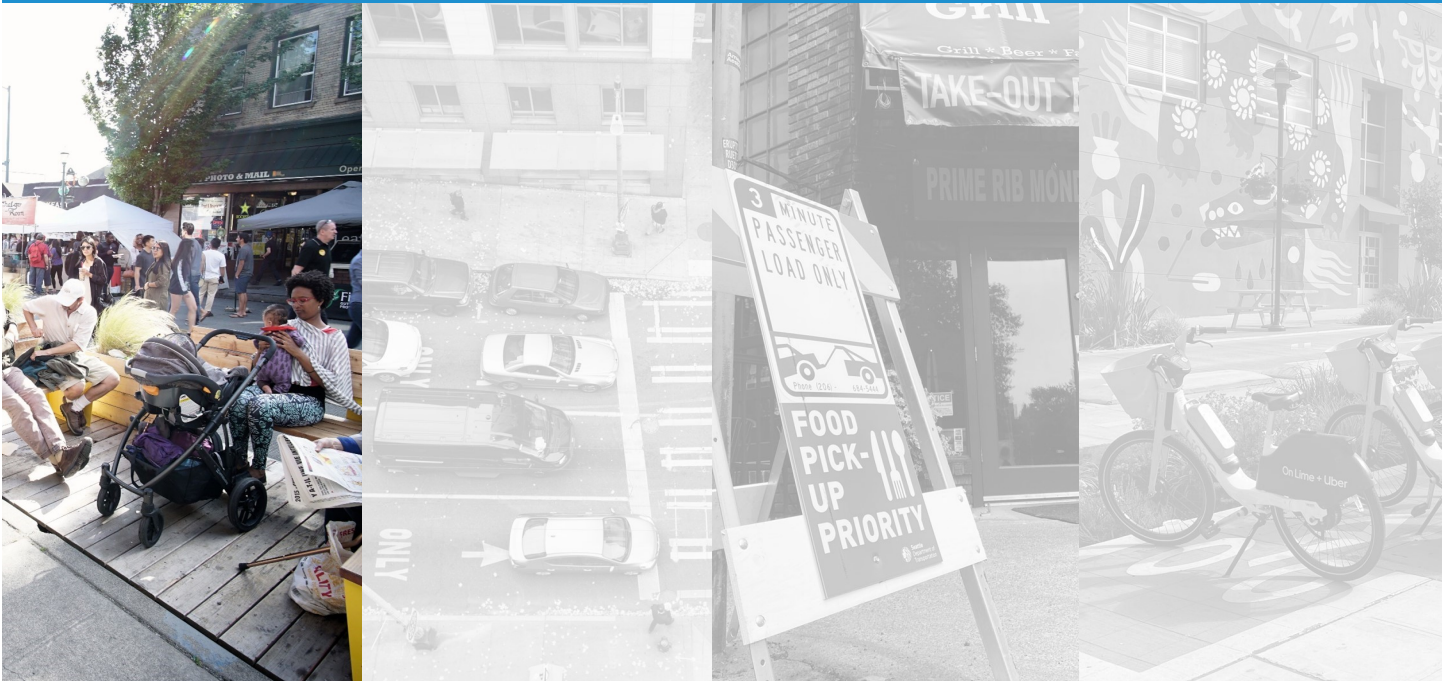




# People Streets and Public Spaces Element



# TABLE OF CONTENTS

- Introduction ..... PS-1
  - How the PSPS Element Advances the STP ..... PS-1
  - Relationship to STP Goals ..... PS-8
- Delivering the Key Moves ..... PS-9
- Setting the Context ..... PS-19
  - Opportunities, Emerging Trends and challenges..... PS-19
  - Community Engagement ..... PS-28
- People Streets and Public Spaces in Seattle ..... PS-33
  - PSPS Categories Overview ..... PS-33
  - Scale of Intervention ..... PS-35
  - How People Streets and Public Spaces Are Identified ..... PS-37
  - PSPS Category Profiles ..... PS-37
  - PSPS Network Maps ..... PS-51
  - Programmatic Activities ..... PS-64
  - Partnerships ..... PS-73
  - Transportation Data, Technology, and Innovation ..... PS-74
  - Maintenance & Modernization..... PS-75
- Defining Success..... PS-78
  - Measurable Outcomes..... PS-78
  - Relevant TEF Tactics..... PS-80
- Glossary..... PS-82

# LIST OF FIGURES

- Figure 1: Movement and Place ..... PS-1
- Figure 2: Most Supported PSPS-Related Actions ..... PS-29
- Figure 3: Frequency of PSPS-related Supportive Comments (Phase 1 Engagement)..... PS-30
- Figure 4: Heat Map of Where People Would Like to See a People Street or Public Space (Phase 2 Engagement) ..... PS-30
- Figure 5: Range of People Street and Public Space Categories ..... PS-33
- Figure 6: Existing People Streets and Public Spaces Inventory – Northwest..... PS-52
- Figure 7: Existing People Streets and Public Spaces Inventory - Northeast ..... PS-53
- Figure 8: Existing People Streets and Public Spaces Inventory – West ..... PS-54
- Figure 9: Existing People Streets and Public Spaces Inventory – East ..... PS-55
- Figure 10: Existing People Streets and Public Spaces Inventory – Southwest..... PS-56
- Figure 11: Existing People Streets and Public Spaces Inventory – Southeast..... PS-57
- Figure 12: Future People Streets and Public Spaces – Northwest..... PS-58
- Figure 13: Future People Streets and Public Spaces – Northeast..... PS-59
- Figure 14: Future People Streets and Public Spaces – West..... PS-60
- Figure 15: Future People Streets and Public Spaces – East ..... PS-61
- Figure 16: Future People Streets and Public Spaces – Southwest..... PS-62
- Figure 17: Future People Streets and Public Spaces – Southeast..... PS-63

# LIST OF TABLES

- Table 1: People Streets and Public Spaces: Delivering the Key Moves ..... PS-10
- Table 2: People Streets and Public Spaces Category Definitions..... PS-34
- Table 3: PSPS Scales of Intervention in Streets and Spaces..... PS-36
- Table 4: PSPS Desired Outcomes and Performance Measure ..... PS-79

*[This page intentionally left blank]*



# INTRODUCTION

Seattle’s streets are the lifeblood of the city and enable people to get to the places they need to go. Making up nearly 30% of Seattle’s land area, streets also play a vital role as public spaces, and their quality impacts the physical, social, and economic health of communities and people across Seattle. The city’s streets are owned by the public with the Seattle Department of Transportation (SDOT) as their steward. As such, they are spaces for everyone that can be accessed in perpetuity, especially by those walking, bicycling, and rolling.

Streets are places for people to enjoy a leisurely stroll, take a brisk walk to a local business or bus stop, connect with a friend or neighbor, or grab a coffee and people-watch. Streets are for children and older adults, for interacting with people from other walks of life, for watching birds and enjoying fresh air, or for voicing opinions and exercising first amendment rights. All streets connect destinations, and when implemented with an equity focus, people-oriented streets can build enduring community health and prosperity. They can mitigate impacts related to urban heat islands and air quality to improve community climate resiliency, and they can help reduce the persistent chronic health disparities between neighborhoods across Seattle. Better people-oriented streets can help make walking, biking and transit the preferred option for more trips.

This People Streets and Public Spaces (PSPS) element presents a vision for city streets that goes beyond moving from point A to point B and conveying essential services. It presents a case and a framework for how we can better and more equitably use public streets to strengthen places and communities.

## HOW THE PSPS ELEMENT ADVANCES THE STP

The PSPS element promotes the Seattle Transportation Plan (STP) vision of an equitable, vibrant, and diverse city. It encourages equitable investment in streets as places that people can enjoy, contributing directly to a more walkable, bikeable, and transit-oriented city. This element introduces the concepts of People Streets and Public Spaces and outlines how we plan to create them in Seattle. **Figure 1** below illustrates how the street is both a movement conduit and a place.

Figure 1: Movement and Place<sup>1</sup>



<sup>1</sup> <https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/movement-and-place>

## People Streets

People Streets put people first. They offer safe, inclusive, and comfortable environments for people to walk and roll to transit, public spaces, and other destinations. They offer inviting spaces for people to linger, enjoy their surroundings, and connect with others. They support local business districts and business access. People Streets can also have generous tree cover and green infrastructure, such as rain gardens and curbside vegetation to collect and filter runoff, to make the city more climate resilient, improve air quality and health outcomes, provide shade, and bring a touch of nature into the urban environment.



*Ballard Ave, with its recent investments, is an example of a People Street*

## Public Spaces

Public Spaces come in many shapes and forms. They are inclusive, 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.



*Detective Cookie Chess Park is an example of a Public Space*

Cities are often designed and retrofitted to accommodate cars, giving vehicles an outsized portion of urban space. This limits the areas where people can walk, sit at cafes, or enjoy recreational spaces with friends.

We'll rethink the design and use of streets to support a vibrant and rich public life and create better spaces for people to walk, bike, roll, recreate, and interact with one another—which are critically important for economic, environmental, physical, and mental health.

The PSPS network has several ambitions:

- **People First:** Put people at the center of decisions about how we design, manage, and use streets and public spaces
- **Equity:** Systematically fund capital projects to achieve more equitable distribution of high-quality streets and public spaces
- **Community Partnerships:** Form sustained relationships with communities to develop projects and programs that respond to community place priorities, working with communities throughout the entire process—from planning to implementation and monitoring
- **Sustainability and Climate Action:** Contribute to Seattle's climate goals by creating welcoming places that encourage more people to walk, bike, and ride transit and incorporate sustainable stormwater management, street trees, shade, greenery, and resilient landscaping
- **Urban Tree Canopy:** Fill gaps in the urban tree canopy, particularly along arterials and freeways, to mitigate urban heat island effects and improve air quality
- **Safety:** Support the Vision Zero goal by creating safer environments for people walking, rolling, and biking
- **Public Health:** Improve mental health by providing space to recreate and foster social connection
- **Neighborhood Economic Vitality:** Support the vitality of neighborhoods by encouraging more street-level activity, social interactions, and foot traffic for our local businesses

## WHAT IS “PUBLIC LIFE”?

People create “public life” when they connect with each other in public places - streets, plazas, parks, and spaces between buildings. Public life is about everyday activities that people take part in when they spend time with each other outside of their homes, workplaces, and cars. Public life is a driver of:

- Physical and mental health
- Sustainable mobility
- Social benefits
- Culture, identity, and sense of place
- Safety
- Economic Development





## *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.

To achieve our shared goals as One Seattle, we must be transformational and strategically plan for a range of mobility and street design options and supportive infrastructure. This includes People Streets and Public Spaces that fit the needs of our unique and varied communities—whether a dense downtown grid, a quiet residential street, or a bustling neighborhood business district. No matter where people live or work, providing safe and equitable mobility options will always be critical to connect people and goods to where they need to go, just as investing in attractive public spaces is critical for the vitality of local business districts and national and international tourism destinations.

As the city grows, so does our need and desire for spaces people can use to gather, connect, access, and enjoy their city just beyond their doorstep. Investing in People Streets and Public Spaces makes our neighborhoods more livable, climate resilient, and economically vibrant places for people to conveniently meet their daily needs. Ensuring all groups and people can enjoy public life in our shared spaces is an important part of PSPS implementation and achieving an inclusive city.

Nearly triple the amount of public land in Seattle is dedicated to public right-of-way (i.e., streets and all the space between private property) compared to park land. Over time, much of the public right-of-way has been prioritized for cars, making less space for pedestrians. For many neighborhoods, this street space can become a vital part of the open space network. By rethinking how we use our streets and public spaces, we can keep pace with our growing city to equitably meet the needs for a range of people using the street, whether it be a community and mobility hub, a Café Street, a plaza, or closure for events.

Each functional element of the STP plays a role in supporting Seattle’s growth and economic vitality. Establishing and investing in a PSPS network will prepare us for the future and help implement the STP and the One Seattle comprehensive plan in a number of ways:

- Meet growing demand for a range of streets and spaces for people to connect, gather, linger, recreate, and traverse
- Re-envisioning the public right-of-way as limited and increasingly valuable public space and reprioritizing its use to address roadway violence, climate change impacts, and inequitable access to open space
- Reallocate more street space for people-centered uses, as an overabundance of space has historically been dedicated to vehicle mobility and storage
- Better align goals centered on geographic and equitable spread of investments, climate resilience, and the types and location of public realm enhancements
- Make connecting to and from transit stops and stations easier to navigate and make bus stops and station areas more comfortable and enjoyable
- Create low-pollution neighborhoods to support goals of reducing transportation emissions, while improving air and water quality, and community health outcomes

- Grow the city’s tree canopy to provide equitable distribution of beautiful and well-shaded streets for people walking, biking and rolling, alongside climate mitigation benefits

### **Economic Benefits of People Streets and Public Spaces**

The STP supports economic vitality in a range of ways and each functional Element plays a role. Identifying People Streets and Public Spaces for equitable investment can activate community, foster local economic development, and facilitate connections to transit (TEF 45.3). Examples of how the PSPS network can benefit our economy include, but are not limited to:

- Reallocating 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 will support economic vibrancy, community vitality, and walkability in the heart of every neighborhood.
- Enhanced public spaces are places people want to be. They attract more local economic activity and draw in tourists, resulting in greater long-term investment, development, and employment opportunities, and can also increase nearby land and property values.<sup>2</sup>
- People Streets can provide space for businesses to “spill out into the street” creating interest and economic exchange opportunities; they encourage neighborhood vitality, with more street-level activity, social interactions, and economic exchange.
- Community and mobility hubs can make it easier for people to navigate to and access shops and services and can host delivery hubs that facilitate urban goods movement and other last mile delivery solutions.
- A dense and walkable urban network may facilitate the spread of small local shops and street markets, thus increasing the variety and density – of goods and services, independent retailing, local employment, and start-up business opportunities.<sup>3</sup>
- People Streets and Public Spaces support walkability, which contributes to economic development in local business districts.
  - Studies have found new street improvements for pedestrians and cyclists increase sales of nearby business by up to 30 percent.<sup>4</sup>
  - 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.<sup>5</sup>
  - 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.<sup>6</sup>

---

<sup>2</sup> The inclusive economic impacts of downtown public space investments | Brookings

<sup>3</sup> (PDF) Walkability and built environment (researchgate.net)

<sup>4</sup> Walkability Means Better Business (Issue 188, July 2019) – Community Economic Development (wisc.edu)

<sup>5</sup> 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)

<sup>6</sup> [https://www.cdc.gov/nceh/ehs/docs/jeh/2008/july-aug\\_w\\_case\\_studies/jeh\\_jul-aug\\_08\\_seattle.pdf](https://www.cdc.gov/nceh/ehs/docs/jeh/2008/july-aug_w_case_studies/jeh_jul-aug_08_seattle.pdf)

- 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.<sup>7</sup>
- Walkable places promote tourism, and tourists on foot tend to spend more money.



*People Street on NE 43rd St in the University District with public seating, plants, lighting, bus-only traffic, and public art*



*People Street on Pike St near Pike Place Marke*

---

<sup>7</sup> Foot\_Traffic\_Ahead\_FINAL-compressed.pdf (smartgrowthamerica.org)

## RELATIONSHIP TO STP GOALS

The PSPS network plays a critical role in advancing the STP goals of safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.



