



Pedestrian Master Plan Seattle, Washington

SEPA Checklist

January 30, 2017

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Seattle Pedestrian Master Plan (PMP)

2. Name of applicant:

Seattle Department of Transportation (SDOT)

3. Address and phone number of applicant and contact person:

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4. Date checklist prepared:

January 30, 2017

5. Agency requesting checklist:

SDOT

6. Proposed timing or schedule (including phasing, if applicable):

Seattle's first Pedestrian Master Plan (PMP) was adopted in 2009, and the City Council envisioned periodic updates to ensure the plan continues to reflect current best practices in policy, planning, and design. The Mayor's recommended PMP is expected to be submitted to the Seattle City Council in March 2017 for adoption. The City of Seattle (the City) relies on the PMP as the 20-year blueprint to prioritize pedestrian investments throughout the city. SDOT and other City departments will implement the plan, and there will be ongoing review by the City Council and the Seattle Pedestrian Advisory Board (SPAB). The SPAB advises the Mayor, City Council, and all departments and offices of the City on pedestrian-related matters. They are stewards of the PMP and track its implementation. Based on resource availability and linkages to other projects, some projects described in the plan may be implemented outside of the 20-year timeframe.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The PMP is envisioned to be updated about every 5- to 7-years with input from the SPAB and other stakeholders to reflect current best practices in policy, planning, and design. A 3- to 5-year implementation plan will be developed after Council adoption, with the intent that there

be annual updates. Individual projects may be added or expanded based on updates to the plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following information has been prepared in relation to this project:

- Seattle Freight Master Plan, Determination of Non-significance (August 2016)
- Seattle Comprehensive Plan, Final Environmental Impact Statement (May 2016)
- Seattle Bicycle Master Plan, Determination of Non-significance (December 2013)
- Seattle Climate Action Plan (June 2013)
- Seattle Transit Master Plan, Determination of Non-significance (February 2012)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes. There are multiple projects currently pending governmental approval within the City, including projects related to transportation, residential, commercial, and industrial development. SDOT will consider the potential effects of development proposals on PMP projects during the development and environmental review of individual projects.

10. List any government approvals or permits that will be needed for your proposal, if known.

The PMP will be adopted by the City Council as a City of Seattle Resolution. Projects identified in the implementation plan may require additional environmental review, development permits, or government approvals prior to construction.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal is to adopt the PMP, a 20-year blueprint to make Seattle the most walkable city in the nation. The PMP establishes policies, programs, projects, and a prioritization framework that will enhance pedestrian safety, comfort, and access in all of Seattle's neighborhoods. Walking provides a cost-effective, healthy, and convenient means of transportation, which increases social interaction on streets, offers alternatives to driving on congested roadways, and reduces pollution. Through the PMP, Seattle will make its transportation system more environmentally, economically, and socially sustainable.

The PMP reflects a series of initiatives established since the 2009 plan was adopted, including: the Seattle Comprehensive Plan (Seattle 2035), Move Seattle – the Mayor's 10-year strategic transportation vision, Vision Zero, and the Seattle Climate Action Plan. Additionally, it continues to reflect guidance established in the Complete Streets Policy and Right-of-Way

Improvements Manual. Collectively, the PMP, Bicycle Master Plan, Transit Master Plan, and Freight Master Plan guide the City's efforts to improve travel safety, choices, conditions, and efficiencies.

The data and methodology used to prioritize pedestrian improvements in the PMP were updated to reflect community priorities, City policy objectives, and national and international best practices. The principle updates to the PMP include an assessment of progress since 2009, and updates to the prioritization methodology, analysis data, implementation strategies and actions, and performance measures.

The vision, goals, and objectives provide the foundation on which the PMP is built. The vision is that "Seattle is the most walkable and accessible city in the nation." Four goals were developed to achieve the vision:

- Equity – Make Seattle a more walkable and accessible city for all through equity in public engagement, service delivery, accessibility, and capital investments.
- Health – Get more people moving to improve health and increase mobility.
- Safety – Reduce the number and severity of crashes involving pedestrians.
- Vibrancy – Develop a connected pedestrian environment that sustains healthy communities and supports a vibrant economy.

Six objectives guide efforts to achieve the PMP goals, including:

- Objective 1 – Complete and maintain the pedestrian system identified in the PMP.
- Objective 2 – Improve walkability and accessibility on all streets.
- Objective 3 – Increase pedestrian safety.
- Objective 4 – Plan, design, and build Complete Streets to move people and goods.
- Objective 5 – Create vibrant public spaces that encourage pedestrian use.
- Objective 6 – Raise awareness of the important role of pedestrian movement for transportation, recreation, and in promoting health and preventing disease.

The first phase of public engagement began in the fall of 2015 to solicit input and learn from community members. It included an online survey, 3 outdoor summer events, 25 community briefings, and 2 open houses. The online survey received nearly 4,700 responses, and over 6,000 written comments were received during the public engagement process. Feedback from the first phase of public engagement was used to update the prioritization methodology and implementation strategies and actions in the PMP (described below). During the second phase of public engagement, we solicited public comments on the draft PMP. We received over 330 comments from over 40 individual residents and organizations. This input was used to develop the Mayor's recommended PMP that will be adopted by City Council.

The updated PMP more narrowly focuses priorities and improvement opportunities to better align with anticipated funding streams for the 20-year horizon of the plan. Key elements in the PMP prioritization include:

- A focus on public schools and the Frequent Transit Network as key pedestrian destinations, directing resources to the most critical components of the pedestrian network.
- A clear, connected network of streets linking pedestrians to key destinations; investments will be directed to this Priority Investment Network (PIN).
- Updated data to measure vibrancy, safety, equity, and health to more accurately identify locations most in need of pedestrian improvements. This includes using new Vision Zero traffic safety data to ensure the PMP contributes toward the City's vision of eliminating fatal and serious injuries on Seattle streets by 2030.
- Clarity about the location, number and type of along-the-roadway and crossing-the-roadway improvement opportunities within the PIN.

To narrow city-wide needs into the 20-year plan, the prioritization framework includes four steps:

- Step 1: develop a city-wide PIN using vibrancy (or demand) factors; these streets will be prioritized for pedestrian improvements.
- Step 2: identify specific opportunities to improve conditions along and across PIN streets, including locations with missing sidewalks and curb ramps, and those with wide crossing distances or widely-spaced controlled crossing locations.
- Step 3: conduct quantitative safety and equity/health analyses to score opportunity areas for sidewalk and crossing improvements within the PIN.
- Step 4 to create a 3- to 5-year implementation plan by applying qualitative criteria and input from the SPAB.

The PIN's foundation are walksheds that serve as important walking routes to kindergarten through 12th grade (K-12) public schools and transit stops on the City's Frequent Transit Network as identified in the Seattle Transit Master Plan. Walksheds were established within a prescribed distance of each of these destinations, and when these routes were overlaid, it created a clearly identified and interconnected PIN on arterials and non-arterials (see Figures 1 through 6). This approach aligns investments between the PMP and the Transit Master Plan, maximizing impacts to both modes. Funding to improve conditions along the roadway and crossing the roadway will be directed to streets in the PIN.

