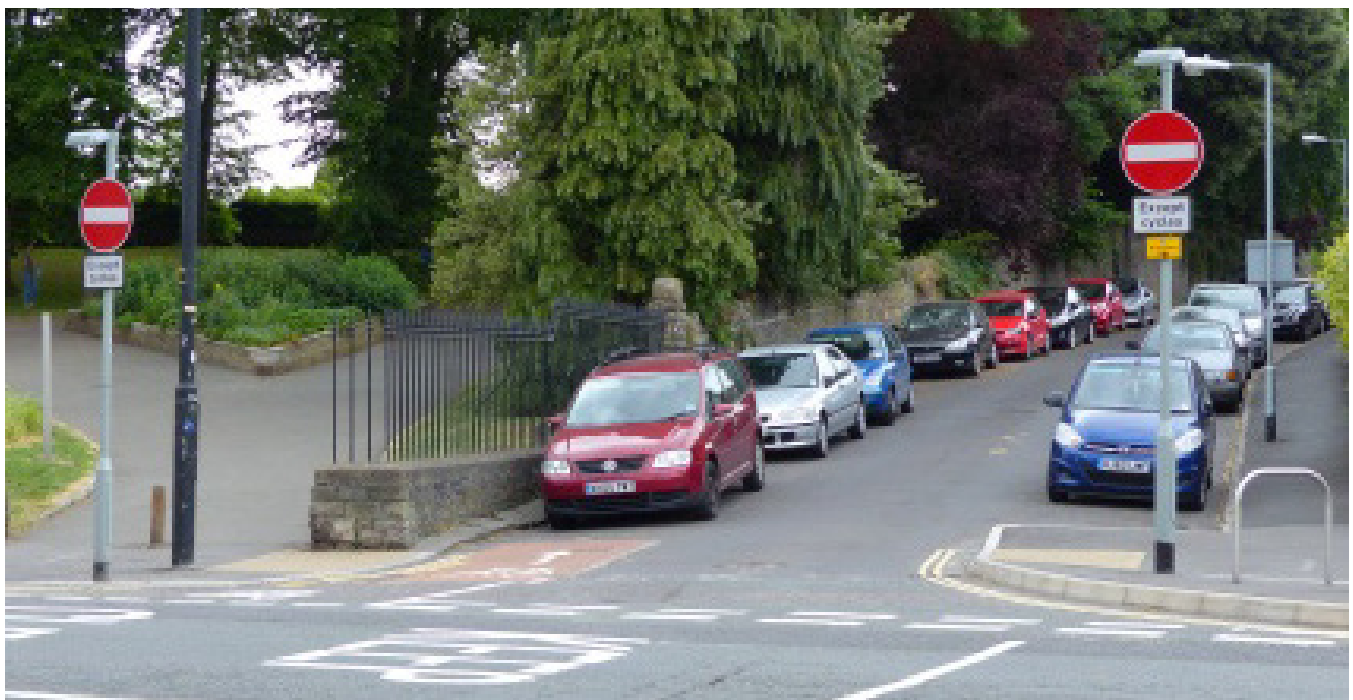
- Because traffic volumes may increase on nearby streets, the entire neighborhood must be involved.

How much does it cost?

\$3,000 to \$5,000

How long does it take to install?

One to three years. The majority of residents on both streets need to approve the one-way couplet.



BACKGROUND, RESOURCES, AND FUNDING OPTIONS

PILOT PROJECT IMPLEMENTATION

After Home Zone candidates are selected, SDOT works with the neighborhoods to design, revise and implement a Home Zone plan.

1. DESIGN

The design process for each Home Zone begins with a conceptual plan developed by SDOT. SDOT allocates approximately \$200,000 for improvements in priority locations that serve as the backbone for the rest of the plan. The conceptual plan prioritizes improvements based on:

- Known speeding concerns
- Streets used as cut-through routes
- High pedestrian use
- Lack of infrastructure
- Future infrastructure projects
- Other known community concerns

2. COMMUNITY FEEDBACK

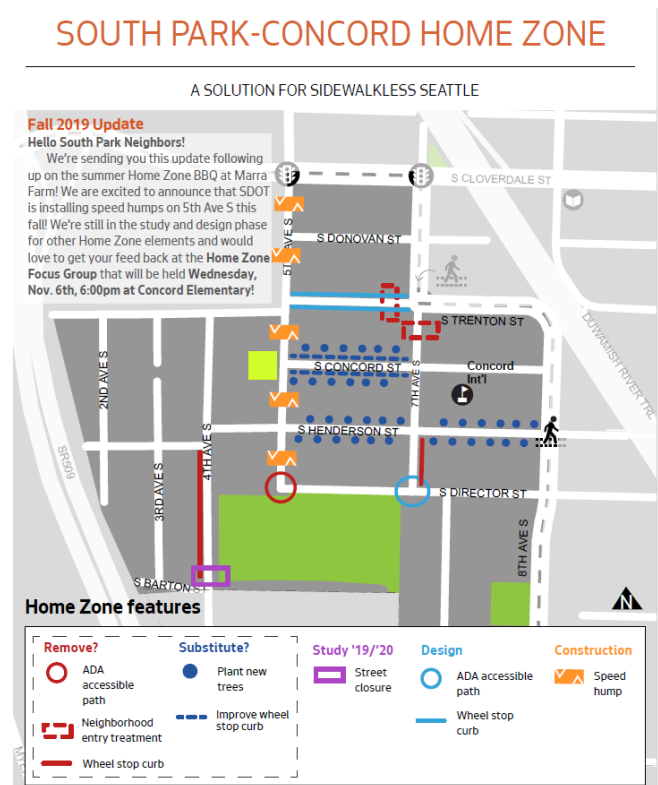
After SDOT drafts the conceptual plan, we share it with the neighborhood. SDOT generally contracts out the community involvement process so there is a third party coordinating between the community and SDOT. This ensures that the community always has a strong voice that influences the plan development. The consultant organizes a community gathering to review the plan in collaboration with SDOT. The facilitators ask the community:

1. Do these elements make sense?
2. Are there other elements that should be included?
3. How should we prioritize improvements within the existing funding constraints?

3. REVISE

After meeting with the community, SDOT and the community's consultant revise the Home Zone conceptual plan to reflect community input. This is often a back-and-forth process that can involve smaller focus group meetings to review spot locations. Because SDOT funds are limited and the needs are much greater than what can be improved, the consultant takes the community desires and creates a Home Zone Enhancement Plan.