SAFETY

### **Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes.**

PSPS will increase safety by improving lighting, activating streets to have more eyes on the street, reallocating space for people, redesigning roads to reduce travel speeds, and increasing comfort along and across streets for people walking, rolling, biking, and using e-mobility. PSPS promotes public life<sup>8</sup> activities in the public realm, particularly at Community and Mobility Hubs, to make hubs welcoming and safe for women, BIPOC, and people of all ages and abilities. (Supports TEF 24.1, 40.1)<sup>9</sup>



EQUITY

### **Co-create with community and implement restorative practices to address transportation-related inequities.**

PSPS will co-create more free, high-quality places to gather through sustained community collaboration and capacity-building, particularly in higher-density neighborhoods in underinvested and equity-priority areas. An interdepartmental, anti-displacement centered approach will inform implementation. These places will improve air quality, mitigate noise pollution, and help address chronic health disparities while making the streets and public spaces more reflective of community identity. (Supports TEF 20.5, 45.3, 56.6)



SUSTAINABILITY

### **Respond to climate change through innovation and a lens of climate justice.**

Implementing PSPS reclaims excessive pavement and roadway space to support public uses. It builds climate resilient landscapes and ecosystems that increase greenery and shade to mitigate the urban heat island effect, air quality, and water treatment. PSPS will create low-pollution neighborhoods. And it promotes resilient and sustainable transportation design principles that encourage mode shift and reductions in GHG emissions and harmful particles small enough to be inhaled. (Supports TEF 45.3, 56.4, 56.5)



MOBILITY &  
ECONOMIC VITALITY

### **Provide reliable and affordable travel options that help people and goods get where they need to go.**

PSPS prioritizes people in the design and operation of streets with a high density of destinations. It increases the comfort and experience for people of all ages and abilities walking, biking, rolling, and using transit. (Supports TEF 19.6, 40.1, 43.4)



LIVABILITY

### **Reimagine our streets as inviting places to linger and play.**

Implementing the PSPS network creates inviting spaces that entice people to linger, walk, and enjoy Seattle's neighborhoods. It creates centers of community in every neighborhood, with a specific focus on co-creating these centers in equity-priority neighborhoods to meet community vision and objectives. It advances an age-friendly city by creating spaces that are welcoming for all ages and abilities, reducing social isolation, and improving community cohesion and social capital. (Supports TEF 45.3)



MAINTENANCE &  
MODERNIZATION

### **Improve city transportation infrastructure and ready it for the future.**

Plan and budget for long-term maintenance of PSPS, which will reduce the burden on community groups, particularly in equity priority areas. Strengthen the city's role as steward of the public right-of-way through more transparent, accountable, and responsive processes. Implement new design standards that lower the costs of implementation and maintenance of PSPS projects.

<sup>8</sup> Public life is made through social connections between people in public spaces, such as streets, plazas, parks, and city spaces between buildings. Public life interactions occur outside of their homes, workplaces, and cars.

<sup>9</sup> Learn more about the *Transportation Equity Framework* at <https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program/equity-workgroup>. A complete list of the TEF tactics referenced is located at the end of the element.

# DELIVERING THE KEY MOVES

Part I, Chapter 3 of the 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 (PG), Livability (PP), and Maintenance & Modernization (MM).

Each of the STP's 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 **People Streets and Public Spaces 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: People Streets and Public Spaces: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
<b>SAFETY KEY MOVES</b>							
<b>Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)</b>							
PS1.	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. <a href="#">(Supports Key Move S2a)</a>	✓	✓		✓		✓
PS2.	Prioritize 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. <a href="#">(Supports S2b and TEF 19.2)</a>	✓	✓		✓		
PS3.	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. <a href="#">(Supports Key Move S2c)</a>	✓			✓		✓
PS4.	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. <a href="#">(Supports Key Move S2d)</a>	✓			✓		✓
PS5.	Pilot and evaluate new and emerging safety treatments in locations where proven interventions are infeasible or do not address the identified safety issues. <a href="#">(Supports Key Move S2f)</a>	✓			✓		✓
<b>Make all journeys safer from departure to destination, especially for people traveling outside the protection of a vehicle (S3)</b>							
PS6.	Provide dedicated places for people to walk, bike, or roll safely separated from vehicles by using context appropriate treatments, such as protected bike lanes or “complete street” corridors, especially on major truck routes. <a href="#">(Supports Key Move S3b)</a>	✓			✓		✓
PS7.	Harness funding and opportunities when private development occurs to build planned new network facilities and prioritize mobility for people walking, biking, and rolling when construction occurs. <a href="#">(Supports Key Move S3c)</a>	✓	✓	✓	✓	✓	✓
PS8.	Enhance both real and perceived safety for riders at transit stops and station areas through investments in design features such as lighting and shelters, as well as frequent and reliable services that limit late-night wait times. Advocate for programs that support physical, mental, and emotional safety of transit riders. <a href="#">(Supports Key Move S3e)</a>	✓	✓		✓	✓	
PS9.	Expand safety education for all travelers. <a href="#">(Supports Key Move S3h)</a>	✓					

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
<b>Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)</b>							
PS10.	Construct the People Streets and Public Spaces network as outlined in this Plan. <a href="#">(Supports Key Move S4a)</a>	✔	✔	✔	✔	✔	✔
PS11.	Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, bicycling, and rolling along and across major transit corridors. <a href="#">(Supports Key Move S4c and TEF 40.2)</a>	✔	✔	✔	✔	✔	
PS12.	Serve every public school with an all ages and abilities bicycle facility. <a href="#">(Supports Key Move S4d, TEF 43.4, and Executive Order 2022-07)</a>	✔	✔	✔	✔	✔	
PS13.	Expand low-stress neighborhood connections to common destinations (local businesses, parks, schools, transit, community centers) for people walking, biking, and rolling through programs like permanent Healthy Streets. <a href="#">(Supports Key Move S4e, TEF 43.4, and Executive Order 2022-07)</a>	✔	✔	✔	✔	✔	
PS14.	Provide pedestrian-scale lighting to make people walking more visible to people driving vehicles and to increase personal safety. <a href="#">(Supports Key Move S4f)</a>	✔	✔				
PS15.	Make investments that make it safer to walk and bicycle to parks, community gathering spaces, and other common destinations. Establish a Safe Routes to Parks program. <a href="#">(Supports Key Move S4g)</a>	✔	✔				
<b>Support public safety through maintenance of critical access routes and planning for a climate resilient network (S5)</b>							
PS16.	Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options. <a href="#">(Supports Key Move S5a)</a>	✔				✔	
PS17.	Plan for and invest in infrastructure and culturally relevant landscaping to mitigate transportation disruptions from severe weather and climate impacts including snow and ice, heavy rainfall, sea level rise, and flooding from storm surges during high tides. Planning efforts should include consultation with federally recognized Tribes and community-based outreach with urban Native communities. <a href="#">(Supports Key Move S5f)</a>	✔		✔	✔	✔	
<b>EQUITY KEY MOVES</b>							
<b>Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)</b>							
PS18.	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. <a href="#">(Supports Key Move TJ1a)</a>		✔				
PS19.	Feature community voices in planning documents. <a href="#">(Supports Key Move TJ1b)</a>		✔				
PS20.	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. <a href="#">(Supports Key Move TJ1c and TEF 29.1, 41.6)</a>		✔				
PS21.	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. <a href="#">(Supports Key Move TJ1d and TEF 3.4)</a>		✔		✔		



		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
PS22.	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. <a href="#">(Supports Key Move TJ1e and TEF 31.4)</a>		✓		✓		
PS23.	Normalize the practice of making decisions about policies and right-of-way (ROW) allocations with input from vulnerable communities. <a href="#">(Supports Key Move TJ1f and TEF 19.1, 25.4)</a>		✓		✓	✓	✓
PS24.	Use a collaborative planning approach that uplifts community priorities to identify opportunities for People Streets and Public Spaces in their neighborhoods. <a href="#">(Supports Key Move TJ1g and TEF 17.4)</a>		✓		✓	✓	
PS25.	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. <a href="#">(Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1)</a>		✓		✓		
PS26.	Compensate community partners for their valuable work to connect and communicate with their networks and uplift. <a href="#">(Supports Key Move TJ1i)</a>		✓				
PS27.	Include representation of our region's Coast Salish art, language, and culture in the Seattle transportation system. Support efforts to consult with federally recognized tribes to standardize policies for project and artist selection and a process to solicit feedback from the greater Native community. <a href="#">(Supports Key Move TJ1j)</a>		✓			✓	
<b>Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)</b>							
PS28.	Prioritize investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. Restructure policies so “public benefits” from new development projects can be applied off-site in equity priority areas. <a href="#">(Supports Key Move TJ2a)</a>		✓	✓	✓	✓	
PS29.	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. <a href="#">(Supports Key Move TJ2d and TEF 14.3,15.2)</a>		✓		✓	✓	
PS30.	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. <a href="#">(Supports Key Move TJ2e and TEF 31.4)</a>		✓	✓	✓		
PS31.	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. <a href="#">(Supports Key Move TJ2f)</a>	✓	✓		✓	✓	✓
PS32.	Conduct and implement racial equity assessments at the program level. <a href="#">(Supports Key Move TJ2h)</a>		✓		✓		

## People Streets and Public Spaces: Delivering the Key Moves

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>SUSTAINABILITY KEY MOVES</b>							
<b>Improve neighborhood air quality and health outcomes by promoting clean, sustainable travel options (CA1)</b>							
PS33.	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). <a href="#">(Supports Key Move CA1g)</a>			✓	✓		✓
<b>Green city streets through landscaping and street trees to better handle changing climate (CA2)</b>							
PS34.	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. <a href="#">(Supports Key Move CA2a and TEF 56.4)</a>	✓	✓			✓	✓
PS35.	Seek opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned. <a href="#">(Supports Key Move CA2b)</a>	✓	✓			✓	✓
PS36.	Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. <a href="#">(Supports Key Move CA2c and TEF 56.6)</a>	✓	✓			✓	✓
PS37.	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. <a href="#">(Supports Key Move CA2d and TEF 24.2, 56.4)</a>	✓	✓			✓	
PS38.	Conduct Tribal consultation on shoreline street ends to address Tribal trust and treaty rights, habitat restoration, and cultural placemaking opportunities. <a href="#">(Supports Key Move CA2g)</a>	✓	✓			✓	
<b>Foster neighborhood vitality and improved community health (CA3)</b>							
PS39.	Co-create low-pollution neighborhoods with communities so the benefits of cleaner air and water, and safer streets are shared equitably. <a href="#">(Supports Key Move CA3a)</a>	✓	✓			✓	
PS40.	Work with local businesses in future low-pollution neighborhoods to address delivery and access needs. <a href="#">(Supports Key Move CA3b)</a>	✓	✓			✓	
PS41.	Update code requirements to support creation of low-pollution neighborhoods. <a href="#">(Supports Key Move CA3c)</a>	✓	✓			✓	
PS42.	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. <a href="#">(Supports Key Move CA3d)</a>	✓	✓	✓	✓	✓	✓
PS43.	Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers. <a href="#">(Supports Key Move CA3f)</a>			✓	✓	✓	
PS44.	Create welcoming people-focused streets and spaces connecting to local destinations at the heart of neighborhoods throughout Seattle. <a href="#">(Supports Key Move CA3g)</a>	✓	✓	✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
<b>MOBILITY &amp; ECONOMIC VITALITY KEY MOVES</b>							
<b>Create seamless travel connections (PG1)</b>							
PS45.	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, biking, rolling, and transit. (Supports Key Move PG1a and TEF 19.6, 43.4)				✓	✓	✓
PS46.	Improve the experience of making travel connections, especially between transit and travel options – such as personal and shared bikes and scooters – used for first-/last-mile trips. (Supports Key Move PG1b and TEF 35.2, 45.3)		✓		✓		✓
PS47.	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)				✓	✓	
<b>Make walking, biking, and rolling more convenient and enjoyable travel choices, especially for short trips (PG2)</b>							
PS48.	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)	✓			✓	✓	✓
PS49.	Create new street crossing opportunities and enhance existing crossings to improve safety and access for people walking and rolling, especially to transit. Minimize the amount of time people wait to cross. (Supports Key Move PG2b)	✓			✓		✓
PS50.	Improve pedestrian lighting, especially along transit routes and where connections between different travel options are made. (Supports Key Move PG2c and TEF 45.1)	✓			✓	✓	✓
<b>Create world-class access to transit and support making service more frequent and reliable (PG3)</b>							
PS51.	Enhance existing and create new community and mobility hubs, with connections to high-capacity transit services. (Supports Key Move PG3h)				✓	✓	
PS52.	Prioritize low-carbon travel options through seamless, direct walking and rolling connections to community and mobility hubs. (Supports Key Move PG3i)			✓	✓	✓	
PS53.	Enhance transit stops and the experience of waiting at them in all types of weather and at all times of day through stop improvements implemented by transit partners and leveraged via private development. (Supports Key Move PG3j)	✓			✓		
<b>Manage curbspace to reflect city goals and priorities (PG5)</b>							
PS54.	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)		✓	✓	✓	✓	
PS55.	Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more. (Supports Key Move PG5d)		✓		✓	✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
<b>LIVABILITY KEY MOVES</b>							
<b>Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)</b>							
PS56.	Create a People Streets and Public Spaces program.	✓	✓	✓	✓	✓	✓
PS57.	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. <a href="#">(Supports Key Move PP1a)</a>	✓	✓	✓	✓	✓	✓
PS58.	Implement car-free and car-light streets, such as Café Streets and Neighborhood Greenways, to reclaim public space for communities. <a href="#">(Supports Key Move PP1b)</a>		✓			✓	
PS59.	Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm. <a href="#">(Supports Key Move PP1c)</a>		✓		✓	✓	
PS60.	Update Seattle’s Right-of-Way Improvements Manual (Streets Illustrated) to implement actions and strategies outlined in this Plan. <a href="#">(Supports Key Move PP1d)</a>	✓		✓	✓	✓	
<b>Create welcoming community and mobility hubs (PP2)</b>							
PS61.	Work with partners to create a vibrant and welcoming public realm at community and mobility hubs to support community-oriented programming, such as markets, vending, performances, and recurring events. <a href="#">(Supports Key Move PP2a)</a>		✓			✓	
PS62.	Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping. <a href="#">(Supports Key Move PP2b)</a>	✓		✓	✓	✓	
PS63.	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. <a href="#">(Supports Key Move PP2c)</a>	✓		✓	✓	✓	✓
PS64.	Work to incorporate age-friendly public spaces at community and mobility hubs that work for older adults, children and their caregivers, including play-based learning activities that allow children to engage with the city and support their development. <a href="#">(Supports Key Move PP2d)</a>		✓			✓	
PS65.	Partner with communities, Tribes, other agencies, and organizations to design, construct, activate, and maintain community and mobility hubs. <a href="#">(Supports Key Move PP2e)</a>		✓		✓	✓	
<b>Co-create and enhance public spaces for playing and gathering to improve community health (PP3)</b>							
PS66.	Work with communities to create People Streets and Public Spaces plans that identify projects, prioritizing underinvested and equity focus areas. <a href="#">(Supports Key Move PP3a and TEF 17.4)</a>		✓			✓	
PS67.	Create Destination Streets to support walkable local business districts and economic development. <a href="#">(Supports Key Move PP3b)</a>				✓	✓	
PS68.	Develop a network of park-like Strolling Streets that serve as “lungs” to protect air quality in denser communities and support climate resiliency in vulnerable neighborhoods through strategies such as installing green			✓		✓	

