



Pedestrian Element



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INTRODUCTION

Walking or rolling in Seattle is a basic activity and way of getting around that should be safe and accessible for people of all ages and abilities—whether you are 8 years old or 80, and whether riding in a stroller or navigating streets in a wheelchair. (Supports TEF 43.4)¹

A quality pedestrian network is at the core of an equitable and accessible transportation system, providing a travel option that requires no monetary cost or ability to operate equipment and has no age limit.

OUR DEFINITION OF WALKING INCLUDES MOBILITY FOR ALL—PEOPLE OF ANY AGE, PEOPLE WHO USE WHEELCHAIRS OR MOBILITY DEVICES, AND PEOPLE WITH VISUAL, HEARING, OR OTHER IMPAIRMENTS.

Walking is essential for seniors, children and young adults, people with limited mobility, and people in places with fewer transportation choices. A well-connected, safe, and comfortable pedestrian network also promotes physical activity, with broad co-benefits for community health. Walking also leaves less wear on existing infrastructure, especially compared to large vehicles. When people choose to walk instead of drive, it reduces vehicle trips and transportation emissions, making our streets safer and more comfortable. This makes walking an important component of fighting climate change and achieving Seattle’s Vision Zero safety goal of ending traffic deaths and serious injuries on city streets.

HOW THE PEDESTRIAN ELEMENT ADVANCES THE STP

The Pedestrian Element of the Seattle Transportation Plan (STP) is a blueprint to create a more walkable Seattle. It highlights the needs of people walking and rolling and guides future investments to achieve STP goals. Already one of the most walkable cities in the US, and one of only five cities across the country to have earned the Platinum level Walk-Friendly City designation,² we continue to improve the walkability of Seattle through a variety of existing and emerging programmatic activities and initiatives.

Seattle adopted its first Pedestrian Master Plan (PMP) in 2009 and completed a substantial update in 2017. The STP and Pedestrian Element build on and supersede the 2017 Pedestrian Master Plan (PMP), which:

- Adopted a strong vision for a pedestrian-friendly environment in the City of Seattle.
- Committed to the development of a safe and connected pedestrian network that helps provide a high quality of life for residents.
- Produced a data-based framework for evaluating needs and priorities across the city.
- Identified a Priority Investment Network (PIN) for safe access to schools and transit.
- Directed capital investments and programs throughout the city.

¹ TEF is SDOT’s Transportation Equity Framework. More at [Seattle’s Transportation Equity Framework - seattle.gov](https://www.seattle.gov/transportation/equity-framework)

² [Walk Friendly Communities](https://www.walkfriendly.org/communities/). <https://www.walkfriendly.org/communities/>

- Between 2016-2023, we built 235 blocks of new sidewalks and implemented 189 crossing improvements. To further improve walkability, the Seattle Transportation Plan (STP) envisions comfortable pedestrian accommodations on all Seattle streets.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work in Seattle, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People have more access in these places, enabling them to live car free if they choose to or can't afford one. In places where development is more spread out, people might still walk or bike for short trips or to connect to transit, but it is often harder due to longer distances between destinations.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living, may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. For example, freight-and-bus only lanes can support reliable travel times for industrial workers and transit riders, or on-demand rideshare services could provide more convenient shared trips. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

By planning for people walking and rolling, there are several ways we support growth:

- Supportive infrastructure, like sidewalks and enhanced crossings, combined with denser development patterns that provide complete communities, can enable more people to walk for short trips, like groceries and appointments, or connecting to transit.
- Walking is zero-emission; when more people replace driving trips with a walk instead, we will reduce emissions and traffic from motorized transportation.
- When there are more people walking and rolling, it helps create a sense of place and activates our streets and public spaces, providing a greater sense of safety and security.

Economic Benefits from Pedestrian Activities

The STP supports economic vitality in a range of ways and each functional Element plays a role. Ample research has shown a positive correlation between economic benefits and the addition of transportation improvements that support people walking and rolling.

- Walking and rolling has no monetary cost associated with it; if people are provided land use and housing options that enable them to walk for more trips, they may not need to own a car and can save money that would otherwise be spent on auto ownership and storage.
- Studies have found new street improvements for pedestrians and cyclists increase sales at nearby business by up to 30 percent.³
- Food service industries especially benefit from the addition of active transportation infrastructure; even in cases where a motor vehicle travel lane or parking was removed to make room for a bike lane, food sales and employment tended to go up after pedestrian (or bike) improvements were installed.⁴
- Walking is healthy, and healthy people provide savings to individuals, employers, and society; residents of the most pedestrian-friendly areas of King County were more physically active and less overweight than those in areas with fewer pedestrian-friendly amenities.⁵
- A dense and walkable urban network may facilitate the spread of small local shops and street markets, thus increasing the variety of goods and services, independent retailing, local employment, and start-up business opportunities.⁶
- An increase in walking is correlated with higher levels of productivity and creative thinking; the most walkable urban metro areas have substantially higher GDPs per capita and percentages of college graduates over 25 years of age in the population.⁷
- Walkable places promote tourism, and tourists on foot tend to spend more money.
- Walkable urban centers attract investment from developers and individuals due to the competitive advantages of locating in a place where employees and clients want to be.

³ Walkability Means Better Business (Issue 188, July 2019) – Community Economic Development (wisc.edu)

⁴ Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility - A Multi-City Multi-Approach Exploration [Phase 2] | National Institute for Transportation and Communities (pdx.edu)

⁵ https://www.cdc.gov/nceh/ehs/docs/jeh/2008/july-aug_w_case_studies/jeh_jul-aug_08_seattle.pdf

⁶ (PDF) Walkability and built environment (researchgate.net)

⁷ Foot_Traffic_Ahead_FINAL-compressed.pdf (smartgrowthamerica.org)

RELATIONSHIP TO STP GOALS

Walking plays an important role in meeting the STP’s goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



SAFETY

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes. Because people walking are the most vulnerable road travelers and nearly all trips include walking, improved safety for people walking effectively makes streets safer for all road travelers.



EQUITY

Co-create with community and implement restorative practices to address transportation-related inequities. The pedestrian network connects people of all ages and abilities, especially people with disabilities or physical limitations. It increases access to jobs and other opportunities, especially those located near transit stops and stations and where people live.



SUSTAINABILITY

Respond to climate change through innovation and a lens of climate justice. High-quality, attractive pedestrian, bike, and transit networks provide the backbone for a low-carbon transportation system. Walking is emission-free, and most transit, car, and bike trips also include some walking or rolling. Street trees sequester carbon and provide shade and other environmental benefits.



MOBILITY & ECONOMIC VITALITY

Provide reliable and affordable travel options that help people and goods get where they need to go. A quality pedestrian experience in every neighborhood promotes walking for short trips, such as running errands. For long trips, walking is how most people access transit stops and stations, and pedestrian improvements can increase the number of households who can safely and comfortably walk to transit stops and stations.



LIVABILITY

Reimagine our streets as inviting places to linger and play. Walkability contributes to community and economic health, independence, and social cohesion. Increased walking and physical activity are linked to reduced obesity, improved mental health, and decreased likelihood of several chronic diseases. Walking provides independent mobility for kids and for older adults, enabling seniors to age in place. It also facilitates casual social interactions that nurture a sense of community. Trees in the pedestrian realm provide shade, reduces urban heat islands, improves air quality, and enhances neighborhood livability.



MAINTENANCE & MODERNIZATION

Improve city transportation infrastructure and ready it for the future. Increased walkability could lower maintenance burdens on city streets by encouraging less reliance on vehicles, which contribute significant routine wear and damage to city streets. Implementing “upstream improvements,” such as reducing the number of vehicle lanes, can reduce upfront and lifecycle costs of pedestrian crossings. Taking a holistic life-cycle cost analysis of quick-build pedestrian treatments as compared to standard treatments helps better understand total cost and material use differences.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Pedestrian Element** will help us to accomplish.

- Element actions with a reference, such as "[Supports Key Move TJ1](#)," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "[Supports TEF 32.1](#)," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

- Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.
- (Supports Safety Key Move S2a)
- Feature community voices in planning documents. ([Supports Equity Key Move TJ1b](#))
-

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how **we'll deliver our shared vision, goals, and key moves.**

Table 1: Pedestrian Element: Delivering the Key Moves Actions

Pedestrian Element: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
SAFETY KEY MOVES							
Reduce vehicle speeding to increase safety (S1)							
P1	Design all streets using context-appropriate traffic calming treatments that are proven to reduce speeds and encourage people driving to travel at the posted speed limit. This should include strategies to narrow the street, coordinate traffic signs and signals, and plant street trees. (Supports Key Move S1a)	✓					
P2	Implement traffic calming strategies, such as traffic circles, chicanes, or speed humps, cushions, and tables. Pair strategies with programs that deliver educational campaigns to reduce speeding. (Supports Key Move S1b)	✓					
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
P3	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. (Supports Key Move S2a)	✓					
P4	Prioritize pedestrian safety improvements that are on the high-injury network, have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis. (Supports Key Move S2b and TEF 19.2)	✓			✓		
P5	Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, including but not limited to leading pedestrian intervals (LPIs) at signals, arterial traffic calming, and road diets. (Supports Key Moves S2c)	✓			✓		
P6	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such as curb bulbs, intersection daylighting, and refuge islands, with a focus on High Injury Corridors. (Supports Key Moves S2d)	✓			✓		
P7	Expand opportunities to more safely cross busy arterials by installing enhanced crossings, improved lighting, and other treatments. (Supports Key Moves S2e and TEF 40.6)	✓			✓		
P8	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. (Supports Key Move S2f)	✓					
Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)							
P9	Develop a standard to measure right-of-way tradeoffs for pedestrian design to use during project development along multi-modal corridors, including consideration of standard maximum crossing distances.	✓					
P10	Construct new sidewalks or alternative sidewalks on all blocks that currently do not have sidewalks. Construct enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns. (Supports Key Move S3a)	✓	✓	✓	✓	✓	
P11	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments. (Supports Key Move S3b)	✓	✓	✓	✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P12	Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking and rolling when construction occurs. (Supports Key Move S3c)	✓			✗		✗
P13	Upgrade existing facilities for people walking and rolling to be safer and accessible for people of all ages and abilities. (Supports Key Move S3d and TEF 7.1, 43.4)	✓			✗		
P14	Support programmatic activities and partnerships to reduce the size and weight of vehicles used for personal trips, transit, and urban goods movement. Heavier vehicles are a key factor in pedestrian fatalities. (Supports Key Move S3f)	✓					
P15	Expand safety education for all travelers. (Supports Key Move S3g)	✓					
Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)							
P16	Construct the networks for walking, rolling, and People Streets and Public Spaces as outlined in this Plan. (Supports Key Move S4a)	✓	✗	✗	✗	✗	✗
P17	Make investments near light rail stations and busy transit stops that make it safer to walk and roll to transit. Establish a Safe Routes to Transit program. (Supports Key Move S4b)	✓		✗	✗	✗	
P18	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking and rolling along and across major transit corridors. (Supports Key Move S4c and TEF 40.2)	✓		✗	✗	✗	
P19	Serve every public school with all ages and abilities pedestrian facilities. (Supports Key Move S4d and TEF 43.4)	✓	✗	✗	✗	✗	
P20	Expand low-stress neighborhood connections to common destinations (local businesses, parks, schools, transit stops, community centers, etc.) for people walking, biking, and rolling through programs like permanent Healthy Streets. (Supports Key Move S4e, TEF 43.4 and Executive Order 2022-07)	✓	✗	✗	✗	✗	
P21	Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. (Supports Key Move S4f)	✓				✗	
P22	Make investments that make it safer to walk and roll to parks, community gathering spaces, and other common destinations. Establish a Safe Routes to Parks and Shorelines program. (Supports Key Move S4g)	✓					
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making process (TJ1)							
P23	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. (Supports Key Move TJ1a)		✗				
P24	Feature community voices in planning documents. (Supports Key Move TJ1b)		✗				
P25	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. (Supports Key Move TJ1c and TEF 29.1, 41.6)		✗				
P26	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. (Supports Key Move TJ1d, TEF 3.4)		✗				

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P27	Build trust and capacity within organizations that prioritize our vulnerable communities and advocate to improve conditions for people who walk, bike, and roll. Learn from leaders active in these spaces. (Supports Key Move TJ1e and TEF 31.4)		✓				
P28	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. Build on existing participatory budgeting programs, such as the Neighborhood Street Fund, and include more communities in project generation and selection processes. (Supports Key Move TJ1f and TEF 19.1, 25.4)		✓				
P29	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiative. (Supports Key Move TJ1i)		✓				
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							
P30	Prioritize walking and rolling investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. (Supports Key Move TJ2a)		✓		✓	✓	
P31	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around transportation project impacts and displacement, and co-create transportation, public space, and permitting solutions. (Supports Key Move TJ2d and TEF 14.3, 15.2)		✓		✓	✓	
P32	Identify actions to address inequities experienced by vulnerable community members who walk, bike, and roll, and provide capacity-building support to BIPOC-led organizations that focus on increasing active transportation. (Supports Key Move TJ2e and TEF 31.4)		✓		✓		
P33	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. (Supports Key Move TJ2h)	✓	✓		✓		
P34	Conduct and implement racial equity assessments at the program level. (Supports Key Move TJ2j)		✓				
Remove cost as a barrier so everyone can take the trips they need to make (TJ3)							
P35	Construct the walking and rolling network outlined in this plan. Expanding access to this affordable mobility option makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside of 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. (Supports Key Move TJ3a)		✓		✓	✓	
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
P36	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. (Supports Key Move TJ4a)		✓		✓	✓	
P37	Support community-based organizations and legislators to revise or remove punitive pedestrian crossing laws (i.e., jaywalking) that result in harm to BIPOC communities. (Supports Key Move TJ4c and TEF 42.2)	✓	✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
P38	Develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to soliciting feedback from community and other stakeholders. (Supports Key Move TJ4e)	✓	✓		✓		
P39	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. (Supports Key Move TJ4g)	✓	✓		✓		
SUSTAINABILITY KEY MOVES							
Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)							
P40	Expand beyond employer-based travel demand management programs to include residential and neighborhood-based strategies as well as lifecycle-based strategies (for example after a move or the birth of a first child) that encourage non-driving travel choices for all trips. (Supports Key Move CA1a)				✓		
P41	Expand public education campaigns to encourage bicycling, using e-mobility, walking, rolling, and taking transit. (Supports Key Move CA1b)				✓		
P42	Develop and expand programs that incentivize sustainable alternatives to driving for large events, and as a primary congestion mitigation tool during major construction projects. (Supports Key Move CA1c)				✓		
P43	Operate the transportation system—signals, markings, signage, and right-of-way allocation—to encourage sustainable travel choices (walking, biking, taking transit, and for moving goods). (Supports Key Move CA1g)	✓			✓	✓	
Green city streets through landscaping and street trees to better handle changing climate (CA2)							
P44	Encourage the maintenance and installation of green infrastructure—such as street trees, rain gardens, landscaping, natural drainage systems, bioswales, and pervious materials—as other improvements occur in the right-of-way. (Supports Key Move CA2a and TEF 56.4)				✓		
P45	Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. (Supports Key Move CA2c and TEF 56.6)				✓		
P46	Partner with local communities, including Tribal and urban Native communities, to co-create green landscape and urban forest improvements that increase resilience to climate impacts and protect cultural resources. (Supports Key Move CA2d and TEF 24.2, 56.4)		✓		✓		
P47	Install green stormwater infrastructure to address streets that already and will continue to flood frequently. Consider locations for de-paving projects that will expand green spaces and improve climate resiliency. Explore opportunities to implement joint sidewalk and green stormwater infrastructure projects. (Supports Key Move CA2e)				✓		
P48	Conduct Tribal consultation on shoreline street ends to address Tribal trust and treaty rights, habitat restoration, and cultural placemaking opportunities. (Supports Key Move CA2g)		✓		✓		

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
Foster neighborhood vitality and improved community health (CA3)							
P49	Co-create low-emission neighborhoods with communities so the benefits of cleaner air and safer streets are shared equitably. (Supports Key Move CA3a)			✓			
P50	Design for people-first streets to make sustainable travel choices the default and easy choice for neighborhood trips and to increase neighborhood business district activity. (Supports Key Move CA3d)			✓	✓		
P51	Create pedestrianized streets or zones at the heart of neighborhoods throughout Seattle. (Supports Key Move CA3g)			✓	✓		
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
P52	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking and rolling. (Supports Key Move PG1a and TEF 19.6, 43.4)				✓		
P53	Expand the pedestrian wayfinding program, including at transit stations and stops, in collaboration with community and regional partners. (Supports Key Move PG1f and TEF 48.1)				✓		
Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips (PG2)							
P54	Add, enhance, and maintain dedicated pedestrian spaces in the form of sidewalks, walkways, and shared streets with appropriate traffic calming to provide a safe and accessible pedestrian environment. (Supports Key Move PG2a)				✓		
P55	Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling. (Supports Key Move PG2b)				✓		
P56	Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. (Supports Key Move PG2c and TEF 45.1)				✓		
Manage curbspace to reflect city goals and priorities (PG5)							
P57	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. (Supports Key Move PG5a)			✓	✓	✓	
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
P58	Reallocate street space currently used for vehicle storage and general-purpose travel to support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. (Supports Key Move PP1a)	✓	✓	✓	✓	✓	
P59	Implement car-free and car-light streets, such as Café Streets and Healthy Streets, to reclaim public space for communities. (Supports Key Move PP1b)	✓				✓	
P60	Update Seattle’s Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan. (Supports Key Move PP1d)	✓		✓	✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
Create welcoming community and mobility hubs (PP2)							
P61	Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping. (Supports Key Move PP2b)	✓			✓	✓	
P62	Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more. (Supports Key Move PP2c)	✓			✓	✓	
Activate and maintain public spaces to create a welcoming and age-friendly public realm (PP4)							
P63	Implement seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles. (Supports Key Move PP4c)	✓				✓	
MAINTENANCE & MODERNIZATION KEY MOVES							
Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)							
P64	Maintain our transportation infrastructure, including streets, sidewalks, and bridges serving the most users and on the high-injury network. (Supports Key Move MM1a)	✓	✓	✓	✓	✓	✓
P65	Strategically manage the life cycle of our transportation assets in accordance with our Transportation Asset Management Plan to achieve the best performance results for the preservation, improvement, and operation of infrastructure assets. (Supports Key Move MM1b)				✓		✓
P66	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help determine when it's time for upgrades. (Supports Key Move MM1c)				✓		✓
P67	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. (Supports Key Move MM1e)		✓				✓
P68	Conduct asset maintenance in accordance with the priority investment and emergency response route networks to guide asset maintenance, especially when investment supports walking, biking, transit, and freight. (Supports Key Move MM1f)		✓				✓
P69	Modernize city streets by incorporating planned safety and network improvements into maintenance and replacement activities to not only improve the condition of transportation infrastructure and equipment, but also reduce dependence on driving, promote sustainable travel options, and support economic vitality. (Supports Key Move MM1g and TEF 19.3)	✓	✓	✓	✓	✓	✓

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Pedestrian Element: Delivering the Key Moves							
Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)							
P70	Conduct a racial equity assessment of the maintenance needs of existing assets in neighborhoods that score high on the city's Race and Social Equity Index. (Supports Key Move MM2a and TEF 19.3)		✓				✓
P71	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. (Supports Key Move MM2b and TEF 19.4)		✓		✓		✓
P72	Study the potential for an income-based, cost-sharing, sidewalk repair program for low-income property owners. (Supports Key Move MM2d and TEF 38.2, 38.6)						✓
Ready city streets for new travel options and emerging trends and technologies (MM3)							
P73	Collect, monitor, and use data to inform changes to the transportation system. (Supports Key Move MM3a)	✓	✓	✓	✓	✓	✓
P74	Develop and maintain up-to-date asset data, including digital inventories of physical assets. (Supports Key Move MM3e)	✓			✓		✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. We’ve seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the roles streets play to support social, environmental, and economic health. We can’t fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions it serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city’s residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the context we’re operating in today, including significant opportunities, emerging trends, and challenges. It also includes a summary of major community engagement themes we heard that relate to walking and rolling. These themes were used to shape the actions we’ll take to achieve our shared transportation vision. SDOT will continue to engage and co-create with community members as transportation system needs, preferences, and circumstances continue to evolve in the years to come.



People walking and biking at an intersection on Madison Street in Seattle

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

Supporting a walkable city that is safe, vibrant, equitable, and healthy is key to our collective quality of life. There are exciting opportunities and emerging trends (and several challenges) as we build a city that is safer and more accessible for people walking.

Opportunities and Emerging Trends

- **Improved safety data.** Data and findings from the Bicycle and Pedestrian Safety Analysis (BPSA)⁸ and 2023 Vision Zero “Top to Bottom Review”⁹ will help guide strategic and equitable investments in safety for people walking and biking.
- **Low Pollution Neighborhoods Pilot.** The City of Seattle Executive Order 2022-07 on transportation emissions will further promote walking and bicycling for transportation within proposed low-pollution neighborhoods. Low-pollution (low-emission) neighborhoods may restrict or prohibit the types of vehicles allowed within the neighborhood and encourage other, zero- to low-emission modes like biking, walking, e-cargo deliveries, etc. (Supports TEF 19.7)
 - Other elements from Executive Order 2022-07, such as the Youth Transportation Summit, the commitment to 20 miles of permanent Healthy Streets, the expansion of the School Streets program, and the commitment to an all ages and abilities bike facility that serves every public school will also support pedestrian element goals. *See the STP People Streets and Public Spaces Element and the Bicycle and E-Mobility Element for more information.*
- **Expanded approaches.** In recent years, Seattle has expanded our approach to treatments and programs that address walkability and safety (e.g., Home Zones, Healthy Streets, School Streets, Shared Streets, and Alternative Walkways). These approaches provide additional tools and treatments that we can use to create pedestrian-oriented streets. *See the STP People Streets and Public Spaces Element for more information on Healthy Streets, School Streets, and Shared Streets.*
- **Light rail and high-frequency transit expansion.** The West Seattle, Ballard, East Link, and Lynwood Link light rail extensions and the revised bus networks to connect to them will put more households within walking distance of high-frequency transit stops, increasing walking trips and decreasing reliance on private vehicles.
- **Partnerships with Seattle Public Utilities.** The City has expanded and improved partnership projects between SDOT and Seattle Public Utilities that construct new sidewalks and walkways with natural drainage elements. Continuing to pursue these partnership projects will allow us to further develop the sidewalk network while advancing the city’s goals of capturing and naturally filtering stormwater runoff.
- **Participatory budgeting.** There is an opportunity to build on the success of the Neighborhood Street Fund and Your Voice, Your Choice programs. SDOT pedestrian programs can incorporate community-driven opt-in planning approaches to improve walkability and pedestrian safety.
- **Policy changes.** Seattle recently revised its policies to allow for a more proactive and predictable network of enhanced pedestrian crossings, more automatic walk signals at

⁸ www.seattle.gov/documents/departments/besupersafe/bicyclepedestriansafetyanalysis.pdf

⁹ <https://www.seattle.gov/documents/Departments/SDOT/VisionZero/SDOT-Vision-Zero-TopToBottomReview-FullReport.pdf>

signalized intersections, and longer crossing clearance time for people who walk. We have the opportunity to continue to update these policies over the next 20 years.