The second iteration of the South Park-Concorde Home Zone is shown below.

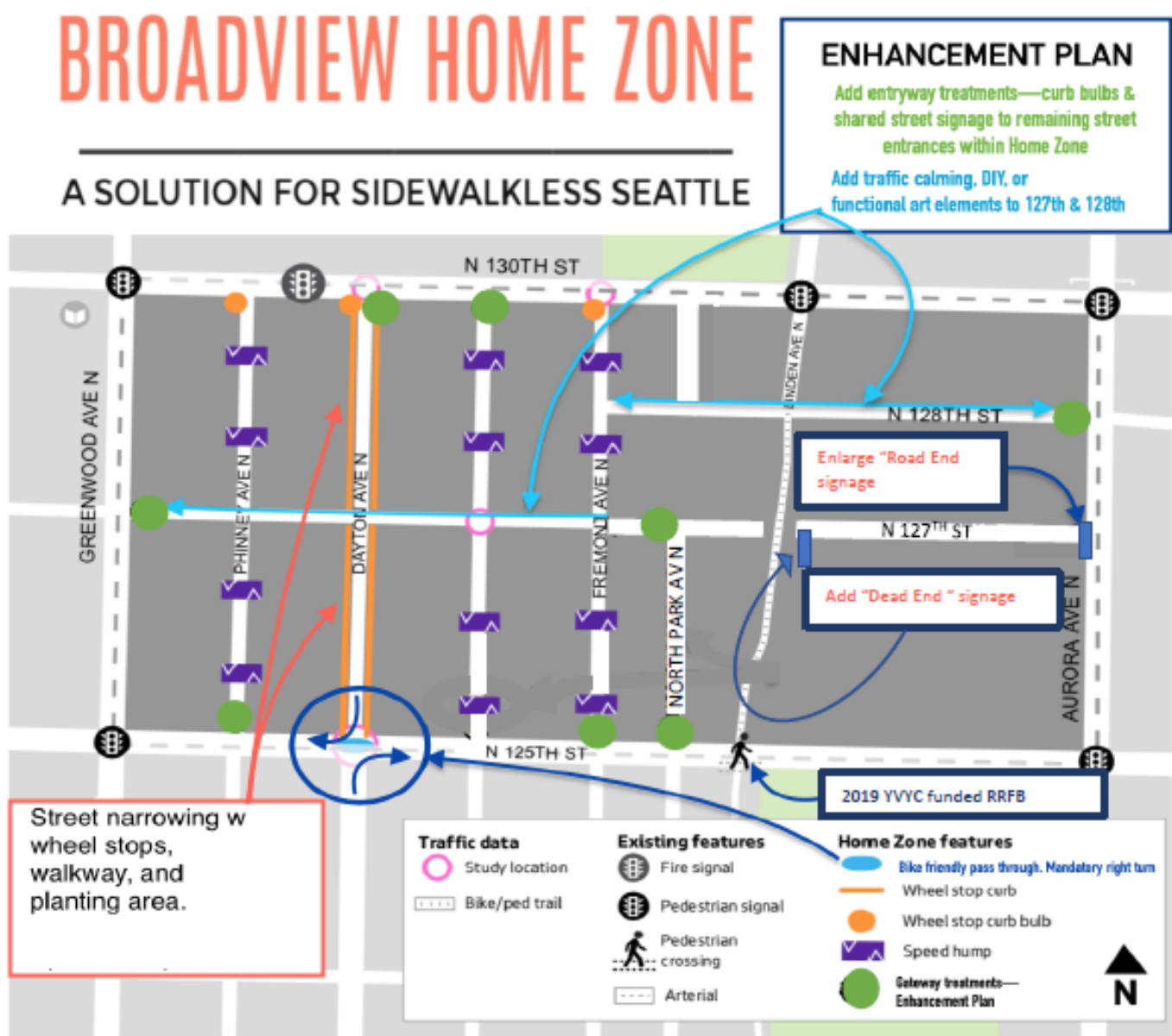


4. ENHANCE

A Home Zone Enhancement Plan adds a layer on top of the original Home Zone Plan. An enhancement plan captures the community's desired improvements that require additional funding beyond what SDOT provides for the Home Zone Plan. Enhancement projects range from supplementing SDOT projects to reviewing areas that need more study. The consultant works with the community to identify potential improvements and ways to achieve them.

Sometimes those projects can be simple fixes that SDOT can help with, but most will require an alternate funding source, such as a Neighborhood Matching Fund grant through Department of Neighborhoods. The community can also pursue DIY projects such as planters or yard signs, following the applicable regulations.

A Home Zone Enhancement Plan can help the community fully realize their vision of an improved neighborhood.



5. IMPLEMENT

Once the community approves the Home Zone Plan, SDOT can begin implementation. First, we install improvements that have the least disruption and do not require a lengthy design process--speed humps, for example. Complex projects, such as street closures, require more communication and coordination with residents, so they appear much later on the implementation schedule.