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
stormwater infrastructure, removing paving, adding trees, installing climate resilient landscaping, and more. <a href="#">(Supports Key Move PP3c)</a>							
PS69.	Implement shared, car-light streets, such as Café Streets and Healthy Streets, and car-free streets to support the transition to a low-carbon transportation system and reduce chronic health disparities. <a href="#">(Supports Key Move PP3d)</a>	✔	✔	✔	✔	✔	
<b>Activate and maintain public spaces to create a welcoming and age-friendly public realm (PP4)</b>							
PS70.	Better maintain public spaces through dedicated resources and continued partnerships with local communities and businesses to reduce the burden of maintenance on historically underinvested communities. <a href="#">(Supports Key Move PP4a)</a>		✔			✔	✔
PS71.	Activate public spaces with art in collaboration with community organizations. <a href="#">(Supports Key Move PP4b)</a>		✔			✔	
PS72.	Implement seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles. <a href="#">(Supports Key Move PP4c)</a>					✔	
PS73.	Reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them. <a href="#">(Supports Key Move PP4d)</a>		✔			✔	
PS74.	Partner with other City departments and agencies to better achieve public realm goals. <a href="#">(Supports Key Move PP4e)</a>		✔			✔	
<b>MAINTENANCE &amp; MODERNIZATION KEY MOVES</b>							
<b>Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)</b>							
PS75.	Collect feedback on asset conditions as part of community engagement on transportation system planning, design, and co-creation. <a href="#">(Supports Key Move MM1c)</a>		✔				✔
PS76.	Reduce the maintenance backlog by being proactive, leveraging technology to monitor asset conditions, and using data and lifecycle analyses to help when it's time for upgrades. <a href="#">(Supports Key Move MM1c)</a>						✔
PS77.	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 TEF 19.3) <a href="#">(Supports Key Move MM1g)</a>	✔	✔	✔	✔		✔
<b>Reduce neighborhood disparities in the quality of streets, sidewalks, public spaces, and bridges (MM2)</b>							
PS78.	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. <a href="#">(Supports Key Move MM2a and TEF 19.3)</a>		✔				✔
PS79.	Focus resources for maintenance and improvements in neighborhoods that have been historically or are currently underserved. <a href="#">(Supports Key Move MM2b and TEF 19.4)</a>		✔		✔		✔

		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic	Livability	Maintenance & Modernization
<b>People Streets and Public Spaces: Delivering the Key Moves</b>							
PS80.	Identify, and permit where necessary, public spaces that can be activated, programmed, and maintained in collaboration with local communities. <a href="#">(Supports Key Move MM2c and TEF 24.1)</a>		✓			✓	✓
<b>Ready city streets for new travel options and emerging trends and technologies (MM3)</b>							
PS81.	Collect, monitor, and use data to inform changes to the transportation system. <a href="#">(Supports Key Move MM3a)</a>	✓	✓	✓	✓	✓	✓
PS82.	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. <a href="#">(Supports Key Move MM3c)</a>			✓	✓		✓
PS83.	Coordinate with relevant partner agencies on projects of regional and statewide significance within the City of Seattle, such as the I-5 Master Plan, Lid I-5, or high-speed rail corridors. <a href="#">(Supports Key Move MM3d)</a>				✓		✓
PS84.	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. <a href="#">(Supports Key Move MM3e and TEF 19.2)</a>			✓	✓		✓
PS85.	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curb space, load zones, bike, and scooter parking locations. <a href="#">(Supports Key Move MM3f)</a>						✓



HARRISON GALLERIES

CLASSICS

PIONEER SQUARE  
SINCE 1952

PIONEER SQUARE  
SINCE 1952

CAFE AMBRIA

# 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 role 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 People Streets and Public Spaces. They were used to shape the actions we'll take to achieve our shared transportation vision. We 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.

## OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

### *Opportunities and Emerging Trends*

- **Moving beyond the pandemic.** Seattle, like many cities across the nation and the world, responded to the COVID-19 pandemic by opening city streets to people. As travel patterns changed with the increase in people working from home, we developed several new programs in response to the increase in neighborhood-level activity. Outdoor dining permits brought restaurant patrons out into the public realm, and Healthy Streets prioritized people walking and biking in residential neighborhoods. These pandemic responses reaffirmed the importance of public spaces in enabling social interactions, reducing isolation, improving mental health, and growing the social capital of communities. We will build on that momentum to institutionalize these types of investments and continue to work with communities to create places in the public realm for people of all ages and abilities to enjoy.
- **Repurposing the Right-of-Way report.** The Seattle Planning Commission issued a briefing in November 2022 (Repurposing the Right-of-Way). It stated that “purely as a function of space, the city cannot accommodate expected growth in population and remain livable if the movement and storage of vehicles remain the overwhelming focus on our streets rights-of-way.” The report recommends we re-envision the public right-of-way “as limited and increasingly valuable public space and reprioritizing its use – [in response to roadway violence, climate change impacts, and black, indigenous, and people of color’s lack of access to open space] – will open myriad possibilities for improving city life.”
- **We have a strong foundation.** While the PSPS Element is new, the city has been a leader in creating places and spaces for people, but understand we have a ways to go. We will build on our experience and expand our existing programs that activate public rights-of-way, reclaim streets and space for people, and partner with the community to identify the types of improvements they would like to see.



- **Climate change is accelerating.** Seattle continues to experience extreme weather events, which are expected to have a greater impact on the most vulnerable social groups, low-income households, communities of color, immigrant populations, and those experiencing homelessness. The PSPS network provides an opportunity to build capacity for climate resiliency and combat future extreme weather events through projects that include street trees, landscape features, rain capture, and green stormwater management infrastructure. This work advances our desire to expand the urban tree canopy and builds on current partnerships with Seattle Public Utilities to deliver green stormwater infrastructure (GSI) projects.
- **Vehicle miles traveled (VMT) reduction.** Approximately 60% of Seattle’s greenhouse gas emissions are from road transportation,<sup>10</sup> and nearly 50% of trips are under 3 miles.<sup>11</sup> The PSPS network increases access to new travel choices and the opportunity for people to meet their everyday needs through short walks, bike rides, or transit rides. This change in travel choice has the potential to reduce overall VMT and GHG emissions.
- **Public transit options are expanding.** Investments in public transit systems, like Link light rail extensions, RapidRide bus expansions, and ferry terminal improvements, will change how people move around Seattle. The PSPS network supports public realm investments to improve first and last mile non-motorized access around transit, particularly at Link light rail stations, major transit access points, and community and mobility hubs. Investments in the public realm include removal of sidewalk clutter and impedances, enhanced wayfinding, universal access improvements, and reconstruction of the public realm around light rail stations. *See the Transit Element for further information around Community and Mobility Hubs.*
- **Travel pattern changes and increased neighborhood-level activity.** The increased number of people that work from home (a result of the COVID-19 pandemic) has led to more neighborhood-based trips and activity and a need for neighborhood-scale public spaces that foster social interaction.
- **Interest in public realm improvements funded by off-site public benefits.** Development projects are required to provide public realm enhancements and benefits as part of “public benefits” from right-of-way vacations, term permits (e.g., skybridges), and Land Use Code tools. Frequently, these public benefits are localized to the development site. As a result, public realm enhancements through public benefits tend to be concentrated in areas of the city with high growth and high opportunity. In highly developed areas such as Downtown, it also often can be difficult to identify public benefits of an appropriate scale because redesign opportunities in the right-of-way can be quite limited. There is growing interest in creating better alignment between city goals centered on geographic and equitable spread of investments, climate resilience, and the types and location of public realm enhancements funded through public benefits.
- **Create low-pollution neighborhoods.** Mayor Harrell signed Executive Order 2022-07 which directs SDOT to explore carbon-free, low-pollution neighborhoods, among other actions, to reduce transportation sector emissions. Concepts like low-emissions zones, eco-districts, resilience districts, and super blocks, serve to limit climate emissions, foster pedestrian-

---

<sup>10</sup> [https://www.seattle.gov/documents/Departments/OSE/ClimateDocs/GHG%20Inventory/2020\\_GHG\\_Inventory\\_Oct\\_2022.pdf](https://www.seattle.gov/documents/Departments/OSE/ClimateDocs/GHG%20Inventory/2020_GHG_Inventory_Oct_2022.pdf)

<sup>11</sup> <https://seattle.curbed.com/2019/9/18/20872184/seattle-micromobility-congestion>

oriented streetscapes, and improve health outcomes. Specifically, the Executive Order directs SDOT to plan and pilot at least three low-pollution neighborhoods by 2028.

- **Augment existing partnerships and coordination between multiple departments.** There is a benefit to strengthening and systematizing ongoing coordination and programmatic ties amongst SDOT, the Office of Economic Development (OED), the Office of Planning and Community Development (OPCD), Seattle City Light (SCL), Seattle Fire Department (SFD), Seattle Public Utilities (SPU), and Seattle Parks and Recreation (SPR) to identify projects of mutual benefit, mitigate displacement, provide holistic public realm investments (e.g., sidewalk decluttering combined with a façade upgrade program), and coordinate funding. This is critical to make creating People Streets and Public Spaces easy and normalized.
- **Streets as open space.** SDOT and SPR have successfully partnered to transform streets into places that fill critical open space needs, like Bell Street and Gemenskap Park. SPR’s 2017 Parks and Open Space plan identified several other Seattle communities with gaps in access to public open space. Neighborhoods with gaps in access include higher density urban villages and equity priority communities outside urban villages. In many of these neighborhoods, high property costs and lack of developable parcels pose a significant barrier in SPR’s ability to deliver adequate public open space. A collaboration between SPR and SDOT to systematically plan and invest in the use of the streets as public open spaces can address open space access gaps. Seattle’s Park Boulevards, also known as Olmsted Boulevards, can provide further recreational opportunities for people biking, walking, rolling, and engaging in other activities.
- **Reconnect communities.** Community-led efforts (such as Reconnect South Park and Lid I-5) to reconnect neighborhoods divided by past freeway projects have gained momentum over the last several years. SDOT can support these efforts to mitigate past harms while creating new people-focused spaces and connections that meet community needs.
- **Transform Downtown.** The COVID-19 pandemic impacted the vitality of Downtown. Local businesses closed, fewer workers commuted Downtown, and streets and sidewalks felt emptier than normal. Despite this, SDOT continues to make major investments Downtown. Downtown has the potential to become a more powerful destination for activities other than work, such as theater, concerts, events at the Convention Center, and programming on the waterfront. Tourism, regional and international will be an ever-increasing focus for economic recovery. It will be more accessible to visitors as Link light rail continues to expand and the Seattle streetcar network is completed. Major opportunities and challenges for a greater Downtown (as envisioned in the Imagine Greater Downtown<sup>12</sup> initiative) include:
  - Leverage private development for public benefit
  - Use public space to create new parks and open spaces
  - Increase connections to water (the lake and sound) and vegetation systems (natural habitats and urban green canopy)
  - Connect across, over, and under I-5, and include lid opportunities in the Chinatown International District and Denny Triangle

---

<sup>12</sup> [https://www.seattle.gov/documents/Departments/SDOT/TransportationPlanning/IGD\\_FullPlan\\_FINAL\\_ADA.pdf](https://www.seattle.gov/documents/Departments/SDOT/TransportationPlanning/IGD_FullPlan_FINAL_ADA.pdf)

## Creating People Streets and Public Spaces

By establishing the People Streets and Public Spaces program, Seattle joins other world class cities focused on creating people streets and public spaces. The following section highlights examples from New York City, Los Angeles, and London.

### **New York City: Plaza Equity and Pilot to Permanent**

The New York City Department of Transportation (NYC DOT) [Plaza Program](#) works with local organizations to create neighborhood plazas throughout the city, transforming underused streets into vibrant, social public spaces. It is a key part of the city's effort to ensure that all New Yorkers live within a 10-minute walk of quality open space. NYC DOT prioritizes locations in neighborhoods that lack open space, and partners with community groups that operate and maintain these spaces. The city also has a Plaza Equity program, which provides funding, active support, and capacity building to plaza partners in higher need areas.



**Corona Plaza** in Queens



**Doyers St** in Manhattan's Chinatown

*Photo Source: NYC DOT*

## LOS ANGELES: COMMUNITY DRIVEN PUBLIC SPACES WITH A KIT OF PARTS

The LA People Street (St) Program facilitates community-driven partnerships to build, program, and steward small-scale public spaces. Community partners apply to install a Plaza or Parklet. Partners identify an appropriate site, conduct outreach, raise funds, and provide long-term management, maintenance, and operations of the project. LADOT supports with design development, plaza installation, and striping, planters, signage, and other expenses. To simplify the process, LADOT developed a Kit of Parts that includes standard, pre-approved materials, and furnishings, ranging from signage and roadbed graphics to ping-pong tables. This reduces the burden on partners and helps avoid lengthy project review. By converting underused or redundant street space into a people place, the People St Program creates venues for community gathering, supports local business, and facilitates future investment in more permanent, capital-intensive public space designs.

**Leimert Park Village** is the center of Leimert Park community, a historically Black neighborhood, and provides space for gathering and celebrating the area's rich cultural history.



**Noho Plaza in NoHo Arts District**



**Leimert Park Village**

*Photo Sources: Project for Public Spaces; LADOT/Jim Simmons*

## LONDON: A RANGE OF STREET TYPES TO MEET LOCAL NEEDS

London's Better Street program, created in 2009, supports the street network and public spaces across the city. The program was created to balance place-specific needs with an efficient road network, delivering more than 80 public realm projects since the program began. The Better Streets approach emphasizes the importance of streets meeting several needs simultaneously, as hubs for travel, business, homes, and leisure. Projects build from the existing character and context, layering on simple, lasting measures to enhance public experience. Better Streets advocates a "staged approach" to different street functions, from completely redesigning a space to simple, light-touch measures to make a street more functional and attractive.

### Decluttering and Tidying Up

**Leyton High Road.** Working with stakeholders, a package of improvements was implemented that de-cluttered the street and renewed shop fronts and facades. Street lighting was also upgraded and building facades were illuminated to draw attention to heritage architecture along the street. These improvements have encouraged increased consumer activity, civic pride, and business confidence in local stakeholders.



*Leyton High Road, Before and After. Photo Source: Google Maps*

## Designing Streets to Support Mobility and Economic Health

**Leicester Square**, the “physical heart of London’s West End,” used a design competition and extensive community liaison activity to inform the redesign of the area into a coherent public realm of the gardens, public squares, and connector streets.



**Piccadilly Two Way (P2W)**



**Leicester Square**

*Photo Source: The Architects’ Journal; SAIC Construction*

*<https://www.architectsjournal.co.uk/archive/revealed-radical-piccadilly-circus-overhaul-by-atkins>*

## Intermittent Pedestrianization

The Venn Street shared surface scheme expanded the public realm and created vehicle restrictions from Friday to Sunday, prioritizing pedestrian activity and enhancing the quality of usable space for local business and markets. The project included a shared maintenance agreement with businesses on the street who contribute largely through the renting of outdoor space.



**Venn Street.** *Photo Source: Urban Movement, <http://www.urbanmovement.co.uk/>*

## Challenges

- **The delivery of projects is concentrated in areas of opportunity.** Current place-based investments rely almost exclusively on ad hoc funds and private development, which is required to provide public benefit or a community-initiated project. The absence of a public space plan and investment strategy results in the concentration of public space and sidewalk investments in high-development opportunity neighborhoods. This results in unequal access to PSPS for historically underserved populations, low-income households, and BIPOC communities.
- **Program requirements can create equity barriers.** Public Space programs depend on private residents, businesses, and community groups to apply for permits, build the interventions, and maintain them. Even with reduced permit fees and other programmatic improvements, inequities will always exist in a system that relies on those with time and resources to lead the process. The creation of a city-wide PSPS program and network can help reduce or eliminate these inequities.
- **Program expansion is opportunistic and lacks long-term maintenance support.** Stewardship and long-term maintenance of existing PSPS features often falls to local communities, many of which do not have capacity or resources. The PSPS network would benefit from a coordinated investment strategy to achieve social, economic, and environmental goals.
- **The design and measurement of success.** Better models and methods are needed, both for collaborative design processes that reflect community values, aesthetics, and needs, and to monitor success through public life activities, economic development, and public health outcomes. A coordinated approach is needed to identify year-over-year impacts including expanded data collection and evaluation of progress against agreed upon metrics.
- **Accessibility barriers.** Many sidewalks are cluttered with objects that can present barriers to people with disabilities or pushing strollers. A lack of age-friendly seating, shade, and other attributes that contribute to a comfortable environment can also present barriers. Other significant accessibility barriers include tens of thousands of sidewalk uplifts, obstructions, cross slope issues, and curb ramps that require remediation or construction. *See Pedestrian Element for more.*
- **Pedestrian safety.** The recent increase in pedestrian crashes and fatalities challenges Seattle to do more to improve pedestrian safety. Concerns about personal safety also make people feel unsafe walking. *See Pedestrian Element for more.*
- **Loss of tree canopy.** The most recent measure of Seattle’s tree canopy shows that the city lost 255 acres of tree canopy from 2016 to 2021 (from 28.6% to 28.1% of the city area, respectively). The biggest concern is the unequal distribution of the loss in tree canopy, with the highest decline in South Seattle,<sup>13</sup>. The result is a disproportionate impact on historically underserved populations.
- **Public Restrooms.** Lack of publicly accessible restroom facilities in the city, especially near frequent transit. Public restrooms are crucial to public health and livability. However, they are challenging to build, maintain, and keep safe.