Strategies and actions were identified in the PMP to improve pedestrian conditions within the PIN. Strategies are organized into five groups: Along-the-Roadway; Crossing-the-Roadway; Network-wide; Education, Encouragement and Enforcement; and Pedestrian Realm Quality and Comfort. Each group element contains associated implementation strategies and actions. The groups are described in more detail in Section B.14.h and in the PMP.

The PMP implementation plan will be developed following City Council adoption and will be similar to those developed or planned to be developed for our other modal master plans, and it will include input from the SPAB. The implementation plan will identify improvement projects using the prioritization framework, strategies and actions, and other prioritization opportunities identified in the PMP. The implementation plan will identify particular locations for near-term improvements (3- to 5-years) and will be regularly updated to ensure that SDOT can best:

- Match projects with annual funding availability/
- Leverage opportunities with other projects to strategically stretch resources.
- Secure and meet delivery commitments for grants and funding partnerships.
- Package projects for efficient delivery.
- Make implementation plan adjustments based on performance measurement and evaluation.

Implementing the PMP will continue to occur through efforts of multiple SDOT programs, and through private development activities. Funding sources to implement the PMP include: Levy to Move Seattle funding allocated to pedestrian-related programs and projects; program leveraging opportunities with Safe Routes to School, Neighborhood Greenways, and Vision Zero programs; inter-departmental partnerships; federal and state grant funding opportunities; and pedestrian improvements funded by other public agencies and private developers.

Performance measures will help track the PMP's effectiveness over time and measure the progress toward achieving the goals of safety, equity, vibrancy, and health. The six performance measures in the updated PMP include: number of pedestrian fatalities and serious injury collisions; rates of crashes involving pedestrians; percentage of sidewalks within the PIN completed; mode share (percentage of trips made by foot); pedestrian activity (number of pedestrians in selected count locations); and children walking or biking to or from school. The intent of these outcome-based performance measures is to determine whether investments are effectively achieving desired PMP outcomes.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The PMP applies to the entire city. However, the plan targets investments within the PIN (see Figures 1 through 6).

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: [Check the applicable boxes]

- Flat Rolling Hilly Steep Slopes Mountainous
 Other: (identify)

The PMP focuses on the PIN throughout the city. Topography varies from flat to rolling hills, including steep slopes in some areas.

b. What is the steepest slope on the site (approximate percent slope)?

There are steep slopes of up to 40% or greater in some areas of Seattle. However, the PMP primarily focuses improvements (including sidewalks and stairways) on city streets and public rights-of-way, which typically range from flat to 10% slopes, with the steepest streets around 17%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Seattle has a variety of soil types, mostly glacial in nature. There is no prime farmland within the city's boundaries. There may be ground disturbance and grading during construction of individual PMP projects.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are indications and a history of unstable soils in certain locations within Seattle. These locations have been designated by the City as Environmentally Critical Areas (ECAs) and are subject to development restrictions. SDOT will evaluate the stability of soils at the location of individual PMP projects as appropriate.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.

Filling and grading may be required for the completion of some projects. Specific types and excavation quantities for projects have not been determined at this time. SDOT will evaluate any requirements for filling and grading during the implementation of individual projects.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur as a result of construction of some PMP projects due to grading or clearing activities. It is not expected that erosion would occur from projects once implemented.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Generally, PMP projects will be constructed within existing paved rights-of-way or other existing impervious surfaces. The PMP supports and encourages the use of natural drainage and green infrastructure to reduce impervious surfaces, where feasible. SDOT will evaluate construction of any new or replaced impervious surfaces during project-specific environmental reviews.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

When individual PMP projects are implemented, SDOT will avoid development within ECAs to the extent possible and conduct analyses of soil types and landslide potential at each project site during environmental review. SDOT will follow City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and construction Best Management Practices (BMPs) to control erosion and sediment runoff during the development and construction of PMP projects.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction of PMP projects there would be dust, odors, and exhaust emissions from construction equipment. Potential air quality impacts will be evaluated as appropriate during the environmental review of individual projects.

Implementing PMP projects would generally have beneficial effects on air quality. The PMP helps implement the City's Climate Action Plan by guiding planning and investments to improvements in the PIN. Since transportation is the number one contributor to greenhouse gas (GHG) emissions in the Seattle region, walking helps the City meet its climate protection goals by reducing auto trips and emissions from motor vehicles. Decreased pollution also has health benefits, as air pollution is an irritant that can trigger asthma attacks in children and adults.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odor that would affect the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The PMP contains a number of strategies and actions related to improving air quality, such as building out the PIN, implementing the Neighborhood Greenways program, and supporting the promotion and maintenance of green infrastructure in the rights-of-way.

During the design and construction of PMP projects, SDOT will follow City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction and BMPs to reduce construction-related air pollution and dust. Once implemented, PMP projects would be expected to reduce emissions by encouraging more pedestrian activity and decrease automobile use.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Seattle contains numerous creeks, streams, and other water bodies near PMP projects, including the Duwamish Waterway, Ship Canal, Lake Union, Lake Washington, and Puget Sound.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Certain PMP projects may require work adjacent to the waters described above and other waterbodies in Seattle. SDOT will design all projects to comply with the Shoreline Master Program Regulations, Stormwater Code, Grading Code, and all other pertinent water quality regulations.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Certain PMP projects may dredge or fill surface waters or wetlands. If required, SDOT will evaluate the amount and extent of dredge or fill activities during the environmental review phase for individual projects and comply with federal, state, and local regulations.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

PMP projects are not anticipated to require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

PMP projects will primarily be located in existing rights-of-way outside of the 100-year floodplain of waterbodies. Projects may occur over waterbody floodplains on bridge walkways. SDOT will determine whether any projects are located within the 100-year floodplain during development of individual projects, and if required, comply with applicable regulations.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

PMP projects are not anticipated to involve any discharges of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

PMP projects are not anticipated to withdraw or discharge to ground water.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

PMP projects will not discharge waste material from septic tanks or other sources.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The majority of PMP projects will be developed within current paved street rights-of-way. These projects would not generate any additional runoff than already exists. Runoff will follow existing drainage patterns through City storm drain facilities. Some projects may add sidewalks or other pedestrian facilities in locations where they do not currently exist, which could increase the amount of impervious surfaces.

SDOT will evaluate any potential increases to stormwater runoff during the design and environmental review phases of individual projects to determine runoff quantity, potential effects to drainage patterns, and drainage requirements.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

No. BMPs will be implemented during project staging and construction to avoid waste materials from entering ground or surface water.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The majority of PMP projects will be developed within current paved street rights-of-way and will not affect drainage patterns. Depending on the project, stormwater control improvements may be required according to the Seattle Stormwater Code.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The PMP contains a number of strategies and actions related to improving water quality, such as providing green stormwater infrastructure in the rights-of-way and collaborating with Seattle Public Utilities on stormwater control.

Where PMP projects add impervious surfaces that could increase stormwater runoff, SDOT will maintain water quality through the design and construction of appropriate drainage facilities. Project construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and BMPs to reduce and control any potential surface, ground or runoff water impacts from construction. PMP projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

4. Plants

a. Types of vegetation found on the site: [Check the applicable boxes]

- Deciduous trees: Alder Maple Aspen Other: (identify)
 Evergreen trees: Fir Cedar Pine Other: (identify)
 Shrubs
 Grass
 Pasture
 Crop or grain
 Orchards, vineyards, or other permanent crops
 Wet soil plants: Cattail Buttercup Bulrush Skunk cabbage
 Other: (identify)
 Water plants: water lily eelgrass milfoil Other: (identify)
 Other types of vegetation: (identify)

There are a wide variety of vegetation types found in the city. SDOT will identify and assess potential impacts to plants as necessary for specific PMP projects during the environmental review process.

b. What kind and amount of vegetation will be removed or altered?

