

Seattle Department of Transportation

# SEATTLE PEDESTRIAN MASTER PLAN

## 2020 Progress Report



DECEMBER 2020



**Seattle**  
Department of  
Transportation

The Levy to

**MOVE SEATTLE**



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# INTRODUCTION

The Seattle Pedestrian Master Plan (PMP) aims to help Seattle become the most walkable and accessible city in the nation. This is rooted in the Seattle Department of Transportation's (SDOT) vision of Seattle as a thriving, equitable community powered by dependable transportation.

As COVID-19 and the closure of the West Seattle High-Rise Bridge rapidly shift travel patterns throughout the city, achieving these visions is more critical than ever. Since the onset of the pandemic and Washington State's "Stay Home, Stay Healthy" order, neighborhoods throughout Seattle have experienced an increase in pedestrian activity and a renewed desire for safe and comfortable walking and biking facilities.

SDOT has worked swiftly to respond to these changes and has launched innovative programs and initiatives in 2020 that prioritize people walking and biking. Among others, these have included installing over 20 miles of Stay Healthy Streets to encourage physical distancing and provide space for people to walk, bike, and roll in the street safely, retiming over 800 traffic signals citywide to reduce wait times for people crossing the street, and activating the right of way with new permits opportunities for outdoor cafes, merchandise displays, and vending.

The PMP is also critical in our response to changing travel patterns. The PMP prioritizes walkability and accessibility investments in areas where they are most needed to connect residents with frequent transit, schools, and community destinations. The PMP implementation strategy focuses on cost-effective methods for delivering projects that allow us to construct improvements quickly and expand the reach of our investments. Not only does the PMP strive to increase access

and safety for people walking, it also establishes strategies and actions that prioritize vibrant public spaces and complete streets to make walking a more inviting and enjoyable experience. Additionally, the PMP acknowledges the critical role of awareness campaigns to promote health and safety.

Since 2016, SDOT has advanced PMP implementation with the voter-approved Levy to Move Seattle. Updated in 2017, the PMP is one of four modal master plans funded by the Levy to Move Seattle: pedestrian, bicycle, transit, and freight. Together, they provide a blueprint for guiding safety and mobility investments through a time of unprecedented growth.

## PROGRAM STATUS UPDATE

For the past 3 years, we have published an annual PMP Implementation Plan that addresses near-term improvements to the pedestrian environment, including a list of projects we plan to construct over the next 5 years and a progress report with recent project and performance measure updates. However, due to the drastic and unprecedented impacts of COVID-19 on our operations and program budgets, this document focuses on the progress report only, detailing recent program updates (2019-2020) rather than a full 5-year project list. While a full implementation plan update with a project list is not being published in 2020, we are continuing to advance implementation of projects included in the [2020-2024 project list](#).

Once more complete information is available on how COVID-19 has impacted the PMP implementation program and SDOT as a whole, a new version of the PMP Implementation Plan will be published that reflects an accurate and reliable future work plan.

# PMP IMPLEMENTATION PROGRESS

## PERFORMANCE REPORT

Since the beginning of the [Levy to Move Seattle](#) in 2016, we have made investments throughout the city that address our commitment to improving safety and mobility for pedestrians. In 2019, we completed a record number of new sidewalks and exceeded the crossing improvement delivery goals established in the

annual levy work plan. Due to the budgetary impacts and project delivery challenges associated with COVID-19, we are unlikely to achieve 2020 targets but are committed to continuing to invest in high priority pedestrian improvements that enhance the walking environment in Seattle.

Levy Deliverable	2016	2017	2018	2019	2020 (Thru Q3)	2020 Planned	Total to Date
Blocks of New Sidewalks Built	8.3	42	34.75	48	19	43-58	155.05
Crossing Improvements	18	15	13	18	5	16	69

## RECENTLY COMPLETED SIDEWALK PROJECTS (Q1 2019-Q3 2020)

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Arterial Sidewalk	Traditional sidewalk	W Nickerson St between Ballard Bridge and 13th Ave W	2019	2
Arterial Sidewalk	Asphalt pathway	NE 110th St between 35th Ave NE and 36th Ave NE	2019	1
Arterial Sidewalk	Traditional sidewalk	30th Ave NE between N 130th St and N 137th St	2019	7
Arterial Sidewalk	Traditional sidewalk	NE 110th St between Sand Point Way NE and 40th Ave NE	2019	4
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between NE 137th St and NE 145th St (east side)	2019	6
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between N 97th St and N 104th St	2019	4
Arterial Sidewalk	Traditional sidewalk	NE 110th St between 34th Ave NE and 35th Ave NE	2019	1