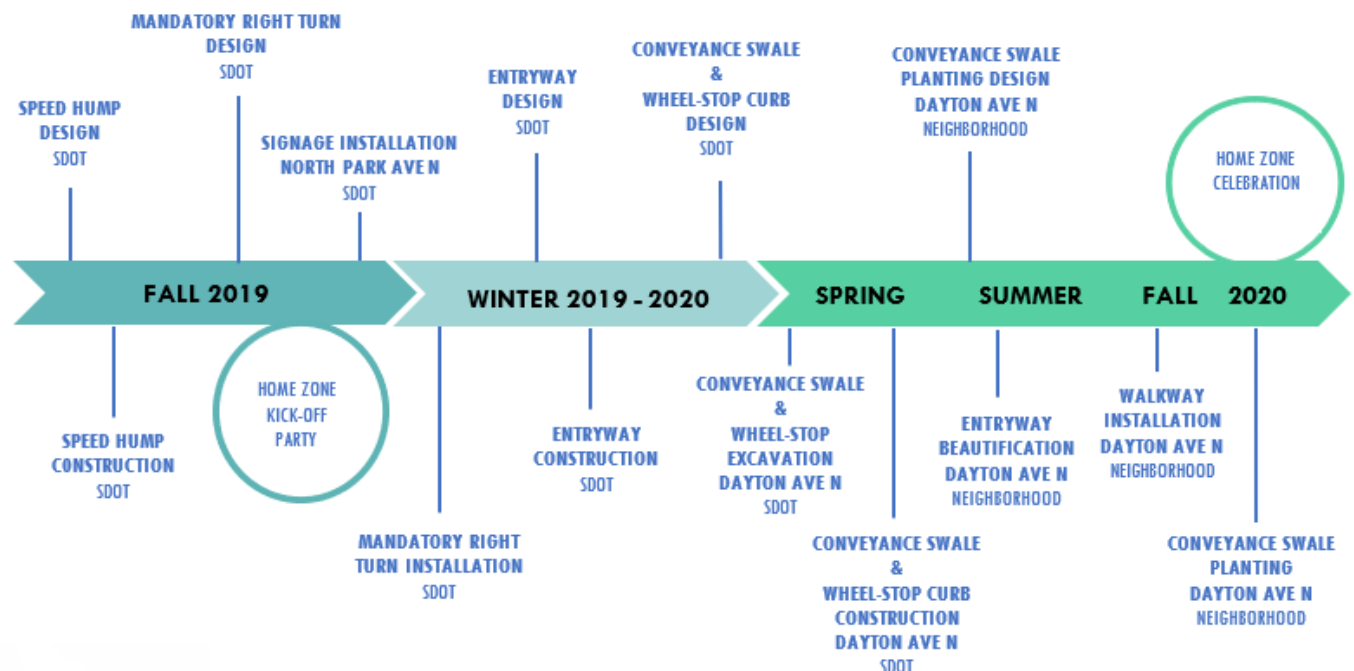
The Community may also choose to develop “Do it Yourself Projects” An example is the self-watering planters and neighborhood signage.

Home Zone Enhancements can also be implemented alongside the final Home Zone plan. Review the graphic below, created by the consultant for the Broadview Home Zone. It shows how enhancement projects were incorporated into the implementation plan.

6. MEASURE SUCCESS

Each Home Zone plan comes with a set of measures to indicate whether the projects are doing their jobs. A successful home zone would display:

- Lower Traffic speeds
- Lower Traffic volumes
- Higher Pedestrian volumes
- Higher Neighborhood satisfaction (measure by an SDOT survey)



HOME ZONES IN ACTION: THE 2019 PILOT PROJECT SELECTION PROCESS

In 2019, Working collaboratively with Seattle Neighborhood Greenways, SDOT selected 20 neighborhoods to be evaluated and prioritized for the home zone pilot. Neighborhoods that covered a larger area were split into 2 neighborhoods. The following graphics illustrate the neighborhoods that were evaluated.

Each neighborhood was evaluated through the following five weighted criteria:

Infrastructure (three indicators)

- Lack of sidewalks and/or curbs
- Traffic issues: speeding or cut-through traffic
- Place in the Pedestrian Investment Network, a map in the Pedestrian Master Plan that highlights where in the city walking improvements are most needed, based on traffic data and equity analysis.

A neighborhood received a higher score if it had low percentage of sidewalks and/or curbs, documented traffic issues, and/or a high percentage of streets in the Pedestrian Investment Network.

Equity

The Equity score came from the Race and Social Equity Composite Index (RSECI) developed by King County. If a neighborhood scored in the highest quintile of the RSECI, it received a higher score.

Community Support

Neighborhoods that were actively working with SDOT and/or Seattle Neighborhood Greenways received a higher score.

Leveraging Opportunities

Neighborhoods with planned SDOT improvements received a higher score.

North End Locations:



South End Locations:



Complexity

Smaller neighborhoods bounded by arterial streets and that have a gridded street pattern received a higher score. In these areas we could more easily implement traffic calming solutions that benefited the whole neighborhood.

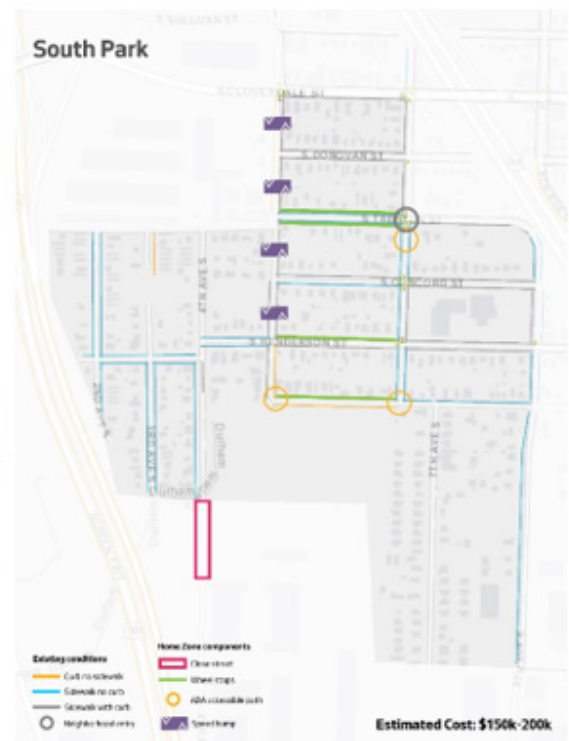
Final Selection

The top four projects underwent a feasibility analysis that included a preliminary concept plan. Community representatives were involved in the final selection of the two pilot projects shown in the graphic below.

Being selected for a home zone may help a neighborhood or school obtain other funds. For example, Sacajawea was prioritized for a number of cost-effective walkways and Licton Springs received Your Voice, Your Choice dollars for speed humps.

Going Forward

Working collaboratively with community representatives, SDOT will select another two neighborhoods in which to pilot home zones in 2020.