---

<sup>13</sup> <https://www.seattletimes.com/seattle-news/politics/seattle-has-lost-255-acres-of-tree-canopy-heres-why/>

- **Need for additional design standards for people-oriented streets, public spaces, and street furniture.** *Streets Illustrated*<sup>14</sup>, the Seattle Right-of-Way Improvements Manual, identifies several different street types and associated design standards and guidance. There is a need to develop additional design standards for shared and pedestrianized streets and public spaces, and a standard kit of street furniture (e.g. seating, trash cans, bollards, etc.), to improve consistency in the design of these investments and normalize them within SDOT's standard lines of business.



*Pike People Street with flags and barricades*

---

<sup>14</sup> <https://streetsillustrated.seattle.gov/>



## COMMUNITY ENGAGEMENT

Extensive public outreach and engagement was integral to the STP development process. We used a variety of tools, such as two online interactive maps, open-ended surveys, in-person events, festivals, listening sessions, and open houses. Public engagement for the STP occurred from March 2022 to November 2023. Please see Chapter 2 in Part I of the STP for more details on the public engagement process and feedback received. (Supports TEF 29.1)

### **We heard a strong desire from the community for more People Streets and Public Spaces in Seattle.**

In the first phase of public engagement (May to August 2022), we received over 3,700 PSPS-related comments that helped shape the element. In the second phase of engagement (December 2022 to February 2023), we requested feedback on draft PSPS network maps and received 327 map comments that were later used to refine the network maps. We also asked people to review a “menu of actions” and indicate which actions they would support, and three out of the five actions with the greatest number of “likes” were related to PSPS, shown in **Figure 2**. In the third phase of public engagement, we received strong support for the draft PSPS Element. The public comments we received directly inform the policies, programs, and strategies found in this element. (Supports TEF 29.1)

**Figure 3** shows the frequency of PSPS-related comments from Phase 1 engagement, which closely mirrors **Figure 4**, which shows a heat map of where people specifically said they would like to see People Streets or Public Spaces when presented with the draft PSPS network during Phase 2 engagement.

Figure 2: Most Supported PSPS-Related Actions

### Make more space for pedestrians

How can we make it easier for you to choose to walk or roll? *What we heard most often:*

- Small actions are powerful—fill sidewalk gaps, enforce existing rules, and improve intersections to make walking a safer and better option
- Make more neighborhood streets pedestrian-only—and provide more space for people walking on arterials
- Widen and improve sidewalks—they should be comfortable to use for people with wheelchairs or strollers



1,098 387

### Increase people-friendly streets

How can we improve our streets and public spaces in urban villages and around transit hubs? *What we heard:*

- Need more human-scaled streets and intersections with walkable destinations along them
- Ensure that pedestrian- or transit-only spaces are clean and safe

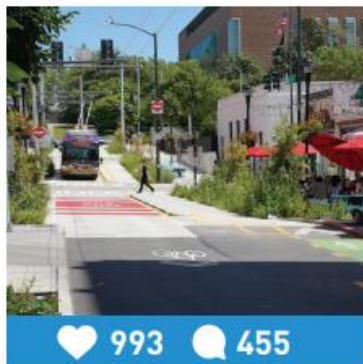


1,032 316

### Reallocate street space

What do you want to see on streets where space for cars is reduced? *What we heard:*

- Provide more safe, dedicated space for people walking and rolling and for transit
- People would like more street trees, Play Streets, parklets, benches/seating, outdoor dining, and other places to gather



993 455

Figure 3: Frequency of PSPS-related Supportive Comments (Phase 1 Engagement)

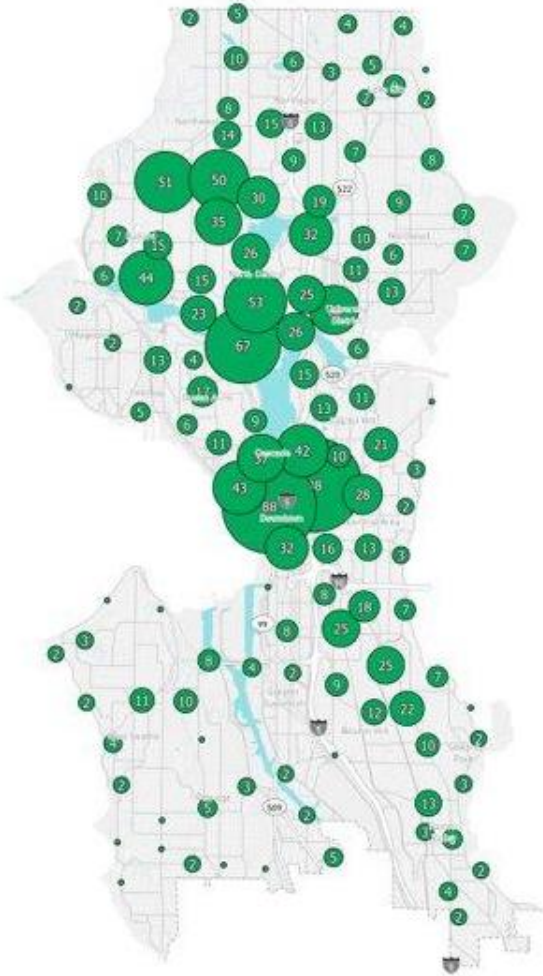


Figure 4: Heat Map of Where People Would Like to See a People Street or Public Space (Phase 2 Engagement)



## General Themes

Several general themes emerged related to the PSPS network and policies, including:

Theme	Quotes from Public Comments
<b>Create more spaces for community gatherings.</b> We need high-quality public spaces in every neighborhood, especially as Seattle grows.	"I think all neighborhoods can benefit from sidewalk seating and gathering spaces, weekend closures of more roads and streets for walkers and bikers."
<b>Create places with fewer cars.</b> Seattle needs a major shift toward pedestrianized, bike-friendly, transit-connected, car-free streets. Convert streets into car-free zones, and include iconic locations, such as Pike Place Market, Pike/Pine in Capitol Hill, and The Ave in the University District.	"I feel like we need more streets that are truly closed to car traffic. Urban cores like downtown, Old Ballard or the West Seattle Junction could benefit from Car free zones for pedestrian zones that also can accommodate bikes and rollers." "Pedestrianize commercial streets such as Pike Place, Ballard Ave, Melrose, etc. Streets should be for people not cars."
<b>Provide more pedestrian-scale elements.</b> Wayfinding, pedestrian-scale lighting, trash bins, and other elements were mentioned as strategies to make PSPS streetscapes more comfortable.	"I would love safe (good lighting) streets with access to trash bins (reduce street trash and dog poop) and greenery to walk around the neighborhood."
<b>Improve the maintenance of public spaces.</b> Well-maintained public spaces and facilities would encourage mode shift and improve quality of life.	"Better maintained facilities, especially for people riding bicycles and walking can improve their access to the city."
<b>Add more trees.</b> Increase the presence of street trees and maintain them. Trees make streetscapes more comfortable and reduce the urban heat island effect.	"Please don't forget SDOT's responsibilities for the tree canopy, given how much of the City's land is in SDOT ROW."
<b>Repurpose the right-of-way.</b> Repurpose space for vehicles to provide more space for people, such as public squares, parks, and sidewalk cafes.	"Remove parking; as much as possible. Use the space for sidewalk cafes, bike lanes, literally ANYTHING other than parking."
<b>Create PSPS design standards.</b> We need specific guidelines for how to create safe and attractive public spaces.	"Develop citywide standards for elements like bollards, seating, trash cans, etc., to reduce cost and enable easier design, implementation, and maintenance. Update Seattle's designs for streets to be made more pedestrian friendly and include street types that do not have cars."

## Themes from BIPOC Communities and Equity-Priority Areas

Black, Indigenous, and People of Color (BIPOC) communities and equity-priority areas called out the following as particularly important themes for the Seattle Transportation Plan.

Theme	Quotes from Public Comments
<b>Keep it green.</b> Protect green space and trees and add more of them to increase shade and canopy, especially in underserved neighborhoods.	"Planting more trees, especially big ones where there are no power line issues along streets and sidewalks will reduce urban heat island impacts. This is especially needed in low canopy areas. SDOT needs to give priority to protecting existing trees and watering new trees to ensure their survival. Trees along busy streets will help slow traffic and help increase safety for pedestrians, cyclists, and drivers alike."
<b>Prioritize outreach.</b> Center development based on hubs and assets that have been identified by the community.	"Prioritize outreach to gather feedback from historically marginalized groups - meet with community advocates and leverage existing community hubs AND THEN take action based on that feedback."

# PEOPLE STREETS AND PUBLIC SPACES IN SEATTLE

While the PSPS Element is new, the city has a long history of implementing projects and programs that meet the goals and objectives it outlines. The city, our residents, and private development all play a role in creating People Streets and Public Spaces. The city has a broad reach and implements improvements citywide, in close collaboration with community stakeholders. While development projects are required to provide public realm enhancements, they are typically localized to the development site.

Achievement of the PSPS network vision will require many types of investment with varying design and function. The types of People Streets and Public Spaces fall on a spectrum from streets that prioritize pedestrians and allow vehicle travel to spaces that are fully dedicated to people, as shown in **Figure 5**. This section describes the categories of People Streets and Public Spaces and how they collectively achieve the PSPS vision.

Figure 5: Range of People Street and Public Space Categories



## PSPS CATEGORIES OVERVIEW

**Table 2** provides a high-level definition of each PSPS category and more detailed profiles are included at the end of this section. The detailed profiles include a description, opportunities that category supports, selection criteria, design tools, and Seattle examples.

Table 2: People Streets and Public Spaces Category Definitions

PEOPLE STREETS	
<b>Destination Streets</b>	Streets in the heart of a neighborhood with a high density of destinations—shops, restaurants, cultural centers, and more—that will receive strategic investments to make them safer and more enjoyable for walking, rolling, and lingering as well as optimize their curb side uses.
<b>Strolling Streets</b>	Streets designed as linear park-like streets for recreation, exercise, connecting with nature or community, or traveling to specific destinations. These are typically along streets with lower vehicle volumes and speeds.
<b>Shared Streets</b>	Streets that create “people first” spaces either permanently or during certain times of the day or week. They inform access and curbside priorities along a street and are typically identified in partnership with the surrounding community. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets.
<i>Healthy Streets</i>	Streets designed 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.
<i>Café Streets</i>	Streets designed for high levels of foot traffic and lots of restaurants, street 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.
<i>School Streets</i>	Streets designed 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.
<i>Event Streets</i>	Streets designed to host intermittent community events, such as farmers markets. These are street blocks where events may close movement of all vehicles, except emergency access, on a frequent or intermittent basis. No parking, loading activities, or business access is allowed during closures.
<i>Special Alleys</i>	Historic and special alleys with community destinations or retail density that generate human-scale spaces and accommodate essential service functions.
<i>Pedestrianized Streets</i>	Streets where people walking take priority that are permanently or intermittently closed to motorized vehicles. They are typically located along land uses that generate pedestrian activity, such as shops, restaurants, museums, and tourist attractions.
<b>District Approach</b>	An area-wide network of various categories of People Streets and Public Spaces that work together to create walkable neighborhoods and a sense of place. Depending on their location-specific goals, these districts may also be described by concepts such as low-pollution neighborhoods, resilience hubs, eco districts, low emissions zones, or home zones.
PUBLIC SPACES	
<b>Plazas</b>	Permanently pedestrianized spaces in the right-of-way that are designed to not allow vehicular access but could allow vending or food trucks for activation. They are typically found in active retail areas or at bus, streetcar, and light rail transit stops and stations.
<b>Shoreline Street Ends</b>	Designated areas for public access to the shoreline that occur where streets meet a shore.

## SCALE OF INTERVENTION

Achieving the PSPS vision will require different scales of intervention given the diversity in neighborhoods. PSPS interventions will range in complexity and cost as some will be temporary improvements or pilots, and others will be permanent, capital-intensive commitments. In some cases, projects may initially be tactical, pilot projects to enable iteration and design refinements to inform more transformational projects.

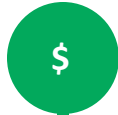
In certain contexts, light-touch measures are all that is needed to make a street or place more functional and attractive. A context-sensitive approach that seeks to understand how the space is used and what the community desires and needs will ultimately inform the selection of the right type and scale of intervention.

**Table 3** describes the range of possible actions we can take. It includes three different scales of intervention, description, application considerations, and a sense of how much each type of intervention would cost.



Table 3: PSPS Scales of Intervention in Streets and Spaces

Scale of Intervention	Description	Application Considerations
<b>Spot Improvements</b>	<p>Tidy Up &amp; Declutter: Spot improvements such as removing unnecessary road markings or damaged street furniture, adding flexible porous surface treatment to tree pits, and making other similar upgrades that respond to the community's immediate needs. This would also include removal of clutter and/or consolidating street furniture and signs using strategic justification for every individual piece of infrastructure in the street.</p>	<p>Implemented in the near-term, serving as early wins. These types of improvements are often noted through community feedback for areas with high volumes of foot traffic and at Community and Mobility Hubs.</p>
	<p>Add Street Furniture: Spot improvements such as combining signage and lighting, eliminating unproductive furniture, relocating street furniture to better fulfill its intended use, and adding essential infrastructure that supports walkability such as benches, pedestrian wayfinding, bollards, and pedestrian lighting.</p>	<p>Consider adding discrete elements that do not require modification to the curb or street operations.</p>
<b>Pilots &amp; Tactical Redesign</b>	<p>Includes temporary improvements and interim public space enhancements such as tactical plazas and street pilot projects. Projects would typically consider changes to user priority; changes to travel lane widths or traffic signal removal; reallocation of right-of-way; and inclusion of delineator posts, planters, paint, and similar elements to create People Streets and Public Spaces. Pilots and tactical projects would typically be evaluated through public life and other studies and community engagement to refine the design and evaluate for advancement to permanent or transformational placemaking.</p>	<p>Pilots and Tactical Redesign are tools for quickly testing and deploying concepts and adjusting to user experience and feedback to inform more permanent and transformational investments. Projects could be at intersections, block faces, or span multiple blocks (e.g., Ballard Ave). Consider the construction of interim curb bulbs and widened sidewalks, the timing of signals, operational changes, elimination of slip lanes, use of traffic diverters, and closure of specific blocks using tactical delineator posts and planters.</p>
<b>Transformational Placemaking</b>	<p>Permanent redesign of the street. This may include creation of shared streets, new plazas, use higher quality materials to create signature areas, extensive green stormwater investments, integration of holistic corridor redesign projects from property line to property line, and intersection redesign.</p>	<p>Typical applications will include intersections, entire blocks, or series of blocks. In many instances, tactical and pilot projects may inform more permanent transformational investments. Projects may be on the sidewalks, between curb and curb, or span the whole street between property face and property face. These projects are opportunities to collaborate with OED, SPU, and SPR to implement green infrastructure, support business districts through multifaceted investments, and close gaps in access to open space.</p>



## HOW PEOPLE STREETS AND PUBLIC SPACES ARE IDENTIFIED

The PSPS Inventory and Future PSPS Network maps presented in **Figure 6** to **Figure 17** below establish a foundation and vision for where PSPS opportunities exist. Specific People Streets and Public Spaces projects will be identified and implemented using different approaches, but no matter what approach is taken, communities will be at the center of decision-making. Below are four ways People Streets and Public Spaces projects may come to fruition:

- **PSPS Plans**—projects proactively developed in collaboration with communities.
- **Community Requests**—projects developed in response to community requests.
- **Through Permitting**—projects identified during the permitting of private development, as Public Benefits, or where there is concentrated public space activity programming.
- **Partnering Opportunities**—projects identified opportunistically through the SDOT project development process; through private development project reviews; through large capital projects led by others like future light rail investments; through program coordination such as with community and mobility hubs; or through partnerships with other agencies or City departments.