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Arterial Sidewalk	Traditional sidewalk	Meridian Ave N between N 115th St and N 117th St	2019	2
Arterial Sidewalk	Delineated concrete pathway	Beacon Ave S between 55th Ave S and S Wallace St	2019	2
Arterial Sidewalk	Traditional sidewalk	S Cloverdale St between 5th Ave S and Cloverdale Business Park	2019	1
Non-Arterial Sidewalk	Asphalt pathway	N 100th St between Linden Ave N and Aurora Ave N	2019	1
Non-Arterial Sidewalk	Traditional sidewalk	NW 92nd St between Mary Ave NW and 15th Ave NW	2019	0.5
Non-Arterial Sidewalk	Painted pathway	Bagley Ave N between N 106th St and N 107th St	2019	1
Non-Arterial Sidewalk	Traditional sidewalk	NE 98th St between 5th Ave NE and 8th Ave NE	2019	2
Non-Arterial Sidewalk	Traditional sidewalk	NE 115th St between Roosevelt Way NE and 12th Ave NE	2019	2
Non-Arterial Sidewalk	Asphalt pathway	S Webster St between 44th Ave S and 46th Ave S	2019	2
Non-Arterial Sidewalk	Stairway (off-street)	SW Myrtle St between 25th Ave SW and Sylvan Way SW	2019	1
Non-Arterial Sidewalk	Asphalt pathway	17th Ave NE between NE 92nd St and NE 94th St	2019	1
Non-Arterial Sidewalk	Asphalt pathway	17th Ave NE between NE 90th St and NE 91st St	2019	1
Non-Arterial Sidewalk	Delineated concrete pathway	S Kenyon St between Rainier Ave S and 52nd Ave S	2019	1
Non-Arterial Sidewalk	Traditional sidewalk	NE 50th St between 30th Ave NE and 33rd Ave NE	2019	3
Non-Arterial Sidewalk	Traditional sidewalk	NW 54th St between 26th Ave NW and 28th Ave NW	2019	1.5
Non-Arterial Sidewalk	Delineated concrete pathway	42nd Ave S between S Dawson St and S Hudson St	2019	1
Arterial Sidewalk	Traditional sidewalk	Greenwood Ave N between N 136th St and N 145th St (west side)	2020	6
Non-Arterial Sidewalk	Traditional sidewalk	12th Ave NE between NE 117th St and Pinehurst Playground	2020	2
Non-Arterial Sidewalk	Traditional sidewalk	NE 95th St between 1st Ave NE and 5th Ave NE	2020	4
Arterial Sidewalk	Traditional sidewalk	8th Ave S between S Sullivan St and S Southern St	2020	3

Project Type	Treatment Type	Location	Year Completed	Number of Blocks
Non-Arterial Sidewalk	Traditional sidewalk	S Kenyon St between 37th Ave S and 39th Ave S	2020	1.25
Non-Arterial Sidewalk	Traditional sidewalk	37th Ave S between S Kenyon St and S Portland St	2020	1.25
Non-Arterial Sidewalk	Delineated concrete pathway	37th Ave S between S Portland St and S Holden St	2020	1
Arterial Sidewalk	Painted pathway	S Graham St between 24th Ave S and Beacon Ave S	2020	0.5

# 2020 PROJECT STATUS UPDATE

## 2020 TARGETS AND DELIVERY CHALLENGES

The PMP Implementation Plan established delivery targets in late 2019 as part of the annual Levy to Move Seattle planning process. Based on projects included in the 2020-2024 PMP Implementation Plan and the carryforward projects from 2019, a target of 43-58 new sidewalk blocks and 16 new crossing improvements as established for 2020. However, COVID-19 has had severely detrimental impacts on SDOT budgets and ability to deliver projects

and it is expected that actual 2020 deliverables will fall short of these targets.

The following tables provide a status update on the remaining 2020 new sidewalk and crossing improvement projects included in the 2020-2024 PMP Implementation Plan that have not yet been completed. A full project list will be provided in the next annual PMP Implementation Plan update.

REMAINING 2020 NEW SIDEWALKS AND WALKWAYS			
Treatment Type	Location	Number of Blocks	Status
Traditional sidewalk	30th Ave NE between NE 137th St and NE 143rd St	4.5	Under construction
Concrete pathway	15th Ave NW between NW 95th St and NW 96th St	1	Delayed to 2021 due to crew availability
Traditional sidewalk	Lake City Way NE between NE 91st St and NE 95th St	3	Delayed to 2021 due to WSDOT construction phasing
Traditional sidewalk	NE 95th St between Lake City Way NE and Ravenna Ave NE	1	Delayed to 2021 due to WSDOT construction phasing
Traditional sidewalk	Lake City Way NE between NE 88th St and NE 89th St	1	Delayed to 2021 due to WSDOT construction phasing
Asphalt pathway	NE 90th St between 17th Ave NE and 20th Ave NE	2	Delayed to 2021 due to crew availability
Asphalt pathway	NE 120th St between 30th Ave NE and 35th Ave NE	3.5	Project completed in Q4 2020
Concrete pathway	37th Ave S between Lake City Way NE and 32nd Ave NE	1.5	Delayed to 2021 due to crew availability
Painted pathway	NE 135th St between 32nd Ave NE and Lake City Way NE	1	Planned for construction in Q4 2020

Treatment Type	Location	Number of Blocks	Status
Asphalt pathway	NW 132nd St between Palatine Ave N and 3rd Ave NW	2.5	Delayed to 2021 due to crew availability
Asphalt pathway	Ashworth Ave N between N 135th St and N 137th St	2	Delayed to 2021 due to contractor phasing
Traditional sidewalk	18th Ave SW between SW Myrtle St and SW Holly St	0.25	Delayed to 2021 due to contractor phasing
Asphalt pathway	13th Ave S between S Lucile St and Dead End	1.5	Delayed to 2021 due to crew availability
Traditional sidewalk	Sand Point Way NE between NE 70th St and NE 77th St	5	Project funding restored; expected completion in Q3 2021
Asphalt Pathway	32nd Ave S between S Graham St and S Orcas St	5	Project funding restored; expected completion in Q4 2021