- **Complete neighborhoods.** The One Seattle Comprehensive Plan will update Seattle’s growth strategy, planning for more destinations within walking distance of peoples’ homes.
- **Working from home.** More people are working from home, which has led to more neighborhood-based trips that can be made by walking and rolling.
- **Vehicle technology.** Active safety systems—such as autonomous emergency braking, cellular vehicle-to-everything (C-V2X) technology, and intelligent speed assistance—could curb risky driving behavior and reduce crashes, including pedestrian crashes. That said, these technologies are also a potential safety challenge until technology advances.
- **Implementation of pedestrian related TEF Tactics.** Tactics outlined in the Seattle Transportation Equity Framework (TEF) provide a roadmap to address historical disinvestment and the resulting disparities in mobility, including safe pedestrian facilities and walkability. Relevant TEF tactics are referenced throughout this element and are listed at the end of this document.



People walking across the street at a marked crosswalk on Ranier Ave S in Columbia City

Challenges

- **Pedestrian safety.** The recent increase in crashes and fatalities involving people walking challenges Seattle to do more to improve pedestrian safety. Concerns about personal safety also make people feel unsafe walking.
- **Costs.** About 26% of city streets are missing sidewalks, and there is a significant need for enhancements that make it safer and more convenient for people to cross busy streets. Seattle faces increasing costs to implement these missing sidewalks and other infrastructure.
- **Environmental and drainage constraints.** Many areas that do not have sidewalks or have substandard sidewalks face complex and costly constraints with respect to environmentally sensitive areas, narrow rights-of-way, and drainage. Other location constraints include existing utility equipment or areaways within the right-of-way, which make upgrading existing or installing new infrastructure costly and complex.
- **Geographic pinch points.** Seattle's steep topography and water bodies create pinch points where freight, transit, bicycle, and pedestrian access needs compete for limited space on existing bridges and street rights-of-way.
- **Cultural changes.** Modern American culture has, for the most part, prioritized and designed the built environment in a way that increases reliance on private motor vehicles. Changing this culture and the built environment takes significant public support and time.
- **Urban heat island effect.** As climate change accelerates and extreme weather events continue to include longer periods of hotter, dryer weather, active transportation is made more difficult. Areas lacking tree canopy are most impacted by these weather conditions.
- **Accessibility barriers.** The city's pedestrian network still presents significant barriers for people walking, particularly for those with mobility limitations or disabilities and people using strollers. These barriers include approximately tens of thousands of sidewalk uplifts, obstructions, cross slope issues, and curb ramps needing remediation or construction. In addition, only a small fraction of Seattle's pedestrian signals include accessible pushbutton equipment.¹⁰ Sidewalk clutter from improperly parked shared micromobility devices also poses a challenge to pedestrian accessibility.

¹⁰ Seattle Department of Transportation. (2020). The Americans with Disabilities Act (ADA) Transition Plan for the Seattle Public Right of Way.

COMMUNITY ENGAGEMENT

From May 2022 through November 2023, SDOT conducted citywide public engagement as part of the Seattle Transportation Plan development process, using a variety of tools. Frequently cited locations for pedestrian improvements include Columbia City, Rainier Ave, the Mt. Baker Light Rail station, Bitter Lake, and South Seattle.

As part of this engagement process, we used two iterations of an online webmap. The first webmap allowed people to drop pins, trace routes, and draw areas where they wanted to see improvement in Seattle’s transportation system. We heard the need for actions that improve safety, transportation choice, equity, and maintenance. We received over 2,940 pedestrian-related comments on this first interactive map (May to August 2022). See **Figure 1**.

In the second interactive map (December 2022 to February 2023), people could drop pre-set pins and leave comments that helped shape our pedestrian networks. We received over 520 pedestrian-related pins that showed where people wanted to see new pedestrian connections or that identified an important destination to walk to. See **Figure 2** for pedestrian-related comments.

The third phase of engagement did not include interactive webmaps, but sought participant feedback on draft pedestrian actions, programmatic activities, and Priority Investment Network maps. Participants also offered feedback on specific locations where they felt pedestrian network improvements were needed and on the STP project list which includes projects with key transformation pedestrian improvements.

Key themes heard during engagement related to the pedestrian network and policies include:

- **Sidewalk gaps:** the city should work to quickly fill in gaps to create a complete sidewalk network.
- **Maintenance and widening:** maintaining sidewalks and staircases should be prioritized as well as upgrading existing sidewalks that are too narrow—reclaiming space from vehicle parking or travel lanes as needed.
- **Safe and frequent crossings:** marked crosswalks, median islands, curb bulbs, signal priority, and other safety features should be used to improve safety at crossings.

“Lack of sidewalks in many neighborhoods make it less safe and even dangerous for people to walk since they have to use the street. Elderly residents and people with disabilities are disproportionately impacted. The lack of safety and comfort on the streets in their neighborhoods impacts their health and wellbeing.”

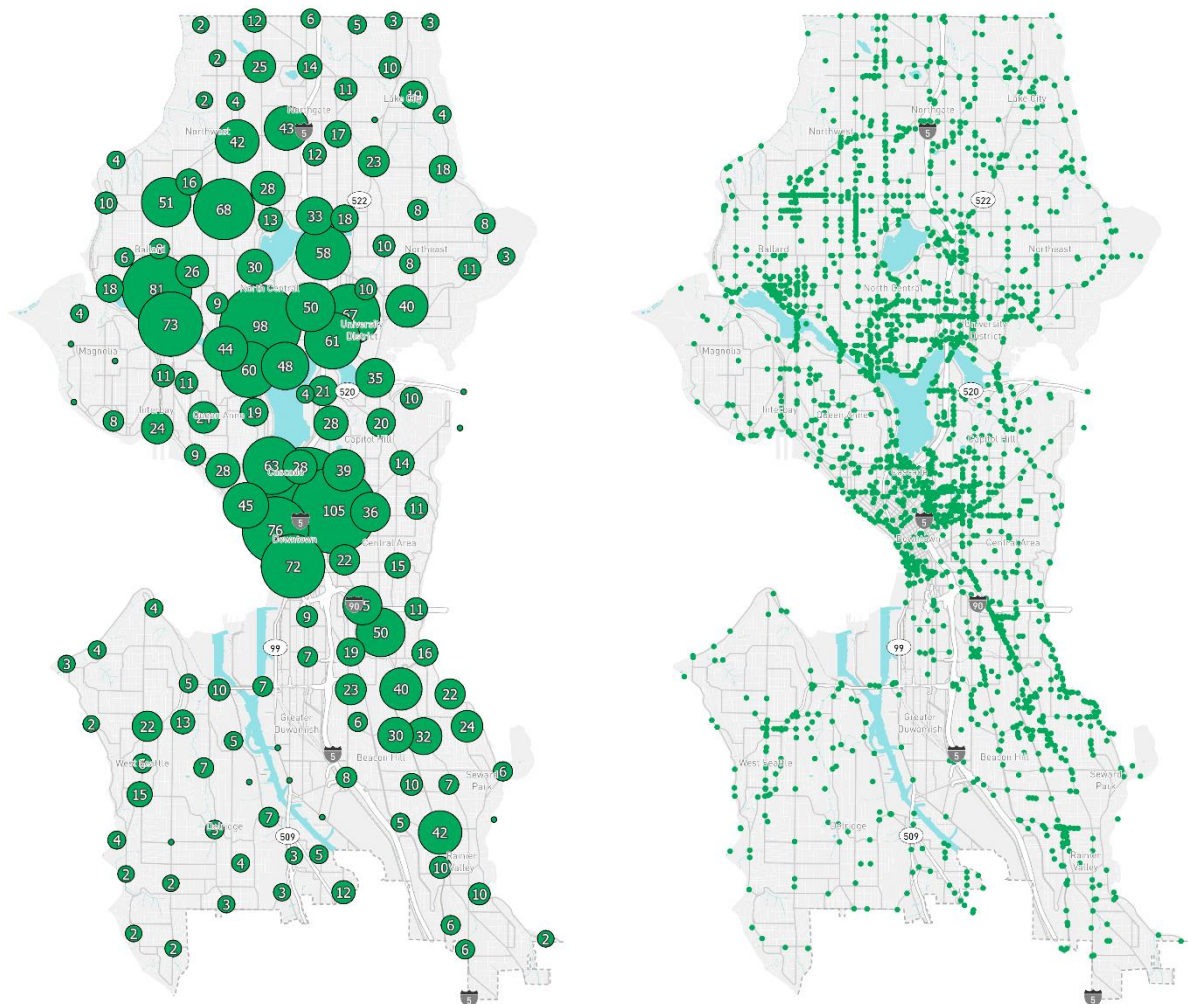
– Quote from Survey Respondent

Feedback from Black, Indigenous and People of Color (BIPOC) communities focused on:

- **Underserved areas:** no neighborhood should be without sidewalks. Seattle needs to focus on providing sidewalks and safe crossings in underserved areas.
- **Traffic calming:** driver speeds should be reduced citywide to keep people walking and rolling safely, especially in residential areas lacking dedicated sidewalks or walkways for people walking.
- **Personal safety:** people feel uncomfortable or unsafe walking or rolling in certain areas, such as Downtown Seattle. Many asked for better lighting, particularly on trails, parks, and at bus stops.

Feedback from the community is reflected in proposed actions and programmatic activities that provide safe access to transit stops and stations. Public feedback also shaped the network development strategy, which emphasizes filling sidewalk gaps, upgrading deficient sidewalks, and providing safe crossings at regular intervals.

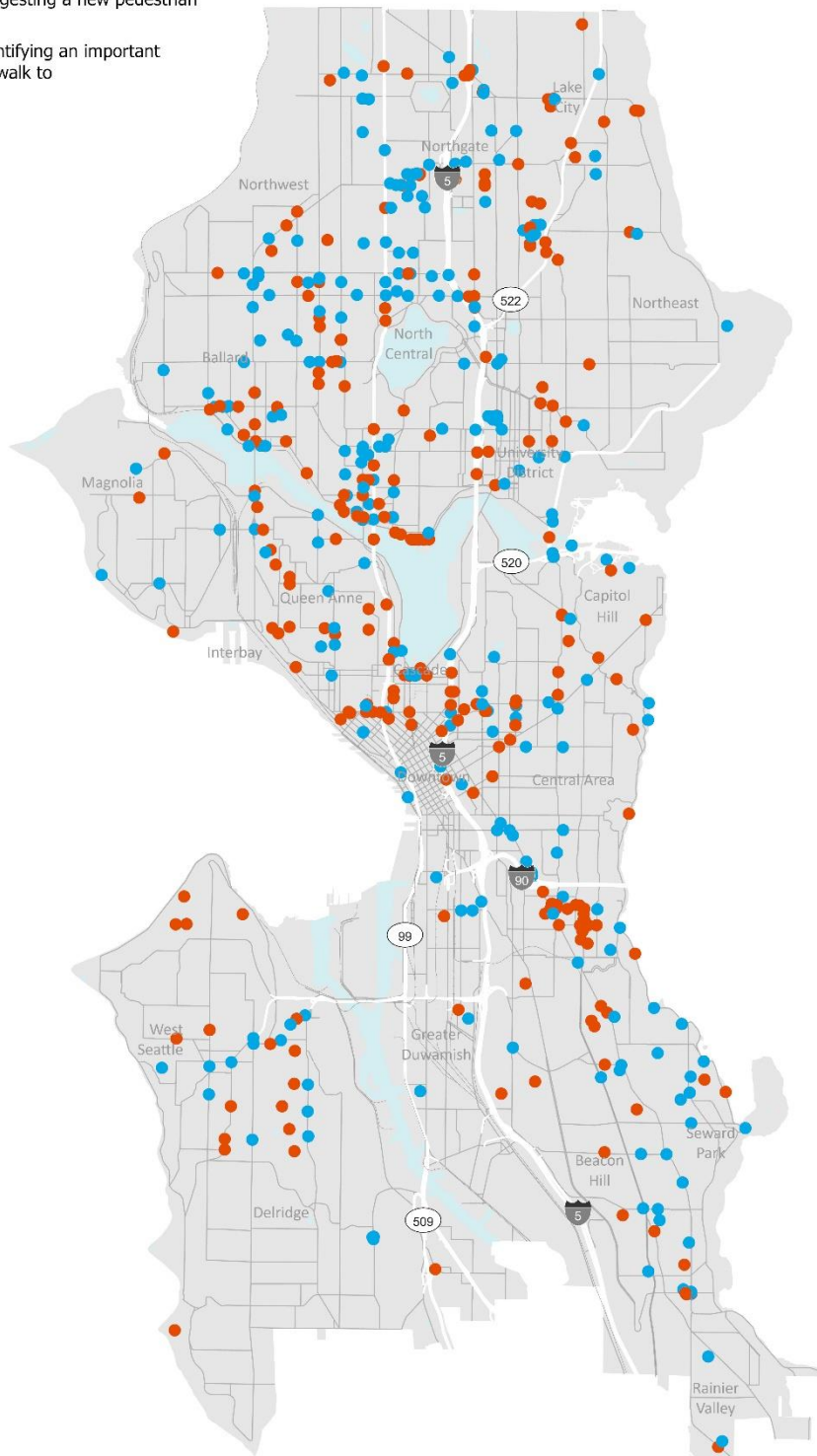
Figure 1: Pedestrian-related Comments on Webmap #1



The map on the left shows clusters of pedestrian-related comments received on the first webmap. The map on the right shows the location of each individual pedestrian-related pin on the first webmap.

Figure 2: Pedestrian-related Public Comments on Webmap #2

- Comments suggesting a new pedestrian connection
- Comments identifying an important destination to walk to





Madison St

Madison St

WALKING AND ROLLING IN SEATTLE

To make walking a viable and attractive mode of transportation for a greater number of Seattleites and visitors, all streets in Seattle should be designed to accommodate people walking safely and comfortably. This means the pedestrian network must be accessible, well-connected, comfortable, safe, and provide an intuitive network of sidewalks, crossings, paths, plazas, and staircases for all users.

Street Crossings

Seattle's pedestrian network requires safe, frequent, and timely street crossings. Street crossing improvements include enhancements to existing infrastructure or the provision of missing infrastructure. Improvements to the pedestrian crossing network can also include modifications to signal phasing and timing and improved lighting conditions.



Person crossing the street in a marked crosswalk with a rectangular rapid flashing beacon (RRFB)

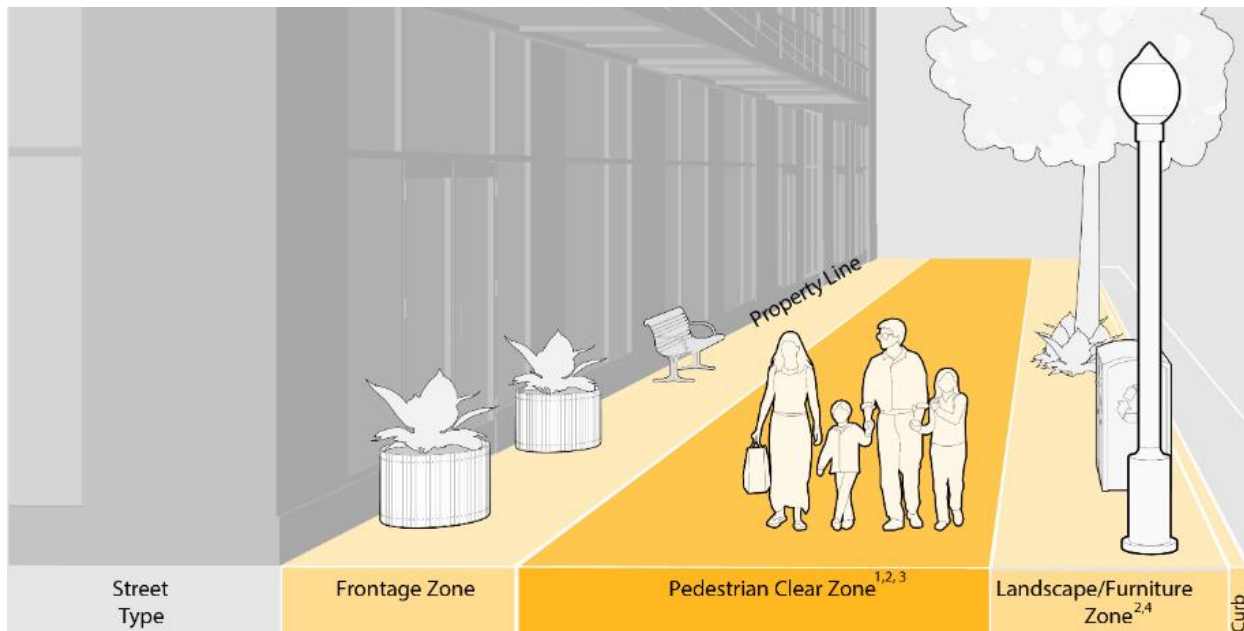
Sidewalks

The city's pedestrian network aims to provide an accessible space for walking and rolling, with adequate width and protection from vehicles in the form of a sidewalk, an alternative walkway, a shared street, or a dedicated pedestrian space. The appropriate type of pedestrian space depends on the roadway type, average number of vehicles on the road, and expected pedestrian volumes, which are likely to be higher adjacent to transit stops and stations, near schools, and within Urban Centers and Urban Villages. Of the roughly 45,000 block faces in Seattle, about 11,000 are missing sidewalks.

Sidewalks contribute to a safe, accessible, and vibrant pedestrian environment in multiple ways, which can be better understood by breaking them up into three parts: the **Frontage Zone**, the **Pedestrian Clear**

Zone, and the **Landscape/Furniture Zone**. These zones are defined in *Streets Illustrated*, Seattle’s Right-of-Way Improvements Manual¹¹, and are shown in Figure 3 below.

Figure 3: Sidewalk Zones (Source, *Streets Illustrated*)



The **Frontage Zone** is defined as the area between the property line and pedestrian clear zone.

Depending on the size of the frontage zone, it may accommodate sidewalk cafes, store entrances, retail display, landscaping, transit stop amenities, or other features that activate and enhance the pedestrian environment. Wider frontage zones provide more room for future tenants and residents to activate the public right-of-way in a manner compatible with street trees and other required features between the frontage zone and curb.

The **Pedestrian Clear Zone** is the area of the sidewalk corridor that is specifically reserved for pedestrian travel. Street furniture, street trees, planters, and other vertical elements, such as poles, fire hydrants, and street furniture—as well as temporary signs and other items—should not protrude into the pedestrian clear zone.

The **Landscape/Furniture Zone** (including the curb) is defined as the area between the roadway curb face and the front edge of the pedestrian clear zone. In certain locations, this zone does not exist due to limited right-of-way widths. This zone buffers people walking from the adjacent roadway and is the appropriate location for bioretention cells, rain gardens, street furniture, art, street trees, and vegetation. It is also the preferred location for other elements, such as signage, pedestrian lighting, hydrants, and above- and below-grade utilities.

Traffic Calming

The speed and volume of vehicular traffic is a major factor in the safety and comfort of people walking. Traffic calming to reduce driving speeds is particularly important on shared streets, which are intended

¹¹ Seattle’s Right-of-Way Improvements Manual that is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle’s street right-of-way. <https://streetsillustrated.seattle.gov/design-standards/sidewalks/>

to be accessible for all people and designed to slow vehicles to the walking speed of people on foot. Traffic calming measures can also be used to reduce vehicle volumes, particularly on shared streets.

Lighting

Pedestrian-scale lighting is essential for creating pedestrian spaces and streets that feel welcoming and safe. It improves accessibility by illuminating sidewalks, crosswalks, curbs, curb lamps, and signs as well as barriers and potential hazards. Lighting is especially important along People Streets and Public Spaces, high ridership transit routes and transfer points, and areas that lack other pedestrian improvements.

Street Trees and Greening

Trees and green spaces provide multiple benefits to Seattle. They shade pavement, lower temperatures, intercept rainfall, absorb stormwater runoff, clean the air, provide habitat, and beautify neighborhoods. Landscaped planting strips adjacent to sidewalks calm traffic, soak up stormwater, and green neighborhoods.

Investing in the care of new and established trees can preserve and promote tree canopy. Large street trees are especially important in environmental justice priority communities lacking in tree canopy. As new street trees are planted, they should have adequate soil volume to support large, healthy tree canopies and eliminate or minimize conflicts with sidewalks and utilities, especially along transit corridors and in dense urban areas. On space-constrained sidewalks without landscape/furniture zones, street trees could be considered in the adjacent parking or flex lanes.

Wayfinding

Pedestrian wayfinding helps people confidently and comfortably find their way along the pedestrian network. Seattle's wayfinding program, Seamless Seattle, encompasses modal integration by providing:

- Walking information at transit stations, stops, and community and mobility hubs.
- Local distinctiveness with a city-wide standard that allows for local content and design.
- Design for all through prioritization of safe and accessible walking routes and inclusive design principles.
- Systemization through common design standards and a back-of-house content management system to provide system integrity.

THE PEDESTRIAN NETWORK

Every street within Seattle is part of the pedestrian network and should be walkable. However, full implementation of all needed pedestrian facilities across the city will require extensive funding. Network completion is likely to take many years, extending beyond the 20-year horizon of the Seattle Transportation Plan. A prioritization framework is needed to narrow the focus of the City's investments in pedestrian facilities to a limited and equitable set of streets and projects.

