

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

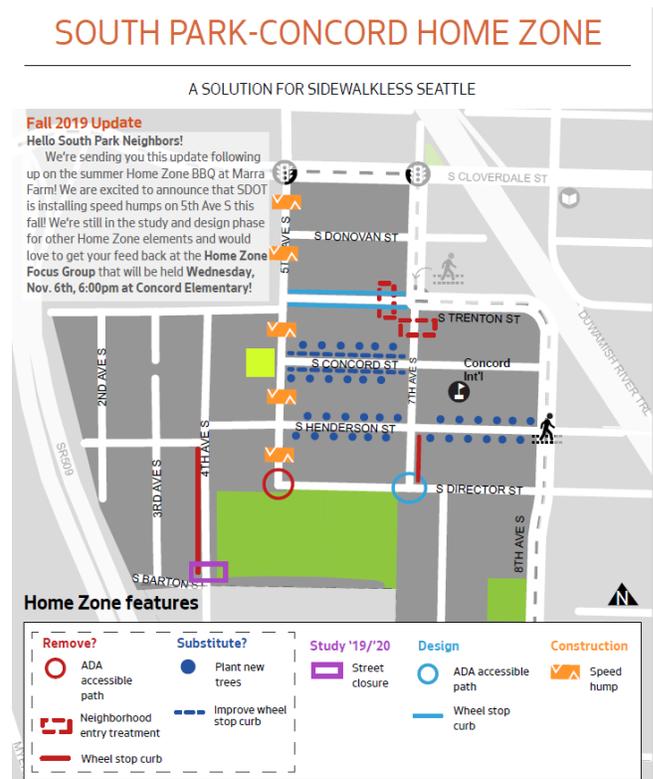
After SDOT drafts the conceptual plan, we share it with the neighborhood. SDOT generally contracts out the community involvement process so there is a third party coordinating between the community and SDOT. This ensures that the community always has a strong voice that influences the plan development. 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.