### ACTIVATION AND PERMITTING

PSPS strategies incorporate public space programming, which brings free activities like arts, culture, fitness, and educational experiences to public spaces. At SDOT, we work with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality. *Streets Illustrated* (Seattle’s Right-of-Way Improvements Manual, Section 4.1. City of Seattle Permit Process) outlines programs for parklets, outdoor dining, vending, street closures by permit, and festival streets.

## PSPS CATEGORY PROFILES

The following profiles provide detailed descriptions of each PSPS category. They include an overall description, opportunities, selection criteria, design tools, how projects are identified, possible scales of intervention, and examples found in Seattle.

## Destination Streets



Retail Area on Lake City Way NE

Destination Streets focus on strategic sidewalk and intersection improvements in business areas that contain pedestrian-oriented retail and services. PSPS interventions along Destination Streets generate equitable public realm enhancements in business districts citywide and prioritize placemaking improvements in areas where there are people walking.

## Opportunities

- Create street space focused on people and public space
- Prioritize pedestrians at street crossings and intersections
- Support economic development in business districts
- Manage critical access to the curb and loading needs of local businesses
- Make it safe and easy for people traveling to or from the destination street by transit, biking, or walking

## Selection Criteria

- Typically located along street segments where there is a Pedestrian Zone<sup>15</sup> or Neighborhood Commercial Zone designation and observed pedestrian retail areas at least 1 block in length.

## Design Tools

Safety improvements, such as increasing the density of marked and signalized crosswalks, including all-way crossings (i.e., pedestrian scrambles) and mid-block crosswalks; re-channelization of vehicular lanes; installing medians, raised intersections, and raised crosswalks. Public space improvements, such as widening sidewalks, and incorporating pedestrian-scale lighting, landscaping and trees, wayfinding, seating, and public art.

### How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	
Partnering Opportunity	✓

### Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

## Examples

King St (Chinatown International District), Rainier Ave (Columbia City), and Martin Luther King Jr. Way (Othello)

<sup>15</sup> Pedestrian zones are a land use designation from the Seattle Municipal Code and Streets Illustrated that requires additional sidewalk widths.

## Strolling Streets

Strolling Streets are where walking can be enjoyed, whether to access destinations, get exercise, or connect to nature and open space. They include streets that have low traffic volumes and slower speeds and offer a low stress environment for pedestrians and bicyclists. Strolling streets are linear park-like streets with abundant landscaping and street furniture.

### Opportunities

- Encourage walking trips by making it a pleasant journey
- Provide a climate resilient landscape along streets
- Support placemaking and neighborhood livability
- Foster a people-centered street culture

### Selection Criteria

- Typically supported by pedestrian-oriented retail and a mix of medium-to-high density multifamily residential and retail uses.
- Along streets with lower traffic volumes and speeds.
- In some instances, successful Strolling Streets or segments of Strolling Streets may become candidates for future Shared Streets, such as Pedestrianized Streets.



14<sup>th</sup> Ave NW in Ballard (top) and Pontius Ave N in South Lake Union (bottom)

### Design Tools

Safety improvements, such as increased density of marked and signalized crosswalks, including all-way crossings (i.e., pedestrian scrambles) and mid-block crosswalks; re-channelizing vehicular lanes; installing medians, raised intersections or crosswalks, bollards, speed humps, or diverters. Public space improvements, such as widening sidewalks (reclaiming space from flex or vehicular lanes) or building raised/curbless streets, and incorporating pedestrian scale lighting, green stormwater infrastructure, landscaping, wayfinding, seating, and public art.

### How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

### Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

### Examples

S Edmunds St (Columbia City), Melrose Promenade; NE 43<sup>rd</sup> St (U District), 8<sup>th</sup> Ave, Yale Ave, and Terry Ave (South Lake Union)

## Shared Streets



*Example of a Healthy Street*

Shared Streets are people-first spaces either permanently or during certain times of the day or week. They incorporate design measures that allow pedestrians, bicyclists, and vehicles to co-mingle in the right-of-way, while still accommodating the critical access needs of businesses and emergency vehicles. The street is designed to keep speeds low.

We will partner with the community through future neighborhood studies to identify the specific type(s) of Shared Street treatments and conversions that are appropriate in that particular context. Shared Streets include a range of potential design treatments, which

will be determined through a participatory discussion with the community. Shared Streets may be implemented as pilots with tactical improvements. Once successful as proof of concept, they can be prioritized for large capital investments.

Shared Streets can take the form of **Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets** or could be used in combination. These are described in more detail on the following pages.

### Opportunities

- Foster a culture of safe and low-stress spaces inside neighborhoods
- Provide more space for people to walk, bike and gather for community activities
- Promote safety through the reduced speed of vehicles that travel through PSPS locations

### Selection Criteria

- Typically found on non-arterial streets with low vehicle traffic volumes and speeds and no bus service.
- Can also occur on arterial streets with high pedestrian volumes, where the land use immediately adjacent supports pedestrian activity (e.g., shops, restaurants, museums, tourist destinations).
- The access and loading needs of the properties along these streets is critical to understand their suitability as a shared street and should include consideration of whether these needs can be met on side streets, off street, or in alleys.

## Design Tools

The design of Shared Streets should always prioritize pedestrians. Vehicular access may range from local access only, to business loading and unloading, to emergency access only. Retrofitted Shared Streets may include elements, such as bollards, diverters, planters, curb bulbs, speed humps, murals, and special street signs. Fully rebuilt Shared Streets typically include integrated and textured paving from property line to property line to signal to vehicles that they are on a special street that prioritizes people and accommodates vehicular local access, but only at very slow speeds. Street furniture such as benches, lighting, trees, bollards, and landscaping are placed strategically to create narrow areas that further slow vehicular speeds down.

### How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

### Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

## Shared Streets: Healthy Streets

Healthy Streets are always open to people walking, rolling, biking, and playing, but closed to pass-through traffic. This distinction makes them different than Neighborhood Greenways. The goal of Healthy Streets is to provide people walking, biking, and rolling access to the full width of public right-of-way. People driving who need to access homes and destinations along Healthy Streets are intended to move at the speed of play and share the space with people outside of vehicles. People who drive on the street to make deliveries, provide essential services (emergency access, public utilities), and visit homes and businesses expect people to be in the street and drive at slow speeds.



*Example of a Healthy Street*

Healthy Streets were originally introduced to provide space for social distancing in response to the COVID-19 pandemic and are now being made permanent and piloted in new locations as part of the PSPS, Bike+, and pedestrian networks.

## Opportunities

- Provide safe spaces for people to walk, bike, roll, and gather in their neighborhoods
- Improve physical and mental health of individuals and communities through recreation, physical activity, and community connections
- Reduce barriers to hosting small community gatherings in the street; because Healthy Streets are closed, no permit is required for Play Streets, Trick-or-Streets, or similar events

## Selection Criteria

Any non-arterial neighborhood street may be considered for a future Healthy Street. Existing or planned neighborhood greenways are common candidates for Healthy Streets. Future Healthy Street pilot locations will be selected through a needs assessment (increasing access to public open space, equity) and feasibility analysis. Pilot locations may be made into permanent Healthy Streets after an evaluation that considers quantitative traffic data and qualitative information gathered through public engagement.

## Design Tools

Healthy Streets are identified through their gateway features that narrow the street entrance and prominently display Street Closed and Healthy Street signs alerting drivers to share this street with people outside of vehicles. Additional features can include improved crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way. They can also include diverters to limit vehicle through traffic without inhibiting movement of people walking or biking, and street murals to discourage people from driving on Healthy Streets. Elements that allow street play activities, such as hopscotch and basketball, that would normally require a street closure permit and infrastructure to encourage gathering, such as benches and art can be included. Trees, plants, and green stormwater infrastructure may be included where appropriate. Additional design tools may be identified through the Healthy Street Toolkit.

## Examples

Bell St (Belltown), 32nd Ave NE (Little Brook/Olympic Hills), 18th Ave S (Beacon Hill)



## Shared Streets: School Streets



School Street  
(Image Source: Seattle Public Schools)

School Streets prioritize people walking, rolling, and biking to school. They help encourage families to walk or bike to school, provide a safer school environment by eliminating through traffic, and improve air quality next to the school. They may include one or two street blocks directly adjacent to a school.

People driving to homes and destinations along School Streets, school district-provided and Americans with Disabilities Act (ADA) transportation, and emergency and service vehicles retain access and are still able to drive

on these streets. School staff can close School Streets to all traffic temporarily at school arrival and departure times or for school programming during the day.

### Opportunities

- Provide a safer environment and improved air quality around schools
- Encourage families to walk or bike to school
- Provide additional space for recreation for the school community and neighborhood

### Selection Criteria

Any non-arterial neighborhood street adjacent to a school. School Streets must be requested by school administration and cannot have a public bus route or layover.

### Design Tools

Initial installation includes temporary “Street Closed” and branded signage. Permanent School Streets include student artwork on the street and permanent signage in painted curb bulbs with bollards to narrow the street entrance. Additional improvements such as planters, spaces that invite play, diverters to discourage vehicle through traffic, or de-paving can be included where appropriate and where funding allows.

### Examples

14th Ave NW (Whittier Elementary), SW Dakota St (Genesee Hill Elementary)

## Shared Streets: Café Streets

Café Streets have lots of foot traffic and a high density of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. The street is designed to keep speeds low and operates to give priority to pedestrians. Goods loading and business access is accommodated at the curb, and emergency and local access is maintained. Parking is not a priority on Café Streets. Café Streets may have intermittent full closures, ideally without requiring a permit.



*Ballard Ave Café Street*

## Opportunities

- Bring Café Streets to more communities, reducing inequities
- Build relationships with small businesses and support their operation
- Encourage walking and use of public space by creating more vibrant and welcoming streets

## Selection Criteria

Adjacent land uses are predominantly mixed use, with commercial or other pedestrian activity-generating uses at street level; there is interest from adjacent businesses or the community.

## Design Tools

Café Streets can include design tools such as seating and tables, weather protection, public art, murals, plazas, street planting, bollards, higher quality pavement materials, or traffic calming, as well as programming and activation through buskers, performing artists, or vendors. Additional features can include improved crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way. They can also include diverters to limit vehicle through traffic without inhibiting movement of people walking or biking, and street art to further slow vehicular traffic.

## Examples

Ballard Ave

## Shared Streets: Special Alleys

Special Alleys can break up the street grid or large blocks by creating a porous and interesting walking environment. They generate human-scale spaces that expand retail density and community assets, and they accommodate essential service and access functions for businesses or institutions. Special Alleys support community objectives for local placemaking. The PSPS program will identify future Special Alleys in collaboration with the community.



*Canton Alley (Image Source: UW Urban Commons Lab / Nakano Associates)*

## Opportunities

- Articulate a more standardized approach to balancing people space with critical access and service functions of alleys
- Define criteria for future interventions as there is not a means to improve or channel investments to these spaces currently

## Selection Criteria

Existing commercial alleys, historical alleys, alleys with approved concept plans, dense urban districts with substantial mixed-use development and pedestrian oriented retail, or alleys with active retail frontages along the alley

## Design Tools

High quality pavements, pedestrian-scale lighting, green walls, and festival lighting. Partner with adjacent property owners and businesses to create active storefronts, café seating, and other active uses, and consolidate trash pickup.

## Examples

Nord Alley (Pioneer Square), Canton Alley (Chinatown), and Nihonmachi Alley (Japantown)

## Shared Streets: Event Streets



*Summer Streets 2013 PhinneyWood*

Event Streets are specific street blocks that are suitable for community events. These are blocks where events may prohibit vehicle access on a frequent or intermittent basis (emergency access is always maintained). Parking, loading, and business access is prohibited during closures. Event Street designations provide the opportunity to enable more frequent community activation of the right-of-way. Event Streets can include seasonal closures, such as Open Streets, Summer Streets, and similar programs that reimagine the use of the right-of-way.

### Opportunities

- Support communities and local placemaking
- Enable more frequent activation of the right-of-way by communities

### Selection Criteria

Typically implemented on non-arterials at the heart of neighborhoods, but in some cases on arterials

### Design Tools

Event streets may be established on existing streets using movable barriers or removable bollards to exclude traffic or designed into new streets. May take the form of curb-less streets and include features such as power outlets and posts for banners and temporary festival lighting.

### Examples

Farmers Market streets, designated Festival Streets, such as South Roberto Maestas (Beacon Hill) and other curbless blocks around Link light rail stations, and streets with community events, such as night markets, food truck nights, and craft shows

## Shared Streets: Pedestrianized Streets



*Occidental Avenue S in Pioneer Square*

Pedestrianized Streets are streets that create great places for people to socialize, play, shop, linger, or just pass through. They are either permanently or intermittently closed to motorized vehicles. People walking take priority. Deliveries may still be permitted at certain times of day, and emergency access is maintained. Pedestrianized Streets create attractive public spaces which encourage walking and a sense of community.

### Opportunities

- Provide more space in high pedestrian traffic areas
- Provide space for businesses to “spill out into the street” creating interest and economic exchange opportunities
- Grow the network of pedestrian-only areas and define a toolkit of approaches to enable critical business access needs and pedestrian priority
- Some School Streets and Special Alleys may be good candidates for pedestrianization.

### Selection Criteria

Typically, non-arterial streets with adjacent land uses generating pedestrian activity, such as shops, restaurants, museums, tourist attractions, transit hubs, and residences.

### Design Tools

Ranges from lower-cost treatments such as movable barriers to divert traffic to curb-less street. Other features may include bollards, pedestrian-scale lighting, landscaping, high-quality pavements, public art, street furniture, café seating.

### Examples

Occidental Ave (Pioneer Square), Pike St between 1<sup>st</sup> Ave and 2<sup>nd</sup> Ave

## Plazas

Plazas are fully and permanently pedestrianized spaces in the right-of-way. They are not designed for vehicular access except for activation purposes (e.g. food trucks). They are typically found in active retail areas, along active frontages, or at bus, streetcar, and light rail stations. Plazas provide access to transit and support community objectives for local placemaking. Future plazas will be identified in collaboration with the community.



First Hill Pocket Plaza at University St & Boylston Ave

## Opportunities

- Offer spaces of respite from traffic and noise
- Generate public life
- Reclaim underutilized right-of-way for pedestrians (e.g., McGraw Square)
- Improve the transit experience when adjacent to transit stations and hubs

## Selection Criteria

Plazas are typically identified where there is right-of-way that could be transformed into small, park-like open spaces. Plaza investments are especially prioritized where there are gaps in open space, as well as at community and mobility hubs. Plazas may also be identified through the design of other People Street projects. In certain instances, transfer of jurisdiction or maintenance partnerships with Seattle Parks may be possible (e.g., Little Brook Plaza, Delridge Triangle).

## Design Tools

May be established using lower-cost more temporary treatments such as planters or designed as capital projects. May include seating, public art, lighting, landscaping and trees, shelter/canopies, small stages for events, among other features. Include elements that support various travel modes like bike racks, shared mobility parking, and transit furniture.