OTHER RESOURCES

SAFE ROUTES TO SCHOOL ENGINEERING TOOLKIT AND ACTION PLAN

This toolkit describes the engineering strategies SDOT commonly uses to make streets safer and more comfortable for kids walking and biking to school.

www.seattle.gov/Documents/Departments/SDOT/SRTS/SeattleSafeRoutestoSchoolEngineeringToolkit.pdf

The Safe Routes to School 5 Year Action Plan explains SDOT funding strategies and priorities.

www.seattle.gov/Documents/Departments/SDOT/SRTS/SRTSActionPlan.pdf

NEIGHBORHOOD GREENWAYS

SDOT is building a network of neighborhood greenways that are safe, calm residential streets for you, your family and neighbors.

www.seattle.gov/transportation/projects-and-programs/programs/greenways-programam

PUBLIC SPACE MANAGEMENT

The Public Space Management Program works with residents, organizations and businesses to make it easier to enhance their neighborhoods and strengthen their community by enlivening public spaces.

www.seattle.gov/transportation/projects-and-programs/programs/public-space-management-programs

SEATTLE STREETS ILLUSTRATED

This online resource is Seattle's Right-of-Way Improvements Manual. It provides design guidance and standards for areas within the SDOT right-of-way. It includes tools on how to activate and enhance public space and can assist advocacy groups and neighborhoods throughout the City of Seattle.

<https://streetsillustrated.seattle.gov/>

COST-EFFECTIVE WALKWAYS INVENTORY

SDOT created the Cost-Effective Walkways Inventory to illustrate the variety and breadth of pedestrian improvements on non-arterial streets. Cost-effective walkways can consist of paint, wheel stops, or asphalt paving.

[Insert link to Inventory \(2nd quarter 2020\).](#)

FUNDING OPTIONS

A variety of sources can fund projects that are presented in this Toolkit. Some infrastructure improvements fall under SDOT's priority plans and long-term projects. However, if your project does not qualify for direct funding through SDOT, there are other sources for you to consider.

SDOT

SDOT has a variety of programs that make improvements across the City. Our agency applies for grants from the Washington Traffic Safety Commission and other State and Federal Programs. In general, these improvements align with the agency's four modal master plans (Transit, Pedestrian, Bike, and Freight). SDOT also supports community driven projects through the grant programs detailed below.

To view the pedestrian master plan, follow this link: www.seattle.gov/transportation/sdot-document-library/citywide-plans/modal-plans/pedestrian-master-plan

To learn about the Levy to Move Seattle, see here: www.seattle.gov/transportation/about-sdot/funding/levy-to-move-seattle

YOUR VOICE, YOUR CHOICE

Your Voice, Your Choice (YVYC) is a participatory budgeting initiative in which Seattle residents democratically decide how to spend a portion of the City's budget on small-scale park and street improvements. Projects must be under \$120K. Example projects include crosswalks, medians, flashing crosswalk beacons, traffic calming circles, curb bulbs, sidewalk repair, curb ramps, cost effective walkways or maintenance related projects in parks.

At the beginning of each year, community members submit potential project ideas. These proposals are then reviewed by members of the community with input from SDOT and narrowed down by district. Anyone is welcome to propose project ideas. Ideas are submitted online, in-person at any Seattle Public Library branch, or at various public outreach events.

Following review, community members vote on their favorite projects in each district. Anyone age 11 and up can vote, either online or by paper ballot. The projects with the top votes are then built into the City's budget and implemented the following year. From start to finish, this process takes roughly two years.

For more information, visit: www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice.

NEIGHBORHOOD MATCHING FUND

The Neighborhood Matching Fund (NMF) was created to provide matching dollars for neighborhood improvements, organizing, or projects developed and implemented by community members. Central to NMF is the community match which requires awardees to match their award with contributions from the community whether as volunteered time, donated materials, donated professional services, or cash. Since NMF's creation, more than 5,000 community projects throughout Seattle have received over \$64 million in funding and generated an additional \$72 million from community match.

There are two funds within the NMF program:

- The Small Sparks Fund awards up to \$5,000 throughout the year.
- The Community Partnership Fund awards up to \$50,000 three times a year.

For complex or neighborhood-wide traffic calming concerns, communities can use the Community Partnership Fund to hire a traffic consultant to complete a traffic study and offer low-cost options. Once the community develops a concept that is acceptable to them and to the City, SDOT helps identify potential implementation funds. All projects must demonstrate the capacity to build stronger and healthier communities.

For more information, see: www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund.

NEIGHBORHOOD STREET FUND

The Neighborhood Street Fund (NSF) is a city program that enables the community to propose and help prioritize neighborhood transportation projects estimated to cost between \$100,000 and \$1 Million. SDOT then builds the approved projects. The projects might fall into categories such as community placemaking or safety improvements. They can also include sidewalk repair, pedestrian lighting and bike facilities. The next Neighborhood Street Fund (NSF) cycle is expected to open in late 2020 or early 2021.

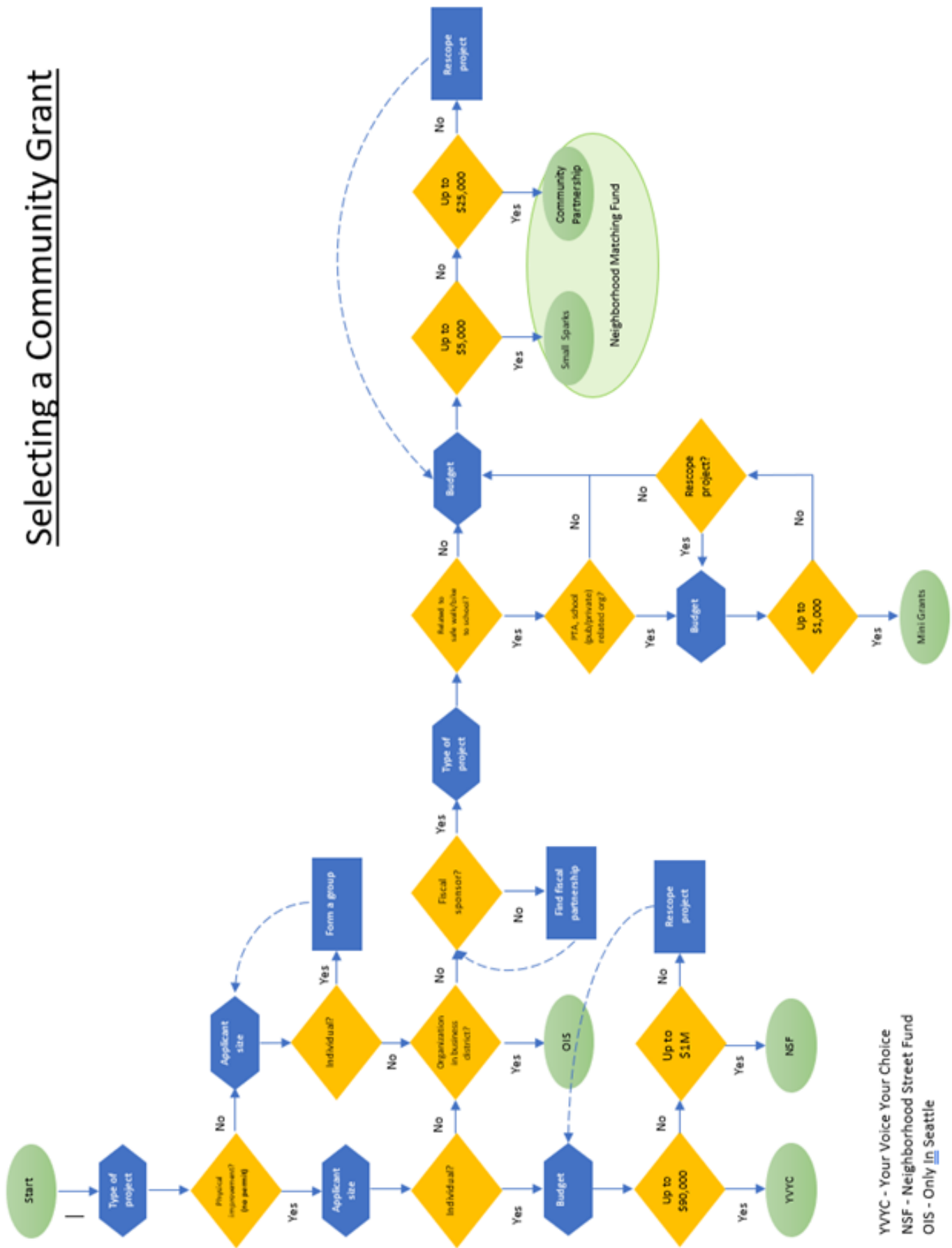
For additional information: www.seattle.gov/NSF