PMP projects will primarily occur within existing paved rights-of-way. The majority of projects will therefore not remove or alter any vegetation. However, some vegetation may need to be removed or altered for construction of individual projects. SDOT will evaluate the type and amount of vegetation to be removed, if necessary, during the environmental review phase of each PMP project.

c. List threatened or endangered species known to be on or near the site.

PMP projects are unlikely to affect potential threatened and endangered and other special status plant species. However, SDOT will evaluate the presence of threatened and endangered and other special status plant species during the environmental review phase of specific PMP projects.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

SDOT has identified strategies and actions to provide additional green infrastructure in the rights-of-way, such as trees and vegetation, when constructing new projects, where appropriate. PMP projects will preserve existing vegetation to the maximum extent possible. SDOT will replace or repair any vegetation that has been removed or altered to the extent feasible as part of project construction. SDOT will comply with the City of Seattle Tree Protection Code, and adhere to the policies and goals outlined in the Seattle Urban Forest Management Plan and Trees and Sidewalks Operations Plan.

e. List all noxious weeds and invasive species known to be on or near the site.

SDOT will evaluate the presence of noxious weeds and invasive plant species during the environmental review phase of specific PMP projects.

5. Animals

a. Birds and animals which have been observed on or near the site or are known to be on or near the site: [Check the applicable boxes]

Birds: Hawk Heron Eagle Songbirds
 Other: Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species.

Mammals: Deer Bear Elk Beaver
 Other: Rodents, including mice, rats, squirrels, and raccoons are common urban species.

Fish: Bass Salmon Trout Herring
 Shellfish Other: (identify)

There are a wide variety of animals found within the City of Seattle. SDOT will assess potential impacts to animals as necessary for specific PMP projects during the environmental review process.

b. List any threatened or endangered species known to be on or near the site.

PMP projects are unlikely to affect potential threatened and endangered animal species. However, SDOT will evaluate the presence of threatened and endangered animal species during the environmental review phase of specific PMP projects.

c. Is the site part of a migration route? If so, explain.

The City of Seattle is within the Pacific Flyway. The Pacific Flyway encompasses the entire Puget Sound Basin.

d. Proposed measures to preserve or enhance wildlife, if any:

SDOT has identified strategies and actions to provide additional green infrastructure in the rights-of-way, such as trees and vegetation that may provide habitat, when constructing new projects and where appropriate. SDOT will evaluate the presence of and any potential impacts to wildlife during the environmental review of individual PMP projects. Projects will be designed to avoid impacts to wildlife to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. Project construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs for the protection and preservation of wildlife and their habitat.

e. List any invasive animal species known to be on or near the site.

SDOT will evaluate the presence of invasive animal species during the environmental review phase of specific PMP projects.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

PMP projects would typically require fuels and electricity during the construction phase to operate equipment and periodically thereafter for routine maintenance and repair activities. Projects that would add pedestrian crossing signals, flashing crossing beacons, or pedestrian-scale lighting may require electricity from the Seattle City Light power grid to operate.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

PMP projects would not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The PMP identifies objectives, strategies, and actions to improve walkability and accessibility on all streets in the city. More people walking for more trips reduces vehicular trips and associated consumption of fossil fuels.

7. Environmental health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Construction activities could uncover contaminated soils or result in potential environmental health hazards, such as exposure to toxic chemicals, hazardous waste, or spills. SDOT will evaluate the potential for environmental health hazards during the environmental review of each PMP project.

- 1) **Describe any known or possible contamination at the site from present or past uses.**

SDOT will evaluate the potential for contamination during the environmental review of individual PMP projects.

- 2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

SDOT will evaluate the potential for existing hazardous chemicals/conditions during the environmental review of individual PMP projects.

- 3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Fuels could be temporarily used for vehicles and equipment during construction of individual PMP projects. Fuels may be required for completed projects during maintenance activities.

- 4) **Describe special emergency services that might be required.**

No special emergency services will be required for PMP projects.

- 5) **Proposed measures to reduce or control environmental health hazards, if any:**

Construction crews will have a Health and Safety Plan in place and will follow City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs to reduce and control any environmental health hazards that may result from construction of individual PMP projects.

b. Noise

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Many types of noise exist throughout Seattle, including noise from traffic, rail, maritime,

air freight, and operation of equipment. Noise from these and other activities in Seattle would not affect PMP projects.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction for individual PMP projects would likely occur during daylight hours only and would have short-term impacts on noise levels. Most projects would likely be proposed in built out areas with existing traffic that generates noise. By increasing pedestrian activity, PMP projects may help decrease noise levels from vehicle traffic over time, especially in residential neighborhoods.

3) Proposed measures to reduce or control noise impacts, if any:

Individual PMP projects will comply with the City of Seattle Noise Code (Seattle Municipal Code Chapter 25.08). If there is a need for work outside these times to minimize traffic impacts, SDOT will request a noise variance permit to allow some construction work at night. Construction vehicles will be equipped with mufflers or silencers and other BMPs in the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction where applicable.

The PMP proposes strategies and actions to contribute to a reduction in noise levels such as reducing vehicle speeds on arterials and non-arterials and providing additional trees and vegetation buffers in the rights-of-way.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

As described in Section A.12 and Figures 1 through 6, the PIN includes streets that connect people to K-12 public schools and stops on the Frequent Transit Network, and connect people to and within urban centers and urban villages. The PIN is connected to a variety of land uses along these streets, including single- and multi-family residential areas, commercial, industrial, institutions, mixed uses, and parks.

The PMP would not affect current land uses on nearby or adjacent properties. Objective 5 in the PMP is to create vibrant public spaces that encourage pedestrian use and a strategy and action group is Pedestrian Realm Quality and Comfort. The strategies and actions are intended to be beneficial to surrounding land uses through measures such as pedestrian amenities, green infrastructure, and pedestrian-scale lighting.

- b. Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?**

No.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No.

- c. Describe any structures on the site.**

Seattle contains many different structures throughout the city rights-of-way. SDOT operates and maintains over 149 bridges throughout Seattle, many of which provide access for pedestrian crossings. SDOT also maintains close to 600 retaining walls and over 500 stairways. There is also a wide variety of street furniture in the rights-of-way including information kiosks, utility poles, traffic lights and signs, transit shelters, and other objects and pieces of equipment.

- d. Will any structures be demolished? If so, what?**

SDOT will determine what structures will be replaced, if any, during the development of individual PMP projects. Structures that may be demolished, added, altered or replaced include pedestrian bridge walkways, stairways, retaining walls, and street furniture.

- e. What is the current zoning classification of the site?**

Most PMP projects will occur in rights-of-way where the zoning classification is determined by adjacent zones. Zoning classifications along the PIN include commercial, residential, mixed use, and several other designations. The city's land use patterns were a consideration in developing the PIN that connects different zones and the overall city.