The prioritized pedestrian network is detailed in 4 sets of maps. Three of these maps are Priority Investment Network (PIN) maps that identify and categorize locations into priority tiers for pedestrian improvements.

The fourth map shows a network of prioritized streets for improvements along key transit networks and can be found in the 'Corridor Network Project' section.

Priority Investment Network (PIN) Maps

These maps are a blueprint for providing a suite of pedestrian improvements across the city. The intent is to focus resources on access to public schools, parks, and light rail, streetcar, and frequent transit networks¹², in areas where walking conditions are difficult, and where people most need to be able to walk.

The process is based on an analysis of factors related to the STP's goals of safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization. This data-driven prioritization framework helps the city provide targeted improvements that reflect community priorities, City policy objectives, and current data.

Throughout the life of the STP, there will be opportunities to evaluate what has been implemented and what can be prioritized in future funding cycles, within the context of the STP's goals, funding availability and project readiness, and other emergent needs. Decisions made as we craft regular STP Implementation Plans will determine the pace of STP Pedestrian Priority Investment Network implementation.

To narrow city-wide pedestrian needs, each of the three Priority Investment Network (PIN) maps uses a deficiency analysis¹³ as a starting point for network prioritization. They then consider proximity to high pedestrian trip areas, safety, and equity to categorize each street or intersection on the map into one of five tiers.

¹² See the Transit Element for additional details on the Frequent Transit Network.

¹³ Identifying where our sidewalk network is missing sidewalk or has substandard sidewalks, or where there are gaps in our enhanced crossing network.

- **Proximity to High Pedestrian Trip Areas.** Pedestrian improvements are prioritized in locations where adjacent land use generates higher pedestrian volumes. This includes K-12 public schools, parks, transit stops and routes, and Comprehensive Plan land use areas, such as Pedestrian Zones, Urban Centers, and Urban Villages.¹⁴
- **Safety.** Pedestrian improvements are prioritized at locations with a demonstrated safety need. For the crossing maps, the safety score inputs include Priority Pedestrian Locations in the Bicycle and Pedestrian Safety Analysis (BPSA), locations with 3+ pedestrian crashes, and locations with 3+ lanes. The BPSA analysis uses a model that identifies design and behavioral factors that may be correlated with collisions involving people walking. These factors include arterial classification, roadway width, driver (vehicle) speeds, and controlled crossing spacing (supports TEF 40.1). For the sidewalk maps, 85th percentile vehicle speeds are used to determine the safety scoring.
- **Equity.** Pedestrian improvements are prioritized using the city’s Race and Social Equity Index.¹⁵ Based on guidance from the Pedestrian Racial Equity Analysis,¹⁶ specific improvements in future implementation plans will be chosen using an inclusive community engagement process in equity-priority communities, with a particular emphasis on creating safe connections between transit stops and key community assets. (Supports TEF 45.6)

More information on the Pedestrian Map Methodology is included in Appendix A (page P-79).

¹⁴ These land use areas include important pedestrian trip generators, such as: grocery stores, libraries, medical centers, assisted living centers etc. For example, over 90% of all grocery stores are included in the land use zones that are used in the prioritization land uses (Urban Centers, Urban Villages, Pedestrian-Zones) or within the buffer distances around them.

¹⁵ The Race and Social Equity Index is a tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities. It combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.

¹⁶ <https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/pedestrian-program-racial-equity-analysis>

Missing Sidewalks Priority Investment Network

Figure 4: Missing Sidewalks Priority Investment Network (Northwest) through **Figure 9** show all street segments that currently lack sidewalks.

Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN helps identify locations where there may be opportunities to improve conditions for people moving along the street by installing conventional sidewalks, alternative walkways, or traffic calming features that create a safe and comfortable shared street environment.

Substandard Sidewalks Priority Investment Network

Figure 11 through **Figure 16** identify all streets with sidewalk zones that are significantly narrower than current standards¹⁷, as identified in *Seattle's Streets Illustrated*.

The sidewalk zone includes the three pedestrian zones, comprised of the Frontage Zone, the Pedestrian Clear Zone, and the Landscape/Furniture Zone. Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN identifies locations of possible opportunities to improve conditions for people walking or moving along the street.

Enhanced Street Crossings Priority Investment Network

Figure 17 through **Figure 22** depict intersections that are not currently enhanced and are 600 feet or more away from the closest enhanced crossing.

Enhancements include treatments such as a marked crosswalk, all-way stop, or a signal. This Priority Investment Network map shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5). The PIN will be used to:

- Identify future corridor studies to determine the appropriate improvement and location for new enhanced crossings.
- Identify opportunities for new and enhanced crossing within SDOT Project Development and other complete streets development processes.
- Identify opportunities for new and enhanced crossings installed or funded by others, including private development and agency partners.
- Each intersection is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.
- It is important to note that this PIN does *not* propose a set distance between enhanced crossings. Furthermore, as we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections within the project area to current design standards and employ safety countermeasures, as funding allows.

¹⁷ More than three feet narrower than Streets Illustrated standards

Figure 4: Missing Sidewalks Priority Investment Network (Northwest)

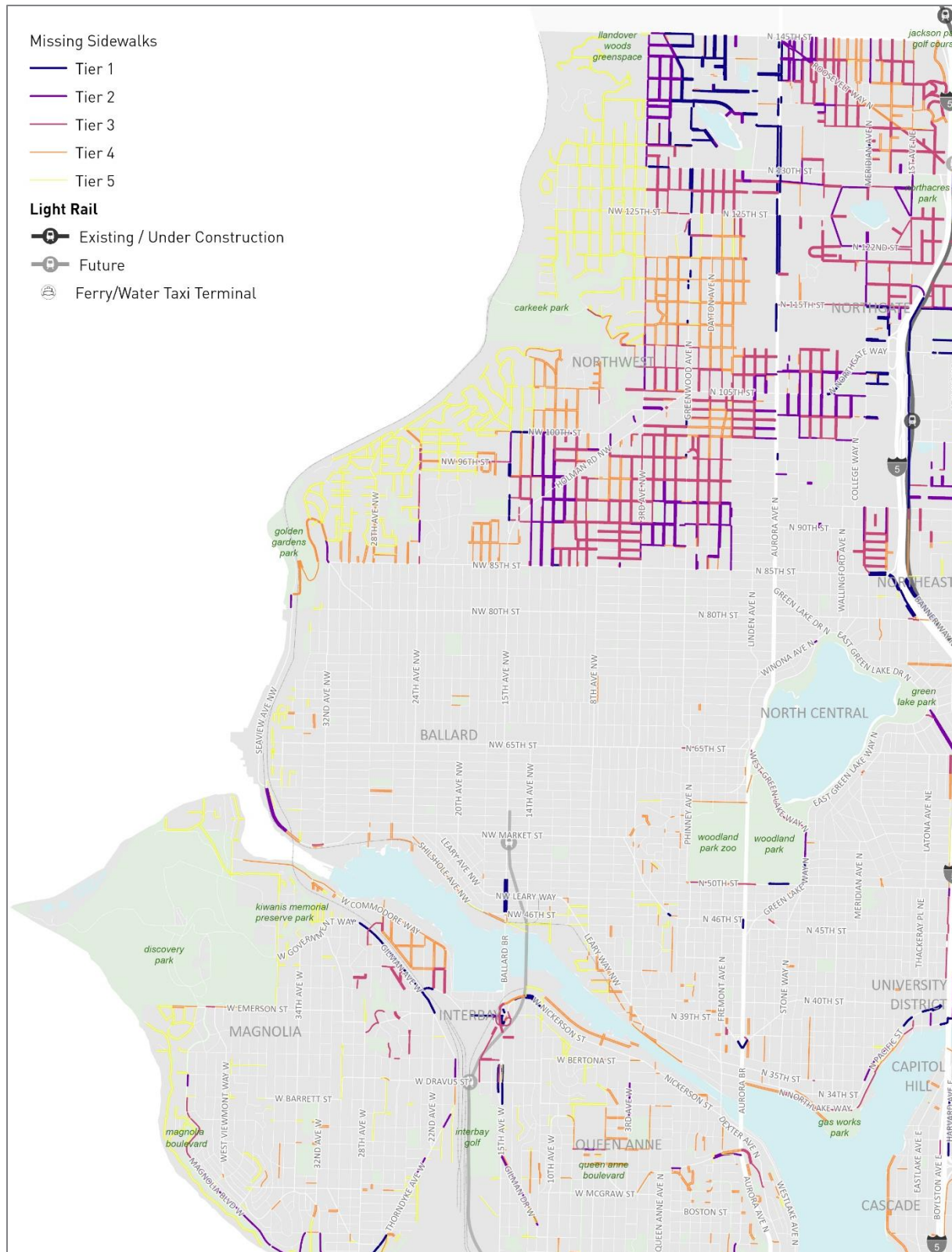


Figure 5: Missing Sidewalks Priority Investment Network (Northeast)

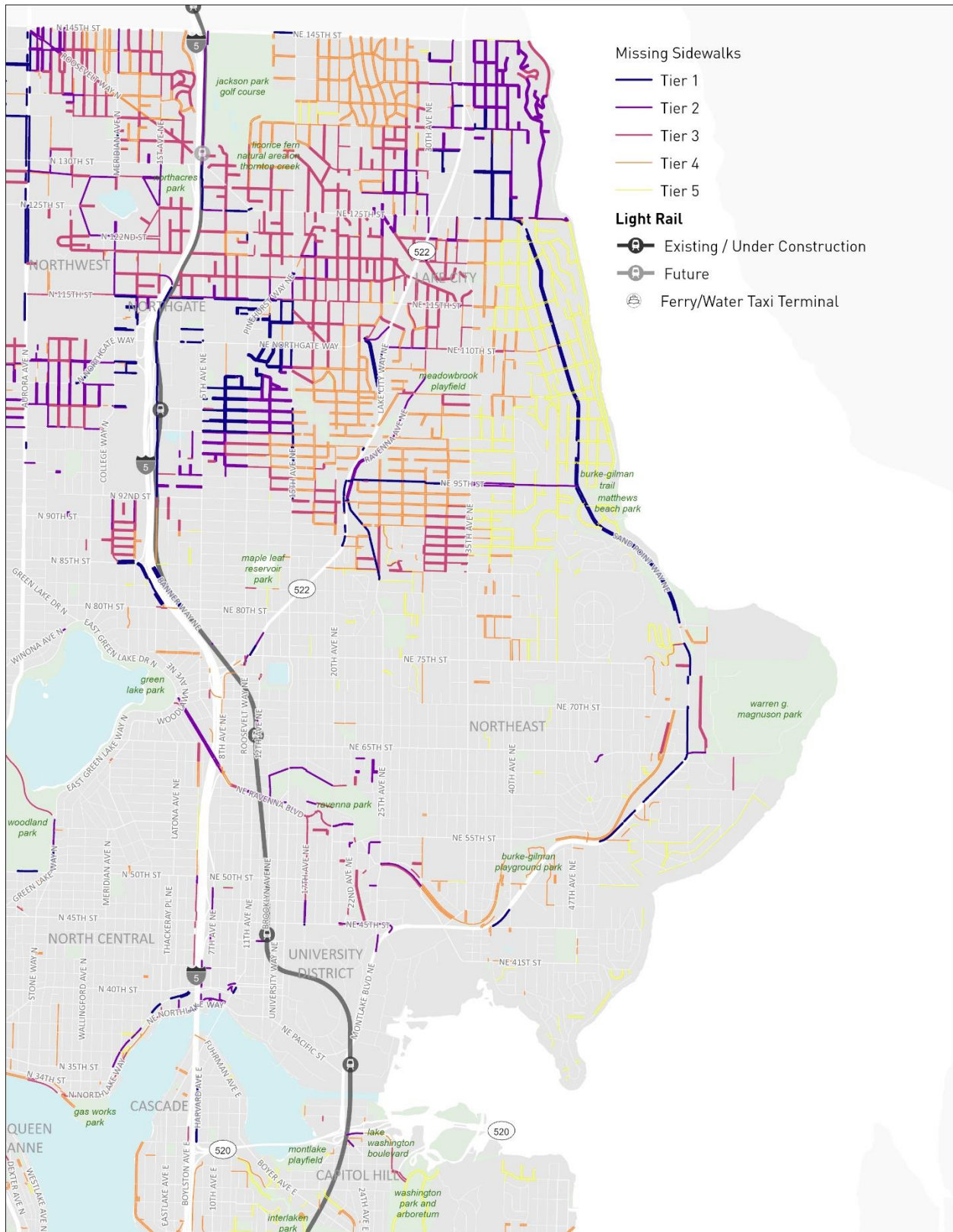


Figure 6: Missing Sidewalks Priority Investment Network (West)

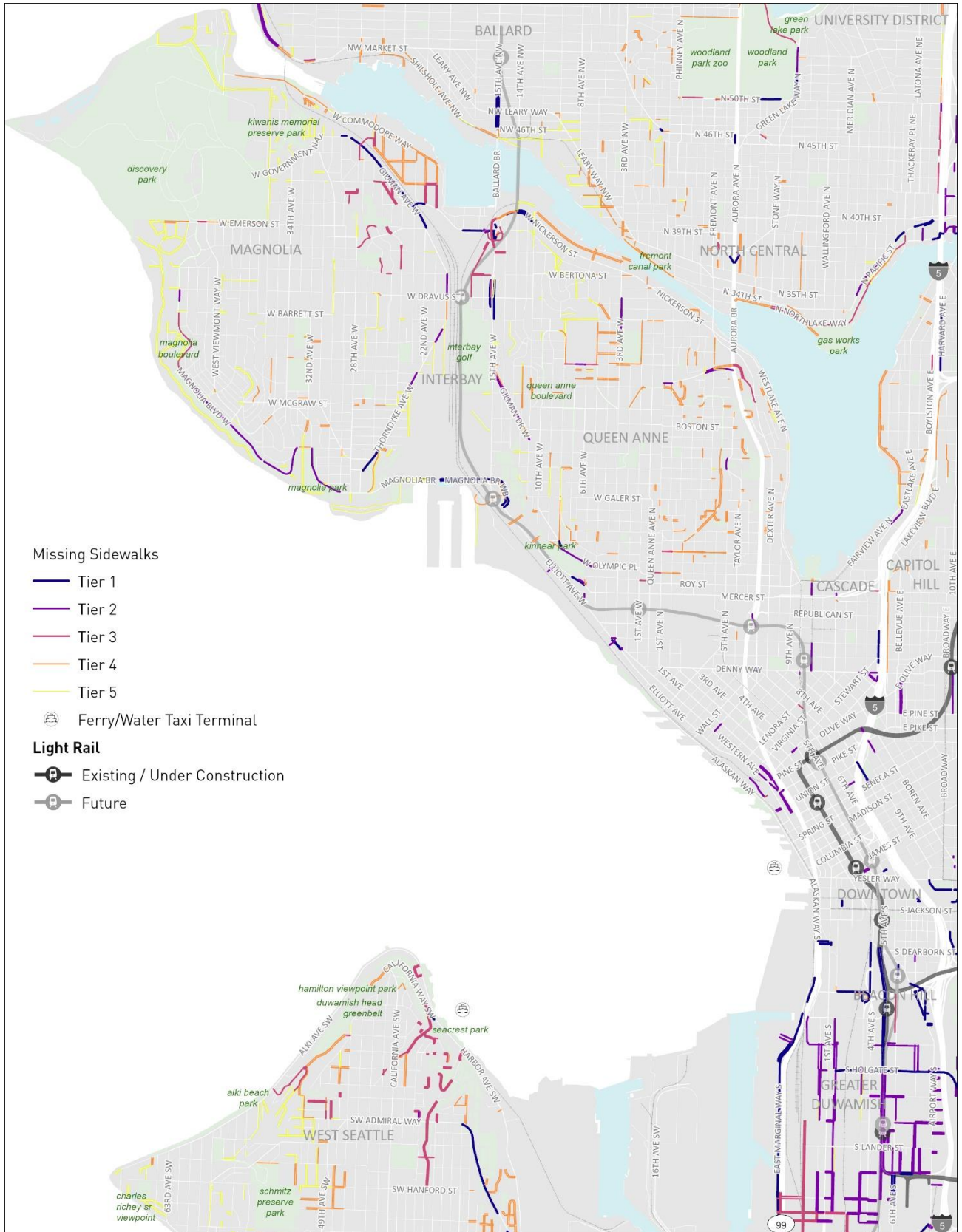
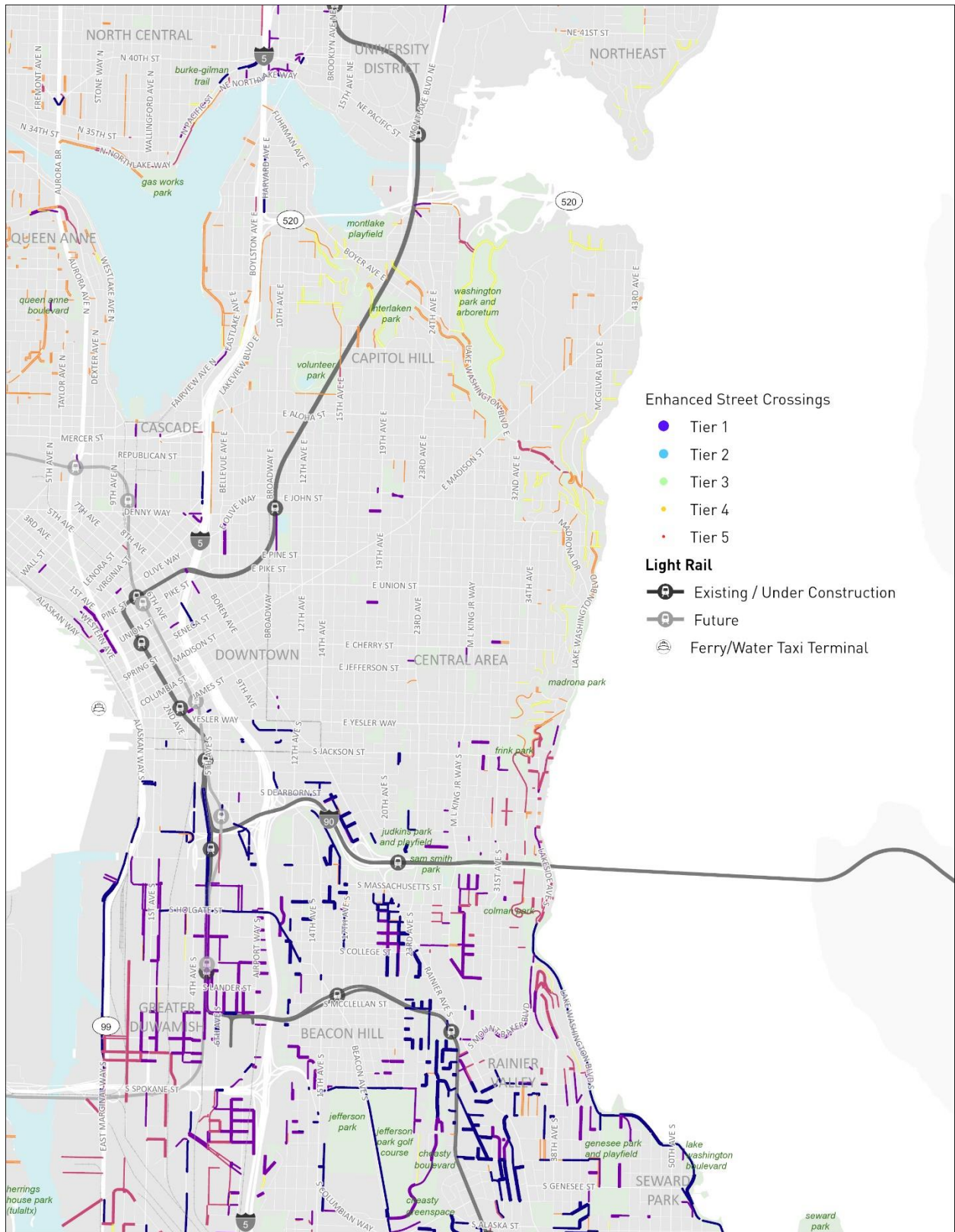


Figure 7: Missing Sidewalks Priority Investment Network (East)



Enhanced Street Crossings

- Tier 1
- Tier 2
- Tier 3
- Tier 4
- Tier 5

Light Rail

- ⊖ Existing / Under Construction
- ⊖ Future
- ⊖ Ferry/Water Taxi Terminal

Figure 9: Missing Sidewalks Priority Investment Network (Southeast)