Examples of past projects: www.seattle.gov/transportation/projects-and-programs/programs/neighborhood-street-fund/past-projects

OTHER CITY FUNDS

Other City Departments might have funding sources that interest your community, especially if there are businesses within your neighborhood. The following pages provide a comprehensive summary of funding sources and grants that were active as of 2019.

Selecting a Community Grant



FUNDING OPPORTUNITIES					
Program	Description	Cost	Contact	Website	
Your Voice, Your Choice: Parks & Streets DON Program	Your Voice, Your Choice: Parks & Streets is a participatory budgeting initiative in which Seattle residents democratically decide how to spend a portion of the City's budget on small-scale park and street improvements. Community members can submit potential project ideas and then residents can cast their ballots for their top three choices in the district where they live, work, go to school, receive services, or volunteer.	Free to participate.	Shaquan Smith, Participatory Budgeting Program Coordinator, at 206.256.5944 or Shaquan. Smith@seattle.gov	www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice	
Neighborhood Street Fund SDOT Program	The Neighborhood Street Fund Program pays for neighborhood transportation projects estimated to cost between \$100k and \$1 Million, which are identified and prioritized by the community itself. The top-voted projects per City Council District are then evaluated and voted on by the Levy to Move Seattle Oversight Committee (LOC) using the following criteria: equity, community support, safety, usage and connectivity. Past projects have included sidewalk repair, pedestrian lighting, bike safety improvements, and festival streets, to name a few.	There is a 3-year application cycle. The next cycle is expected to open in late 2020 or early 2021.	Outreach Team at NSF@seattle.gov or (206) 733-9361.	www.seattle.gov/NSF	
Neighborhood Matching Fund Community Partnership Fund DON Grant	The Neighborhood Matching Fund Community Partnerships Fund awards up to \$50,000 in matching dollars for neighborhood improvement, organizing, or projects developed and implemented by community members. Central to NMF is the community match which requires awardees to match their award with contributions from the community whether as volunteer time, donated materials, donated professional services, or cash. Activities supported by this fund may be physical projects as well as less tangible educational, cultural, and relationship-strengthening activities. All projects must demonstrate capacity to build stronger and healthier communities.	Up to \$50,000; application deadlines in Spring, Summer, and Fall; free to apply.	(206) 233-0093 or NMFund@seattle.gov for more information	www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund	
Neighborhood Matching Fund Small Sparks Fund DON Grant	The Small Sparks Fund awards up to \$5,000 in matching dollars for neighborhood improvement, organizing, or projects developed and implemented by community members. The community match requires awardees to match their award with contributions from the community whether as volunteer time, donated materials, donated professional services, or cash. Activities supported by this fund may be physical projects as well as less tangible educational, cultural, and relationship-strengthening activities.	Up to \$5,000; application must be received 6-8 weeks before project start; free to apply.	(206) 233-0093 or NMFund@seattle.gov for more information	www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund	

FUNDING OPPORTUNITIES				
Program	Description	Cost	Contact	Website
Safe Routes to School Mini Grant Program SDOT Grant	Mini Grants provide assistance to schools, PTAs or PTSAs, and community groups to support education and encourage safe walking and bicycling to school. For a list of type of projects that are eligible and for information on the application process, please access the website.	Awards up to \$1,000 for two annual funding cycles (spring and fall); applicants may receive funding once per year. Application can be found on website.	Belén Herrera, Safe Routes to School Program Coordinator, at 206-684-4690 or belen.herrera@seattle.gov	www.seattle.gov/transportation/ped_srts_grant.htm
Trees for Neighborhoods Seattle Urban Forestry Grant	Trees for Neighborhoods is the City of Seattle's residential tree planting project. Since 2009, Trees for Neighborhoods has helped Seattle residents plant thousands of trees in their yards and along the street. Trees for Neighborhoods provides help selecting trees and planting locations, free trees (up to 4 per household) with a watering bag & mulch for each tree, training on proper planting and care, assistance applying for street tree planting permits, tree delivery & planting assistance if needed, and follow up and workshops opportunities.	Application opens in July; free to apply. Apply on the website.	206-684-3979 or TreesForNeighborhoods@seattle.gov for more information	www.seattle.gov/trees/treesforneighborhoods.htm
Neighborhood & Community Arts Grant Office of Arts and Culture Grant	This grant supports creativity at a grassroots level by investing in recurring festivals or events that promote arts and cultural participation, celebrate diversity, build community connections, and enhance the visibility of neighborhoods through arts and culture. Applicants must be a neighborhood arts council or local community-based group and projects must be open to the public.	Annual application; free to apply. Application available online. Funded organizations will receive two (2) years of NCA funding support at \$1,300 per year.	Jenny Crooks at (206) 684-7084 or jenny.crooks@seattle.gov for more information	www.seattle.gov/arts/programs/grants/neighborhood-and-community-arts-grant
CityArtist Grant Office of Arts and Culture Grant	CityArtist program supports research, development and/or presentation of work by Seattle-based individual artists/curators. A broad range of artistic and cultural expression reflecting Seattle's diversity is supported, focusing on different art forms/disciplines in alternating years.	Free to apply; application available online. Applicants may request the following set amounts: \$2,000, \$5,000, or \$8,000.	Irene Gómez at (206) 684-7310 or irene.gomez@seattle.gov for more information	www.seattle.gov/arts/programs/grants/cityartist-grant