- f. What is the current comprehensive plan designation of the site?**

Comprehensive Plan designations along the PIN include commercial/mixed use, residential, urban centers, urban villages, and several other designations.

- g. If applicable, what is the current shoreline master program designation of the site?**

Shorelines of the city include saltwater shorelines, Salmon Bay, Lake Union, the Ship Canal, Lake Washington, Green Lake, and the Duwamish River. Seattle shoreline districts have designations that include urban industrial, urban residential, and urban general among others. PMP projects will likely be proposed within 200 feet of shorelines within the city. SDOT will evaluate any potential impacts to shoreline districts and comply with the

Shoreline Master Program Regulations during the environmental review and permitting of individual PMP projects.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The City of Seattle has designated ECAs located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills. SDOT will evaluate any potential impacts to ECAs during the environmental review of individual PMP projects.

i. Approximately how many people would reside or work in the completed project?

None.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The PMP prioritization focuses resources where conditions are difficult and where people most need to be able to walk. Priority conditions were identified and include repairing sidewalks and stairways, evaluating and addressing safety concerns, and improving safety in school zones. Priority improvements were identified that connect people to transit stops, connect families and children to schools, and connect people to and within urban centers and urban villages (see Figures 1 through 6). The PIN reflects the PMP's vibrancy (or demand) goal by directing pedestrian improvements to locations where, across the city, people most need to walk.

The PMP is informed by a series of transportation planning and policy initiatives in the Seattle Comprehensive Plan (Seattle 2035) from the Land Use, Transportation, and Urban Village Elements. The plan guides City decisions on how to improve the transportation system and where to make capital investments such as pedestrian improvements. Goals and policies related to the PMP from the Transportation Element include:

- Goal TG3: *Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.*
- Policy T3.1: *Develop and maintain high-quality, affordable and connected bicycle, pedestrian, and transit facilities.*

- Policy T3.10: *Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.*
- Policy T3.11: *Develop and maintain pedestrian and bicycle facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.*
- Policy T3.13: *Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.*

The PMP supports the plan's Urban Village Strategy by making connections in existing urban centers and villages, transit and community centers, and by contributing to mobility options in neighborhood centers.

The City has established a series of new policies relating to right-of-way allocation and how decisions are made regarding street space, mobility, and access for people. These policies direct SDOT to consider the pedestrian realm in making right-of-way allocation decisions.

m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

No measures are proposed.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

No measures are proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

PMP projects would generally install pedestrian facilities at street level in the rights-of-way. Some pedestrian improvement projects may include the addition, repair, or alteration of bridge walkways, stairways, retaining walls, traffic lights, and street furniture. These

structures may be made from a variety of materials including aluminum, concrete, and steel.

b. What views in the immediate vicinity would be altered or obstructed?

It is not anticipated that views would be altered or obstructed in the immediate vicinity as a result of PMP projects. SDOT will evaluate the potential for alteration or obstruction of views during the environmental review of individual PMP projects.

c. Proposed measures to reduce or control aesthetic impacts, if any:

SDOT has identified strategies and actions for Pedestrian Realm Quality and Comfort including providing pedestrian buffers, promoting and maintaining green infrastructure, and creating inviting pedestrian spaces. SDOT will evaluate the potential for alteration or obstruction of views during the environmental review of individual PMP projects.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Pedestrian crossing signals, flashing crossing beacons, or pedestrian-scale lighting may be added to the PIN as part of specific PMP projects. The light produced by these projects will be similar to that of existing traffic signals and street lights throughout the city. The crossing signals and flashing crossing beacons will typically operate 24 hours a day.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

The purpose of adding signals, beacons, and lighting is to improve safety and security by enhancing the visibility of pedestrians to vehicles, illuminating potential hazards, and increasing perceived personal security. These pedestrian improvements do not generally produce enough light or glare to pose a safety hazard or interfere with views. Where appropriate, controls will be used to minimize any light or glare from facility lights.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

Pedestrian lighting improvements will be made by adjusting or enhancing existing light or adding new lighting. Lights will be shielded to focus illumination to specific areas and to reduce ambient glare to the extent possible. Additional lighting may be added to areas where it is necessary to enhance safety and security, such as near high use transit stations or under bridges. Traffic signals will be added to intersections and other areas where necessary to provide safe crossings for pedestrians. SDOT will design and implement measures, such as fixture style, wattage, and mounting height, to reduce and control light and glare as necessary during the development of individual PMP projects.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Seattle has many designated and informal recreational opportunities within its boundaries. Seattle Parks and Recreation manages over 400 parks and open areas totaling over 6,200 acres. SDOT maintains about 40.2 miles of shared-use trails throughout the city, and is building out a network of Neighborhood Greenways. Greenways occur along non-arterial streets and are designed to prioritize pedestrian and bicycle travel. Additionally, the sidewalk network throughout Seattle is used by many for recreational purposes, in addition to transportation purposes.

b. Would the proposed project displace any existing recreational uses? If so, describe.

PMP projects would not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The PMP would increase recreational opportunities through a network of safe and connected pedestrian facilities. SDOT activities guided by the PMP and other public/private efforts include initiatives for connecting pedestrians to parks and other destinations through programs such as the Neighborhood Park and Street Fund and Neighborhood Greenways. The Seattle Complete Streets Ordinance requires that planning, design, and construction of City transportation improvements must consider opportunities to make investments for pedestrians and bicyclists and to promote safety for all users. SDOT will implement a variety of design, engineering, and enforcement strategies and actions to make pedestrian travel safer along and across the roadway.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Seattle has many places and objects listed on national, state, or local preservation registers. SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual PMP projects.

b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Seattle has several landmarks and evidence of historic, archaeological, scientific, and cultural importance within its boundaries. SDOT will evaluate any potential impacts to

historic and cultural resources during the environmental review of individual PMP projects.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

Not applicable.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.**

SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual PMP projects. Projects will be designed to avoid impacts to historic and cultural resources to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. PMP projects may be required to consult or seek approval from the State Department of Archaeology and Historic Preservation, City Preservation/Historic District Boards, Landmarks Boards, and other applicable agencies.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.**

The PMP addresses public rights-of-way throughout Seattle. As described in Section A.12 and Figures 1 through 6, the PIN includes arterial and non-arterial streets that serve as key pedestrian routes to K-12 public schools, provide access to stops on the Frequent Transit Network, and connect people to and within urban centers and urban villages.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Seattle is served by several public transit agencies, including King County Metro, Sound Transit, Community Transit, Pierce Transit, and Washington State Ferries. The PIN is composed of streets in the Frequent Transit Network as identified in the City's Transit Master Plan. The Frequent Transit Network includes routes and stops for existing and future Link Light Rail, Seattle Streetcar, RapidRide/Bus Rapid Transit, and priority bus corridors where existing transit ridership is high and planned growth will continue to drive demand. As priority bus routes are upgraded to frequent service in the future, updated stop locations will be integrated into future updates of the PMP.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or non-project proposal eliminate?**

PMP projects may add or eliminate motor vehicle parking spaces depending on the type of pedestrian facility constructed. SDOT will evaluate any impacts to parking during the environmental review of individual projects.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

Yes. PMP projects would include improvements to existing public roads and streets on arterials and non-arterials through new and reconstructed sidewalks and walkways. Projects would also improve road crossings for pedestrians through measures such as curb bulbs, crosswalks, pedestrian signals, median crossing islands, and lane and turn movement reductions.