## How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

## Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

## Examples

McGraw Square (Downtown), Fortson Square (Pioneer Square)

## Shoreline Street Ends

Shoreline Street Ends are designated areas for public access that occur where streets meet a shore. The goals of the program are to equitably improve and maintain shoreline access and enjoyment across a broad spectrum of Seattle's neighborhoods and enhance the shoreline habitat through the inclusion of ecological benefits like native plants and green stormwater treatment.



*E Allison St in Eastlake*

## Opportunities

- Raise neighborhood awareness of Shoreline Street Ends
- Explore new opportunities to leverage funding resources
- Encourage stewardship through an extensive network of community partners

## Selection Criteria

The Shoreline Street Ends Work Plan of 2017 identified 149 locations for improvement. As of 2023, there are 96 Shoreline Street Ends improvements. The program identifies and works with community partners to maintain and improve Shoreline Street Ends for public use.

## Design Tools

Shoreline Street End projects rely on a variety of partnerships for delivery, including partnering with Seattle Parks, Seattle Public Utilities, non-profit and neighborhood groups, and adjacent property owners. Permit fees are also used to fund projects, with a specific focus on increasing equitable access to Seattle's Shorelines. Design tools include:

- Native plantings
- Tables and benches
- Water access stairs or paths

## How Projects Are Identified

PSPS Plans	✓
Community Request	✓
Through Permitting	✓
Partnering Opportunity	✓

## Possible Scales of Intervention

Tidy Up	✓
Declutter	✓
Add Street Furniture	✓
Pilots & Tactical Redesign	✓
Transformational Placemaking	✓

## Examples

W McGraw St (Magnolia), Allison St (Eastlake), South Park Pump Station

## PSPS NETWORK MAPS

### *Current PSPS Inventory*

**Figure 6** through **Figure 11** show the existing PSPS network of public spaces (Plazas and Shoreline Street Ends), and Shared Streets (Healthy Streets, Café Streets, School Streets, Special Alleys, and Event Streets). These exist through public space management permitting and design interventions in the streetscape.

### *Future PSPS Investments*

**Figure 12** through **Figure 17** show the emerging vision for how the PSPS network will develop. The future investment opportunities identified on the following maps draw from existing neighborhood plans, streetscape concept plans, and known community initiatives.

**Our focus will be on equitable distribution of People Streets and Public Spaces so that all communities benefit from the economic, social, and public health benefits of these investments.** Therefore, various neighborhoods have been identified for future community-scale People Streets and Public Spaces Plans to identify local, community-prioritized People Streets and Public Space needs that are not captured in existing plans and projects.

In addition, all the People Street categories listed in **Table 2** are included.

The PSPS future network will be informed by these fundamental network considerations:

- Creating People Streets and Public Spaces in every neighborhood.
- Creating inclusive and welcoming Community and Mobility Hubs.
- Prioritizing communities disproportionately impacted by pollution.
- Reconnecting neighborhoods in communities that have been divided by major transportation infrastructure, freeways, state highways, bridges, and rail lines.
- Increasing access to parks and shorelines in communities with deficits in public open space.
- Continuing to transform Downtown into a people-oriented city center.

For more detail on future actions, see “Programmatic Activities” below.