FUNDING OPPORTUNITIES					
Program	Description	Cost	Contact	Website	
Youth Arts Grant Office of Arts and Culture Grant	This grant supports arts training outside of school hours for Seattle middle/high school teens led by experienced teaching artists in all art forms. This grant process prioritizes youth with limited access to arts and cultural opportunities. Individual teaching artists, art and cultural organizations, youth-service agencies, and degree-granting institutions are eligible to apply.	Free to apply; application available online. Recipients receive a total of \$12,000 distributed over two (2) years to support project expenses.	Kristi Woo at (206) 727-8671 or kristi.woo@seattle.gov for more information	www.seattle.gov/arts/grants/youth-arts-grant	
Civic Partners Grant Office of Arts and Culture Grant	The Civic Partner program awards three consecutive years of funding to Seattle arts and culture, heritage and arts services organizations in all disciplines with a history of providing accessible programming for Seattle residents and visitors. Civic Partners can include small grassroots groups, established organizations serving a specific cultural community, and major institutions. To apply, an organization must have its primary location in Seattle and have a mission and programs centered on arts and culture or be a culturally specific organization with a significant arts and cultural program.	Free to apply; application online. Funding based on organizations budget. Attend an information session for more information.	Kathy Hsieh at (206) 733-9926 or kathy.hsieh@seattle.gov for more information	www.seattle.gov/arts/grants/civic-partner-grant	
Cultural Facilities Fund Office of Arts and Culture Grant	The Cultural Facilities Fund awards funding to Seattle arts, heritage, cultural and arts service organizations with facility projects that create greater access for those who have been [and are] inequitably excluded from owning, managing and leasing property. Communities of color have had the least access to controlling cultural space. This fund will prioritize projects that eliminate this disparity. Eligible organizations must represent a community of color, be led by people of color, or be committed to the pursuit of racial equity.	Free to apply; application and information session times online. Applicants may submit for Tier One, which considers applications up to \$35,000, or Tier Two, which considers applications between \$35,001 and \$100,000.	Kathy Hsieh at (206) 733-9926 or kathy.hsieh@seattle.gov for more information	www.seattle.gov/arts/grants/cultural-facilities-fund	
smART Ventures Office of Arts and Culture Grant	As a small awards program, smART ventures encourages innovation and widens cultural participation, particularly by individuals, organizations and communities that may not qualify for other funding programs. Accepting applications year-round, smART ventures is flexible, inclusive and simple.	Free to apply; applications accepted year-round. Funding from \$500 - \$1,000. Start application process at least 2 months in advance; proposal ideas must be reviewed by a staff member.	Jenny Crooks at (206) 684-7084 or jenny.crooks@seattle.gov for more information	www.seattle.gov/arts/grants/smart-ventures-grant	

CITY OF SEATTLE & COMMUNITY EVENTS				
Program	Description	Cost	Contact	Website
Play Streets SDOT Program	A play street closes a neighborhood street to traffic so that kids (and adults) can have more space for play and physical activity. The application and additional information is available in Streets Illustrated: https://streetsillustrated.seattle.gov/urban-design/public-space/play-streets/	Free to apply through the Block Party or Play Street Permit. Applications are issued during April-September, and October-March	publicspace@seattle.gov	www.seattle.gov/transportation/playstreets.htm
Block Party SDOT Program	A block party helps you connect with your neighbors, reimagine your block, and strengthen community relationships. With a free permit, you can temporarily close your street and use the right of way to host a party for your neighbors.	Free to apply through the Block Party or Play Street Permit. Can request up to one party/month.	publicspace@seattle.gov	www.seattle.gov/transportation/permits-and-services/permits/block-parties-and-play-streets
(PARK)ing Day SDOT Event	PARK(ing) Day is an annual global placemaking event in which community members lead the temporary transformation of parking spaces into people spaces. Starting as a grassroots movement, the initiative serves as a way to repurpose public space and allows for communities to add park space where it is currently limited. The program is intended to encourage creative placemaking while raising awareness about the importance of walkable, livable, and healthy communities.	Happens once a year on the third Friday in September. Applications are usually accepted until late August.	Public Space Management Team at publicspace@seattle.gov	www.seattle.gov/transportation/seattleparkingday.htm
CITY OF SEATTLE & COMMUNITY STEWARDSHIP				
Spring Clean Seattle Public Utilities (SPU) Program	Spring Clean is Seattle's premier community cleanup event that provides opportunities for residents to keep our city tidy. Help pick up litter, stencil storm drains, paint out graffiti, remove invasive plants, or join an event in your community. All Spring Clean projects are on public property. Volunteers receive free litter cleanup bags, gloves, safety vests, and waste disposal permits.	Free to participate; occurs in April and May. Use the form on the website to sign up and receive City support to clean your neighborhood.	Spring Clean hotline at 206-684-7647.	www.seattle.gov/util/SpringClean
Volunteer to Clean Up Graffiti SPU Program	Want to clean up graffiti in your neighborhood? Seattle Public Utilities will provide you with the following supplies: Paint (white-brown-gray), rollers, brushes, scrapers, gloves, trash grabber, and garbage bags. Graffiti should only be removed from private property.	Free to participate. Fill out a Graffiti Removal Application Form on website. Permission waivers from property owners must be collected first.	Arrange to borrow supplies from and report information to adoptastreet@seattle.gov or call (206) 684-7647	www.seattle.gov/utilities/environment-and-conservation/our-city/graffiti-removal/volunteer-to-clean-up-graffiti