SDOT will describe any improvements to existing rights-of-way during the design and development of individual PMP projects and subsequent environmental review.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

PMP projects may include crossings at water or rail transportation facilities. These crossings could include signage, structural improvements to existing crossings, or new crossing structures. SDOT will evaluate any impacts to water and rail transportation facilities during the design and environmental review of individual projects.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

The PMP identifies objectives, strategies, and actions to improve walkability and accessibility on streets throughout the city. More people walking for more trips reduces vehicular trips.

- g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

- h. Proposed measures to reduce or control transportation impacts, if any:**

The PMP prioritization focuses resources where conditions are difficult and where people most need to be able to walk. The PIN reflects the PMP's vibrancy (or demand) goal by ensuring that pedestrian improvements across the city are directed to locations where people most need to walk, including public schools and transit stops. Developing the PIN

across the city would likely reduce traffic congestion by increasing pedestrian activity and safety. SDOT will implement a variety of design, engineering, and enforcement strategies and actions to make pedestrian travel safer along and across the roadway. PMP strategy and action groupings that will be implemented are as follows:

- **Along-the-Roadway** – Strategies address how SDOT will improve pedestrian conditions and access, and maintain a high-quality pedestrian realm for people traveling along the roadway. Actions include providing new and repairing sidewalks, building and maintaining stairways, and maintaining a walkable zone on sidewalks.
- **Crossing-the-Roadway** – Strategies outline measures SDOT will take to create more comfortable and safe conditions for people crossing the roadway. Actions include providing curb bulbs, modifying signal timing, and implementing pedestrian-only phasing where appropriate.
- **Network-wide** – Measures SDOT will take to reduce the quantity and severity of pedestrian collisions across the city, and to increase safety for all people. These strategies and actions will be implemented in association with Seattle’s Vision Zero program. Actions include establishing 20 mph speed limits on non-arterial streets and continuing to use lane reductions as appropriate.
- **Education, Encouragement and Enforcement** – Strategies focus on how SDOT will promote more pedestrian movement in Seattle and enforce safe roadway practices by all users to help improve pedestrian safety. Actions include using the network of dynamic messaging signs and expanding safety education programs.
- **Pedestrian Realm Quality and Comfort** – Strategies outline how SDOT will create, enhance, and maintain a vibrant and comfortable pedestrian realm. Actions include developing a wayfinding system, providing pedestrian amenities, and increasing funding for landscape and street tree management and maintenance.

The PMP Objective 4 is to plan, design, and build Complete Streets to move people and goods. The City’s Complete Streets Ordinance directs that improvements be considered to accommodate multi-modal travel with walkways, bicycle lanes, transit facilities, and freight design treatments. The four city-wide modal plans identify opportunities to create a safer, more integrated transportation system.

Proposed measures to reduce or control transportation impacts will be evaluated by SDOT during environmental review for individual PMP projects. All traffic control will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012).

15. Public services

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

Improvements in pedestrian facilities may result in increases in demand for public transit. However, the PIN is composed of streets in the Frequent Transit Network as identified in the City’s Transit Master Plan. See Section B.14.b for more information. PMP projects are

intended to decrease the need for other public services, such as fire and police protection, and health care, by increasing safety as described below.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Network-wide strategies in the PMP are measures to reduce the quantity and severity of pedestrian collisions across the city and to increase safety for all people. These strategies and actions will be implemented in association with SDOT's Vision Zero program and include measures such as managing vehicle speeds and providing traffic calming measures. SDOT will continue to coordinate with the Seattle Police Department on initiatives such as conducting routine enforcement in areas with high crash rates and installing school zone cameras. These and other measures are intended to reduce the demand for public services responding to pedestrian collisions. SDOT will work with the Seattle Fire and Police Departments during the implementation of individual projects to eliminate or minimize the potential effects to emergency response times.

16. Utilities

a. Utilities currently available at the site, if any: [Check the applicable boxes]

- None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 Other (identify)

Public and private utilities are available throughout the city.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Construction of PMP projects may relocate some above- or below-ground utilities. Once implemented, some projects may use the Seattle City Light electrical utility to operate pedestrian crossing signals, flashing crossing beacons, or pedestrian-scale lighting. SDOT will evaluate any impacts to public and private utilities during the environmental review of individual PMP projects.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Jan C. Nurek

Date Submitted: 2.14.17

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Projects developed within existing paved rights-of-way, pedestrian bridge walkways and stairways, would not generate any additional runoff to that already existing. However, projects that construct new sidewalks or walkways, or that are constructed outside of existing rights-of-way may increase the amount of impervious surfaces, which could lead to greater stormwater runoff. Sidewalks and walkways are considered non-pollution-generating impervious surfaces. PMP projects would also be expected to decrease vehicle miles traveled which may result in a reduction in nonpoint source pollution from runoff on roadways.

During construction of PMP projects there would be exhaust emissions from construction equipment. Once implemented, individual PMP projects are intended to contribute to a reduction in traffic congestion and related greenhouse gas emissions as recommended by the Climate Action Plan. Construction activities may produce or release toxic or hazardous substances, such as mechanical fluids from construction equipment, and would temporarily generate noise. By increasing pedestrian activity PMP projects may help decrease noise levels from vehicle traffic over time, especially in residential neighborhoods.

Proposed measures to avoid or reduce such increases are:

The PMP contains strategies and actions to use natural drainage and green infrastructure to control stormwater. SDOT collaborates with public agencies and private developers to maximize opportunities to provide green infrastructure within the rights-of-way. The plan also contains several strategies and actions related to improving air quality, such as building out the PIN, implementing the Neighborhood Greenways program, and similarly promoting and maintaining green infrastructure in the rights-of-way.

Prior to construction of individual PMP projects, SDOT will evaluate the need and types of mitigation appropriate for any anticipated adverse impacts and BMPs to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and generation of noise.

Projects will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and BMPs. Where projects may increase stormwater runoff, SDOT will maintain water quality through the design and construction of improved drainage facilities. Projects will meet all drainage requirements for collection, detention, and treatment according to the Seattle Stormwater Code.

Projects will be required to implement BMPs and a spill prevention plan to minimize the potential for spills. The PMP proposes measures to mitigate noise and air quality impacts including providing additional trees and vegetation and reducing traffic speeds on arterial and non-arterial streets. Individual PMP projects will comply with the City of Seattle Noise Code (Seattle Municipal Code Chapter 25.08).

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

PMP projects would primarily involve modifications within paved rights-of-way, as opposed to natural or undeveloped sites. As a result, most projects are not likely to have effects on animals, fish or marine life. However, some projects may require vegetation removal during construction, and pedestrian bridge walkway work may occur over waterbodies. At this stage it is not possible to meaningfully assess the potential impacts to plants and wildlife from specific PMP projects.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

SDOT will design projects to avoid impacts to plant and wildlife species to the extent possible. SDOT will replace or repair any vegetation that has been removed or altered as part of project construction. SDOT has identified strategies and actions to provide additional green infrastructure, such as trees and vegetation that may provide habitat, when constructing new projects where appropriate. Projects will comply with the City of Seattle Tree Protection Code, and adhere to the policies and goals outlined in the Seattle Urban Forest Management Plan and Trees and Sidewalks Operations Plan. Project construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs for the protection and preservation of plant and wildlife species.