#### REMAINING 2020 CROSSING IMPROVEMENTS

Treatment Type	Location	Status
Marked crosswalk	1st Ave W & W Roy St	Delayed to 2021 due to crew availability and weather
Rapid flashing beacon and curb bulbs	15th Ave NE & NE 66th St/NE 68th St	Delayed to 2021 due to capital project coordination
Crosswalk realignment, channelization, and signal upgrades	5th Ave NE & NE 103rd St	Delayed to 2021 due to crew availability
Marked crosswalks, curb bulbs, and curb ramps	9th Ave & Marion St	Planned for construction in Q4 2020
Rapid flashing beacon	E Green Lake Way & NE Ravenna Blvd SR	Delayed to 2021 due to capital project coordination
Pedestrian signal	NE 103rd St & Roosevelt Way NE	Delayed to 2021 due to crew availability
Rapid flashing beacon	N 40th St & 2nd Ave NE	Under construction
Leading pedestrian interval and countdown	4th Ave & Seneca St	Delayed to 2021 due to crew availability
Leading pedestrian interval and countdown	4th Ave & Pine St	Delayed to 2021 due to crew availability
Pedestrian signal	35th Ave SW & SW Graham St	Delayed to 2021 due to West Seattle Neighborhood Greenway Phase 2 delay
Pedestrian signal	Martin Luther King Jr Way & E Alder St	Delayed to 2021 due to crew availability

Treatment Type	Location	Status
Painted curb bulb	NW 90th St & Mary Ave NW	Delayed to 2021 due to crew availability
Marked crosswalk	Martin Luther King Jr Way & E John St	Delayed to 2021 due to crew availability
Painted curb bulb	S Charlestown St & 34th Ave S	Project completed in Q4 2020
Painted curb bulb	S Charlestown St & 35th Ave S	Project completed in Q4 2020
Curb bulbs and curb ramps	12th Ave S & S King St	Delayed to 2021 due to capital project coordination
Curb bulbs and signal upgrades	Rainier Ave S & S Rose St	In construction. Expected completion in 2021.
Painted curb bulb	8th Ave S & S Southern St	Project completed in Q4 2020
Painted curb bulbs	8th Ave S & S Rose St	Project completed in Q4 2020
Painted curb bulbs	8th Ave S & S Thistle St	Project completed in Q4 2020
Painted curb bulb	8th Ave S & S Sullivan St	Project completed in Q4 2020
Decorative marked crosswalk	8th Ave S & S Cloverdale St	Planned for construction in Q4 2020

# PERFORMANCE MEASURES

The PMP includes performance measures to assess whether the plan is meeting its goals. The measures are focused on tracking the PMP's effectiveness over time and measuring its progress toward achieving the Plan goals of safety, equity, vibrancy, and health. The table below includes PMP performance measures and progress towards those targets based on data available as of July 2020.

Since 2015, there has been an upwards trend in serious and fatal pedestrian collisions in Seattle with a significant uptick to 82 serious and fatal pedestrian collisions in 2019. In response to these trends, we are taking an aggressive approach to improving pedestrian facilities, slowing vehicle

speeds, and proactively eliminating potential conflicts. Since last year, we began reducing speed limits on arterial streets citywide to 25 MPH as well as improving pedestrian signal timing and continuing to construct new sidewalks and crossing improvements based on pedestrian safety data. We monitor and review all serious and fatal collisions on Seattle's streets and will continue to adjust pedestrian investments and strategies as needed to advance the Vision Zero goal of ending traffic deaths and serious injuries by 2030. The *Strategies and Actions* section below details the range of initiatives and policies we are adopting to improve safety, mobility, and access for all pedestrians.

**Performance Measure Targets**

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
1	Number of pedestrian fatalities and serious injury collisions	Decreasing rate of pedestrian fatalities and serious injury collisions	Pedestrian fatalities and serious injury collisions reach zero by 2030	SDOT collision database, sourced from police traffic reports	2015: 53 2016: 66 2017: 74 2018: 71 2019: 82 <sup>1</sup>
2	Rate of crashes involving pedestrians, reported both by pedestrian crashes per 100,000 residents, and pedestrian crashes per pedestrian trips	Decreasing rate of pedestrian crashes per 100,000 trips	50 or fewer pedestrian collisions per 100,000 residents by 2035	SDOT collision database, sourced from police traffic reports  American Community Survey population estimates  Puget Sound Regional Council (PSRC) Household Travel Survey	2015: 78 ped collisions/100,000 residents  2015: 74 ped collisions/100,000 pedestrian trips  2016: 78 ped collisions/100,000 residents  2016: 76 ped collisions/100,000 pedestrian trips  2017: 75 ped collisions/100,000 residents  2017: 75 ped collisions/100,000 pedestrian trips  2018: 68 ped collisions/100,000 residents  2018: 70 ped collisions/100,000 ped trips  2019: 69 ped collisions/100,000 residents  2019: 85 ped collisions/100,000 ped trips