CITY OF SEATTLE & COMMUNITY STEWARDSHIP				
Program	Description	Cost	Contact	Website
Adopt-a-Street SPU Program	Help Keep Seattle Streets Litter-free! The mission of the Adopt-a-Street program is to promote civic responsibility and community pride as well as to enhance Seattle's quality of life through clean streets and beautiful neighborhoods. As an Adopt-a-Street volunteer, you will receive cleanup supplies, safety equipment, special after cleanup garbage pickup, educational resources, and graffiti removal supplies.	Free to participate. Use a Supply Request Form found on the website to request supplies.	(206) 684-7647 or adoptastreet@seattle.gov for more information	www.seattle.gov/util/AdoptaStreet
Block Watch Seattle Police Department (SPD) Program	This program is based on the principle that neighbors working together are the first and best line of defense against crime. It has been shown to be an effective deterrent of crime at the neighborhood level. Organizing a Block Watch makes an attitude of watchfulness around neighborhoods more systematic, and provides a block map or contact list with neighbors' names, telephone numbers and emails that can be used in case of an emergency.	To get started, contact Crime Prevention Coordinator.	Your Crime Prevention Coordinator. See the website for more details.	www.seattle.gov/Police/blockwatch/default.htm
Community Emergency Hubs Office of Emergency Management (OEM) Programs	A Community Emergency Hub is a place where people gather to give help or get help after a disaster by exchanging information and resources and problem solving with each other. Hubs are established by community members, who often organize using the Seattle Neighborhoods Actively Prepare (SNAP) program. While the Office of Emergency Management supports Hubs, the mission of the Hub is accomplished solely through neighbors and community members.	To designate a hub that will be available on the Seattle Emergency NeighborLink Map, identify locations in your community, a primary contact, and fill out the on-line form at: http://seattle.emergencyhubs.org	Cindi Barker at CindiLBarker@gmail.com or Debbie Goetz (Seattle Office of Emergency Management) at Debbie.Goetz@Seattle.gov	www.seattle.gov/emergency-management/working-together/community-emergency-hubs and http://seattle.emergencyhubs.org/
Find It, Fix It Customer Service Bureau	"Find It, Fix It" is a smartphone app that allows mobile users to report selected issues to the City of Seattle. To report an issue, snap a photo, add detailed information, and hit submit. You can report issues such as abandoned vehicles, clogged storm drains, graffiti, illegal dumping, overgrown vegetation, parking enforcement, potholes, sign and signal maintenance, and damaged streetlights.	Download the app from the Google Play Store for android users or the App Store for iPhone users.		www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app

CITY OF SEATTLE PERMITTING				
Program	Description	Cost	Contact	Website
Public Space Management SDOT Program	The Public Space Management Program works with residents, organizations, and businesses to make it easier for them to enhance their neighborhoods and strengthen their community through a safe, accessible, and attractive shared right of way. Public space management permits can be for either temporary or longer-term uses including block parties, neighborhood pole banners, and sidewalk cafés.	Variety of permits offered; see website.	Public Space Management Team at publicspace@seattle.gov	www.seattle.gov/transportation/publicspace/management.htm
Festival Streets SDOT Permit	Festival streets are designated portions of streets that can be opened for pedestrian-focused events on multiple occasions.	Most permits for events on Festival Streets are free.	Public Space Management Team at publicspace@seattle.gov	https://streetsillustrated.seattle.gov/urban-design/public-space/festival-streets/
Parklets & Streateries SDOT Permit	Parklets and streateries are cost-effective ways to convert on-street parking spots into public spaces that all Seattleites can enjoy. Parklets and streateries are privately funded and maintained spaces that activate streets, create more vibrant neighborhoods, and support economic and social vitality. Parklets are open for public use 24 hours a day, while streateries provide additional space for restaurants to serve customers during their hours of operation.	Submit application on the Seattle Services Portal. Contact Public Space Management for guidance through the design and permitting process, and connections to possible outside funding sources.	Public Space Management Team at publicspace@seattle.gov	www.seattle.gov/transportation/parklets.htm
Sidewalk Café and Sidewalk Seating SDOT Permit	The City of Seattle encourages sidewalk seating associated with an adjacent business to increase public use, enjoyment and safety. With proper design and management, seating can encourage walking and promote local economic development. There are two types of permits – a “Tables and Chairs” permit and a “Sidewalk Café” permit. A Tables and Chairs permit allows businesses to set out tables and chairs on the sidewalk adjacent to the business for use by both customers and the public. A Sidewalk Café permit allows food-service businesses to set up tables and chairs on the sidewalk immediately next to the business, where seating is secured exclusively for patrons and table service can be provided.	A Tables and Chairs permit is free whereas there is a fee for a Sidewalk Café permit. The Public Space Management team can assist in the design and review process.	Public Space Management Team at publicspace@seattle.gov	www.seattle.gov/transportation/permits-and-services/permits/sidewalk-cafe-and-sidewalk-seating
Vending in Public Spaces SDOT Permit	The City encourages street-food vending to increase public use, enjoyment, and safety of the public right of way. With proper design and management, street-food vending can be a great way to encourage walking, add vitality to the street, and promote local economic development. For more information on vending permit types, please access the website.	Apply for a permit through the Seattle Services Permit. The Public Space Management Team can assist in the permitting process.	Public Space Management Team at publicspace@seattle.gov	www.seattle.gov/transportation/stuse_vend.htm