SDOT will evaluate the presence of and impacts to plants, animals, fish, and marine life during the environmental review of individual PMP projects. If necessary, SDOT will develop mitigation measures to avoid or minimize any potential effects and consult with applicable regulatory agencies including U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Washington State Department of Ecology, and Washington State Department of Fish and Wildlife.

3. How would the proposal be likely to deplete energy or natural resources?

PMP projects would typically require fuels and electricity use during construction phases to operate equipment and periodically thereafter for routine maintenance and repair activities. Completed PMP projects are projected to decrease the use of energy and natural resources by encouraging pedestrian activity and thereby potentially reducing vehicle miles traveled. Projects that would add pedestrian crossing signals, flashing crossing beacons, and pedestrian-scale lighting may require electricity from the Seattle City Light power grid to operate.

Proposed measures to protect or conserve energy and natural resources are:

The PMP identifies objectives, strategies, and actions to improve walkability and accessibility on all streets in the city. More people walking for more trips reduces vehicular trips and associated consumption of fossil fuels.

SDOT will evaluate the potential impacts to energy and natural resources during the environmental review of individual PMP projects and if necessary, develop mitigation measures to avoid or minimize any potential adverse effects.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

PMP projects would primarily involve modifications within paved rights-of-way, as opposed to natural or undeveloped sites. Potential projects that construct new sidewalks or walkways outside of existing rights-of-way may be more likely to encounter environmentally sensitive areas or areas designated for governmental protection. However, at this stage it is not possible to meaningfully assess the potential impacts of specific PMP projects on these resources.

Proposed measures to protect such resources or to avoid or reduce impacts are:

SDOT will evaluate any impacts to sensitive or protected areas during the environmental review of individual projects and if necessary, develop mitigation measures in coordination with applicable regulatory agencies to avoid or minimize any potential effects.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

PMP projects will be designed to comply with all applicable land and shoreline use plans and regulations. Its policies and programs are consistent with those of the Seattle Comprehensive Plan, multi-modal plans, and the City's Shoreline Master Program. While the PMP is not anticipated to induce land or shoreline uses incompatible with existing plans, at this stage it is not possible to meaningfully assess the potential impacts of specific projects.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The PMP is informed by a series of transportation planning and policy initiatives in the Seattle Comprehensive Plan. The plan guides City decisions on how to improve the transportation system and where to make capital investments including pedestrian improvements. See Section B.8.I for more information. The City has established a series of new policies relating to right-of-way allocation and how decisions are made regarding street space, mobility, and access for people. These policies direct SDOT to consider the pedestrian realm in making right-of-way allocation decisions.

SDOT will evaluate the consistency of individual PMP projects with existing land and shoreline use plans and, if necessary, develop mitigation measures to avoid or minimize any potential effects during individual environmental review.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The PMP prioritization focuses resources where conditions are difficult and where people most need to be able to walk. The PIN reflects the PMP's vibrancy (or demand) goal by ensuring that pedestrian improvements across the city are directed to locations where people most need to walk. Developing the PIN across the city would likely reduce traffic congestion by increasing pedestrian activity and safety. Improvements in pedestrian facilities may result in increases in demand for public transit. However, the PIN is composed of streets in the Frequent Transit Network as identified in the City's Transit Master Plan. See Section B.14.b for more information.

The PMP is intended to improve safety on multi-modal streets as part of the City's Vision Zero efforts which may decrease the demand for public services such as fire and police protection and health care over time. SDOT coordinates enforcement efforts with the Seattle Police Department to accomplish Vision Zero initiatives. SDOT will also work with the Seattle Fire and Police Departments during the implementation of individual projects to eliminate or minimize the potential effects to emergency response times.

Certain PMP projects will increase demand on public utilities to supply electricity for new pedestrian crossing signals, flashing crossing beacons, and pedestrian-scale lighting; however, the increase will be negligible.

Proposed measures to reduce or respond to such demand(s) are:

The PMP identifies strategies and actions that relate to safety and mobility improvements in the PIN (see Section B.14.h). SDOT will evaluate the demand on transportation, public services, and utilities during the development and environmental review of individual PMP projects and if necessary, develop mitigation measures to avoid or minimize any potential effects.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The PMP is consistent with local, state and federal laws and requirements for the protection of the environment. It is intended as a functional plan to implement projects in the PIN consistent with the Comprehensive Plan, multi-modal plans, and other related plans. These policies include those outlined in the: Land Use, Transportation, and Urban Village Elements of the Comprehensive Plan; SDOT Transportation Strategic Plan; Seattle Climate Action Plan; Seattle's Bicycle, Freight, and Transit Master Plans; Seattle's Complete Streets Ordinance; and the Right-of-Way Improvements Manual. Individual PMP projects will be subject to the same federal, state, and local laws and requirements for protecting the environment that govern all development projects in the city.

FIGURE 2: PRIORITY INVESTMENT NETWORK, NORTHWEST SECTOR

Priority Investment Network

- Arterial Street
- Non-arterial Street
- Arterial Missing Sidewalk
- Non-arterial Missing Sidewalk
- Public School
- Lightrail Station
- Transit Hub
- Frequent Transit Bus Stop
- Rapid Ride Stop
- Future BRT Stop
- ▲ Streetcar Station