**Performance Measure Targets**

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
3	Percent of sidewalks within the Priority Investment Network completed	Increasing percentage of Priority Investment Network arterial sidewalks completed	100% of Priority Investment Network arterial sidewalks complete by 2035	SDOT Asset Management database	<p>2015 percent PIN arterials with sidewalks: 93%<sup>2</sup></p> <p>2015 percent PIN non-arterials with sidewalks: 79%<sup>2</sup></p> <hr/> <p>2017 percent PIN arterials with sidewalks: 94%<sup>2</sup></p> <p>2017 percent PIN non-arterials with sidewalks: 79%<sup>2</sup></p> <hr/> <p>2018 percent PIN arterials with sidewalks: 94%<sup>2</sup></p> <p>2018 percent PIN non-arterials with sidewalks: 79%<sup>2</sup></p> <hr/> <p>2019 percent PIN arterials with sidewalks: 94%<sup>2</sup></p> <p>2019 percent PIN non-arterials with sidewalks: 80%<sup>2</sup></p> <hr/> <p>2020 percent PIN arterials with sidewalks: 95%<sup>2</sup></p> <p>2020 percent PIN non-arterials with sidewalks: 80%<sup>2</sup></p>

## Performance Measure Targets

Measure	PMP Performance Measure	Desired Trend	Performance Target	Data Source	Performance Result
4	Mode share (percentage of trips made on foot as measured in the PSRC Household Travel Survey)	Increasing percentage of trips	35% of all trips are made on foot by 2035	PSRC Household Travel Survey	2014: 24.5% 2015: 22.9% 2017: 22.4% 2018: 22.4% <sup>3</sup> 2019: 23.4%
5	Pedestrian activity (number of pedestrians in selected count locations)	Increasing number of pedestrians at count locations over time	Double the number of pedestrians at SDOT count locations by 2035	Downtown Seattle Association (DSA) counts  SDOT citywide counts	2015 downtown count average: 48,600 <sup>4</sup>  2015 citywide count average: 91,200 <hr/> 2016 citywide count average: 87,000 <hr/> 2017 citywide count average: 102,893 <hr/> 2018 citywide count average: 103,745 <hr/> 2019 citywide count average: 110,973
6	Children walking or biking to or from school	Increasing percentage of trips by children	None recommended	SDOT Safe Routes to School (SRTS) Program	2013: 22.7% 2016: 23.0% 2017: 21.0% 2018: 20.4% 2019: N/A <sup>5</sup>

<sup>1</sup> There was an uptick in serious and fatal pedestrian collisions in 2019. As a result, SDOT is continuing to closely monitor patterns in these collisions and is rapidly reducing speed limits citywide as well as implementing other engineering treatments and programs to proactively reduce pedestrian crashes. See the strategies and actions listed below for additional details.

<sup>2</sup> A 1.0% increase equals 92 blocks of arterial sidewalks or 149 blocks of non-arterial sidewalks.

<sup>3</sup> The PSRC Household Travel Survey was not conducted in 2018 and no new data was available.

<sup>4</sup> Downtown seasonal pedestrian counts are no longer conducted and no data is available after 2015.

<sup>5</sup> Seattle Public Schools did not collect new student mode share data in 2019.

# STRATEGIES AND ACTIONS

The table on next pages include strategies pulled directly from the PMP as well as specific actions we are undertaking to address these strategies. Status updates on each action are provided annually with updates of the PMP progress report.

PMP Strategy	Action	2019 Status	2020 Status
1.1 Build out the PMP Priority Investment Network	SDOT will plan, design, and construct new sidewalks, low-cost sidewalks, crossing improvements, and stairways as outlined in the 2018-2022 project list above. These projects are selected and prioritized based on the PIN.	SDOT will continue working to meet targets and deliver projects identified in the project list. 34.75 blocks of new sidewalks were completed in 2018.	SDOT will continue working to meet targets and deliver projects identified in the project list. 48 blocks of new sidewalks were completed in 2019--the most delivered by SDOT in a single year.
1.2 Facilitate the provision of new sidewalks by the private sector	SDOT will explore and implement funding strategies that leverage private development and build new sidewalks where they are most needed.	<p>SDOT is continuing to allow a Street Use fee credit for developers that voluntarily install transportation improvements, including pedestrian amenities, beyond code requirements.</p> <p>SDOT has developed additional research on potential funding mechanisms for pedestrian projects and has discussed the applicability of these tools with SPAB.</p>	SDOT's Development Review team continues to enforce land use code requirements and street improvement exceptions to improve pedestrian conditions adjacent to new private development. Because of department budget constraints, SDOT Street Use is not currently refunding or issuing fee credits.
1.3 Consolidate Driveways and Curb Cuts	SDOT will coordinate with SDCI to review and minimize impacts of driveways and curb cuts, particularly along the PIN.	The SDOT Project & Construction Coordination Office and Development Review Team are continuing to coordinate development activities and review development proposals in partnership with SDCI to ensure frontage and streetscape improvements, including driveways and curb cuts, align with strategic priorities.	SDOT Development Review and Project & Construction Coordination Office continue to partner with SDCI to ensure that curb cuts and driveways reflect SDOT priorities and the land use code. This includes writing memoranda to Design Review Boards, as appropriate, to restate SDOT position and priorities when projects seek departures for vehicle access location.