CITY OF SEATTLE PERMITTING				
Program	Description	Cost	Contact	Website
Urban Agriculture (Growing food in planting strips) SDOT Permit	Planting strips are the unpaved area between the sidewalk and street. Gardens in planting strips can beautify the neighborhood, increase the curb appeal of your home, attract pollinators, or provide extra space for growing vegetables. They also create a safe and welcoming place for people to walk. The Seattle Department of Transportation encourages this but requires a free permit for raised beds and tree planting to ensure that sightlines and public safety are considered.	Apply for a free Street Use Construction Permit and include a site plan that meets all criteria. The permit is free.	Garden Hotline at (206) 633-0224 or email help@gardenhotline.org or SDOTpermits@seattle.gov	www.seattle.gov/transportation/permits-and-services/permits/planting-in-the-right-of-way
CITY OF SEATTLE & COMMUNITY PARTNERSHIP PROGRAMS				
Community Crosswalks SDOT Program	Special painted crosswalks are a great way to represent a neighborhood. They can be used to showcase a community's unique culture and history or just liven up an intersection with artistic and colorful stripes. Community input and involvement are key to a successful application to ensure the design is reflective of community values. All special painted crosswalks need to be approved and installed by SDOT to make sure they're safe, reflective of community values, and able to be maintained.	Before applying, contact the Neighborhood Matching Fund Project Manager. Costs vary but are typically \$25/square. Funding is available through the Neighborhood Matching Fund.	Neighborhood Matching Fund Project Manager before applying at 206-233-0093 or NMFund@seattle.gov . Howard Wu can discuss preferred location and design ideas. Howard.Wu@seattle.gov or 206-684-3902	www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/community-crosswalks
Community Access and Parking Program SDOT Program	Through the Community Parking Program, SDOT works with community members to identify on-street parking challenges and opportunities, develop parking recommendations, and implement changes throughout the city to improve on-street parking management in Seattle's neighborhood business districts and nearby residential areas. Outcomes may include new time-limit signs, load zones, paid parking, restricted parking zones, bicycle parking, or other changes.		Becky Edmonds at 206-684-5104 or Becky.edmonds@seattle.gov	www.seattle.gov/transportation/projects-and-programs/parking-program/community-access-and-parking-program
P-Patch Community Gardening Program DON Program	This program offers and promotes community-stewardship open spaces for organic urban agriculture to individuals and groups. This is the largest municipally managed community gardening program west of New York City. The P-Patch program also provides special opportunities that serve youth, low-income and underrepresented populations. Unused space with healthy soil in your neighborhood can be developed to become a P-Patch by working alongside P-Patch staff.	Join the P-Patch Interest List and wait for an opening to participate. To start a P-Patch, work alongside staff to make sure your site meets all criteria and obtain permission from all required public departments.	(206) 684-0264 or p-patch.don@seattle.gov for more information	www.seattle.gov/neighborhoods/ppatch/

CITY OF SEATTLE PROGRAMS					
Program	Description	Cost	Contact	Website	
Pedestrian Program SDOT Program	The Seattle Department of Transportation Pedestrian Program enhances safety and encourages more walking by creating an environment where pedestrians can walk comfortably. SDOT identifies, installs, and maintains pedestrian improvements, including sidewalks, curb ramps, marked crosswalks, pedestrian and school crossing signs, and more. The Pedestrian Master Plan prioritizes access to transit and schools.	A variety of resources, programs and funding options are under the umbrella of the Pedestrian Program	Bicycle and Pedestrian Program at WalkAndBike@Seattle.gov or call (206) 684-7583	www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program	
Neighborhood Traffic Calming Program SDOT Program	The Neighborhood Traffic Calming program is a partnership between SDOT and communities, employing a variety of devices and strategies to raise awareness and educate drivers they are in a neighborhood where there is a strong desire for them to drive responsibly. Traffic calming is called for when large numbers of drivers routinely travel much faster than the speed limit, and funds are largely focused on streets that have no curbs, or priority areas around schools, parks and other pedestrian generators. Work is completed in a phased approach. Please see the website for more information.	Residents in any area of the City may pursue traffic calming using a variety of strategies, permits and funding options.	Neighborhood Traffic Operations at (206) 684-0353 or neighborhood.traffic@seattle.gov	www.seattle.gov/transportation/projects-and-programs/safety-first-traffic-operations/traffic-calming	
Seamless Seattle Wayfinding SDOT Program	The Pedestrian Master Plan aims to increase the percentage of trips made by walking to meet the City's growth and transportation aims. One strategy in increasing walkability of Seattle is to develop a coordinated wayfinding system remove barriers to walking and connect other transportation services that rely on pedestrian access. Through the Seamless Seattle pedestrian wayfinding program, SDOT is helping neighborhoods develop and fund wayfinding signs that highlight neighborhood destinations. The planning and design phases are complete, and we are working to deploy the first phase of Seamless Seattle signs at Westlake Hub and Jackson Hub in 2020.		wayfinding@seattle.gov for more information or Aditi Kambuj (Project Manager) at 206-615-0429 or aditi.kambuj@seattle.gov	www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/pedestrian-wayfinding	

OTHER PROGRAMS					
Program	Description	Cost	Contact	Website	
Walking Map	Feet First inspires, connects and informs wide-ranging discussions with government agencies, developers and community groups to promote walkable communities. They regularly meet with community members to discuss options for improving walking conditions in their neighborhoods, hold on-street events to call attention to unsafe walking conditions and help search for solutions. The organization also helps develop neighborhood walking maps to increase foot traffic, connect pedestrians to transit roots and bolster neighborhood identity. Maps can be commissioned, or, anyone can access a Community Map Making Handbook for free.	Join a walk or become a Neighborhood Walking Ambassador for free. For neighborhood walking maps, commission price is \$15,000-\$20,000; includes printing 20,000 color maps www.feetfirst.org/what-we-do/mapping	(206) 652-2310 or info@feetfirst.org for more information	www.feetfirst.org/walk-and-maps	
Fresh Bucks Office of Sustainability and Environment (OSE) Program	Fresh Bucks makes healthy food more affordable for families receiving SNAP (food stamps). EBT cards can be used at participating farmers markets and farm stands to receive a dollar-for-dollar match (up to \$10 per day) to spend on extra fruits and vegetables. Fresh Bucks Vouchers, on the other hand can be used like cash to buy qualifying fruits and vegetables at any Fresh Bucks retailer.	Anyone who uses SNAP/EBT card can use Fresh Bucks Match. Seattle residents can apply to receive Fresh Bucks vouchers; applications are accepted on a first come, first-served basis.	206-684-2489 FreshBucks@seattle.gov	www.freshbuckseattle.org	
ROAR Mobile Farm Stand Roots of All Roads (Nonprofit)	Roots of All Roads (ROAR) is a mobile farm stand in south Seattle that partners with organizations in neighborhoods that don't have existing farmers markets, or communities that are experiencing other barriers to access to fresh, affordable, locally-grown produce. ROAR seeks to connect communities with sustainably grown produce, facilitate education, and create opportunities to come together through the shared experience of food and nourishment.	Find a list of farm stand locations or see the website to get involved.	roarseattle@gmail.com	https://roarseattle.org/ www.seattle.gov/parks/volunteer/urban-forest-restoration	

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