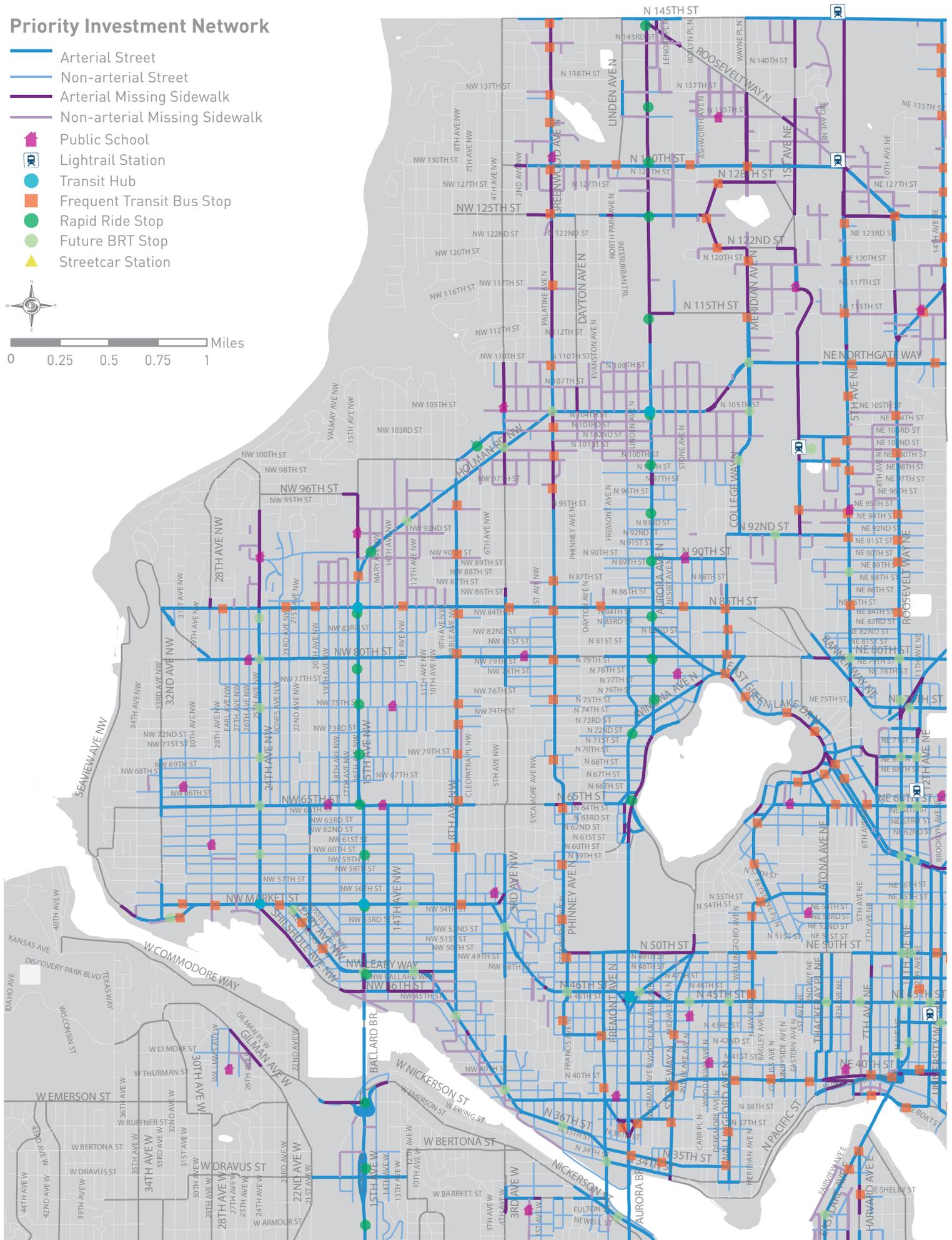
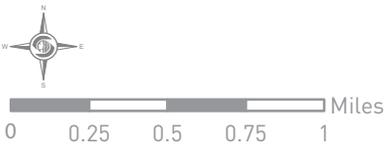


FIGURE 3: PRIORITY INVESTMENT NETWORK, EAST SECTOR

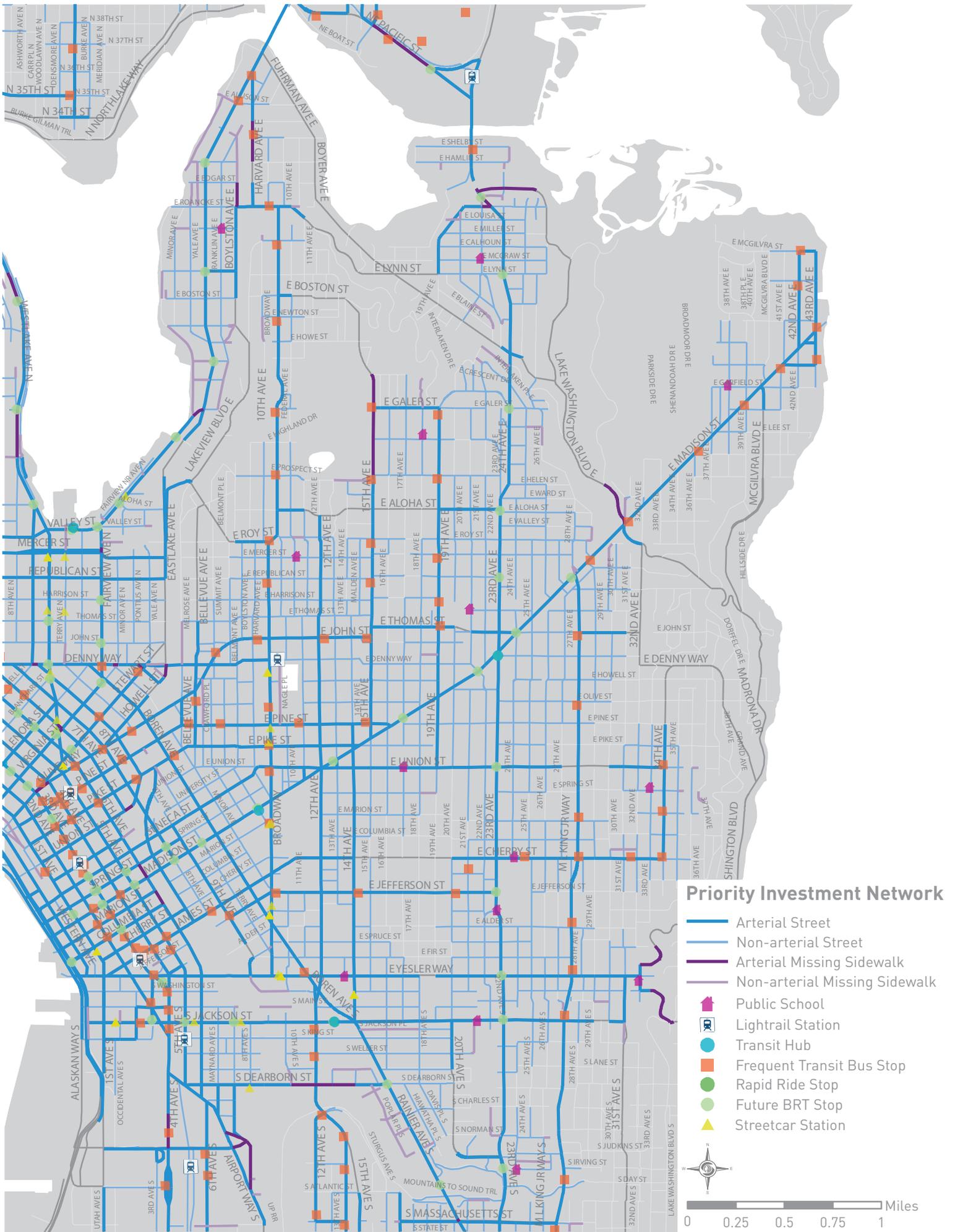
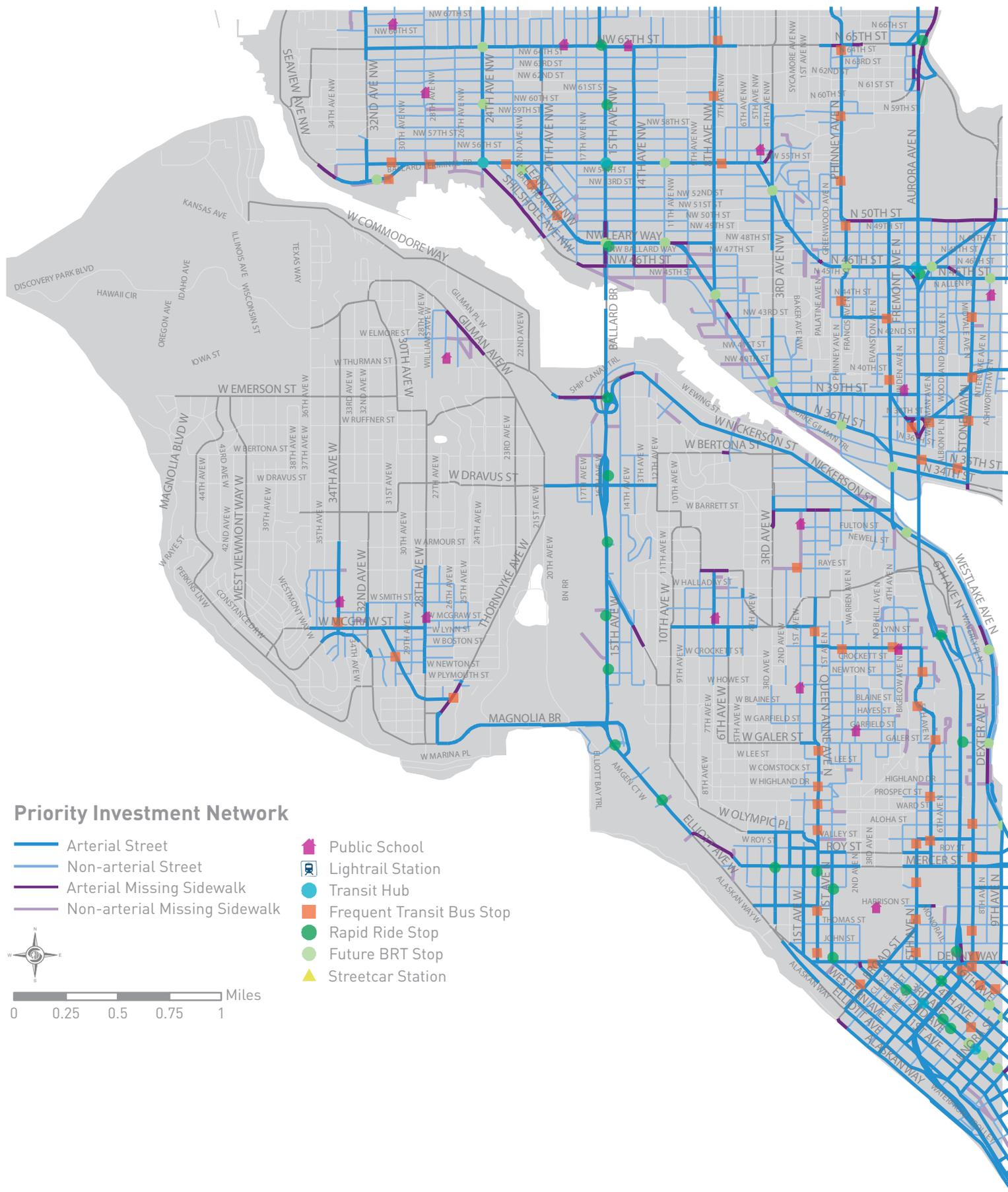