PMP Strategy	Action	2019 Status	2020 Status
1.4 Repair Sidewalks	SDOT will inventory sidewalk damage and develop a proactive repair program to fix sidewalks in addition to responding to repair requests. New funding options will be explored to increase sidewalk repairs.	SDOT is piloting a proactive, rotating grid approach to asphalt shims in 2019 and will evaluate at the end of the year. Development of the interactive sidewalk observation application is well underway and is targeted for user testing by late 2019 with full implementation planned for 2020. SDOT continues to use the prioritization methodology, as outlined in the <i>Sidewalk Repair Prioritization Framework</i> chapter, to inform sidewalk repair locations and will update the prioritization as new observations and repairs are recorded using the new observation application.	<p>As with many SDOT programs, COVID-19 has impacted the Sidewalk Repair Program's financial outlook, prioritization, and capacity for crew project delivery. However, SDOT is continuing progress toward increased proactive repairs and establishing a citywide grid framework for shims and bevels. The Sidewalk Observation Management App (SOMA) is in production and being tested for full rollout, which will allow for ongoing updates to sidewalk observations as new issues arise and as repairs are made.</p> <p>In June 2020, SDOT submitted a Sidewalk Repair Policy Report to City Council, in response to Res. 31908, which provides a thorough analysis of Seattle's current sidewalk repair policies and practices, with key recommendations on changes that should be made to sidewalk maintenance funding levels and approaches to both private and public sidewalk repair responsibilities. New and stable funding sources will be needed to achieve the increased levels of sidewalk repair identified in the report.</p>

PMP Strategy	Action	2019 Status	2020 Status
<p>1.5 Create and maintain a pedestrian clear zone on all sidewalks</p>	<p>Each street type in Seattle will be given a designated pedestrian clear zone width and SDOT will enforce development and encroachment standards to maintain the designated widths.</p>	<p>SDOT is continuing to use Streets Illustrated standards to ensure that capital projects and streetscape improvements constructed through private development are providing adequate pedestrian clear zones. SDOT also recently amended the Seattle Municipal Code to align code-defined standards to private uses of right-of-way (e.g., sidewalk cafes, vending) with Streets Illustrated pedestrian clear zone dimensions. Two successful cafe pilots, streateries and fence-free sidewalk cafes, were also formalized in these code updates.</p> <p>The Public Space Management Program is continuing to enforce the sidewalk encroachments from property owners, residents, and businesses to maintain pedestrian clear zones.</p>	<p>The COVID-19 pandemic upended the use of both public and private spaces beginning early in 2020. The Governor’s Safe Start recovery plan is temporarily reshaping the shared use of our right-of-way. The importance of pedestrian clear zones is heightened with social distancing a key factor in slowing the spread of this disease.</p> <p>In June 2020, SDOT made temporary, 6-month, no-fee permits for outdoor cafes, merchandise displays, and vending available to businesses to increase their capacity while adhering to social distancing requirements. Anticipating the increased competition for use of public space under these temporary permits, SDOT created more opportunities for use of curb spaces, lessening the demand for sidewalk use.</p> <p>We continue to adhere to pedestrian clear zone standards in permit review and enforcement. The Public Space Management inspectors are focusing on in-the-field education to help businesses understand their approved public space site plans. Permittees have been asked to minimize or avoid use of portable signage which reduces available space. Inquiring businesses are reminded to manage their outside customer queue lines to maintain clear pedestrian passage.</p>

PMP Strategy	Action	2019 Status	2020 Status
1.6 Improve accessibility in Seattle	SDOT will prioritize ADA accessibility improvements in all new pedestrian projects and work to proactively eliminate accessibility barriers for all pedestrians.	The ADA Transition Plan has been reviewed and comments and questions are being addressed. An SDOT ADA Transition Plan team has been assembled to help carry on the development of this living document, which will be updated each year. SDOT is currently assessing and incorporating data on our remaining pedestrian assets, including Accessible Pedestrian Signals (APS), access to transit improvements, and on-street accessible parking. 846 new curb ramps have also been constructed in Seattle between Q1 and Q3 2019.	The ADA Transition Plan draft is complete and the plan is expected to be made publicly available by Q4 2020. This plan will guide SDOT's efforts to remove barriers to accessibility and install accessibility upgrades, such as curb ramps and APS throughout the city. Between Q1 and Q2 2020, the City had installed 181 new curb ramps in Seattle.
2.1 Improve pedestrian visibility at crossings	High-visibility treatments, including curb bulbs, median islands, flashing crossing beacons, signage, lighting and reflective markings, will be included in SDOT's toolkit of standard crossing treatments and evaluated for use with each new crossing improvement.	SDOT is continuing to use high-visibility crossing treatments at all new crossing upgrades based on the crossing treatment policy. A new policy on leading pedestrian intervals has also been adopted to promote improved visibility of pedestrians crossing at signalized intersections. This policy requires SDOT to evaluate leading pedestrian intervals every time a traffic signal is retimed or upgraded in a priority location. SDOT installed leading pedestrian intervals at 23 intersections in 2018 and at an additional 53 intersections between Q1 and Q3 2019. Additionally, Streets Illustrated is informing the selection of crossing treatments to ensure pedestrians are provided with safe, comfortable, and visible crossings.	SDOT is developing a pilot pedestrian crossings policy that would allow more predictable spacing of high-visibility crossing treatments, including marked crosswalks, curb bulbs, median islands, and rapid flashing beacons along arterial roadways. A new tool is also in development that would help to streamline the planning of new high-visibility crossing treatments, such as curb bulbs and medians islands, at priority locations along arterial roadways. Additionally, SDOT is continuing to implement the leading pedestrian interval policy and has installed 142 leading pedestrian intervals between Q1 and Q3 2020. A total of over 290 leading pedestrian intervals have now been installed citywide.