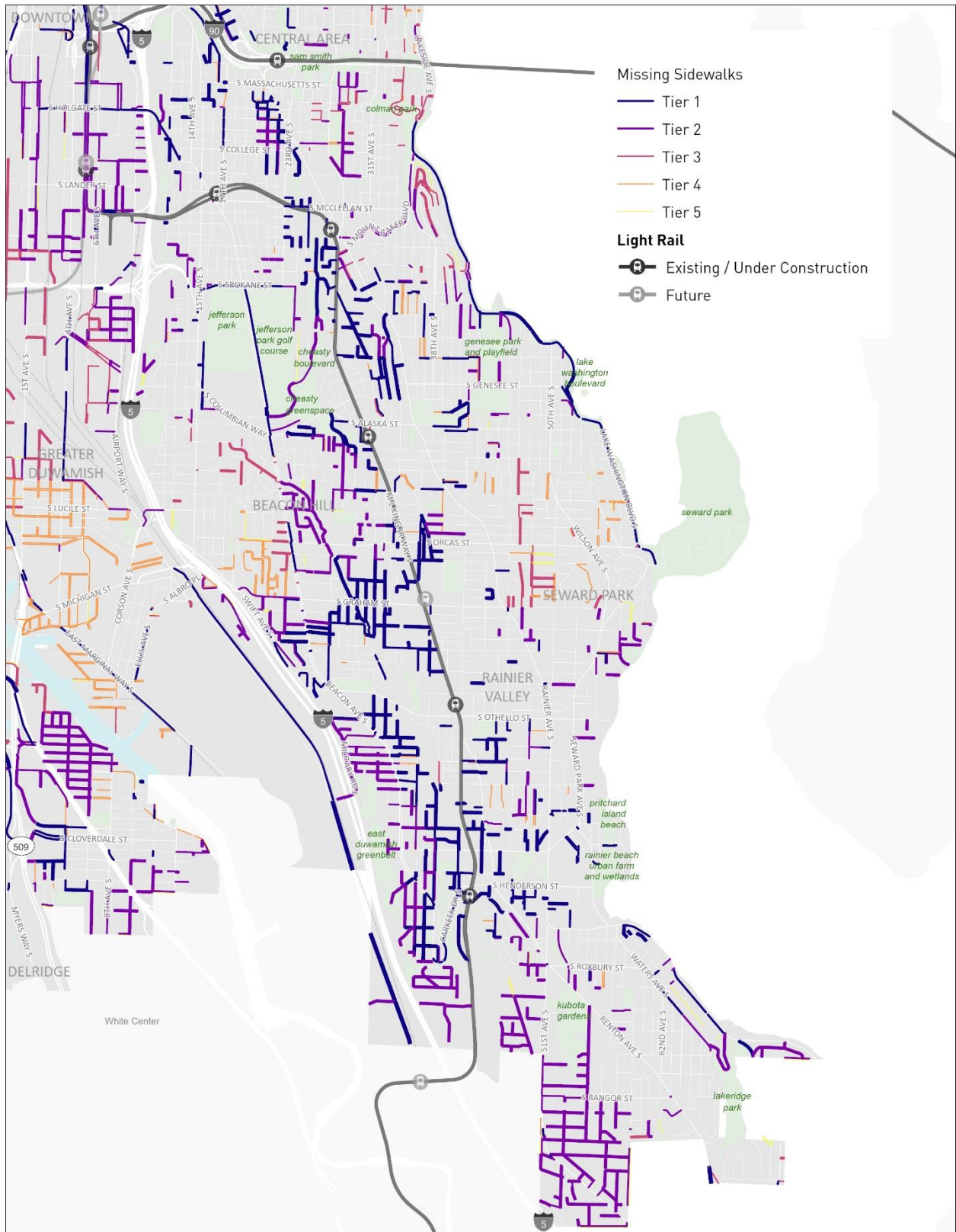


Figure 10: Missing Sidewalks by Council District

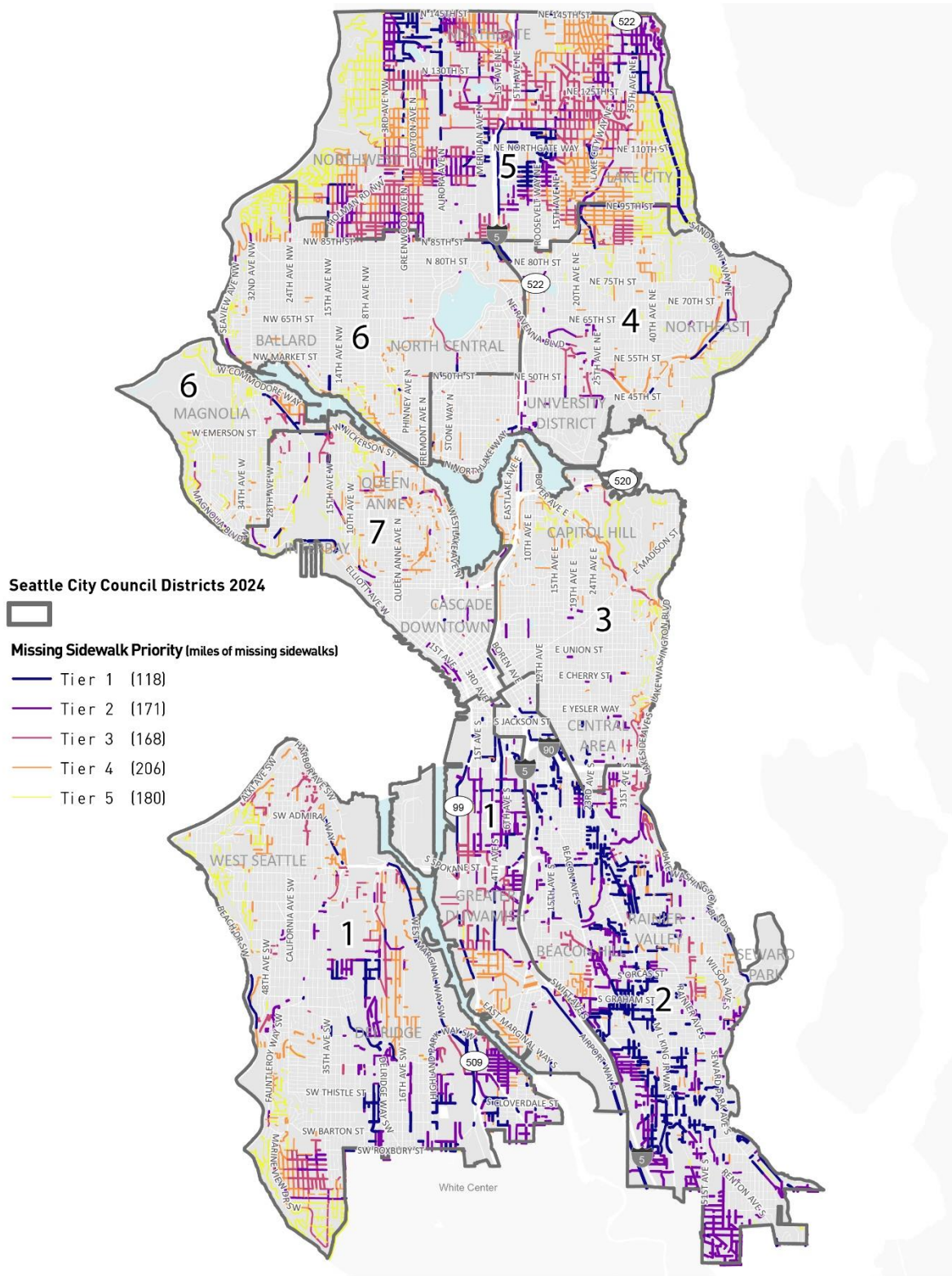


Figure 12: Substandard Sidewalks Priority Investment Network (Northeast)

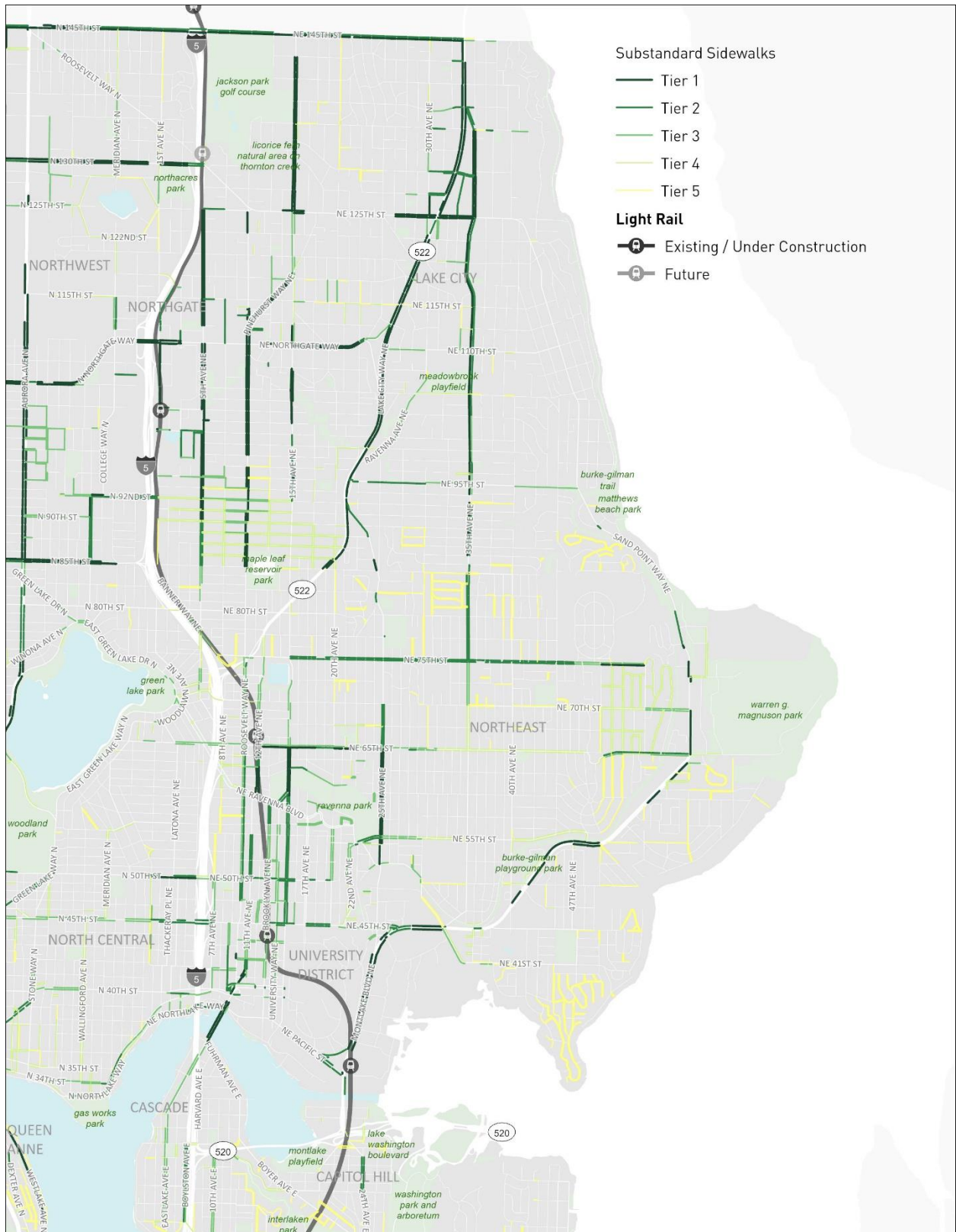


Figure 13: Substandard Sidewalks Priority Investment Network (West)



Figure 14: Substandard Sidewalks Priority Investment Network (East)

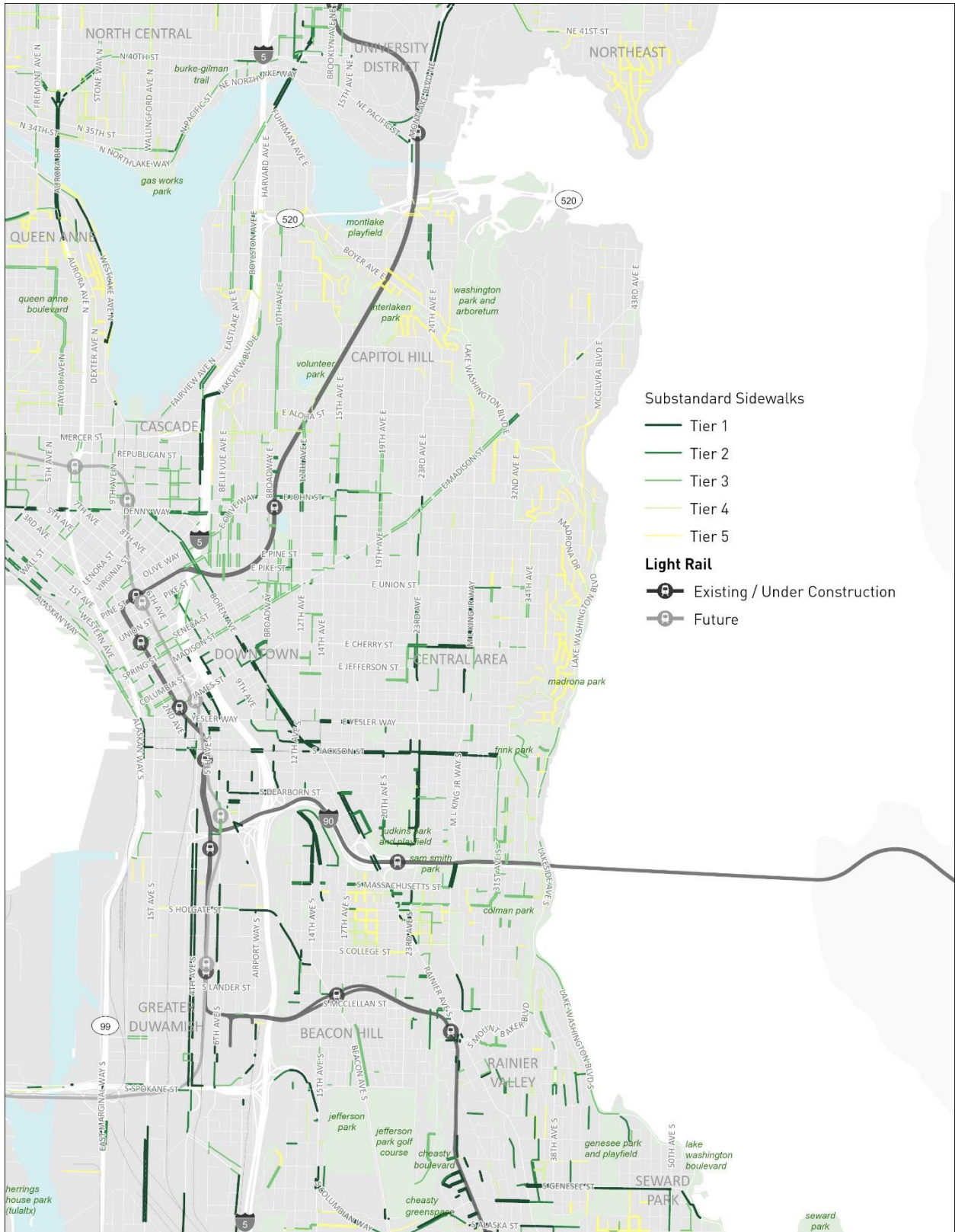


Figure 15: Substandard Sidewalks Priority Investment Network (Southwest)

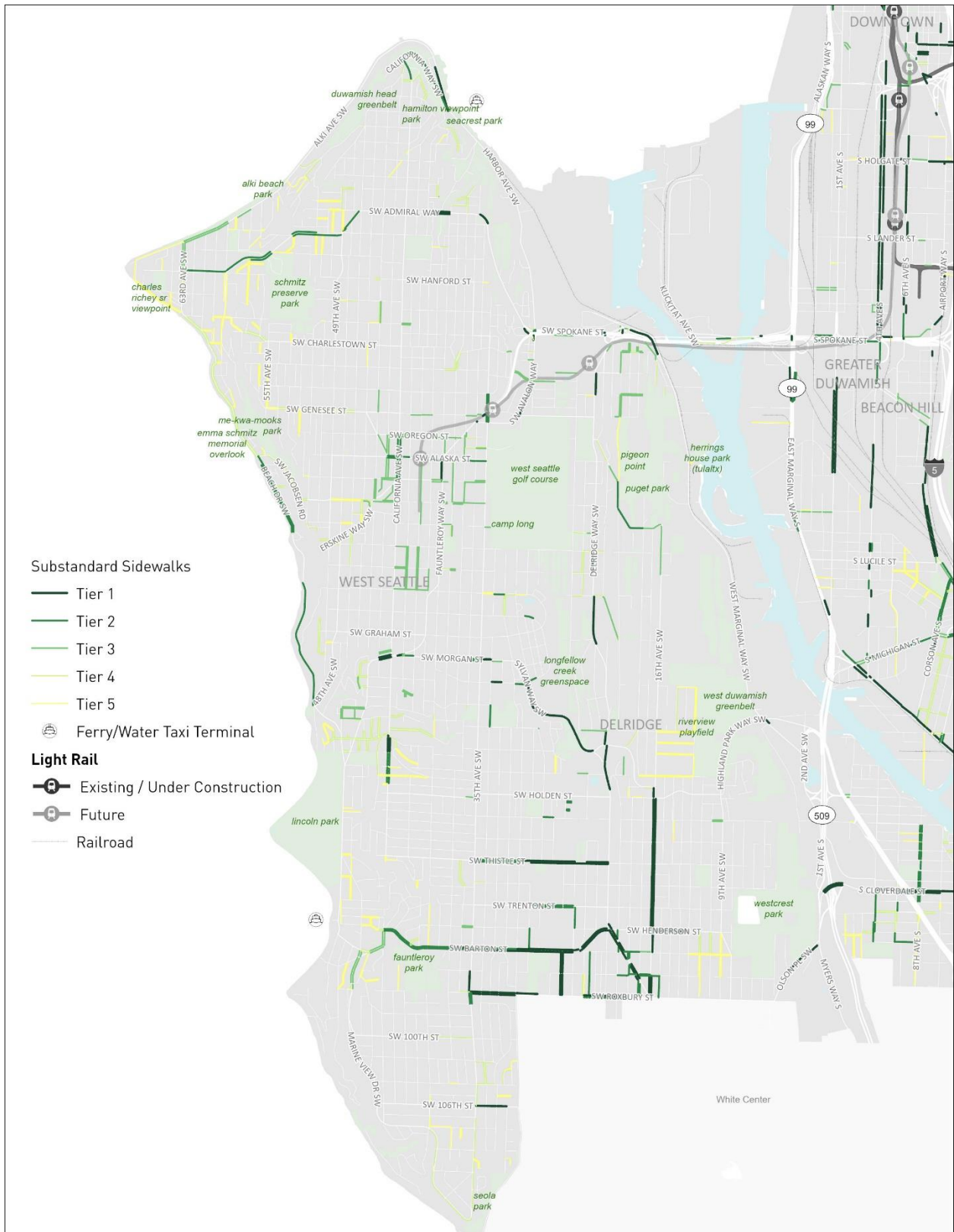


Figure 16: Substandard Sidewalks Priority Investment Network (Southeast)

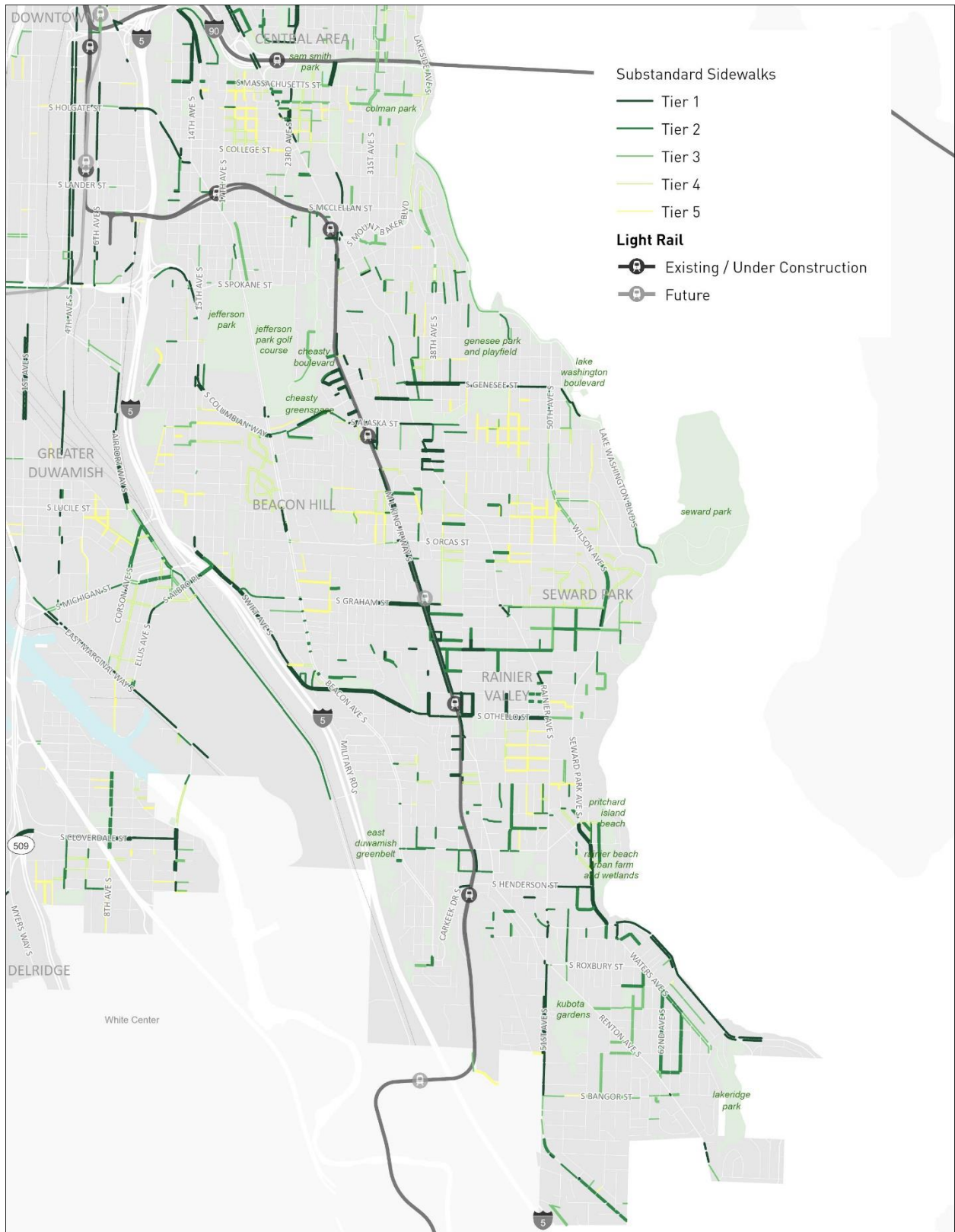


Figure 17: Enhanced Street Crossings Priority Investment Network (Northwest)