Figure 8: Existing People Streets and Public Spaces Inventory – West

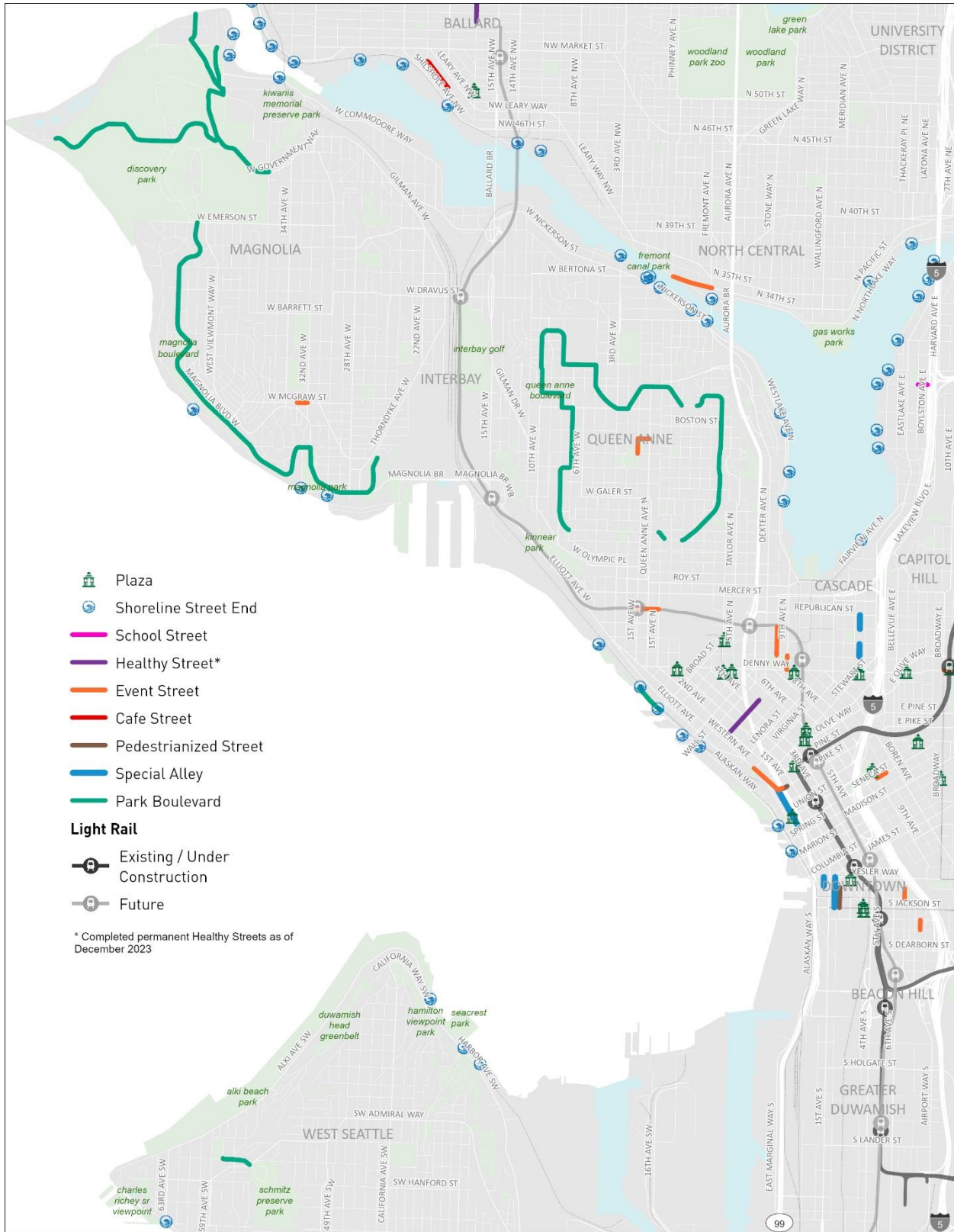


Figure 9: Existing People Streets and Public Spaces Inventory – East

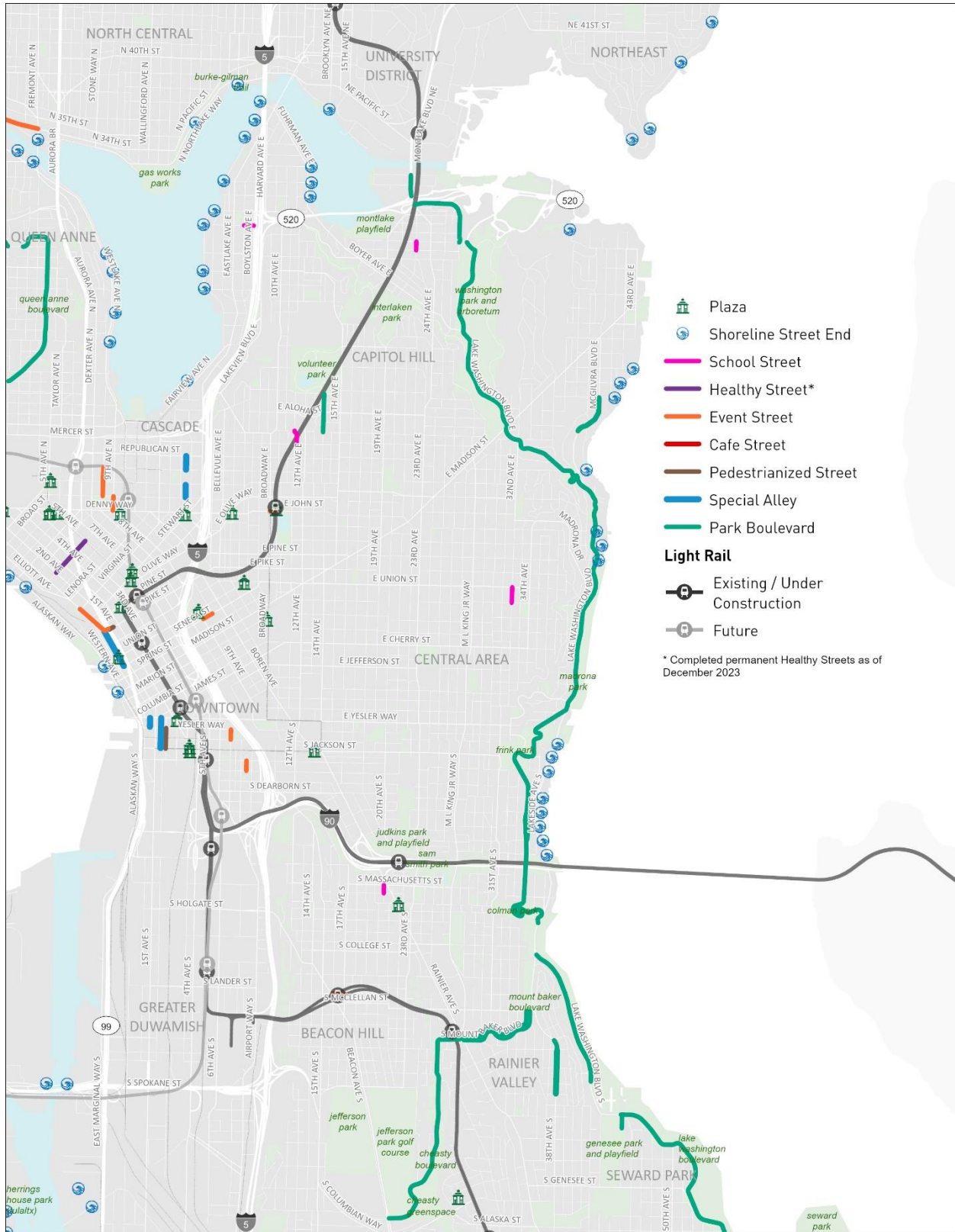


Figure 10: Existing People Streets and Public Spaces Inventory – Southwest

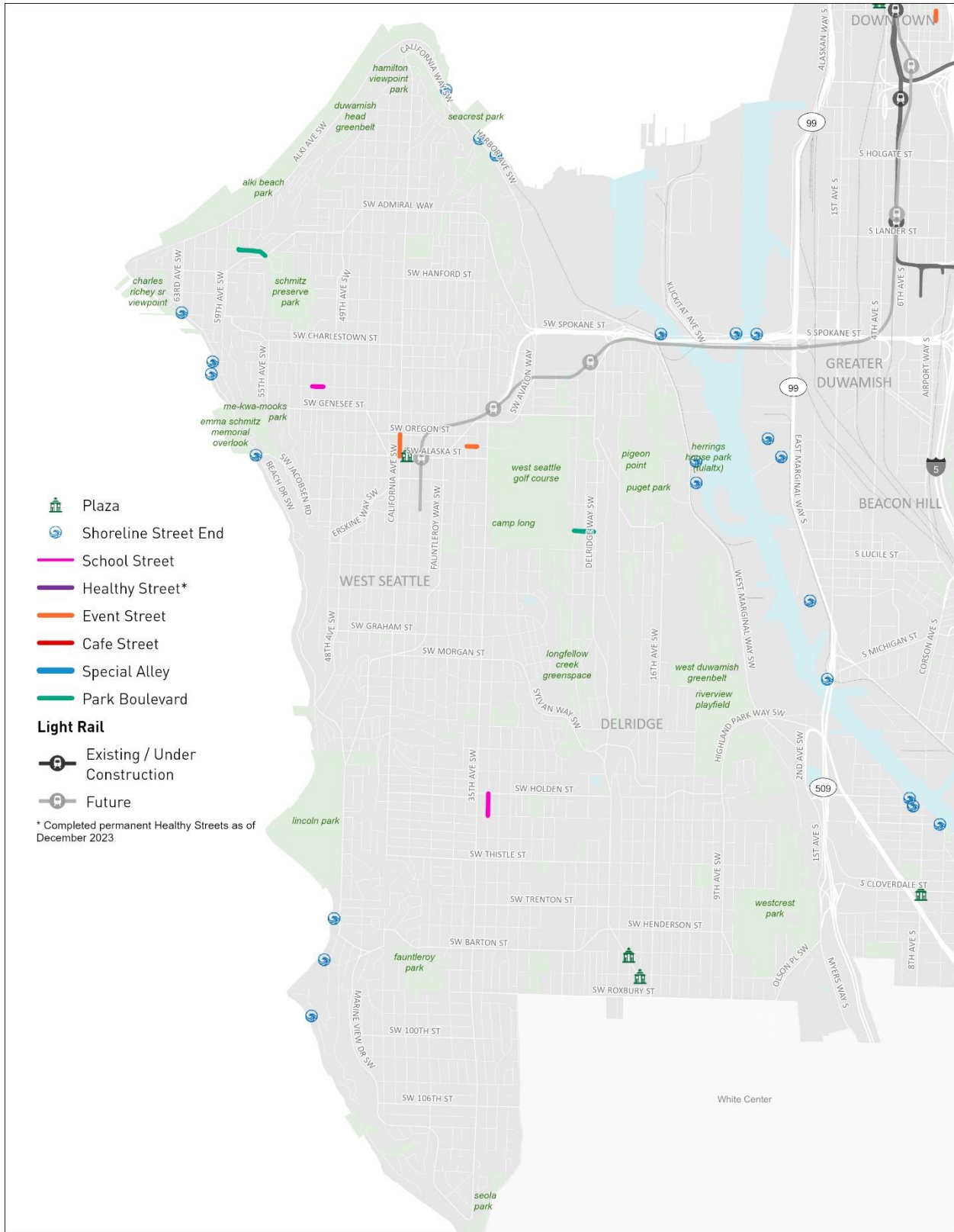




Figure 12: Future People Streets and Public Spaces – Northwest

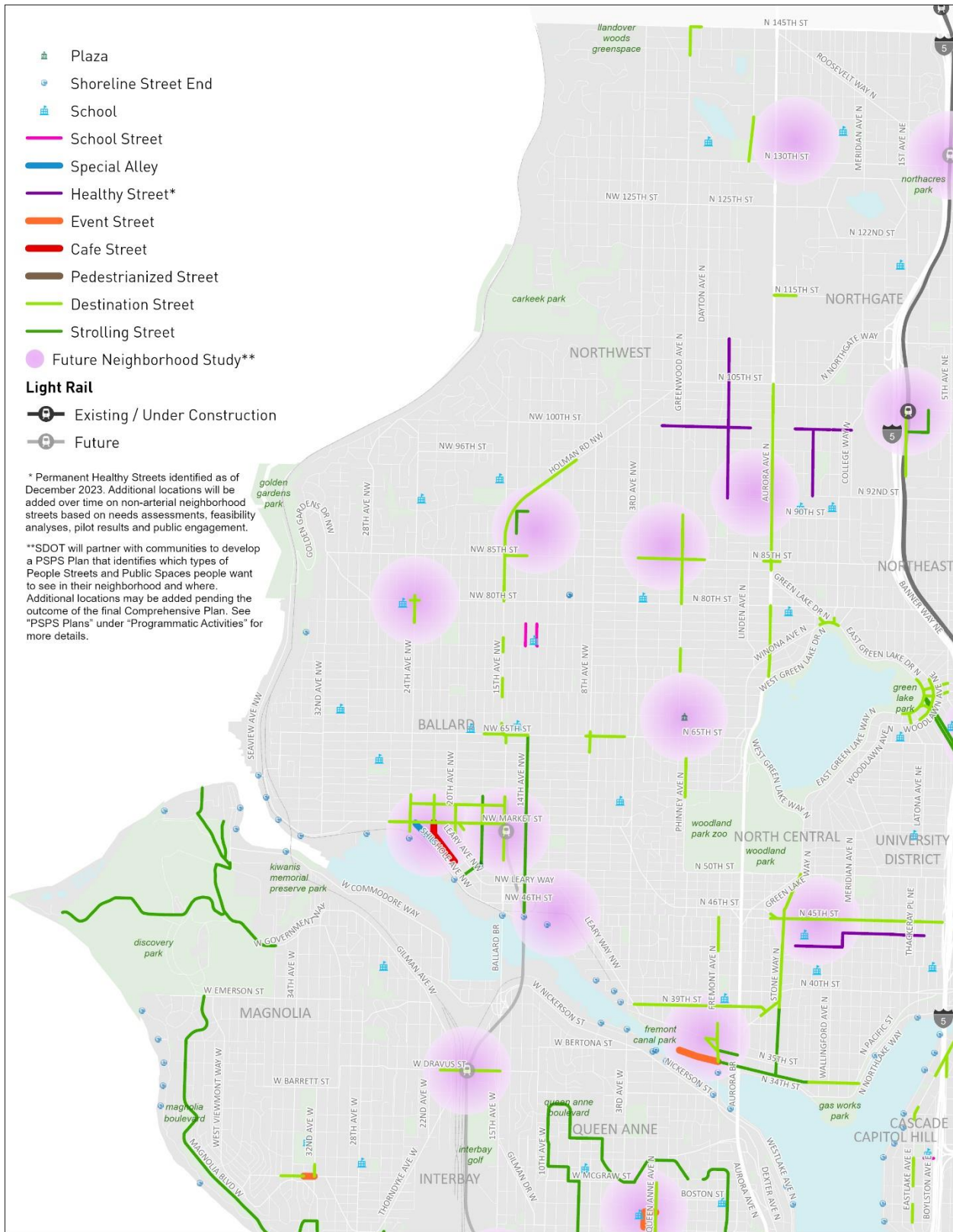


Figure 13: Future People Streets and Public Spaces – Northeast

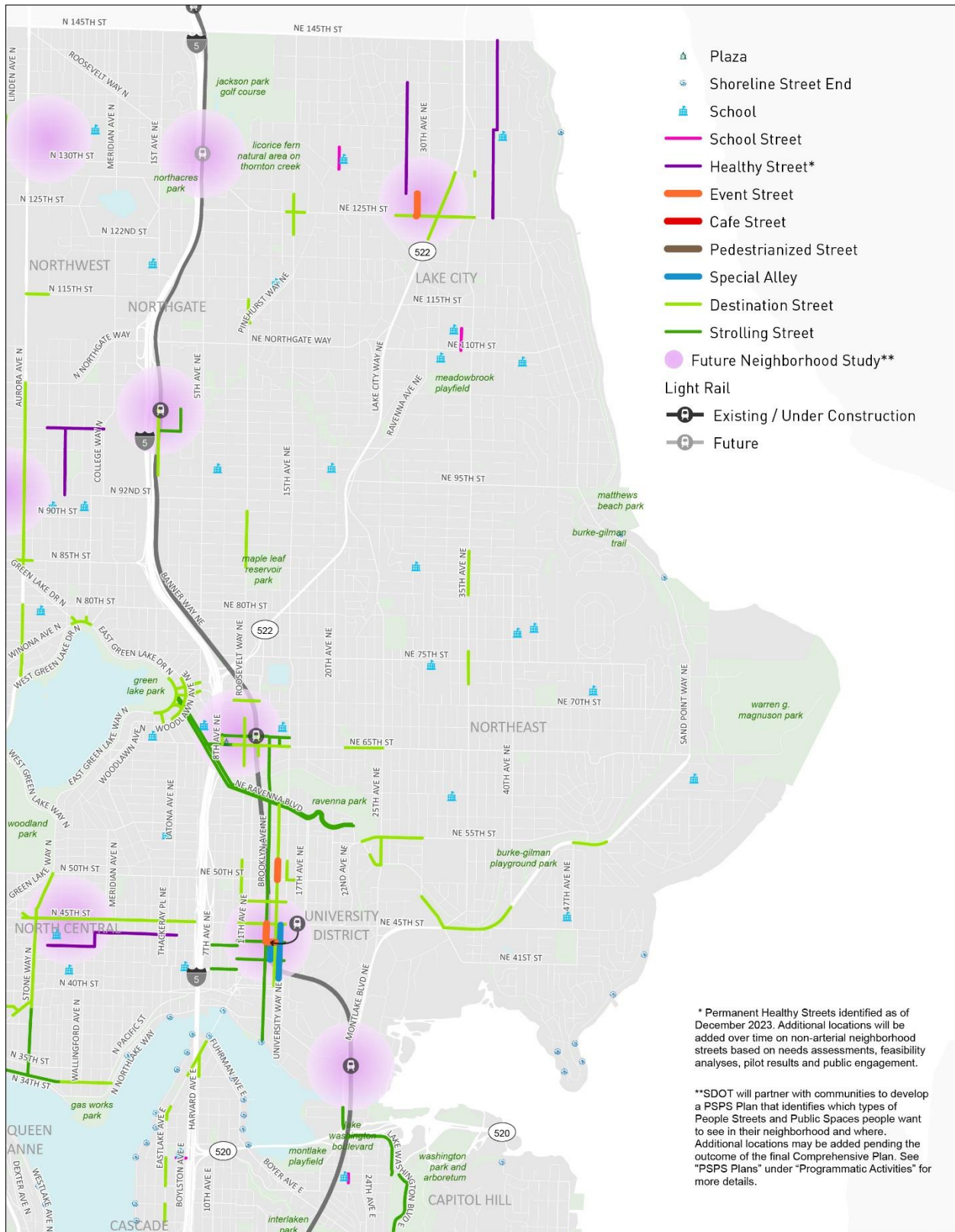




Figure 14: Future People Streets and Public Spaces – West

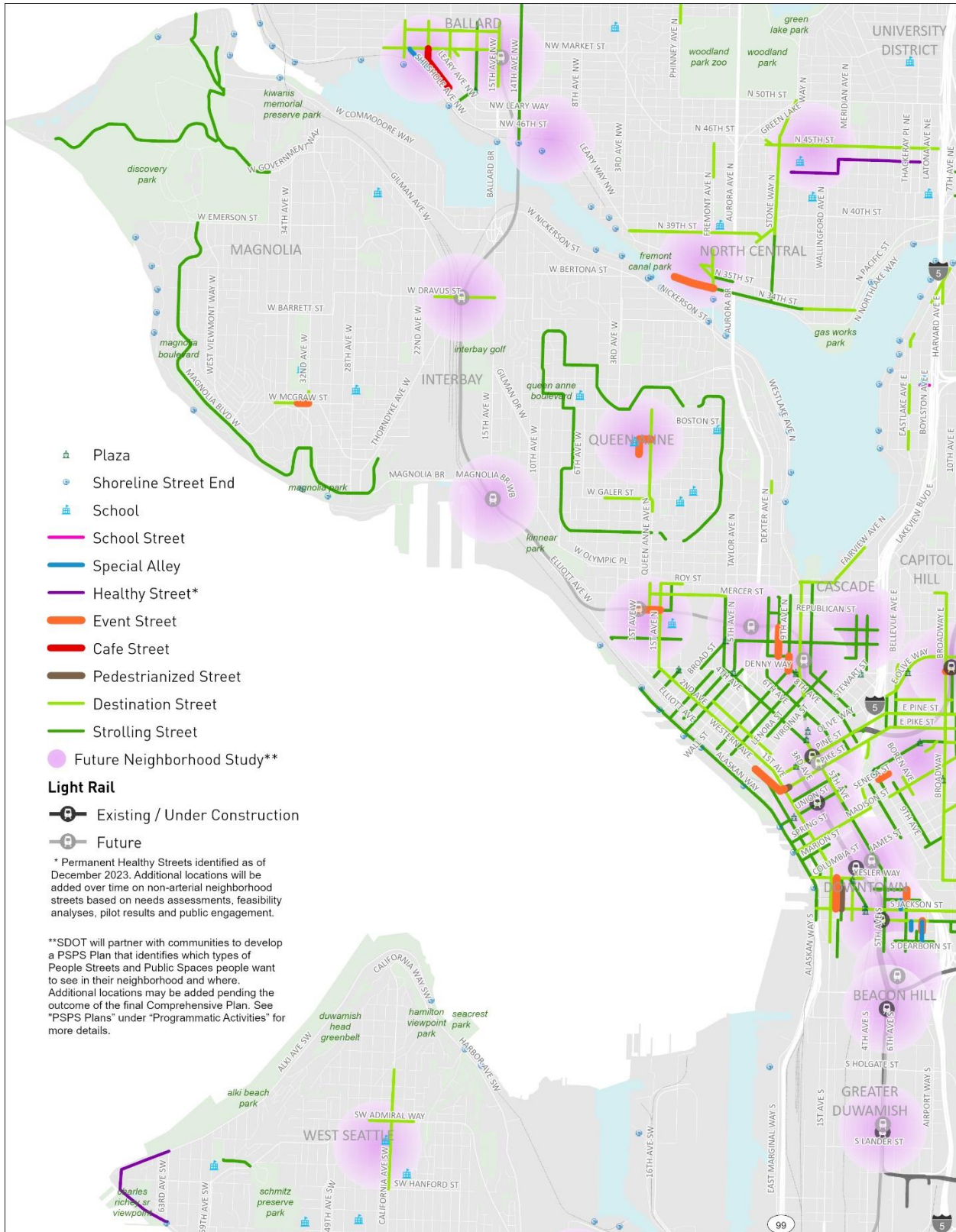


Figure 15: Future People Streets and Public Spaces – East

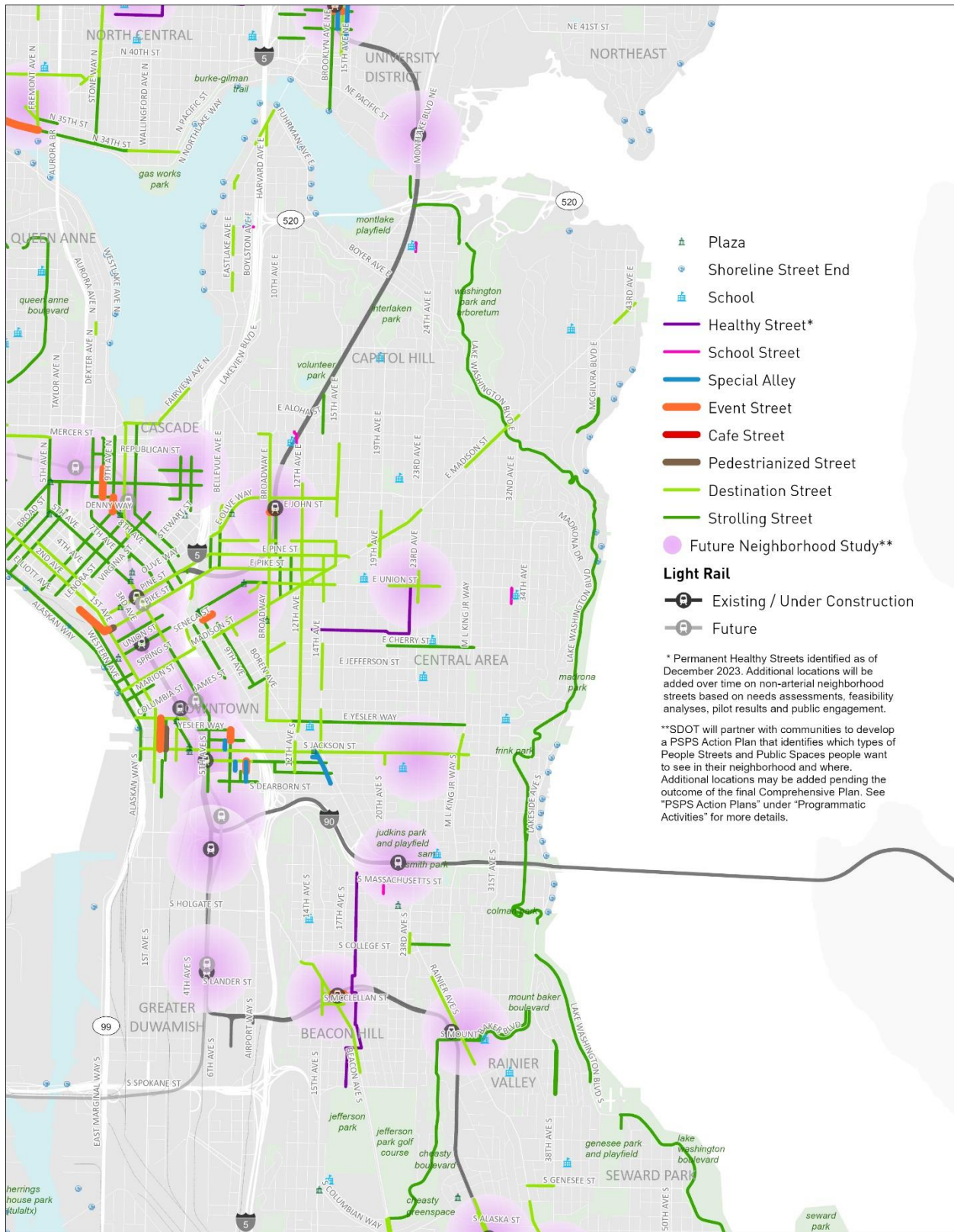


Figure 16: Future People Streets and Public Spaces – Southwest

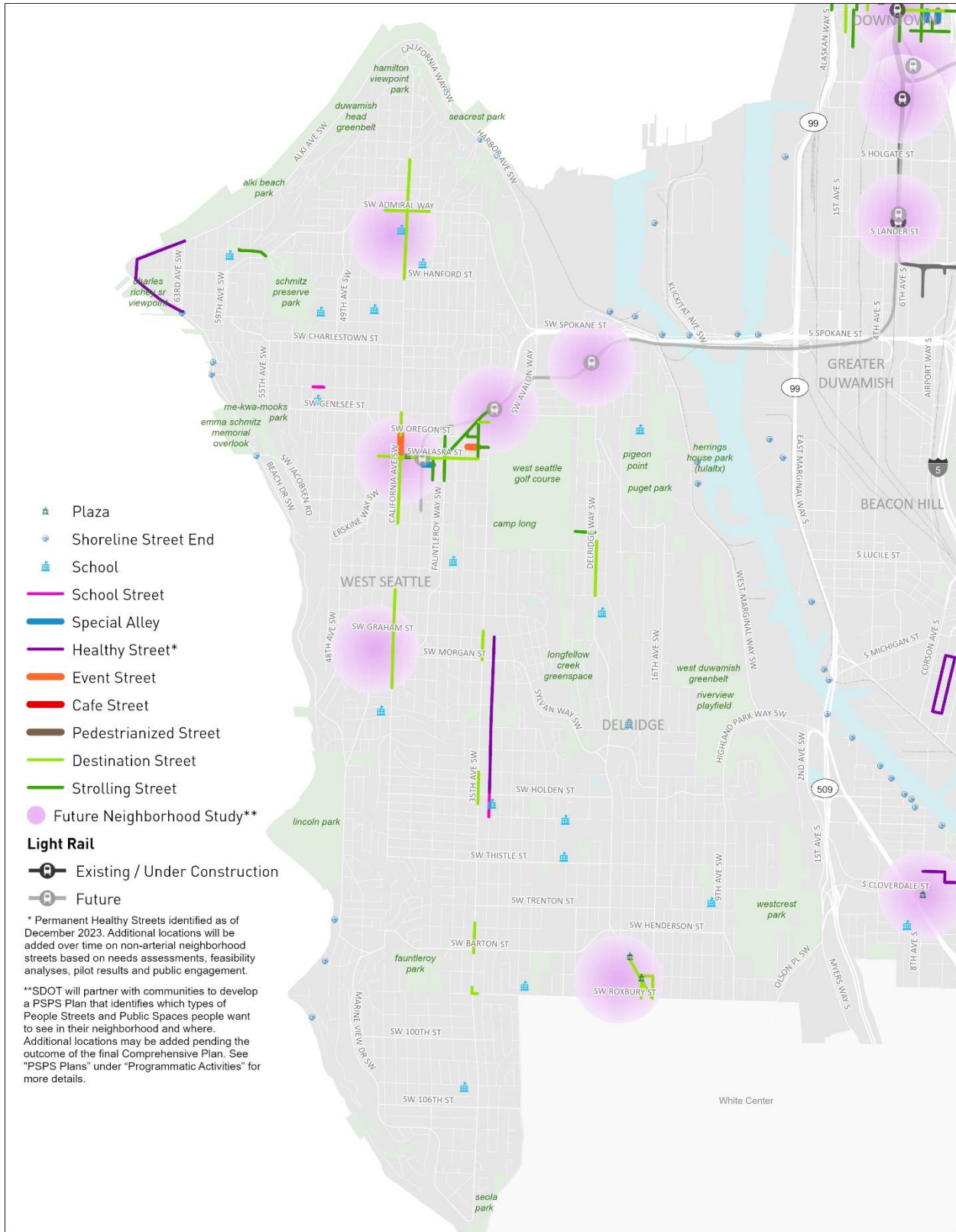
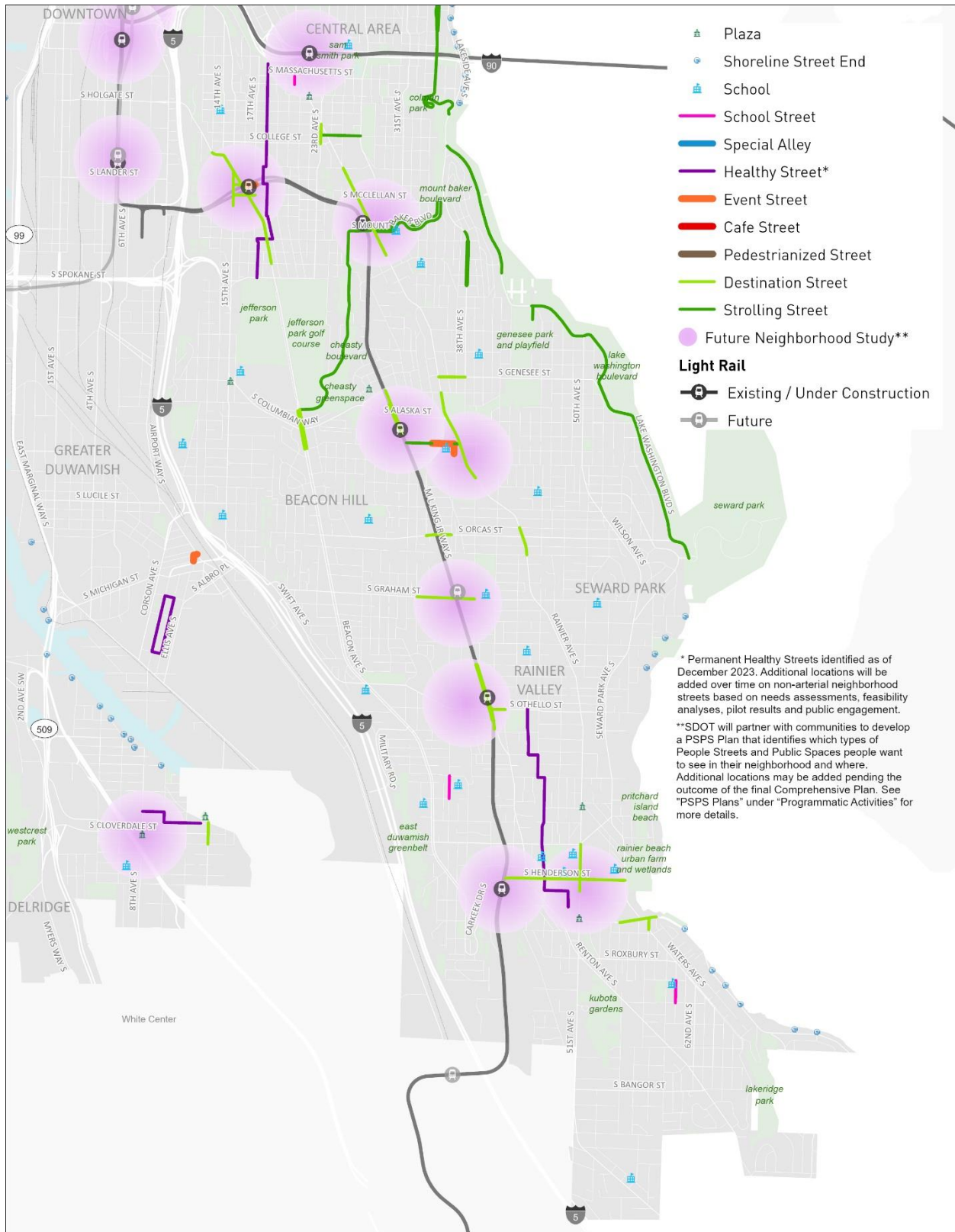


Figure 17: Future People Streets and Public Spaces – Southeast



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

### *People Streets and Public Spaces Program*

The PSPS Element offers the opportunity to rethink many existing SDOT programs and activities and package them into a full life-cycle program that spans planning, design, construction, management, and evaluation. This approach fosters greater collaboration between existing programs, like SDOT Urban Design and SDOT Public Space Management, and new programmatic activities will strategically address the gaps and needs identified through public engagement and ongoing projects so we can better deliver on PSPS goals.

The PSPS program will formalize existing inter-program relationships, make it easier for residents and businesses to understand and access our programs, and enable us to better partner with residents, businesses, and community-based organizations to achieve equitable People Streets and Public Spaces across Seattle. Element goals would be achieved through regulated uses in the right-of-way, policy and planning efforts, capital project design and delivery, and grant-funded community projects. The proposed programmatic activities would capture and expand existing activities and identify new activities.

### **PSPS Network Implementation**

Over time, we will seek to construct the PSPS network outlined in this Plan through a variety of SDOT programs, such as Healthy Streets, Safe Routes to School, Public Space Management, Urban Design, and People Streets and Public Spaces.

Implementation includes spot improvements, pilot and tactical redesign projects, and transformational placemaking projects. Smaller-scale projects are typically designed in-house and delivered through SDOT crews, while larger-scale projects may require design consultants outside contractors for project design and delivery. SDOT will seek to:

- Systematically design and invest in Destination Streets, Strolling Streets, Café Streets, Pedestrianized Streets, Event Streets, Special Alleys, Plazas identified through PSPS Plans, community requests, and partnership opportunities.
- 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. Reallocating street space will support economic vibrancy, community vitality, and walkability in the heart of every neighborhood.
- Provide equitable access to People Streets and Public Spaces. Invest in historically underserved neighborhoods, to correct the imbalance of access to open space and great streets that improve the physical and mental health of communities.

- Prioritize PSPS investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement.
- Partner with other departments and agencies to deploy anti-displacement programs, investments, tools, and mitigation efforts.
- Create permanent Shared Streets, such as Healthy Streets, Café Streets, and School Streets, and expand them to neighborhoods throughout the city to provide important walking, rolling, and biking connections between neighborhoods, schools, and recreation opportunities and are age-friendly and kid-friendly. Include low maintenance design elements that invite young children to play, including boulders, logs, earthen mounds, trees, and winding pathways. (See Executive Order 2022-07)

### Example: King's Crescent Play Street, London

King's Crescent Estate, a multifamily housing estate in east London, was redeveloped starting in 2015 by the Hackney Council. The main thoroughfare was pedestrianized and turned into a permanent Play Street that includes many non-formal invitations to play appropriate for very young children. The space includes natural materials such as boulders, wood logs, and planted areas with trees as well as benches and an accessible hammock swing. Since the space caters to both young and old, it works for everyone.



- Design streets and public spaces so that goods and emergency responders can still reliably get where they need to go, while adjacent businesses prosper from an activated public realm.
  - Coordinate with Seattle Fire during the design process to develop mutually agreeable street designs. SDOT and SFD will work together to develop a set of principles that empower SDOT to implement PSPS road designs consistent with agreed upon principles to minimize project level delay.
  - Use curbside innovations to support pedestrianized streets and intermittent street closures. Systematize time-limited loading/unloading to meet critical business access needs and allow the implementation of pedestrianized streets and intermittent street closures that support the use of the public right-of-way as limited and increasingly valuable public space.
  - Continue engaging with schools and our communities to evaluate impacts of School Streets on safety as well as impacts to neighbors, businesses, and fire response routes.

- Deliver pilots and tactical projects, such as interim public spaces generated by using plastic delineator posts and planters, and street pilots implemented using murals, planters, and plastic delineator posts.
- Convert successful tactical and interim public space improvements into permanent improvements. Plastic delineator posts should be upgraded to permanent bollards.
- Make spot improvements, including tasks such as decluttering and tidying up efforts and discrete improvements such as adding street furniture.
- Implement PSPS through development review. Identify strategies to incentivize and remove barriers to PSPS implementation through private development-required street improvements. Update codes and standards to minimize conflict between current code and STP/PSPS street design and use recommendations.
  - Identify *Streets Illustrated* requirements to leverage private development opportunities to implement the PSPS vision for an area.
- Create transformational placemaking projects (typically projects with greater complexity and larger budgets) to tackle holistic and permanent redesign of the streets, ranging from single blocks to corridors.