PMP Strategy	Action	2019 Status	2020 Status
2.2 Shorten pedestrian crossing distances	Opportunities to provide curb bulbs, median islands, and lane reductions will be evaluated for all new planned pedestrian crossing improvements.	<p>The PMP implementation program is continuing to install crossing distance reductions, such as curb bulbs and median islands, with new crossing treatments, wherever possible.</p> <p>Curb bulbs, lane reductions, and median islands are being used as standard tools to reduce crossing distances at high priority intersections. SDOT is also continuing to work with private developers to install these treatments adjacent to new developments, where appropriate.</p>	Curb bulbs, median islands, and lane reductions continue to be standard treatments that are installed with new pedestrian crossing improvements wherever space, operations, and budgets allow. SDOT is also developing a planning tool to better identify high-priority locations for new curb bulbs, median islands, and potential lane reductions to reduce crossing distances.
2.3 Optimize crossing times for pedestrians at signals	SDOT will review pedestrian crossing timing at signalized intersections planned for treatment to ensure pedestrians are given sufficient crossing time.	SDOT implemented a new policy in early 2019 to guide the evaluation and implementation of leading pedestrian intervals at signalized intersections. SDOT is also reviewing new standards for pedestrian crossing clearance times and pedestrian push buttons.	SDOT has installed leading pedestrian intervals at over 290 intersections citywide. Additionally, SDOT has established the Policy Operations and Advisory Group with members from Seattle's modal boards to review a new policy on pedestrian push buttons and pedestrian crossing clearance times. As part of the COVID-19 response, SDOT also reoptimized 800 signals citywide to reduce the time people need to wait to cross the street and automatically show a walk signal for all signals downtown and in hub urban villages.

PMP Strategy	Action	2019 Status	2020 Status
2.4 Reduce turning movement conflicts at intersections	SDOT will develop a toolkit of strategies to reduce turning movement conflicts at intersections and evaluate appropriate strategies for each planned crossing improvement.	<p>SDOT is continuing to study high-collision intersections and high-risk locations in the BPSA on an ongoing basis to determine crossing upgrades that will reduce turning movement conflicts.</p> <p>Additionally, SDOT's new policy on leading pedestrian intervals will help to improve pedestrian visibility while reducing conflicts between pedestrians and turning vehicles at signalized intersections. About 80% of signalized intersections in Seattle are covered by the leading pedestrian interval policy.</p>	<p>SDOT is continuing to study and track intersections that have experienced high volumes of turning collisions as well as those that have characteristics contributing to turning collisions. Crossing upgrades to reduce expected collisions are prioritized at these intersections.</p> <p>SDOT is also continuing to implement leading pedestrian intervals to reduce turning collisions at signalized intersections. So far, leading pedestrian intervals have been installed at over 290 intersections. Additionally, SDOT is developing a pilot for a new "hardened centerline" treatment at intersections with a history of left turning collisions to improve visibility of pedestrians to left turning drivers.</p>
2.5 Increase opportunities for controlled crossings on arterials	SDOT will prioritize new pedestrian signals and crossing upgrades at multi-lane arterial intersections with wider controlled crossing spacing.	SDOT is continuing to prioritize new pedestrian signals and crossing upgrades at multi-lane high volume arterial intersections. This work is reflected in the Crossing the Roadway project list. SDOT is also continuing to work with King County Metro on locating bus stops in close proximity to controlled crossings.	SDOT is continuing to prioritize new pedestrian signals and crossing upgrades at multi-lane high volume arterial intersections. A new pilot policy is also being developed that would allow for a more predictable spacing of marked pedestrian crossings on arterial roadways.
3.1 Manage vehicle speeds	Speed limit reductions will be considered when planning new safety corridor projects and on streets where high traffic speeds are recorded.	SDOT is continuing to prioritize speed limit changes in urban villages, and completed arterial speed limits reductions within five urban villages in 2018 and early 2019. SDOT has also evaluated and reduced speed limits on three additional corridors (Lake Washington Blvd, 35th Ave NE, and Sand Point Way NE). Speed limit evaluations are planned to continue for other urban villages and corridor projects in future years.	SDOT is reducing speed limits to 25 MPH on arterial roadways citywide along with increasing the frequency of speed limit signage. 25 MPH speed limit signs will be posted on over 80% of the City's arterial roadways by 2021. So far, 43% of arterials are posted as 25 MPH.