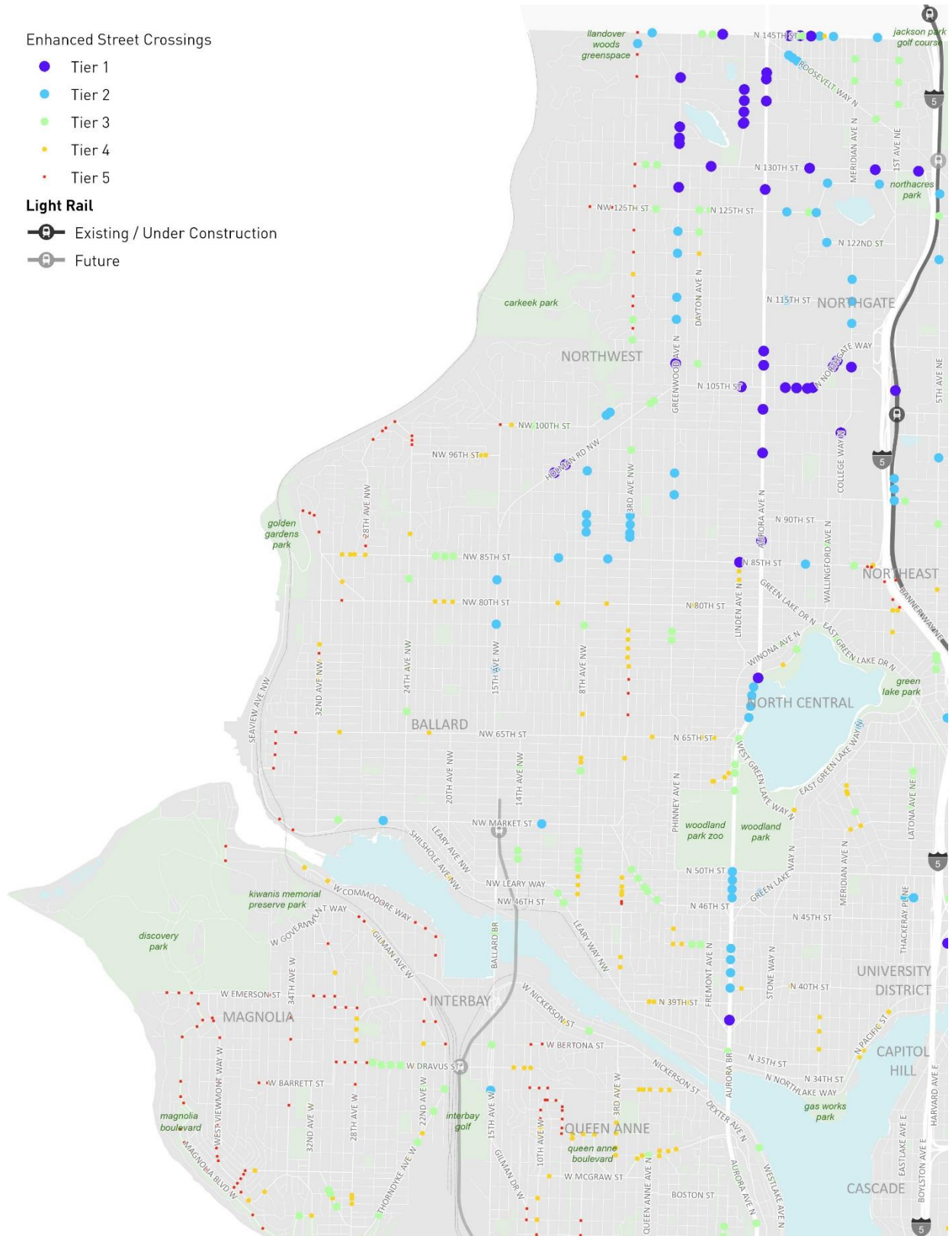


Figure 18: Enhanced Street Crossings Priority Investment Network (Northeast)

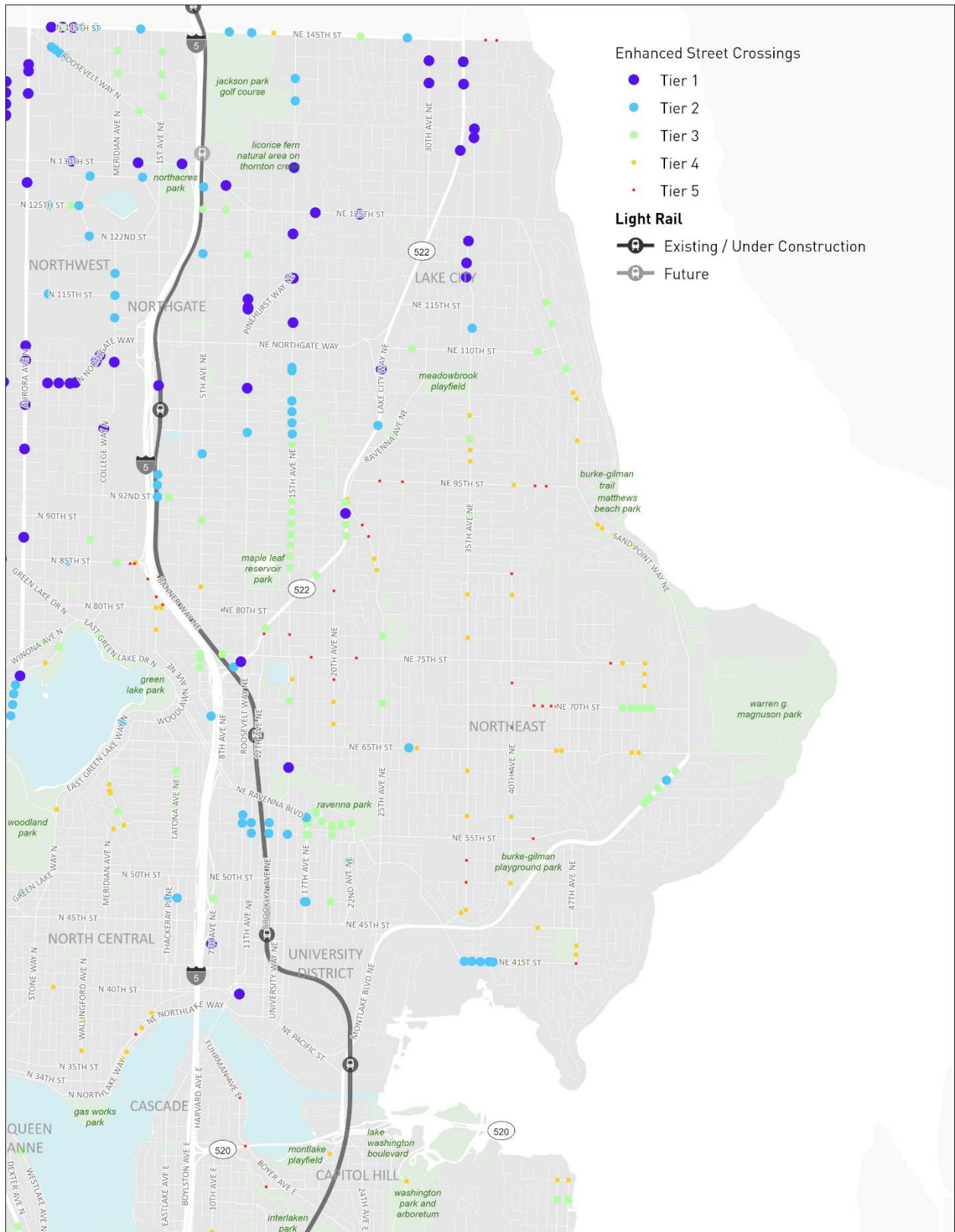


Figure 19: Enhanced Street Crossings Priority Investment Network (West)

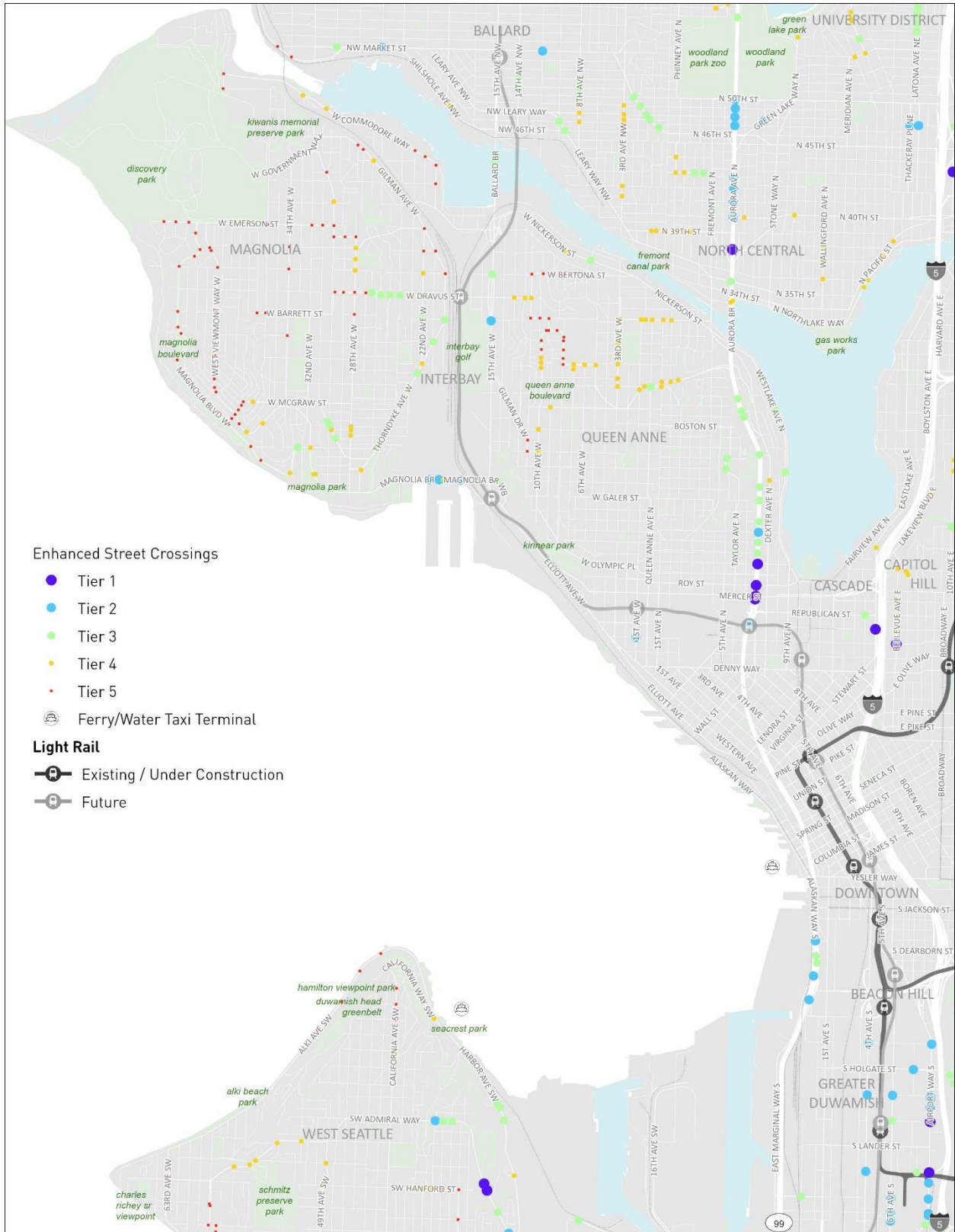


Figure 20: Enhanced Street Crossings Priority Investment Network (East)

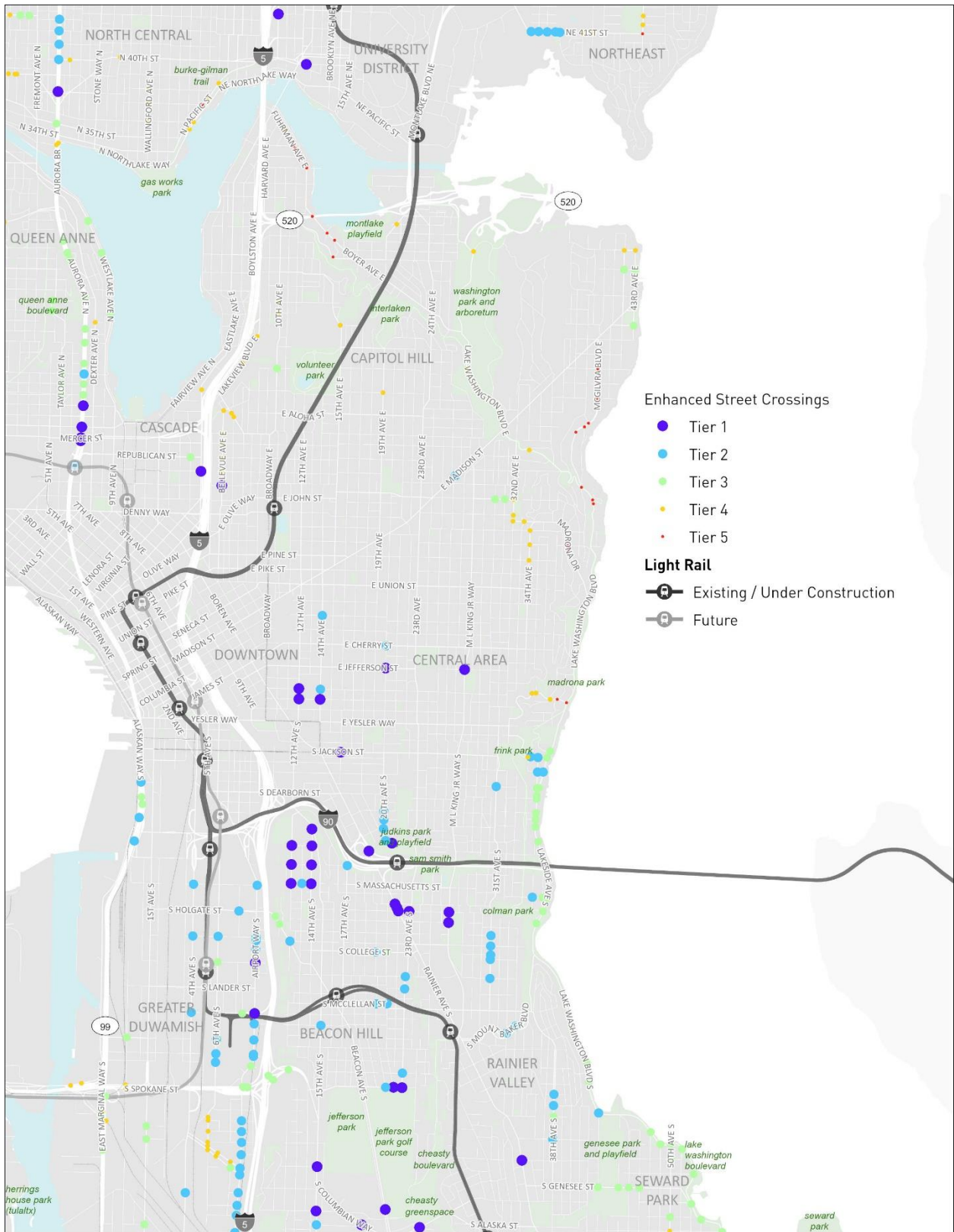


Figure 21: Enhanced Street Crossings Priority Investment Network (Southwest)

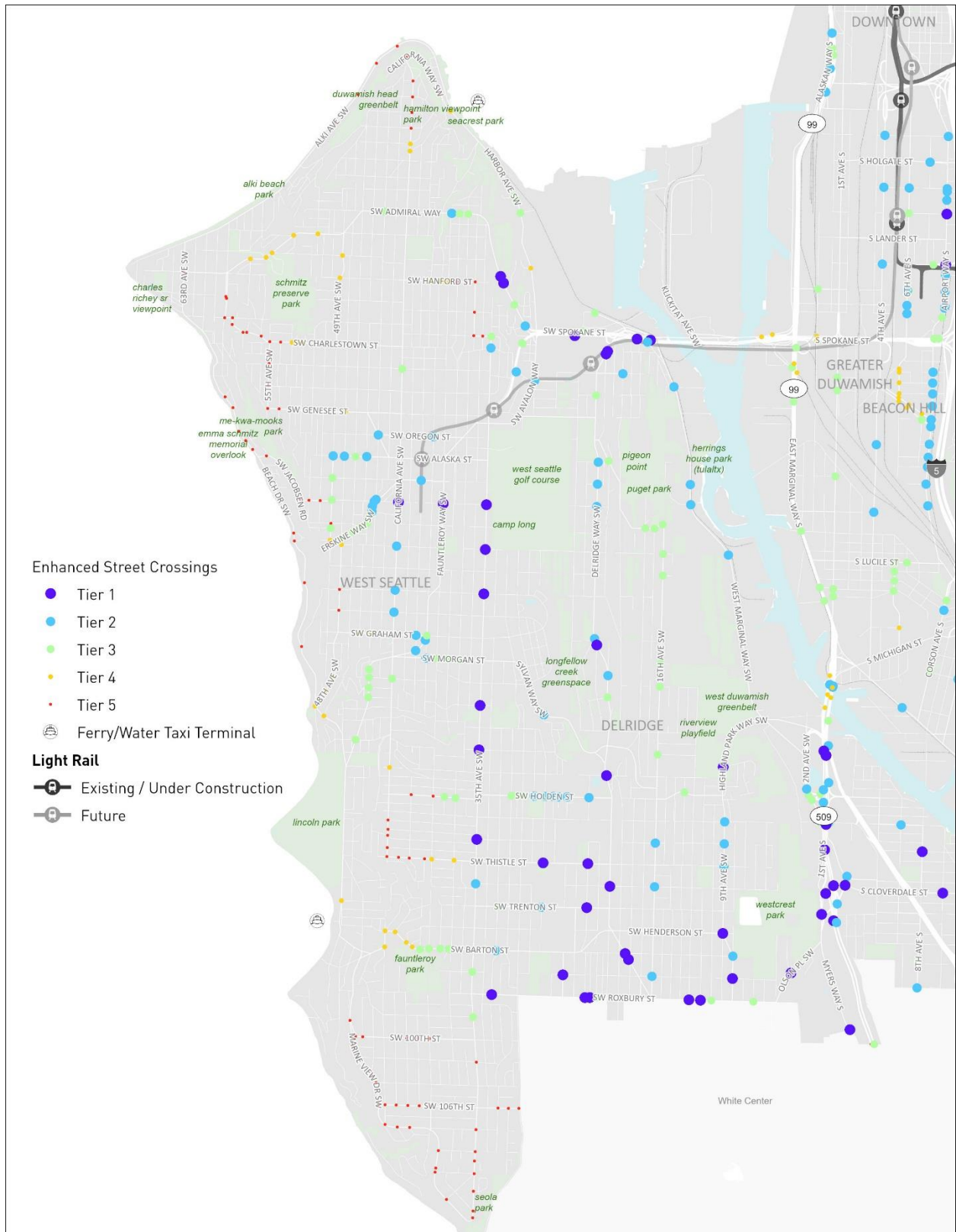
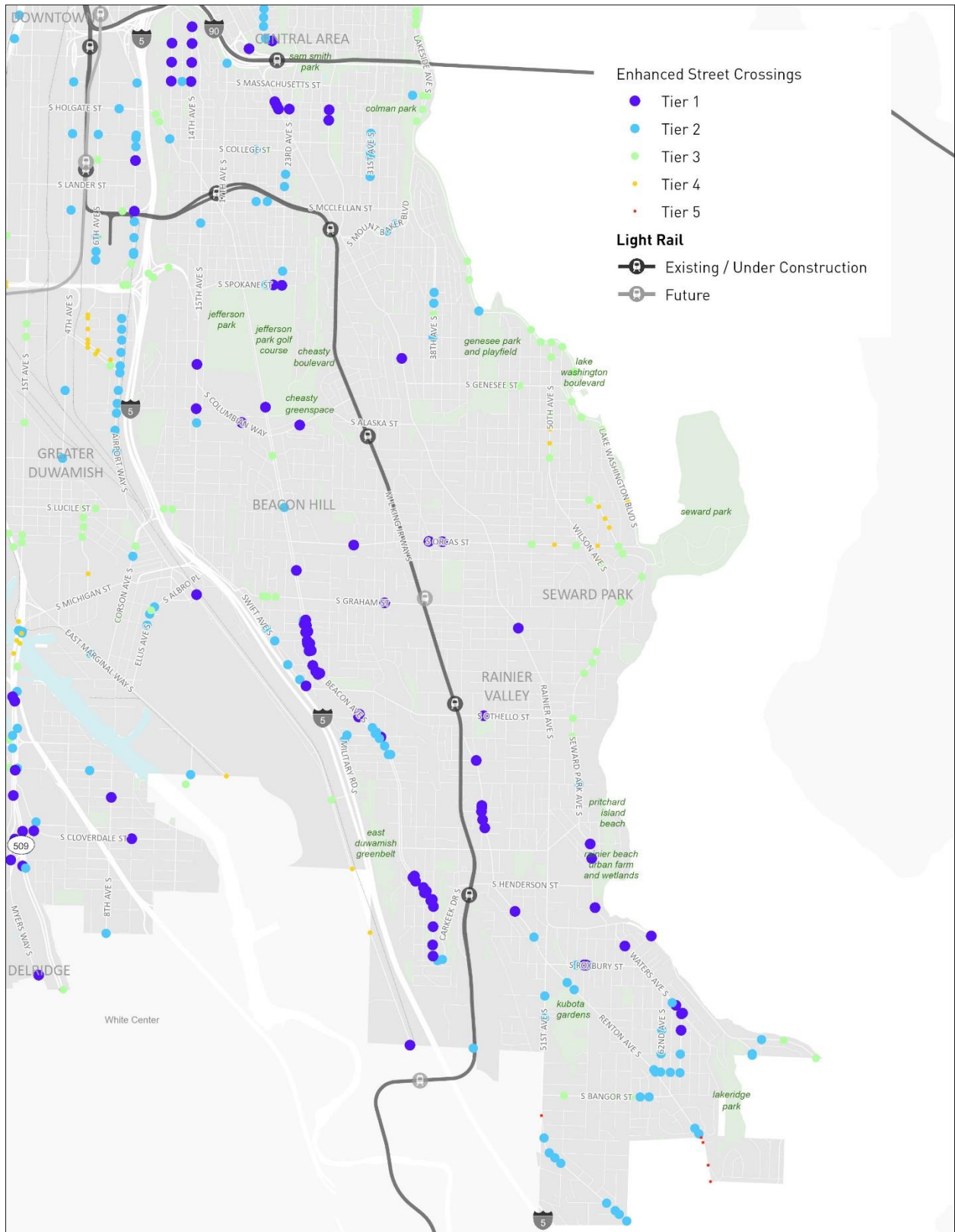


Figure 22: Enhanced Street Crossings Priority Investment Network (Southeast)



CORRIDOR NETWORK PROJECTS

Beyond the three Pedestrian Improvement Network maps there are also Corridor Network Projects identified within the pedestrian network. These include longer corridors that are on the Transit Connection Corridor map and several key pedestrian-related, large-scale catalyst projects.