FIGURE 4: PRIORITY INVESTMENT NETWORK, WEST SECTOR



Priority Investment Network

- Arterial Street
- Non-arterial Street
- Arterial Missing Sidewalk
- Non-arterial Missing Sidewalk
- Public School
- L Lightrail Station
- Transit Hub
- Frequent Transit Bus Stop
- Rapid Ride Stop
- Future BRT Stop
- ▲ Streetcar Station



0 0.25 0.5 0.75 1 Miles

FIGURE 5: PRIORITY INVESTMENT NETWORK, SOUTHEAST SECTOR

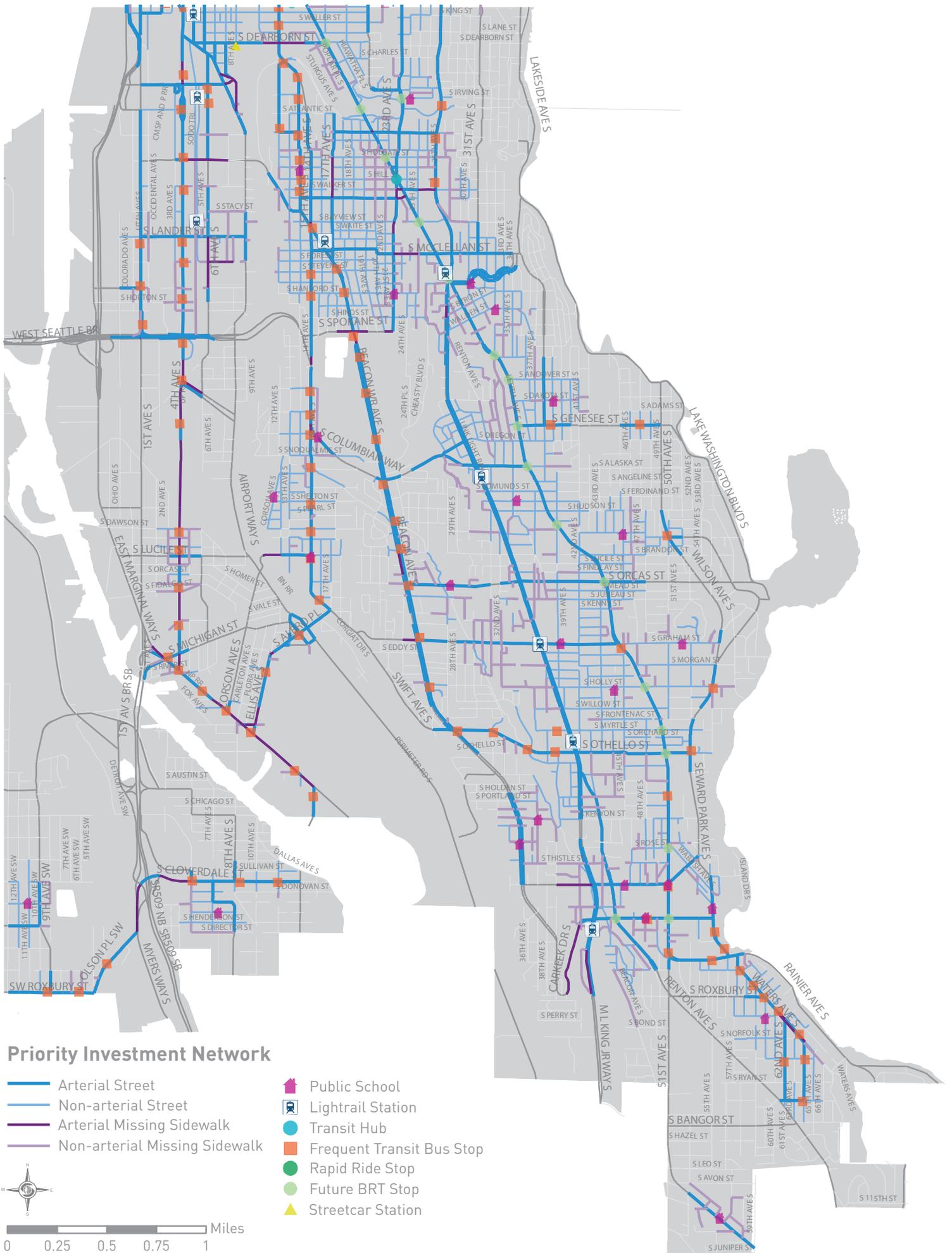


FIGURE 6: PRIORITY INVESTMENT NETWORK, SOUTHWEST SECTOR