PMP Strategy	Action	2019 Status	2020 Status
3.2 Provide neighborhood and arterial traffic calming measures	SDOT will evaluate rechannelizing and redesigning streets in coordination with major capital projects, as well as add traffic calming where high vehicle speeds are measured in school zones and areas with high pedestrian traffic.	<p>SDOT is continuing to proactively evaluate streets within urban villages for speed limit reductions and implementing traffic calming measures along Vision Zero safety corridors. Traffic calming is also being funded and constructed where warranted through the Safe Routes to School, Neighborhood Traffic Calming, and Your Voice, Your Choice programs.</p> <p>SDOT launched a Home Zone pilot program in 2019 that uses traffic calming to reduce and slow traffic on a grid of residential streets. Our goal is to create zones of people-centered areas that prioritize pedestrian safety, focused on rapid implementation with low-cost solutions. Two Home Zone pilot projects—Broadview-South and South Park-Concord—will be constructed starting in late 2019.</p>	SDOT is reducing the speed limit on arterial streets and continuing to make improvements to streets that have seen the highest number of injuries, in support of Seattle's Vision Zero safety efforts to end traffic deaths and serious injuries on city streets. Due to budget and construction constraints caused by COVID-19, programs like Safe Routes to School, Your Voice Your Choice, and Home Zones have been severely impacted. We are still determining our ability to construct projects in 2020 and will prioritize projects based on safety and equity.
3.3 Evaluate pedestrian system needs consistent with the Complete Streets policy	The complete streets review process will continue to be used to evaluate desired pedestrian investments with new capital projects and SDOT will apply these principles when reviewing projects proposed by private developers and other agencies.	<p>SDOT has completed a restructure of the complete streets checklist to improve coordination between modal programs and documentation of outcomes. This process helps to ensure that pedestrian infrastructure is considered with all new capital projects.</p> <p>Multimodal priorities and complete streets are also being evaluated with private development through the Development Review Team.</p>	SDOT is continuing to use the updated complete streets checklist to identify and coordinate on pedestrian network priorities during the planning of all new capital projects. SDOT's Development Review Team is also evaluating pedestrian and multimodal priorities during the early phase review process for private development.

PMP Strategy	Action	2019 Status	2020 Status
3.4 Employ new technologies	New technologies will be evaluated that have potential to improve pedestrian safety and access as well as provide data to enhance the pedestrian experience.	The sidewalk observation application is also in progress and preparing for testing. This tool will allow crews, inspectors, and engineers to update the observations when mitigation measures or permanent repairs are completed. Once the application goes live in 2020, SDOT will begin working on public outreach and mapping tools that will allow for voluntary notification when property owners repair or mitigate a sidewalk observation.	SDOT and Seattle IT continue to develop the interactive sidewalk observation management application (SOMA) and hopes to have it online in August 2020. This will support ongoing property owner education and permitting processes.
4.1 Enforce vehicular speed limits and safe driving behaviors	SDOT will continue coordination with SPD to target enforcement along safety corridors and in locations with a history of collisions and speeding. This coordination will include the continued use of school zone and red-light enforcement cameras where they are most needed.	<p>SDOT has continued to work with SPD on targeted enforcement and has slightly increased funding for emphasis patrols to combat distracted and impaired driving. SDOT also shares school zone speed data with SPD to encourage targeted enforcement in the areas with the highest speeds.</p> <p>Automated enforcement through school speed zone safety cameras and red light cameras continue to be a key component of the City's enforcement strategy. SDOT is evaluating locations where new school speed zone safety cameras are warranted and will work with SPD to review new camera locations and conduct outreach for installation in 2020.</p>	SDOT is currently reassessing its relationship with SPD on traffic enforcement and reevaluating its overall enforcement strategy. The goal of this effort is to reduce impact of implicit bias and ensure that equity is centered in our approach to traffic enforcement. Automated enforcement through school speed zone safety cameras and red light cameras are also being evaluated to reduce disproportionate impacts on communities of color and historically disadvantaged communities.

PMP Strategy	Action	2019 Status	2020 Status
4.2 Expand multimodal traveler safety education and encouragement programs	SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.	<p>In 2019, SDOT has continued to partner with others to expand our reach and engage more people in safety education and encouragement efforts:</p> <ul style="list-style-type: none"> <li>• Teamed up with PEMCO Insurance and Cambridge Mobile Telematics (again) to launch Seattle’s Safest Driver 2.0 – an 8-week, app-based safe driving competition that engaged 2,000+ people and resulted in positive behavior change. Across all participants, we saw 20% decrease in speeding and 16% decrease in phone distraction.</li> <li>• Engaged with underrepresented communities, sharing safety information and resources at community events and health fairs</li> <li>• Partnered with Runta Somali News to develop a series of English and Somali videos featuring southeast Seattle residents and members of Seattle’s East African communities, highlighting Vision Zero efforts</li> <li>• Worked with Spanish-speaking radio station KKMO/El Rey 1360 AM to share messaging around key issues like speeding, distraction, and impairment via regular monthly 5-minute on-air interviews</li> </ul>	While SDOT did not run as many education and encouragement campaigns in late 2019 and early 2020 as in past years, the department conducted outreach efforts to promote safe driving practices following the announcement of citywide speed limit reductions in December 2019 and during the Governor’s “Stay Home, Stay Healthy” order in April 2020.

PMP Strategy	Action	2019 Status (Continued)	2020 Status
4.2 Expand multimodal traveler safety education and encouragement programs	SDOT will continue to partner with schools, outside agencies, and other organizations to educate and encourage people who drive, bike, ride transit, and walk to adopt safe practices.	<ul style="list-style-type: none"> <li>• Partnered with rideshare company Lyft to promote safe travel options, and discourage impaired driving, particularly emphasizing high driving around 4/20</li> <li>• We launched the Rainier Valley Safe Streets Project to engage the underrepresented communities and communities of color throughout Rainier Valley with a campaign to raise traffic safety awareness.</li> </ul>	While SDOT did not run as many education and encouragement campaigns in late 2019 and early 2020 as in past years, the department conducted outreach efforts to promote safe driving practices following the announcement of citywide speed limit reductions in December 2019 and during the Governor's "Stay Home, Stay Healthy" order in April 2020.