Transit Connection Corridors

Figure 23: Transit Connection Corridors shows Transit Connection Corridors, which are streets along important transit routes.

This map is a prioritization map and will be used to identify corridor-based improvements, primarily in partnership with transit-related projects. Improvements include sidewalk installation or repair, upgraded crossing treatments, and pedestrian features, such as benches and lighting.

This map also shows a subset of People Streets and Public Spaces, which complement Transit Connection Corridors at locations in the heart of neighborhoods with a high density of destinations.

See the People Streets and Public Spaces Element for more information.

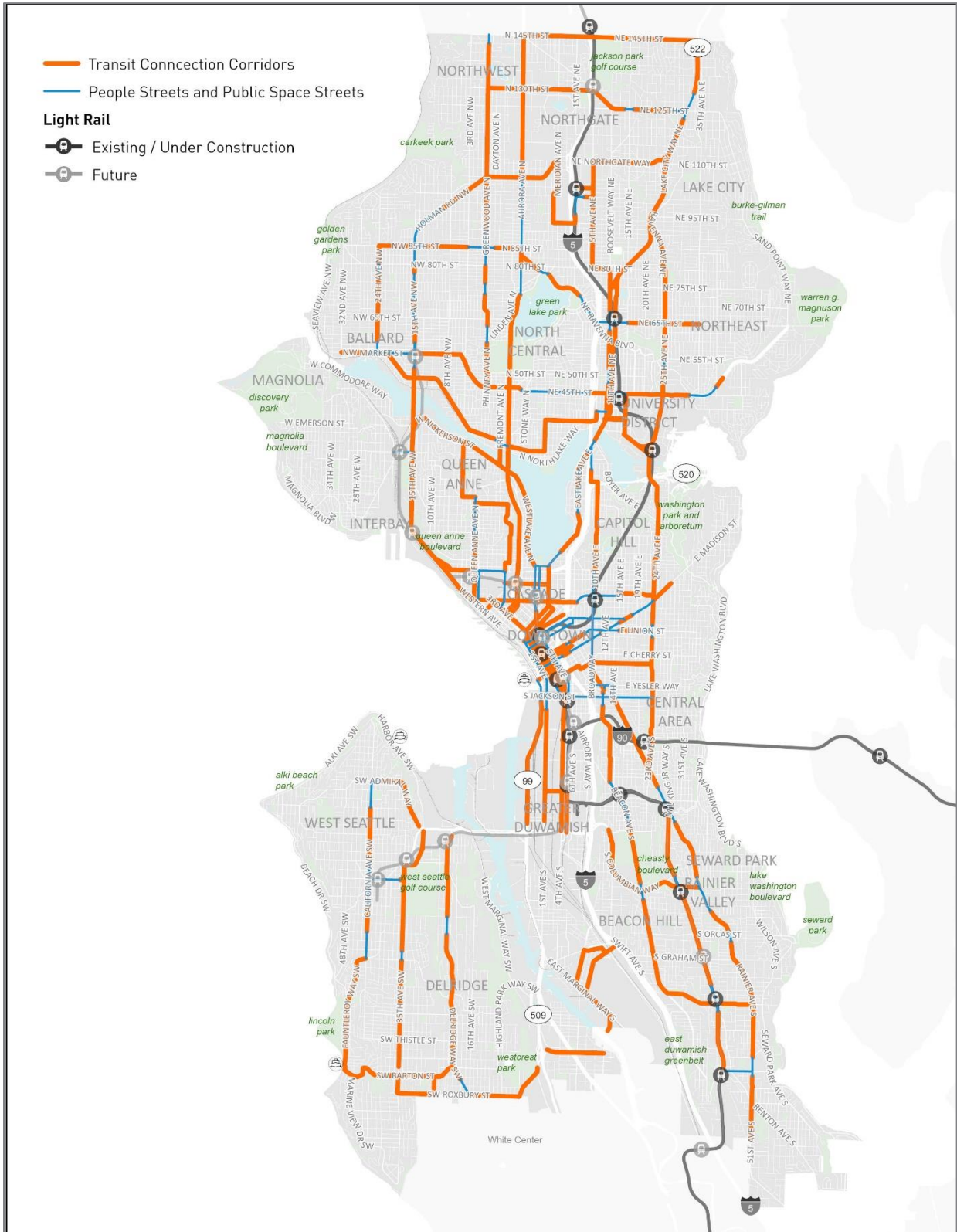
Catalyst Projects

Catalyst Projects are projects that overcome major connectivity barriers and are often complex projects requiring creative solutions, large capital investments, and in some cases, coordination among multiple stakeholders internal and external to the City.

Pedestrian Catalyst Projects include supporting Seattle City Council Resolution 32100 and the intent to Lid I-5 where feasible within the city limits. This could include coordinating with the Office of Planning and Community Development, WSDOT, the Federal Highway Administration, and Federal and State elected officials as planning, feasibility, and funding move forward. Additional pedestrian-focused Catalyst Projects networks include the Aurora Ave Corridor and the Lake City Way Corridor.

See the STP Part I Implementation Strategy for a complete list of large, transformative projects and the STP Bicycle Element for more information on key bicycle catalyst projects, many of which also improve pedestrian mobility.

Figure 23: Transit Connection Corridors



Note: See the People Streets and Public Spaces Element for more information on People Streets and Public Spaces

SPATIAL REQUIREMENTS AND OPERATIONAL CONSIDERATIONS

There are many design and operational considerations that can advance walking and rolling in Seattle and meet the STP vision to help people move around in ways that are safe and comfortable. Sidewalk and pedestrian zone design should be informed by design standards from *Streets Illustrated*, our Right-of-Way Improvements Manual that identifies guidance for sidewalk width, clearances, street trees, pedestrian-scale lighting, etc. *Streets Illustrated* will be updated after adoption of the Seattle Transportation Plan to account for evolving best practices, which is described in more detail below under “Maintenance & Modernization.”

Inputs for Project Development

Develop a standard to measure right-of-way tradeoffs for pedestrian design to use during project development along multi-modal corridors. SDOT will seek to:

- Evaluate outcomes from existing measures which could include comfort, land use context, and sidewalk upgrade opportunities to establish right-of-way allocation measures and goals for the pedestrian network.
- Integrate the right-of-way allocation measures and goals into the complete streets process for project development to streamline right-of-way tradeoff decision-making alongside other multi-modal operational measures and goals where designated corridors overlap.

Inputs for Operations at Intersections

Develop baseline measures and targets for pedestrian crossings at controlled intersections. SDOT will seek to:

- Evaluate outcomes from implementing pedestrian crossing improvements using existing measures including (but not limited to):
 - Our current standard for maximum wait time for pedestrians at controlled intersections.
 - Distance between controlled crossings or enhanced uncontrolled crossings (including multilane arterials).
- Continue supporting our policy for pedestrian priority at intersections in commercial/mixed use areas and update the policy based on place types established in the One Seattle Comprehensive Plan.

Improve Crossing Safety

- Creating new crossing opportunities or upgrading existing enhanced crossings can improve pedestrian mobility to transit stops and stations and other destinations, respond to community requests, make crossing the roadway safer, improve the pedestrian experience, and leverage other capital investments.

SDOT will seek to:

- Improve pedestrian visibility at crossings.
 - Provide better sightlines at intersections through intersection daylighting (removing visual obstructions at intersection approaches to maximize a driver's field of vision). This could be achieved through treatments that reinforcing existing restricted parking at intersections through signs and pavement markings, or by building physical features, like curb bulbs.
 - Provide high visibility crossing treatments in the Priority Investment Network, including flashing crossing beacons and signage.
 - Provide intersection lighting to increase the visibility of people crossing the roadway.
 - Install and maintain crosswalks, where appropriate, to help clearly define where pedestrians are expected to cross the roadway.
 - Provide signage along the right-of-way and painted stop bars prior to intersections to help reinforce safe roadway use.
 - Square up skewed intersections to right angle intersections to increase visibility, decrease pedestrian crossing distances, and help prevent vehicles from turning at high rates of speed.
- Develop or update guidance for wait times and distances between controlled crossings based on our goals for the pedestrian network. Take land use context and universal design principles (e.g., longer crossing times and shorter distances between controlled crossings needed by young children and their caregivers, pregnant people, older adults, and people with disabilities) into account.
- To shorten pedestrian crossing distances, seek to minimize the number of travel lanes and provide curb bulbs, pedestrian crossing islands, pedestrian refuges, and other appropriate treatments when possible. Evaluate vehicle lane reduction for reallocation to other modes of travel.
- Explore locations to use raised crosswalks, which employ vertical deflection to force motorists to slow down upon approaching a crosswalk. Raised crosswalks are often used to create a safer and more comfortable pedestrian environment. They may be appropriate at trail crossings and at intersections of neighborhood streets with higher volume roadways. Raised crosswalks may not be appropriate on all streets.
- Reduce turning-movement conflicts at intersections between people walking and people driving in vehicles.
 - Implement pedestrian-only phasing (including scramble or all-way walk signal phases), where appropriate.
 - Implement Leading Pedestrian Intervals (LPIS), where appropriate.
 - Expand the use of protected left turns, where appropriate.
 - Review signal phasing for opportunities to eliminate shared phases that create conflicts between pedestrians and vehicles.

- Eliminate permitted “turn on red,” where appropriate.
- Phase out all dual-turning movements, except at points of ingress/egress to limited access highways.

As we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections to current design standards and employ safety countermeasures, as funding allows.

Maintain the Pedestrian Clear Zone

Maintaining a pedestrian clear zone is important to creating a connected, accessible pedestrian network. Seattle *Streets Illustrated* states that sidewalks shall be clear of all vertical obstructions for a width of at least 6 feet and a height of at least 8 feet. Depending on the street type, the clear zone width may be greater. While features like landscaping, signage, café seating, benches and art add visual interest to the public realm, these elements should be located outside of the required pedestrian clear zone.

SDOT will seek to:

- Work with public and private partners to better maintain a pedestrian clear zone.
- Work with public and private partners to clearly identify and enforce pedestrian detour routes in construction zones or during other sidewalk closures so that people walking have a safe alternative route.
- Explore partnerships with and encourage property owners to keep pedestrian paths clear from overgrown landscaping and other debris, and keep sidewalks clear during adverse weather events like snow.
- Partner with shared micromobility providers to expand rider etiquette education to deter sidewalk riding and improve compliance on properly parking shared micromobility devices outside of the pedestrian clear zone.
- Provide more dedicated, non-sidewalk parking spaces for bikes, scooters, and other e-mobility devices, along with our continued investment in infrastructure to encourage sustainable travel choices.

Achieve Standard Sidewalks

Areas located within our urban centers and urban villages are places to prioritize people walking, rolling, and other vulnerable users. These areas include our densest residential and commercial buildings and our busiest areas for people walking and rolling.

The arterials within our urban centers and urban villages have their own street type classifications within *Streets Illustrated*, which emphasize safe accommodations for shorter trips, transit priority, and access needs.

As described in the previous ‘Pedestrian Network’ section, some of our streets have pedestrian zones that do not meet our *Streets Illustrated* standard widths, included some within commercial/mixed use areas.

SDOT will seek to:

- Work with development applicants citywide to achieve compliant sidewalks and bring substandard sidewalks up to *Streets Illustrated* standards.
- Include in capital projects within a commercial/mixed use area, and where pedestrian zones are substandard,¹⁸ scope to expand sidewalks to meet applicable *Streets Illustrated* standards (which may result in expanding the sidewalk into the flex zone) or, at minimum, protect access and parking functions within the flex zone to ensure our future ability to expand the sidewalk to meet *Streets Illustrated* standards.
- Protect access and parking functions within the flex zone to ensure our future ability to expand the sidewalk to meet *Streets Illustrated* standards within a commercial/mixed use area, and where pedestrian zones are substandard.¹⁹
- Identify and address critical building access needs, including passenger and package delivery, goods services, and solid waste management, in conjunction with changes to the flex zone, where there are multi-family residential and commercial buildings.

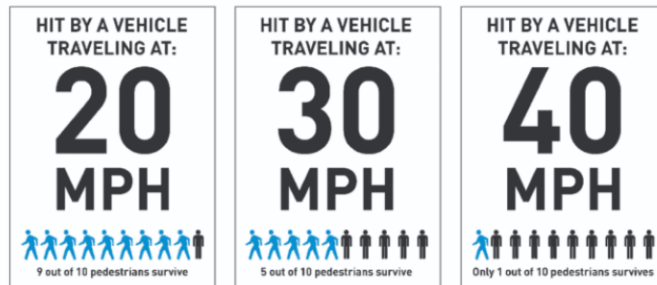
¹⁸ More than three feet narrower than *Streets Illustrated* standards

¹⁹ More than three feet narrower than *Streets Illustrated* standards

Manage Vehicle Speeds

In order to advance our safety goals, we must be willing to reduce driver/vehicle speeds. Lowering vehicular speeds is a key piece of our Vision Zero efforts because speed is the critical factor in the frequency and severity of crashes.

When drivers slow down by just a few miles per hour, it has two main powerful impacts. First, it makes crashes less likely to occur in the first place. And second, a person who is hit by a driver traveling at lower speeds is much more likely to survive the incident.



Nine out of 10 people walking survive when hit by a vehicle traveling at 20 MPH, but only five do when hit at 30 MPH and only one when hit at 40 MPH. US DOT NHSTA (1999)

Developing holistic strategies for traffic calming and pedestrian-friendly street design is core to our work. This includes arterials, as well as local streets. Traffic calming measures can also be used to reduce vehicle volumes, particularly on shared streets. To the extent that this strategy considers automated traffic enforcement, we should adopt an equitable approach and explore non-punitive outcomes and income-based fines.

By creating safer streets with lower driver speeds, we can minimize or eliminate the need for speed enforcement. Revenues from citations for local safety improvements can be used to reduce or eliminate the need for enforcement.

SDOT will seek to:

- Continue to evaluate locations to reduce default and posted vehicle speeds on arterial and non-arterial streets.
- Continue to redesign streets to meet current and future needs, including implementing proven pedestrian safety countermeasures, particularly at locations with high vehicle speeds.
- Advocate for an update to State RCW 46.61.415 to allow speed limits lower than 20 mph. For example, shared streets, where pedestrians truly feel comfortable sharing space with cars, should be signed at 10 mph with engineering design to match.
- Pair speed limit reductions with education and public outreach.

PROVEN PEDESTRIAN SAFETY COUNTERMEASURES

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures Initiative is a collection of 28 actions and strategies effective in reducing roadway fatalities and serious injuries. Countermeasures known to address fatal and severe pedestrian crashes include crosswalk visibility enhancements, leading pedestrian intervals, medians and pedestrian refuge islands, rectangular rapid flashing beacons (RRFB), road diets, and walkways.



Consider Automated Traffic Safety Cameras

SDOT will seek to develop a policy for automated traffic safety cameras and potential expansions informed by recommendations from the racial equity analysis conducted in partnership with community to address concerns and mitigate harms, while continuing to solicit feedback from community and other stakeholders. SDOT will prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement.

Consolidate Driveways and Curb Cuts

Driveways and curb cuts create areas of conflict between people walking on the sidewalk and moving vehicles accessing private property. They can also be difficult to navigate for people with disabilities or limited mobility. Consolidating, minimizing, or eliminating driveways and curb cuts create a safer and more comfortable pedestrian environment by reducing potential conflicts between people walking and people driving. SDOT will seek to:

- Develop stronger code requirements or incentives to minimize the impact of curb cuts and driveway width on all street types, particularly along the Priority Investment Networks.
- Use the development review process to review access strategies for new developments early in the design process to minimize access impacts.

Use the Complete Streets Process

The Complete Streets ordinance²⁰ directs SDOT to design streets for people walking, biking, taking transit, and persons of all abilities, while promoting street trees, art, and safe operation for all users, including freight. SDOT uses a rigorous process to evaluate planned projects for consistency with the policy.

A Complete Streets checklist is used to collect data and information about the status of the street and surroundings, details of the project, and Seattle Transportation Plan Element recommendations, with a goal of identifying specific improvement that can be incorporated into the project to balance the needs of all users. SDOT will seek to:

- Continue to use the Complete Streets checklist tool to evaluate City transportation projects (except for maintenance projects) for opportunities to make pedestrian system investments.
- Apply Complete Streets principals to private development and other agency project reviews.
- Periodically review and enhance the City's Complete Streets process.



A crowd of people, some with mobility assistance devices and strollers, cross a busy street with large street trees

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities (that is, activities that relate to programs or are ongoing, rather than specific to a project) to complete the work outlined in this Element. This section

²⁰ The City Council passed Ordinance 122386, the Complete Streets policy, in 2007.

highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system.

Implement the Pedestrian Investment Networks

Our programmatic activities should be centered on making bold and aggressive progress on building out our sidewalk and crossing networks identified in our Priority Investment Networks and our Corridor Network projects.

“Along the Roadway” Improvements

A quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network. SDOT will seek to:

- Build and maintain the Sidewalk Priority Investment Networks, prioritizing safe and accessible connections to schools, transit stops and stations, parks, and other community destinations. Investments can include sidewalks, walkways, shared streets with appropriate traffic calming, and low-cost improvements on non-arterial streets.
- Emphasize locations along the Frequent Transit Network; areas around Link light rail and community and mobility hubs; and corridors that provide access to schools, parks, and community destinations.
- Implement the strategies identified in the ‘Spatial Requirements and Operational Considerations’ section of this chapter.

NACTO GUIDANCE ON SHARED STREETS

The National Association of City Transportation Officials (NACTO), of which SDOT is a member, convened a working group of major US cities to develop new robust guidance for setting speed limits on urban streets to provide an alternative to the highway-focused federal recommendations. The resulting guidance, *City Limits*, provides cities with clear technical and policy guidance on setting safe speed limits on city streets. All of NACTO’s Member Agencies (81 members at the time of final review) have approved this guidance. For streets where people are expected to share the roadway with motor vehicles, a speed limit of 10 mph is recommended.

Crossing the Roadway Improvements

Safe and accessible crossings are key to developing a connected pedestrian environment. SDOT will seek to:

- Build and maintain the Enhanced Street Crossings Priority Investment Network, prioritizing safe and accessible connections to schools, transit stops and stations, parks, and other community destinations. Investments can include treatments such as marked crosswalks,

curb bulbs or pedestrian refuges, all-way stops, rectangular rapid flashing beacons (RRFBs), and signals.

- Emphasize locations along the Frequent Transit Network; areas around Link light rail and community and mobility hubs; and corridors that provide access to schools, parks, and community destinations.
- Implement the strategies identified in the ‘Spatial Requirements and Operational Considerations’ section of this chapter.

Safe Routes to School

The Safe Routes to School (SRTS) program is designed to improve safety in areas around schools and encourage more kids to walk and bike. SDOT will seek to:

- Implement the Safe Routes to School program to deliver engineering improvements that improve pedestrian safety within school walksheds as well as education and encouragement campaigns at public and private schools throughout Seattle.
- Expand the School Streets program. See the People Streets and Public Spaces Element for more information on School Streets.
- Continue partnering with Seattle Public Schools on walking and biking safety education for students, including students with disabilities.
- Partner with Seattle Public Schools on walking school buses.
- Continue supporting the Safe Routes to School Coordinator position at Seattle Public Schools who works to ignite a culture of active transportation to school.
- Continue providing walking and biking maps to school, free bicycling incentives and prizes for bike to school campaigns, and free packages with bike train supplies.
- Continue engaging with students in designing and installing artwork along routes to school and other community destinations like parks and libraries.

Safe Routes to Transit

Walking is an ideal first-/last-mile solution to expand the reach of those who can access our transit system and the region it serves. SDOT will seek to:

- Implement Safe Routes to Transit. Coordinate bicycle and pedestrian improvements around light rail, community and mobility hubs, and frequent transit network stops.
- Improve station access planning for future light rail stations.
- Implement pedestrian improvements along and across major transit spines to enhance transit access and experience. (Supports TEF 40.2)

Safe Routes to Parks and Shorelines

Park properties offer opportunities to create pedestrian facilities that would greatly enhance network connectivity and create a sense of park expansion. Such connections require close coordination with the Seattle Parks and Recreation Department and thoughtful design to minimize environmental impacts and enhance enjoyment for park users. SDOT will seek to:

- Implement Safe Routes to Parks and Shorelines to coordinate bicycle and pedestrian improvements to parks and shorelines.
- Make investments that make it safer to walk and roll to parks and shorelines. This includes improving sidewalks and crossings within and adjacent to parks as well as the addition of climate resilient landscapes, increased vegetation, street trees, and stormwater management features. Build on existing partnership with Seattle Parks and Recreation and efforts to create these kinds of connections.
- Collaborate with other departments to explore these types of connections.

Sidewalk Safety Repair

Cracked and uplifted sidewalks can make pedestrian paths difficult to navigate, particularly for people walking who have mobility limitations. SDOT will seek to:

- Provide safe and accessible sidewalks by proactively identifying issues, implementing temporary measures as needed, and conducting permanent repairs when it is determined to be the City's responsibility, with a focus on underinvested neighborhoods. (Supports TEF 38.2, 41.6)
- Make it easier for residents to report sidewalk repair needs.
- Educate property owners about private sidewalk maintenance obligations (for example, repairs and snow removal) and increase enforcement.
- Make it easier and more predictable for private property owners to complete required sidewalk repairs.
- Study the potential for an income-based cost-sharing sidewalk repair program for lower-income property owners. (Supports TEF 38.6)

Multi-Use Trails

Multi-use trails are off-street facilities that accommodate people walking, biking, and using a wide range of other non-motorized and e-mobility devices. We'll seek to leverage our work to expand and connect

multi-use paths to improve pedestrian access, particularly in areas lacking adequate comfortable on-street connections.

Neighborhood Greenways

Neighborhood Greenways and Healthy Streets provide people opportunities to walk and roll on quieter local streets instead of busier arterial streets. Expanding and upgrading neighborhood greenways can help to prioritize people walking and people riding bikes along roadways with low traffic volumes, slower driver speeds, and gentle grades. SDOT will seek to:

- Explore opportunities for expanding neighborhood-based events, play streets, and block parties on Neighborhood Greenways and Healthy Streets.
- Educate people so they are aware of new Greenways in their neighborhood.
- See the People Streets and Public Spaces Element and the Bicycle and E-Mobility Element for more information on Neighborhood Greenways and Healthy Streets.