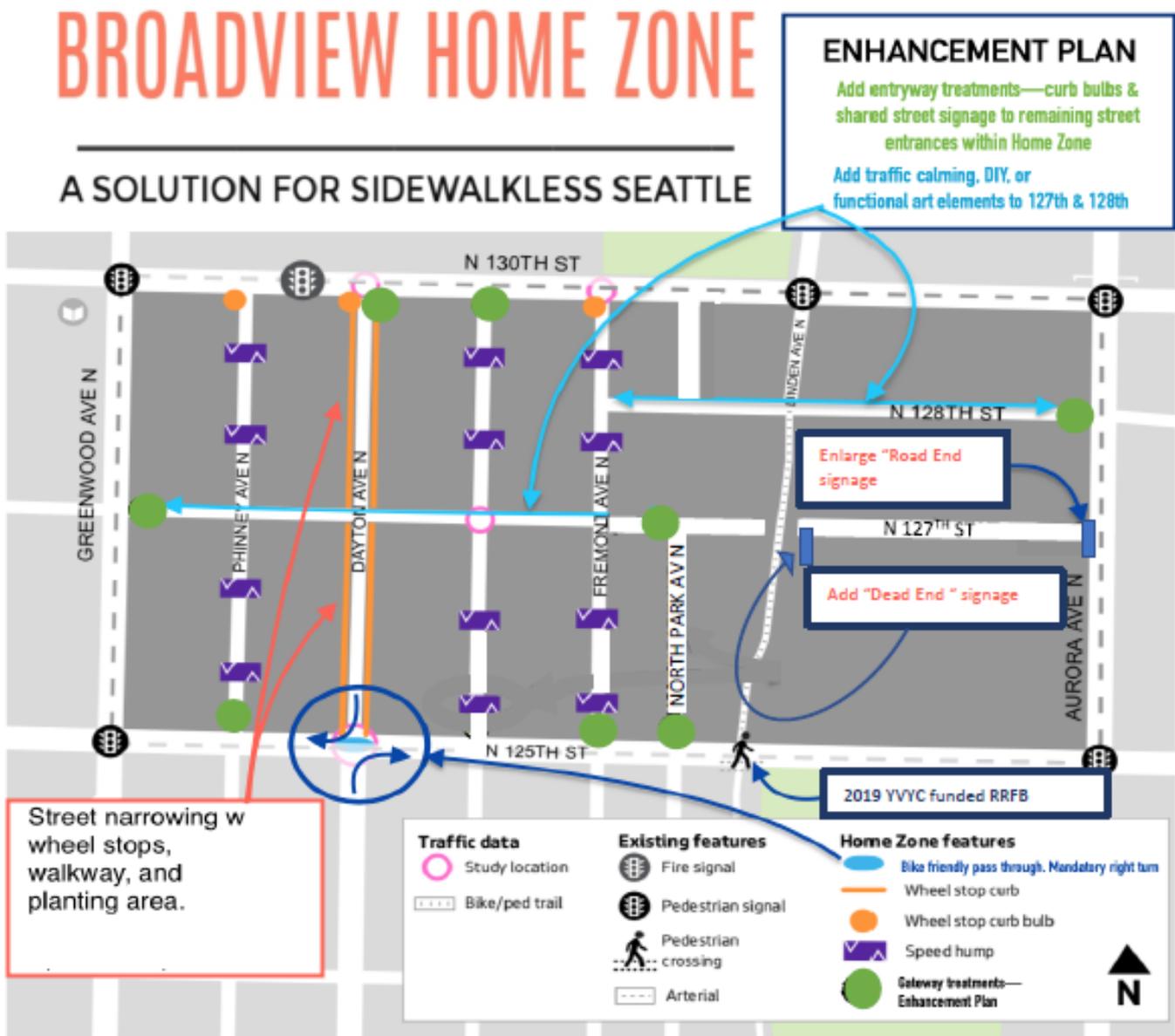


4. ENHANCE

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.

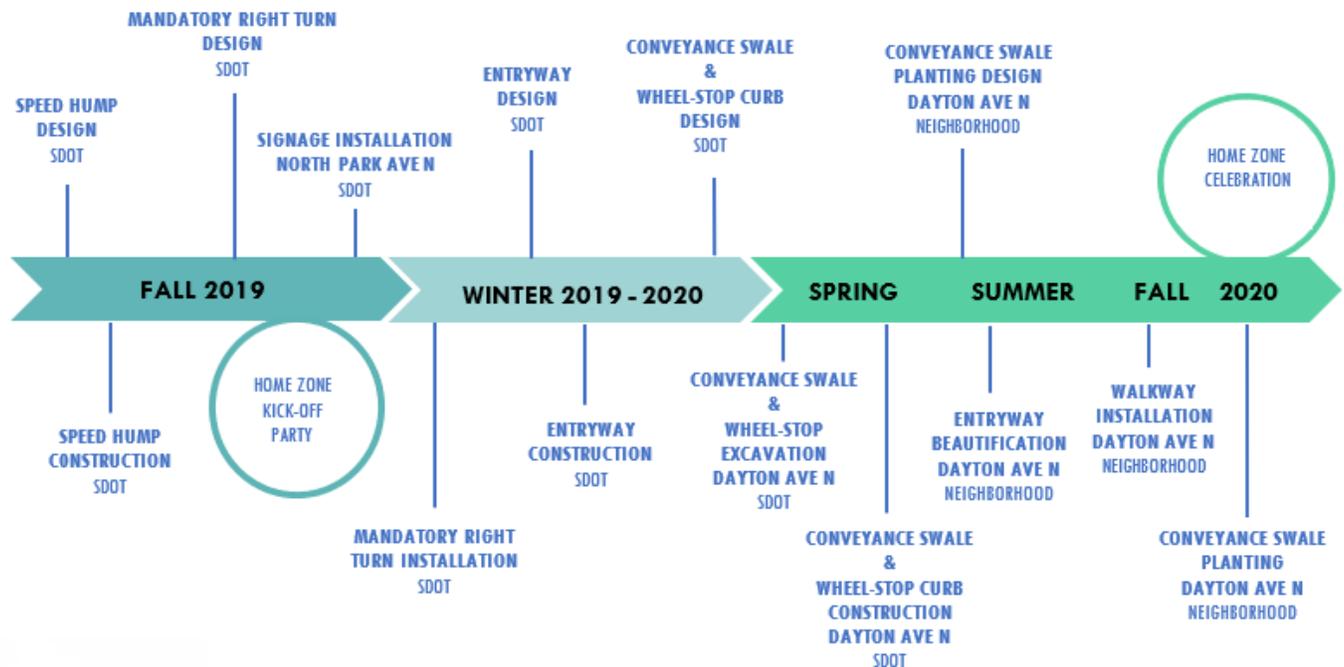
The Community may also choose to develop “Do it Yourself Projects” An example is the self-watering planters and neighborhood signage.

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.