PMP Strategy	Action	2019 Status	2020 Status
5.1 Provide pedestrian buffers	SDOT will encourage pedestrian buffers and incorporate buffers into all new sidewalk projects, where space allows.	SDOT is continuing to use Streets Illustrated to implement pedestrian buffer standards into new capital projects and privately-built sidewalk projects. An example of this is the new sidewalk SDOT constructed on S Cloverdale St west of 5th Ave S in 2019, which included a 10'-wide planting strip with street trees to separate pedestrians from vehicle traffic.	SDOT is continuing to use Streets Illustrated standards to implement pedestrian buffer standards into SDOT capital projects and privately-constructed sidewalks. The recently-built sidewalk project on 12th Ave NE between NE 117th St and Pinehurst Playground demonstrates the use of a natural drainage facility and parking lane to buffer pedestrians from vehicle traffic along a school walking route.
5.2 Develop a coordinated wayfinding system	A coordinated and user-oriented pedestrian wayfinding system will be developed with partner agencies and neighborhood groups to create a more legible and connected city for both visitors and residents.	Pedestrian wayfinding design and planning standards have been developed. These will be tested through a first phase of implementation at two hub locations in 2019-2020 and then refined to establish final design standards. A citywide wayfinding implementation plan and outline budget have also been developed to inform full city roll out.	SDOT is in the process of final design and fabrication for the 2020 Phase 1 pedestrian wayfinding implementation in the Jackson Hub and Westlake Hubs. Construction and installation are expected to be completed in 2020. In 2021, we plan to finish planning and implementation of the Pioneer Square Station and University Street Station Hubs.

PMP Strategy	Action	2019 Status	2020 Status
5.3 Create inviting pedestrian spaces	SDOT will encourage and implement pedestrian amenities, artwork, and pedestrian-only spaces that create inviting, vibrant, and attractive streets for placemaking and community uses.	SDOT's Public Space Management Program has streamlined its street closure permitting process to reduce barriers and increase access to activities like play streets, block parties, and other street closure events. Street closure permit applications have continued to steadily increase under the new processes. SDOT participated in numerous community events to demonstrate new uses and activities for the right of way. A new permitting system was also launched that allows applicants to apply, obtain, and pay for permits entirely online and removed issuance fees for public amenities such as benches, planters, and other street furniture making these permits truly free for customers. SDOT's work to expand the Sidewalk Café and outdoor sitting program continued, and legislation was adopted to formalize the updates.	<p>The COVID-19 pandemic and subsequent Governor's Stay Home/Stay Healthy order and Safe Start recovery plan have mandated social distancing requirements and strictly limited gatherings. Through July 2020, SDOT has canceled all Public Space Management street closure event permits. At the same time, City sidewalks and streets have increasingly become the go-to venue for walking, biking, exercising, enjoying nature, impromptu performances, and 6-foot-away chats with neighbors. In response to this, SDOT implemented Stay Healthy Streets to support pedestrian spaces and social distancing. The City closed 20 miles of streets to vehicles to allow space for people to walk, bike, roll, and exercise in the street safely.</p> <p>SDOT hopes to support a next step in business recovery through permitting full-street closures for pedestrian use only. This would allow more businesses to set up outdoor cafes and point-of-sale merchandise displays while indoor customer capacity continues to be severely limited. It would also invite community members to enjoy public space and support local businesses while following guidelines for social distancing.</p> <p>SDOT cannot yet encourage activities bringing large numbers together in close proximity, but hopes to once again offer opportunities for play-focused street closures as restrictions on gatherings are modified.</p>

PMP Strategy	Action	2019 Status	2020 Status
5.4 Promote and maintain green infrastructure in the right of way	SDOT will continue to pursue green infrastructure with new sidewalk projects by implementing landscaping recommended in the updated Right-of-Way Improvements Manual and partnering with SPU to provide natural drainage systems.	SDOT is continuing to partner with SPU to construct natural drainage treatments with new sidewalk projects. Construction was recently completed on a new sidewalk on the east side of 30th Ave NE (NE 130th St to NE 137th St), which includes an SPU-funded bioswale adjacent to a new sidewalk on a key arterial route. Other partnership projects are being pursued on 12th Ave NE, NE 117th St, and S Cloverdale St.	SDOT is continuing to partner with SPU to plan, design, and construct projects that incorporate green stormwater infrastructure elements into new sidewalks projects. The two agencies are currently developing new guidelines that will work to expand implementation of green stormwater infrastructure with sidewalk projects and improve the design of partnership projects.
5.5 Provide pedestrian-scale lighting	The 2012 Pedestrian Lighting Citywide Plan will be used as a guide to determine locations and priorities for new pedestrian-scale lighting as funding becomes available.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan on a project-by-project basis, when funding allows.	SDOT is continuing to implement recommendations from the 2012 Pedestrian Lighting Citywide Plan on a project-by-project basis, when funding allows.



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