

PEDESTRIAN MASTER PLAN

2010 PLANNED IMPROVEMENTS



Bell Street Park. Four Belltown blocks, from First to Fifth Avenues, will be turned into a new park boulevard with better lighting and natural landscaping to provide much needed open space for the Belltown community. The project converts one traffic lane, reconfigures parking and provides 30' wide sidewalks on the north side of the street.



Westlake Transportation Hub. SDOT is designing and building a new pedestrian plaza on Westlake Avenue between Stewart Street and Olive Way. The project simplifies a complicated, five-way intersection and improves the historic McGraw Square Park. The project will make walking and biking through north downtown more pleasant and improve transfer opportunities between the streetcar, monorail, transit tunnel and major bus routes.



Central District traffic signal control box decals. Signal control boxes are metal boxes located at each signalized intersection in the city. SDOT is transforming these boxes with community artwork that represents the Central District and engages pedestrians. Troy R. Miles, a local artist, has designed three images that are being printed as decals and installed on the sides of signal boxes.



Infrastructure improvements. SDOT is building 15 blocks of new sidewalk, installing 40 new pedestrian countdown signals, remarking 600 crosswalks, installing 50 pedestrian and crossing improvements, improving walking routes at 5 schools, repairing 22 blocks of sidewalk, constructing or upgrading 265 curb ramps and planting 800 trees.

CONTACT

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SEATTLE'S PEDESTRIAN MASTER PLAN

PROGRESS REPORT

March 2010

Making Seattle
the **Most Walkable City**
in the Nation

SAFETY

EQUITY

VIBRANCY

HEALTH

Check out the plan at
http://www.seattle.gov/transportation/pedestrian_masterplan.htm

PEDESTRIAN MASTER PLAN COMPLETED!

Seattle's Pedestrian Master Plan, like all of the Seattle Department of Transportation (SDOT) modal plans, flows from the guidance of the Transportation Strategic Plan (TSP). The TSP is the department's 20-year work plan; it maps out the objectives and investments needed to transform the transportation system and support walking, bicycling, transit and freight.

Even though the Pedestrian Master Plan was just adopted, SDOT has been hard at work implementing it. This report shares those accomplishments and gives a preview of planned 2010 work.

GETTING MORE PEOPLE WALKING FOR TRANSPORTATION, RECREATION AND HEALTH



In 2009, we hosted **Celebrate Seattle Summer Streets**, opening city streets for people to have fun, celebrate the spirit and personality of their community and support local businesses. SDOT also participated in **PARK(ing) Day** for the first time. Parking spaces throughout the city became parks, where people played games, socialized and took advantage of more space for pedestrians. SDOT shared information on programs that help residents walk, bike and ride transit.

In a similar spirit, SDOT celebrated the completion of the **Festival Street** on South Lander Street between 16th and 17th Avenues South. The street extends the Beacon Hill Link Light Rail station plaza and creates a space for community events. Features include a road with decorative pavers at the same level as the sidewalks to create a "curb-less" street, landscaping and pedestrian-scale lighting. SDOT also built a "**shared street**" on 45th Avenue South. This type of street incorporates traffic calming, natural drainage and space for people and cars.



WALK THIS WAY



In 2009, SDOT installed 40 pedestrian countdown signals. These signals tell pedestrians how much time is left before the solid red "don't walk" hand appears and have been shown to reduce the number of pedestrian collisions.

SEE YOU IN THE CROSSWALK

Our pedestrian safety campaign during the 2009 holiday season reminded people that they are both drivers and pedestrians and encouraged everyone to "take it slow" during a busy time of the year.



INCREASE SAFETY

2009 ACCOMPLISHMENTS

From 2009 to 2015, *Bridging the Gap*, a voter approved transportation funding package, includes approximately \$60 million for pedestrian improvements. Here's what was completed in 2009:

- 40 pedestrian countdown signals
- 25 crossing improvements
- 805 crosswalks remarked
- 52 schools received "20 mph in school zone" signs
- 6 school routes improved with sidewalks and traffic calming elements
- 26 blocks of new sidewalk
- 24 blocks of sidewalk repair
- 4 stairways repaired
- 800 trees planted
- 441 curb ramps installed

Did you know?
Property owners are responsible for keeping their sidewalk or walkway clear.



SAFETY ON AURORA IMPROVED

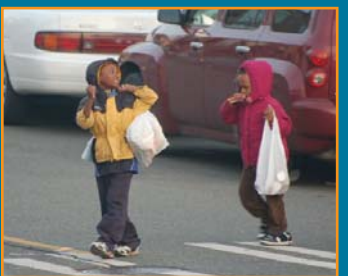
SDOT has partnered with the Washington State Traffic Safety Commission to implement the Aurora Traffic Safety Project. The project is a two-year effort to improve safety along Aurora Avenue North through street improvements, education, enforcement by increasing police patrols, reducing collisions and improving pedestrian mobility. On June 18, 2009, the project was officially launched with a walk for safety along Aurora to Bagley Elementary School. Walkers carried signs adorned with the project theme "Expect Pedestrians" and were accompanied by the Feet First Chicken and the Bagley Bee. For more information about the project visit: <http://www.seattle.gov/aurora>.

WAYFINDING PROGRAM



SDOT installed signs to make it easier for pedestrians to get around Seattle's Center City and to encourage the use of public transit. Signs direct people to key attractions like Pike Place Market and the Downtown Transit Tunnel. The new signs are easy to read and use internationally recognized symbols.

Creating safe walking and biking routes to Seattle schools is a top priority of SDOT's Safe Routes to School Program. In 2009, SDOT improved six routes by adding sidewalks, median crossing islands and other traffic calming elements. Doing so increases the number of students who walk or bike to school, provides students and parents options to driving alone and promotes healthy, active lifestyles.



IMPROVE WALKABILITY