Home Zones

SDOT will seek to strengthen the Home Zone program, which combines quantitative analysis with a community-centered development process to make residential streets safer and more comfortable for people walking and biking.

Community and Mobility Hubs

Community and mobility hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements. SDOT will seek to:

- Support community-oriented programming, such as markets, vending, performances, and recurring events.
- Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- Shared and car-free or car-light streets around current and future Link light rail stations create walkable and people-prioritized hubs for community and mobility.
- Provide a safe and comfortable experience moving in and around community and mobility hubs. This includes better crossings and intersections, slower speeds and rightsized travel lanes, decluttered sidewalks, universal access, and more.
- Create public spaces at community and mobility hubs that work for children and their caregivers, with educational activities to engage in and support child development.
- Partner with other departments and agencies, such as Sound Transit and King County Metro, and local neighborhood groups such as Business Improvement Areas (BIAs) and other community organizations, to design, construct, and maintain community and mobility hubs.

Pedestrian Lighting

Lighting for pedestrians is an integral part of Seattle becoming the most walkable city in the nation. The 2012 Pedestrian Lighting Master Plan²¹ provided a snapshot of the City's approach to pedestrian lighting

²¹<https://www.seattle.gov/Assets/Documents/Departments/SDOT/About/DocumentLibrary/PedMasterPlan/PedLightingFINAL.pdf>

within the right-of-way and put in place a blueprint for outlining the needs and opportunities for pedestrian lighting citywide. SDOT will seek to:

- Revisit the 2012 Pedestrian Lighting Master Plan to assess current "pedestrian lighting deserts."
- Identify and prioritize critical locations on trails, off-street connections, and streets where it is dark and challenging to navigate at night.
- Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting. (supports TEF 45.1)
- Prioritize People Streets and Public Spaces, high ridership transit routes and transfer points, and equity needs.

Americans with Disabilities Act (ADA) Accessibility and Universal Design

SDOT will continue to implement existing accessibility improvements identified and prioritized in the *2020 Americans with Disabilities Act (ADA) Transition Plan for the Seattle Public Right-of-Way* and future updates to the plan. Future self-evaluations and *Transition Plan* updates will incorporate the latest standards and guidance, including new methods and technologies which impact accessibility in the public right-of-way.

Recognizing that the ADA provides basic accessibility requirements, SDOT will continue to advance universal design best practices and other guidance incorporating features and elements beyond ADA compliance, such as tactile wayfinding and assistive technologies, to enhance the public right-of-way for all users.

Accessibility improvements should be integrated with all new along-the-street and crossing-the-street projects while ADA Program projects will focus on accessibility-specific prioritization and feedback, in particular feedback from persons with disabilities who live and work in the City of Seattle. SDOT will seek to:

- Achieve accessibility and ADA compliance throughout Seattle's streets and within SDOT programs and projects.
- Expand SDOT's approach to encompass a more holistic view of ADA accessibility in the public right-of-way as a continuum for pedestrians, including transitions between pedestrian elements such as curb ramps, sidewalks, pedestrian crossings, accessible parking and passenger loading while working with permitted entities to assure accessible connections between public right-of-way and private property.
- Coordinate with other City and SDOT programs, such as the Aging and Disability Services (ADS)²² and the Safe Routes to School (SRTS) program, to promote projects and infrastructure improvements that support inclusive design elements for all ages and abilities.
- Promote and enforce the importance of keeping the pedestrian clear zone free of objects or impediments, including propped doors, A-frame signs, landscaping, outdoor seating, displays, and shared micromobility devices.

²² <https://www.seattle.gov/human-services/services-and-programs/aging-and-disability>

- Expand SDOT’s ADA Program Customer Service Request (CSR)²³ process for curb ramps and Accessible Pedestrian Signals (APS) to include other accessibility requests and continue to allocate annual funding to address requests.
- Promote awareness of SDOT’s ADA Program Customer Service Request process to historically underserved areas.
- Update the “Age-Friendly Prioritization” to include a more universal, inclusive design perspective compared to needs identified in the *Transition Plan* and utilize a data-driven approach incorporating customer request data.
- Develop a strategic approach to accessible parking and passenger loading in Seattle’s public right-of-way, accessible corridors, and improvements in communication and outreach to the disability community.
- Continue to educate SDOT staff on ADA requirements, accommodations, and effective communication, consistent with SDOT Title II requirements to provide a more inclusive environment and one that is not reactive based on requests alone.²⁴



A group of older adults— some using canes, walkers or wheelchairs—cross a marked crossing at a controlled intersection. People Streets and Public Spaces

The STP People Streets and Public Spaces Element identifies a suite of programmatic actions to enable equitable investments in People Streets and Public Spaces across Seattle, which will make neighborhoods more livable, climate resilient, and vibrant places for people to meet their daily needs.²⁵

See the People Streets and Public Spaces Element for more information.

Public Space Management

- SDOT will seek to continue public space management programs that work with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality.

²³ <https://www.seattle.gov/transportation/permits-and-services/make-an-ada-request/request-a-curb-ramp>

²⁴ <https://streetsillustrated.seattle.gov/design-standards/access-criteria/>

²⁵ See the Public Streets and Public Spaces Element for additional details on the expanded and new programs.

Pedestrian Wayfinding

- Pedestrian wayfinding helps people confidently and comfortably find their way along the pedestrian network. Wayfinding is critical for older adults, persons with disabilities, and families traveling with children, some of whom may not have access to mobile devices with GPS capability.

SDOT will seek to:

- Expand the existing wayfinding program to convey directional awareness and proximity to destinations for people walking and rolling.
- Emphasize wayfinding to transportation services and transit to assist travelers with decisions about travel options and assist with travel connections.
- Increase coordination with other agencies to provide consistency in what destinations are called, iconography, and format for secondary languages.



Wayfinding installed in 2023 in Pioneer Square.

Streets Trees and Green Infrastructure

- Street trees, landscaping and other green infrastructure make walking more comfortable and enjoyable, while also providing important benefits for environmental and community health. Large street trees are especially important in environmental justice priority communities lacking in tree canopy. SDOT will seek to:
- Continue programmatic actions to provide new street trees with adequate soil volumes to support large, healthy canopy trees and landscaping within the right of way and increase funding for street tree management and maintenance, especially in neighborhoods where tree canopy is insufficient,
- Preserve, restore, and enhance the tree canopy on public rights-of-way, with an emphasis on environmental justice by prioritizing communities with transportation equity disparities and urban heat islands. Partner with communities to help care for Seattle's urban forest.
- Identify and implement management actions that increase the urban forest's resilience to potential impacts, including climate change. *See the 2020 Urban Forest Management Plan for additional details.*²⁶ (Supports TEF 56.4)
- Strengthen partnerships with Seattle Public Utilities to expand the use of green stormwater infrastructure with sidewalk and walkway projects and encourage the installation of sidewalks on one or both sides of the street when new natural drainage elements are constructed in the public right-of-way. (Supports TEF 56.4)

²⁶ <https://www.seattle.gov/Documents/Departments/Trees/Mangement/UrbanForestManagementPlanFinal.pdf>

Participatory Budgeting

Participatory budgeting allows community members to help decide how we spend part of SDOT's budget. The Neighborhood Street Fund is a City program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by the Seattle Department of Transportation. (Supports TEF 43.4) Projects fall into various categories such as: art, community placemaking, and safety improvements. (Supports TEF 19.4 and TEF 45.3) SDOT will seek to:

- Expand and build on our existing participatory budgeting programs to advance equity and transportation justice, and ensure programs are serving areas of the city and communities with highest need.
- Expanded programs could also enable an increase in the number of projects selected each cycle. Due to project idea collection, community prioritization, and additional outreach efforts, upfront unit costs for projects identified through this process are typically higher than through normal programming. However, expanding these programs could allow SDOT to do more meaningful and equitable outreach including funding neighborhood groups, community organizations, informal groups, and business groups who want to do a project, which will help build stronger community connections.

Vision Zero

The City of Seattle is committed to Vision Zero, a goal to eliminate fatal and serious crashes on our streets, and safety is a priority goal for the STP. Achieving the Vision Zero goal requires making changes to our streets to reduce vehicle speeds, minimizing conflicts between people driving and people walking, and separating people walking from those driving.

SDOT will seek to:

- Incorporate Vision Zero and Safe System approaches into every project and program, including maintenance and asset management programs.
- Prioritize pedestrian safety improvements that are on the high-injury network (HIN), have high levels of travel stress, or are identified through the Seattle Bicycle and Pedestrian Safety Analysis (BPSA) (Supports TEF 19.2)
- Take a comprehensive, data-driven, Safe System approach to address pedestrian fatalities and serious injuries.
- Implement proven techniques systemwide that help further Seattle’s goal.
- Create regular opportunities that are not tied to specific projects which enable community conversations on safety with leadership. (Supports TEF 41.6)
- Employ design strategies to maximize comfort and safety for people walking, such as those described below under “Update *Streets Illustrated*,” through right-of-way reallocation and traffic calming. This is important whenever redesigning our streets.
- Accelerate implementation of research-backed improvements that are proven to make streets safer for everyone, such as reducing vehicle speeds.
- Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. In some locations, data shows repeated collision patterns involving people walking, yet it is challenging to correct these patterns due to limited right-of-way or competing needs for space. Work to approve deviations for these new design treatments efficiently, and partner across divisions to implement new solutions.

See the SDOT Vision Zero Top to Bottom Report (2023) and the Bicycle and E-Mobility Element for more information about Vision Zero.

PUBLIC OUTREACH AND EDUCATION

Safety Education

SDOT currently leads safety education campaigns, such as Vision Zero yard signs, that educate people on the importance of driving more slowly and engaging in safer behaviors on our streets. SDOT will seek to:

- Expand safety education campaigns to increase safety for all travelers.
- Help employers develop walking programs for employees.
- Expand other programs that encourage and promote the benefits of walking.
- Make materials accessible to non-English speakers.
- Create regular opportunities that are not tied to specific projects that enable community conversations on safety with City leadership. (Supports TEF 41.6)
- Expand driver education courses for traffic citations within the City of Seattle and include an expanded pedestrian safety curriculum.
- Continue the use of the Safe Routes to School program to provide bicycle and pedestrian safety training and encouragement to all public elementary and middle schools.
- Create public outreach tools to communicate the top factors contributing to collisions in Seattle.
- Evaluate the effectiveness of education and outreach programs.

Community Requests

- SDOT will seek to improve SDOT's customer service response process, developing standard guidance on how to engage and follow-up with community members when safety requests are reported and addressed. (Supports TEF 41.3) *See the SDOT Vision Zero Top to Bottom Report for more information.*²⁷

²⁷ <https://www.seattle.gov/documents/Departments/SDOT/VisionZero/SDOT-Vision-Zero-TopToBottomReview-FullReport.pdf>

PARTNERSHIPS

Advocate for Changes to State and Local Legislation

There are policies that impact safety for people walking and rolling that are outside of the City of Seattle’s control. For example, there is a need to advocate for state law updates to allow pedestrians on roadways for shared streets. Currently, we must use a “Street Closed” model to enable pedestrians to walk in the street on Shared Streets. There is also a need to advocate for state law updates to allow for speed limits lower than 20 mph. As a City focused on providing a safe, equitable, and sustainable transportation system, we can advocate for changes to state and local legislation and programs.

SDOT and the City will seek to:

- Replace punitive enforcement with education strategies. Coordinate with community-based organizations (CBOs) and legislators to revise or remove punitive pedestrian crossing laws (i.e., jaywalking) that result in harm to Black, Indigenous, and People of Color (BIPOC) communities. Replace these laws with educational outreach that promotes safe walking, rolling, and bicycling behaviors. (Supports TEF 43.2)
- Advocate for State law updates to allow pedestrians on roadways for shared streets. Work with state and local partners to update RCW 46.61.250 to allow pedestrians to walk on streets when sidewalks are available to enable Shared Streets without requirements to “close” the street.²⁸
- Advocate to update State RCW 46.61.415 to allow speed limits lower than 20 mph. Shared streets, where pedestrians truly feel comfortable sharing space with cars, should be signed at 10 mph with engineering design to match.

Coordinate with Partner Agencies and Organizations

Many agencies and City of Seattle departments play a role in supporting actions to create and maintain our pedestrian network and facilities.

SDOT will seek to:

- Explore opportunities to implement sidewalks or walkways with green stormwater infrastructure (GSI) projects completed by other City departments.
- Establish integrated interagency teams to collaboratively work with each other and the public when designing pedestrian infrastructure.
- Partner with Seattle Parks and Recreation, Seattle Fire Department, Seattle Department of Construction and Inspections, Seattle City Light, the Office of Economic Development, the Office of Planning and Community Development, Seattle Public Utilities, Office of Sustainability and Environment, business associations, neighborhood groups, and state and regional agencies.

²⁸ The Revised Code of Washington (RCW) 46.61.250 states: “Where sidewalks are provided and are accessible, it is unlawful for any pedestrian to walk or otherwise move along and upon an adjacent roadway. Where sidewalks are provided but wheelchair access is not available, persons with disabilities who require such access may walk or otherwise move along and upon an adjacent roadway until they reach an access point in the sidewalk.”

Private Partnerships and Investments

- As new private development occurs, these projects should construct new and repair older sidewalks, curb ramps, and pedestrian features, bringing them in line with City standards. Installing and improving pedestrian facilities in tandem with new developments incrementally upgrades Seattle’s pedestrian realm as the city grows and pedestrian demand increases. SDOT will seek to:
- Explore opportunities to incentivize pedestrian realm improvements above and beyond existing land use code requirements.
- Evaluate land use code revisions that result in the construction of more sidewalks and pedestrian walkway connections.
- Explore options for developers to provide alternative mitigation in addition to required sidewalk construction.
- Consider working with large sponsors to develop private partnerships to construct new sidewalks.
- Improve the ability to track construction of new sidewalk assets by the private sector, the City, and other agencies.

Olmsted Boulevards

While not technically multi-use paths, Seattle’s Olmsted Boulevards²⁹ similarly create recreational opportunities for people biking, walking, rolling, and engaging in other activities.

SDOT will seek to:

- Partner with Seattle Parks and Recreation to identify on which Olmsted Boulevards we will change policy and operation to allow more flexibility to create better walking, strolling, and biking experiences. These changes will enable more opportunities for healthy recreation opportunities year-round instead of only on summer weekends. (Supports TEF 43.4)
- Evaluate each location individually, as there are different property, design, and social conditions at each location. Any design changes will provide equitable access to these boulevards.³⁰

²⁹ In the early 1900s, Seattle hired the Olmsted Brothers landscape architecture firm to design a system of interconnected parks and boulevards that provided open space for all people. The Seattle City Council approved the Olmsted Brothers’ plan “A Comprehensive System of Parks and Parkways” in 1903. Friends of Seattle’s Olmsted Parks. “A Brief History.” <https://seattleolmsted.org/history/>

³⁰ As part of the STP engagement process, we heard broad support for increased recreational opportunities along Olmsted Boulevards, along with more people-oriented streets throughout the city. The city would engage with communities and Friends of Seattle’s Olmsted Parks in any such decision-making processes.

TRANSPORTATION DATA, TECHNOLOGY, AND INNOVATION

New Technologies

- Emerging technologies may improve safety and access for people walking. SDOT will seek to:
- Support research on emerging technologies that improve pedestrian safety, access, and system management.
- Identify and employ innovative uses of technology to improve pedestrian safety and access.

Maintain Our Datasets and Use Data to Inform Changes to the Transportation System

Data on pedestrian infrastructure and pedestrian counts are useful to track asset locations and their condition, identify where to install improvements, and to provide information to others. SDOT will seek to:

- Gather and maintain data on pedestrian infrastructure and use and provide them to partners as appropriate.
- Use data to guide the type and location of pedestrian network investments.



A vision zero campaign sign on a utility pole in a residential neighborhood.

MAINTENANCE AND MODERNIZATION CONSIDERATIONS

Maintain the Pedestrian Network

To provide a safe and comfortable walking and rolling experience, SDOT will seek to:

- Periodically review and adjust resources for maintenance equipment, labor, and program management to be proportionate to a growing pedestrian network.
- Promote the use of sustainable construction materials that are durable and have lower lifecycle costs to replace and maintain, such as permanent curbs for curb bulbs.
- Negotiate maintenance agreements with partners.
- Leverage opportunities to implement joint sidewalk and green stormwater infrastructure (GSI) projects.
- Improve and promote the Find It, Fix It app to make it easier for community members to report maintenance issues, including sidewalk specific issues.
- Address maintenance concerns efficiently and promptly.
- Address annual maintenance needs in an organized manner for seasonal issues, such as vegetation trimming, blackberry bush removal, and clearing drainage problems near curb ramps.
- Anticipate signal equipment upgrades, including needed signal heads or phasing changes to make walking connections easier.
- Anticipate sidewalk and crosswalk repair needs and proactively work make improvements.

Quick-build Solutions

In order to build out the pedestrian networks and stretch limited funding, we can explore cost-effective treatments and cost-sharing partnerships with other City departments and private entities, as appropriate. SDOT will seek to:

- Explore options for quick-build solutions where appropriate. Selection protocols should consider lifecycle costs.
- For crossings, where appropriate, use quick-build treatments (e.g., paint and post) as an interim solution to address safety and comfort until more permanent capital improvements can be made.
- For along-the-roadway treatments, explore options to implement alternatives to conventional curb and gutter sidewalks on both sides of neighborhood streets, including alternative walkways, constructing sidewalks on one side of the street, and traffic calming and other treatments to create safe and comfortable shared street environments.
- To manage long-term maintenance costs, quick-build, low-cost, and alternative solutions should be replaced, over time, with more permanent capital improvements.

Update Streets Illustrated

Streets Illustrated (Seattle Right-of-Way Improvements Manual) identifies comprehensive design standards and guidance for pedestrian infrastructure. However, best practices and evidence-based safety treatments are evolving, and our design standards need to reflect that.

This section highlights considerations that should be accounted for when *Streets Illustrated* is updated after adoption of the Seattle Transportation Plan.

SDOT will seek to:

- **Right of Way Priority.** Update Street Type maps to integrate STP elements and meet minimum right-of-way (ROW) requirements. Identify ROW where pedestrians have the right of way some or all hours.
- **Public Realm.** Incorporate new and revised design standards & guidance for the public realm, including adding streets included in the STP People Streets and Public Spaces Element.
- **Safety.** Incorporate new and revised design standards & guidance for enhancing pedestrian safety.
 - Update standards and/or identify appropriate use for pedestrian safety enhancement features, such as floating curb bulbs, horizontal deflection, shielding islands, raised intersections, turn calming such as hardened centerlines, no turn on red signage, speed cushions or humps, and slow turn wedges.
 - Include intersection daylighting as a standard feature for all marked crosswalks and controlled intersections where a flex zone is present.
 - List the criteria and applicable arterial streets where the speed limit is or is to be set at 20 miles per hour (adjacent to or within parks, parkways, high pedestrian areas, station areas, etc.).
- **ADA Accessibility.** Incorporate Americans with Disabilities Act (ADA) priority areas as identified in SDOT’s ADA Transition Plan to maximize usability for people walking and rolling, and guidance for when to exceed the minimum standards.
 - Expand on stand-alone Americans with Disabilities Act (ADA) elements listed to incorporate a more holistic assessment of ADA accessibility and inclusive design for point-to-point travel. This includes missing or non-compliant curb ramps, missing or inaccessible sidewalks, inaccessible connections to transit and community services facilities, signalized intersections without APS, and/or the absence of accessible parking or passenger loading.
 - Expand on current minimum standards for public right-of-way accessibility guidelines (PROWAG) to include best practices and research to define spaces and support interaction between different modes, such as tactile separation and wayfinding at bicycle facilities adjacent to pedestrian access.
 - Expand on pedestrian-related guidelines within the ‘Sidewalks Adjacent to Transit Stations’ section on additional improvements within 1/4 mile of transit station entrance³¹.
 - Include language to incorporate accessible elements when planning and designing pedestrian facilities such as pay stations or electric vehicle (EV) charging stations, or providing accessible options for new passenger loading zones, for both private vehicles as well as rideshare drop-off spaces.
- **Citywide Pedestrian Scale Lighting Plan.** Incorporate the Citywide Pedestrian Scale Lighting Plan. Once complete, the plan will provide guidance on where to incorporate pedestrian scale lighting in capital projects through the Complete Streets Checklist.

³¹ <https://streetsillustrated.seattle.gov/design-standards/transit/>



BENAROYA

ONE WAY

SLOW

ONLY

BICYCLE

4

DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures that have been identified as important indicators of our progress, as well as relevant Transportation Equity Framework (TEF) tactics this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

A walkable city provides an accessible, well-connected, comfortable, safe, and intuitive network of sidewalks, crossings, paths, plazas, and staircases for all users. It includes:

- **Direct connections to key destinations**, including convenient and safe ways for people of all ages and abilities to cross the street.
- **Clear and inviting spaces** for people walking to move along every street at all hours of the day and night, including safe and barrier-free sidewalks or walkways on roads with low vehicle volumes and speeds at or below 25 mph.
- **Public right-of-way designed and operated at a human scale**, including putting the needs of the most vulnerable road users first. A walkable city has a right-of-way with fewer vehicles, both stationary or moving through it, to reduce air and noise pollution and traffic violence and to improve the traveler experience for those outside of vehicles.
- **Compact neighborhoods** with transit stops and stations, schools, jobs, and services within walking distance.
- **Streetscapes that include features for people**, including benches, sidewalk cafes, pedestrian lighting, trees, vegetation, restrooms, water fountains, culturally appropriate and in-language wayfinding, protection from rain and sun, and public art.
- **Places of respite** that invite conversation, encourage connection with nature, and provide places to play.
- **Proactive maintenance** to provide accessibility for all, including people using wheelchairs and other mobility devices.

AGE FRIENDLY SEATTLE

A safe, complete pedestrian network supports Seattle's Age Friendly efforts to make our communities great places to grow up and grow old. A quarter of Seattle residents are under age 25. For young people, walking affords a sense of independence. Seattleites over age 65 currently comprise around 15% of the City's population and are expected to grow to 25% of the population by 2040. For seniors, walking or rolling is an effective means to stay physically and socially active and is important to enable aging in place.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Pedestrian Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching outcome-based measures that are identified in the STP implementation strategy (see Chapter 5 of the Part I document). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include a target to increase the city's tree canopy percentage and targets to increase the percentage of pedestrian mode share.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of blocks of sidewalks or crossing improvements created each year or the number of new ADA-compliant curb ramps delivered each year.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years.

The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.³²

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 identifies the Tier 2 performance measures that will be tracked for the Pedestrian Element.

³² <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 2: Pedestrian Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people walking and rolling (SPD collision report data)	101 (2022)	Zero fatalities or serious injuries by 2030 Sub-measure: track by age, gender, and housing status as available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of walking and rolling trips (SDOT)	20% (2019)	27% by 2044 Sub-measure: track pedestrian trips by age and gender	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Green our streets to support livability and climate targets	Tree canopy in the right-of-way (SDOT)	23% (2021)	Increase tree canopy in the ROW to 30% by 2044. Sub-measures: Utilize Urban Forestry citywide and subarea canopy goals	No	Equity Sustainability Livability Maintenance & Modernization
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside Urban Centers and Villages by 2044 2) 93% of households within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability
Support a well-maintained pedestrian network	Percent of sidewalks in good or better condition (SDOT)	53% (2023)	Increase the percent of sidewalks with a "good" or better condition rating (out of Excellent/Good/Fair/Poor/Very Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
Grow the pedestrian network through addition of sidewalks and alternative sidewalks in Tiers 1-5	Percent of areas that have sidewalks or alternative sidewalks in Tiers 1-5 (SDOT)	Total missing sidewalks in Tiers 1-5 in 2024 (11,678 total missing sidewalks)	Complete pedestrian network in Tiers 1-5 by 2044 through addition of sidewalks and alternative sidewalks	Yes	Safety Equity Mobility & Economic Vitality Livability Maintenance & Modernization

RELEVANT TEF TACTICS

- TEF 19.6—Prioritize person-throughput as metric rather than vehicle throughput
- TEF 19.7—Do pilots to test out repurposing of streets ideas and apply learnings to new policy approaches and broader citywide opportunities to carry out similar actions to make our streets safer and, first and foremost, for people
- TEF 29.1—Create publicly accessible community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback; this should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs as well as planning and programmatic efforts
- TEF 38.2—Explore including a dedicated funding pot in the next transportation funding package for sidewalk maintenance and repair in underinvested neighborhoods that has not been addressed by the \$20 vehicle license fee (VLF)
- TEF 38.6—Develop an income-based cost-sharing sidewalk repair program for lower-income property owners
- TEF 40.1—Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this
- TEF 40.2—Identify locations for new or upgraded pedestrian crossing opportunities to support access to transit
- TEF 40.5—Collaborate with community-based organizations (CBOs) to map key target areas where there are higher populations of vulnerable communities and use this map to prioritize investments for improved crosswalk opportunities
- TEF 40.6—Create a department-wide crosswalk policy that centers the safety needs of communities; this includes a guideline that takes policy, design, and implementation to address and improve crosswalk and pedestrian safety from a community-specific context
- TEF 41.3—Develop SDOT standard guidance across the Department on how to engage and follow-up with community members when safety requests are reported and addressed (e.g., request for crosswalk installation or repairs)
- TEF 41.6—Create regular opportunities that are not project-specific for community conversations on safety with leadership
- TEF 43.2—Coordinate with community-based organizations (CBOs) and legislators to revise or remove pedestrian crossing (e.g., jaywalking) and helmet laws that result in harm to BIPOC communities; replace with educational outreach that promotes safe walking, rolling, and bicycling behaviors
- TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way (ROW) for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes, and taking transit.

- TEF 45.1—Revisit the Pedestrian Lighting Master plan from 2012, assess areas of current "pedestrian lighting deserts" with transit ridership routes and transfer opportunities, and place a higher emphasis on equity. Use the findings from this assessment to inform the development of the next transportation funding package.
- TEF 45.2—Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting
- TEF 45.3—Identify spaces for equitable investment that can activate community, foster local economic development, and facilitate connections to transit
- TEF 45.6—Utilize findings from the Pedestrian Racial Equity analysis and identify a plan to improve connections between transit stops and key community assets (e.g., parks, libraries, schools, employers) are safe for people walking
- TEF 56.4—Improve, identify, and maximize current opportunities for street trees and greenscapes in SDOT activities ranging from routine maintenance to capital project delivery; ensure design guidance and functions of maintenance include this consideration for long-term sustainability

APPENDIX A: PEDESTRIAN MAP METHODOLOGY

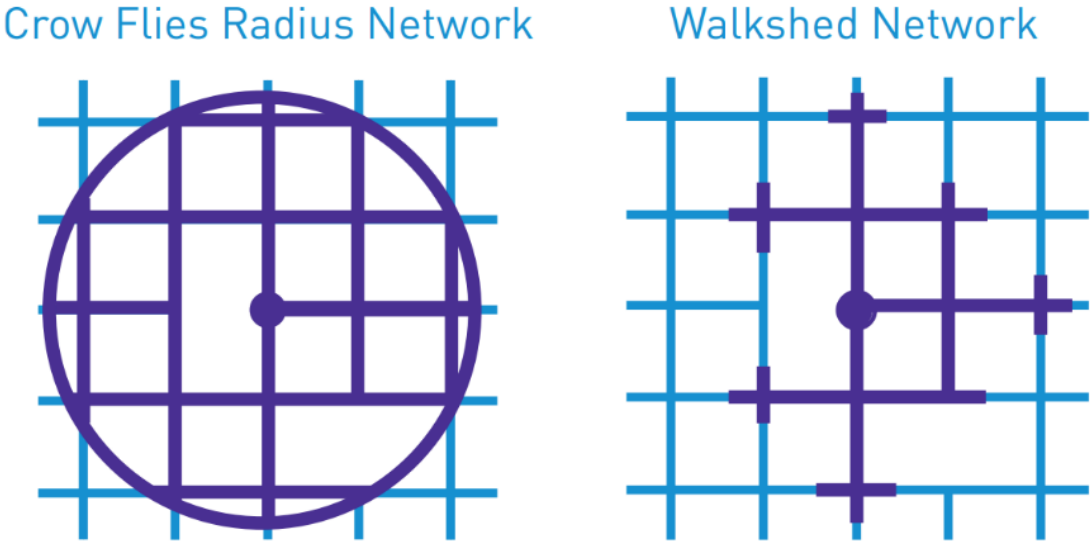
This section provides additional details on the methodology used to create the prioritization of sidewalks and intersections for the pedestrian Priority Investment Network maps. Each map was organized into five tiers based on a quintile system, with each tier receiving the same number of sidewalk block faces or intersections.

A key concept for the Pedestrian PIN maps is the “walkshed,” which includes those streets and paths that serve as important walking routes to each school, frequent transit stop, and park access point. A “walkshed” is the network of streets within a defined walking distance of a specific location, such as a transit stop. They are a more accurate way to identify actual walking routes and distances to destinations.

Unlike approaches that measure straight-line distances to a destination “as the crow flies,” walksheds attempt to consider gaps in the network where streets don’t connect and where there are physical barriers like water bodies.

Mapping walksheds on the street network helps identify individual street segments that pedestrians are likely to take to a specified destination within a given walking time or distance.

Figure 24: Comparison of Methods for Measuring walkability: "Crow Flies" radius versus Walkshed Network



To narrow city-wide pedestrian needs, each of the three Priority Investment Network (PIN) maps uses a deficiency analysis³³ as a starting point for network prioritization. They then consider proximity to high pedestrian trip areas, safety, and equity to categorize each street or intersection on the map into one of five tiers.

- **Proximity to High Pedestrian Trip Areas.** Pedestrian improvements are prioritized in locations where adjacent land use generates higher pedestrian volumes. This includes K-12 public schools, parks, transit stops and routes, and Comprehensive Plan land use areas, such as Pedestrian Zones, Urban Centers, and Urban Villages.³⁴
- **Safety.** Pedestrian improvements are prioritized at locations with a demonstrated safety need. For the crossing maps, the safety score inputs include Priority Pedestrian Locations in the Bicycle and Pedestrian Safety Analysis (BPSA), locations with 3+ pedestrian crashes, and locations with 3+ lanes. The BPSA analysis uses a model that identifies design and behavioral factors that may be correlated with collisions involving people walking. These factors include arterial classification, roadway width, driver (vehicle) speeds, and controlled crossing spacing (supports TEF 40.1). For the sidewalk maps, 85th percentile vehicle speeds are used to determine the safety scoring.
- **Equity.** Pedestrian improvements are prioritized using the city's Race and Social Equity Index.³⁵ Based on guidance from the Pedestrian Racial Equity Analysis,³⁶ specific improvements in future implementation plans will be chosen using an inclusive community engagement process in equity-priority communities, with a particular emphasis on creating safe connections between transit stops and key community assets. (Supports TEF 45.6)

³³ Identifying where our sidewalk network is missing sidewalk or has substandard sidewalks, or where there are gaps in our enhanced crossing network.

³⁴ These land use areas include important pedestrian trip generators, such as: grocery stores, libraries, medical centers, assisted living centers etc. For example, over 90% of all grocery stores are included in the land use zones that are used in the prioritization land uses (Urban Centers, Urban Villages, Pedestrian-Zones) or within the buffer distances around them.

³⁵ The Race and Social Equity Index is a tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities. It combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify where priority populations make up relatively large proportions of neighborhood residents.

³⁶ <https://www.seattle.gov/transportation/projects-and-programs/programs/pedestrian-program/pedestrian-program-racial-equity-analysis>

MISSING AND SUBSTANDARD SIDEWALK MAP METHODOLOGY

The **Missing Sidewalk Priority Investment Network** identifies all street segments that currently lack sidewalks. Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.

Tier 1 segments are the highest priority. This PIN helps identify locations where there may be opportunities to improve conditions for people moving along the street by installing conventional sidewalks, alternative walkways, or traffic calming features that create a safe and comfortable shared street environment.

The **Substandard Sidewalk Priority Investment Network** identifies all streets with sidewalk zones that are significantly narrower than current standards³⁷, as identified in Seattle's *Streets Illustrated*. The sidewalk zone includes the three pedestrian zones, comprised of the Frontage Zone, the Pedestrian Clear Zone, and the Landscape/Furniture Zone.

Each identified street segment is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity. Tier 1 segments are the highest priority. This PIN identifies locations where there may be opportunities to improve conditions for people walking or moving along the street.

Table 3 includes the metrics and weighting used to inform the PIN prioritization process for the missing and substandard sidewalk networks.

³⁷ More than three feet narrower than Streets Illustrated standards

Table 3: Missing and Substandard Sidewalk Prioritization Methodology

Category	Weighting	Measure	Score	
Proximity to land use areas	30%	Public K-12 Schools	High	1/4-mile walkshed
			Medium	1/2-mile walkshed
			Low	1-mile walkshed
		Transit	High	Along Frequent Transit Network (FTN)
			High	1/2-mile walkshed of light rail stops
			Medium	1/4-mile walkshed of RapidRide or Streetcar stops
			Low	1/8-mile walkshed of FTN bus stops
		Parks (access points)	High	1/8-mile walkshed
			Medium	1/4-mile walkshed
			Low	1/2-mile walkshed
		Land Use	High	Inside of and within an 1/8-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Medium	Within an 1/4-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
Low	Within an 1/2-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages			
Safety	40%	Speeds	High	85% Speeds >35MPH
			Medium	85% Speeds 30-35
			Low	85% Speeds 25-30
Equity	30%	Race and Social Equity Index	High	Highest quintile
			Med-High	Second highest quintile
			Medium	Middle quintile
			Zero	Lowest two quintiles

Note: Not all street segments identified as missing or with substandard sidewalks may be feasible or desirable locations for new sidewalks. Project feasibility will be determined through future implementation plans.

ENHANCED STREET CROSSINGS MAP METHODOLOGY

The **Enhanced Street Crossing Priority Investment Network (PIN)** depicts intersections that are not currently enhanced and are 600 feet or more away from the closest enhanced crossing.

Enhancements include treatments such as a marked crosswalk, all-way stop, or a signal. This PIN shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5).

The PIN map will be used to:

- Identify future corridor studies to determine the appropriate improvement and location for new enhanced crossings.
- Identify opportunities for new and enhanced crossing within SDOT Project Development and other complete streets development processes.
- Identify opportunities for new and enhanced crossings installed or funded by others, including private development and agency partners.
- Each intersection is given a prioritization score based on three factors: 1) proximity to high pedestrian trip areas, 2) safety, and 3) equity.
- It is important to note that this map does *not* propose a set distance between enhanced crossings.
- Furthermore, as we design and implement projects that impact street intersections, we will evaluate opportunities to upgrade intersections within the project area to current design standards and employ safety countermeasures, as funding allows.

Table 4 includes the metrics and weighting used to inform the enhanced street crossings map.

Table 4: Enhanced Street Crossings Prioritization Methodology

Category	Weighting	Measure	Score	
Proximity to land use areas	30%	Public K-12 Schools	High	1/4-mile walkshed
			Medium	1/2-mile walkshed
			Low	1-mile walkshed
		Transit	High	1/2-mile walkshed of light rail stops
			Medium	1/4-mile walkshed of RapidRide or Streetcar stops
			Low	1/8-mile walkshed of FTN bus stops
		Parks (access points)	High	1/8-mile walkshed
			Medium	1/4-mile walkshed
			Low	1/2-mile walkshed
		Land Use	High	Inside of and within an 1/8-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Medium	Within an 1/4-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
			Low	Within an 1/2-mile buffer of pedestrian P-zones, Urban Centers, Urban Villages
Safety	40%		High	BPSA Ped location
			Medium	3+ ped collisions in past 5 years
			Low	3+ lanes for crossing
Equity	30%	Race and Social Equity Index	High	Highest quintile
			Med-High	Second highest quintile
			Medium	Middle quintile
			Zero	Lowest two quintiles

Note: The Enhanced Street Crossing Priority Investment Network shows areas prioritized for creating a higher density of enhanced crossings (Supports TEF 40.2 and TEF 40.5). SDOT projects will evaluate where to provide enhanced crossings and the appropriate type of treatments; some street intersections identified on this map may not be selected for enhanced crossings through a given project. Project feasibility will be determined as part of implementation plans. This PIN does *not* propose a set distance between enhanced crossings.

GLOSSARY

Accessible pedestrian signal (APS): Signals installed at crossings to help pedestrians who are blind or have low vision. Auditory signals – such as voice instructions and chirping sounds – indicate when it is safe to cross the street.

ADA: Americans with Disabilities Act

ADA Transition Plan: A federally required plan intended to identify and prioritize accessibility improvements where they may be needed for pedestrian use. The document lists potential barriers to access in the public right-of-way identified through self-assessment efforts that SDOT conducts. The plan includes methods, schedules, and reports of barrier removal in the Seattle public right-of-way.

All ages and abilities (AAA): Bicycle and e-mobility facilities that people of all ages and abilities feel comfortable using. They provide low-stress bicycling conditions and focus on safety.

Arterial street: The “backbone” of the roadway system and accommodates the most trips for all modes. Arterials provide the connections between freeways and access streets and vary in their speed and volume characteristics, design features, and degrees of local access.

Bicycle and Pedestrian Safety Analysis (BPSA): A data-driven study conducted by SDOT to understand where, how, and why pedestrian and bike crashes happen. The study used data of where crashes happened and pedestrian, cyclist, and vehicle volumes. The results are used to identify locations and prioritize safety investments with the goal of preventing future crashes.

Bike+ Network: Bikeways suitable for all ages and abilities (AAA) that allow for safe, comfortable, and accessible bicycle travel, such as protected bike lanes and Neighborhood Greenways. The Bike+ Network will be seamlessly integrated with the multi-use trail network.

Bioswale: Vegetated ditches that capture and filter stormwater runoff.

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

Cellular vehicle-to-everything (C-V2X): Technology that enables vehicles to wirelessly connect and interact with their surroundings, such as other vehicles and 5G service. C-V2X has the potential to make travel safer by reducing crashes and conflicts between road users.

Community and Mobility Hubs: Community and Mobility Hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Complete neighborhoods: Neighborhoods where residents can access all daily needs within walking distance.

Comprehensive Plan: A 20-year vision and roadmap that guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Curb bulbs: Extensions of the sidewalk into the street that give pedestrians a shorter distance to cross.

E-mobility: Personal and shared electric-powered bicycles, scooters, and other electric-powered devices.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City’s climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City’s fleet zero-emission by 2030.

Find It, Fix It app: A smartphone app offering mobile users a way to report selected issues to the City by submitting a photo and written description.

Frequent Transit Network (FTN): Buses, trains, and other forms of transit that arrive every 15 minutes or less. The FTN sets aspirational frequency targets alongside a transit corridor map illustrating how frequency targets are proposed to be distributed throughout the city. The FTN enables people to travel with confidence in a timely arrival every day of the week.

General purpose (GP) lane: Space in the right-of-way where all vehicular traffic is allowed.

GHG: Greenhouse gas emissions

Healthy Streets: Streets for people walking, rolling, biking, and playing. They are closed 24/7 to pass-through traffic. People driving who need to get to homes and destinations along Healthy Streets retain access and can still drive on these streets.

High-injury Network (HIN): The High Injury Network (HIN) identifies where fatal and serious crashes have already occurred to inform safety corridors of focus for the Vision Zero program and more. It prioritizes corridors according to fatal and serious injury crash rates, as well as race and equity outcomes.

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

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPis): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit, or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micromobility: Small, low-speed transportation devices. They are convenient for traveling short distances or the beginning or end of trips. They include bikes and scooters.

Multi-use trails: Off-street paths for people walking, biking, rolling, and using other non-motorized and e-mobility devices.

NACTO: National Association of City Transportation Officials

Neighborhood Greenways: Neighborhood Greenways are safer, calmer neighborhood streets where people walking and biking are the priority. These streets work together with trails and protected bike lanes to provide connected routes to bring people to the places they want and need to go as part of Seattle's all ages and abilities bicycle network.

Neighborhood Street Fund: A City program, running on 3-year cycles, that enables the community to propose and help prioritize transportation-related projects that are then built by SDOT.

OPCD: Office of Planning and Community Development

Pedestrian Lighting Master Plan: The Pedestrian Lighting Master Plan guides how the city plans for, designs, and implements pedestrian lighting which fosters safety, security, economic development, active transportation, and access in the right-of-way.

Pedestrian Master Plan (PMP): Adopted in 2017, the Pedestrian Master Plan is a 20-year framework for making Seattle the most walkable and accessible city in the country. The Plan provides policies, programs, and projects for SDOT to achieve this goal. The Pedestrian Element builds on the PMP.

Pedestrian Racial Equity Analysis (PED REA): A study to identify racial disparities in pedestrian travel. SDOT works with community partners to understand barriers to travel, community needs, and identify community-led solutions to eliminate these barriers. The REA takes both a citywide approach and a neighborhood approach, starting with vulnerable communities in Chinatown-International District and Rainier Beach.

Priority Investment Network (PIN): Sets 5 tiers of importance of locations for investments in pedestrian infrastructure. Streets and intersections are ranked based on proximity to high pedestrian trip areas, safety, and equity. The network maps will be used to prioritize the order and type of investments.

PSPS: People Streets and Public Spaces

PSRC: Puget Sound Regional Council

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public Spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Race and Social Equity (RSE) Index: A tool produced by the Office of Planning and Community Development to aid in the identification of city planning and investment priorities.

Refuge islands: Paved median protects pedestrians crossing multi-lane streets by providing a safe place to stop.

Right-of-way (ROW): Strip of land legally established for the purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe Routes to School: A national movement to make it easier and safer for students to walk and bike to school. The program is designed to improve safety in areas around schools and to encourage more kids to walk and bike.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

The goals of the approach are to create safer vehicles, speeds, roads, and people and provide post-crash care.

School Streets: Streets for people walking, rolling, and biking to school and playing. They are closed to pass-through traffic, including parents and guardians. People driving to homes and destinations along School Streets, including school district transportation, retain access and can still drive on these streets. They are a type of Shared Street.

SDOT: Seattle Department of Transportation

Seattle Displacement Risk Index: Areas in Seattle identified where displacement of people of color, low-income people, renters, and other populations susceptible to displacement may be more likely.

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with a phone, ride where they want to go, and leave responsibly parked for the next person.

Speed cushion: Multiple low-rise speed humps placed together that slow vehicle speeds while still allowing emergency vehicles to pass through normally. They are used on low volume and non-arterial streets.

Streets Illustrated: Seattle's Right-of-Way Improvements Manual is an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.

Summer Streets: Streets that are closed to vehicular traffic during certain times of the year to provide open space for events and public life.

Traffic calming: Physical changes to street design that slow traffic and make the street safer for all travelers. Examples include traffic circles, speed humps, and narrow lanes.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses the disparities that exist within the transportation system due to institutional racism.

Transportation demand management (TDM): Programs that focus on shifting travel behaviors from single-occupancy vehicles toward more sustainable and efficient modes such as transit and walking.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit use.

Vision Zero: The City's goal to eliminate traffic deaths and serious injuries on city streets by 2030.

Vision Zero Top to Bottom Review: A review of the Vision Zero program and actions. It was conducted to help the department better understand the causes of the rise in number of traffic deaths and to identify opportunities to reduce harm while creating a culture of care and dignity for all travelers.

Vulnerable Communities: Communities that have historically and currently been erased, intentionally excluded and/or underinvested in by government institutions. SDOT's Transportation Equity Program and Transportation Equity Workgroup include:

- BIPOC communities
- Low-income communities
- Immigrant and refugee populations
- Native communities
- People living with disabilities
- LGBTQIA+ people
- People experiencing homelessness or housing insecurity
- Women and female-identifying populations
- Youth
- Aging adults
- Individuals who were formerly incarcerated
- Displaced and/or high-risk displacement neighborhood

Wayfinding: Visual information that helps people to orient themselves spatially. Wayfinding is important to ensure people can travel easily, comfortably, and safely. Methods of wayfinding include signs and maps.

Your Voice, Your Choice (YVYC): A budget initiative that gives community members the power to decide how a portion of the City's transportation budget is allocated to park and street improvements.

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