  - These may include creating new shared streets and plazas, using higher quality materials to create signature areas, installing extensive green stormwater investments, planting trees, de-paving, integrating holistic corridor redesign projects from property line to property line, and implementing intersection redesign projects.
  - Projects can include spray parks, where appropriate, to provide families with places to cool off and mitigate the effects of increased temperatures due to climate change. Staff engaged in PSPS implementation would typically lead the conceptual design for these projects and then hand off this category of projects to project development and capital project delivery functions at SDOT for engineering design and delivery.
- Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more.
  - Activate curbside zones with recreational, retail, or event and activity space and support local businesses, public health, and livability. Consider the needs of different ages, including babies and toddlers with their caregivers as well as older adults, in the design of recreational public spaces in the curbside zone.
  - Collaborate internally and externally to identify areas within communities that would benefit from investment.
  - Design interventions to allow continued access for people and goods.
  - Leverage the expertise of existing SDOT teams to identify priority locations, implement active curb spaces, and support the expansion of active, non-mobility curb uses.
- See the Curbside Management Element for more details.
- Design for accessibility. Universal design best practices and other guidance beyond Americans with Disabilities Act (ADA) compliance enhance the public right-of-way for all users and are particularly important when designing Shared Streets and Pedestrianized Streets.

- Incorporate People Streets and Public Spaces into future lid projects, such as Lid I-5, if they are designed and constructed.

## Urban Design

Our urban design work focuses on optimizing how people experience the public realm through project design and implementation, design standards, and plans and policies. SDOT will seek to:

- Manage design and policy functions, such as *Streets Illustrated* design guidance and standards updates, Street Concept Plans development, and Complete Streets review processes.
- Oversee implementation of the SDOT Public Art Plan and SDOT’s street furniture efforts, such as Seamless Seattle Pedestrian Wayfinding, pedestrian lighting, and the Age-Friendly Bench Pilot.
- Plan, design, guide, and build a wide variety of public realm projects ranging from small public spaces (e.g., Portal Porch and McGraw Square), to pilots (e.g., Ballard Ave Café Street), and major capital projects (e.g., Thomas St Redefined).
- Expand SDOT’s pedestrian wayfinding program (Seamless Seattle), including at transit stations and stops, in collaboration with community and regional partners. (Supports TEF 48.1)
  - Connect all Urban Centers and Urban Villages through a single and legible City map-based pedestrian wayfinding system.
  - Expand Seamless Seattle Wayfinding offerings to include digital wayfinding maps for integration into third party applications, including expanding multilingual and accessibility applications and tools.
  - Develop a digital wayfinding asset management platform to enable the program to update and maintain wayfinding signs and allow for more efficient program expansion and integration into third party implementation opportunities.
- Identify opportunities for closer collaboration and cost sharing with Seattle City Light for pedestrian lighting, per the 2023-24 Pedestrian Lighting Master Plan update.
- Create new street crossing opportunities and enhance existing pedestrian crossings to improve safety and access for people walking and rolling, especially to transit.
- Revisit the pedestrian crossing policy with the aim of streamlining the implementation process of pedestrian-priority intersection and operational strategies (e.g., for all-way crosswalks), especially within station areas, along Destination Streets, and within urban villages and urban centers.
- Integrate public art within the right-of-way to a greater degree to promote community identity and cultural expression and create a more enjoyable travel experience through both art enhancements and 1% for Art projects (part of a city program to include art elements in capital projects). Engage with children and teenagers in the development of public art.
- Develop criteria and a toolbox for “pedestrianizing” streets in high pedestrian activity areas, including a spectrum of measures from tactical to full reconstruction (e.g., curb-less streets). Coordinate with partners to update the Land Use Code to include spot improvements as code required improvements, prioritize driveway access off streets outside the PSPS network, and update the required street and sidewalk improvements.



- Explore the use of incentive zoning to additional parts of the city to implement PSPS components when floor area ratio (FAR) bonuses are provided. Seek to allow fees in lieu to contribute to a PSPS fund to enable implementation of larger and more holistic PSPS corridor improvements through the capital project route.
- Restructure the public benefit process to collect and apply public benefits from new developments that better align with city and community goals around equity and climate resilience. More specifically, SDOT will seek to:
  - Incentivize and encourage off-site public benefits in equity priority areas.
  - Allow for contributions into an SDOT public benefit fund geared toward developing People Streets and Public Spaces in equity priority areas, funding community-prioritized People Street and Public Space projects, funding maintenance of public benefits provided off-site, and other such tools.
- 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 summer weekends, and in some cases, provide high-comfort bike network connections. (Supports TEF 43.4) (These are shown in **Figure 6** through **Figure 11** as Park Boulevards.)
  - 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. Olmsted Boulevards are owned by Seattle Parks and Recreation and managed jointly by Seattle Parks and Recreation and SDOT.

## Healthy Streets

Originally implemented in response to the COVID-19 pandemic, Healthy Streets are being made permanent. SDOT will seek to expand permanent Healthy Streets to all neighborhoods as a way of providing low stress connections to common destinations for people walking, biking, and rolling, regardless of age or ability. We’ll continue partnering with community to identify and co-create new Healthy Streets to meet and exceed the Executive Order 2022-07 goal of 20 miles.

## School Streets

We will continue our efforts to provide safer school environments for children walking, rolling, and biking to school. SDOT will seek to provide every public school with pedestrian and bicycle facilities that serve people of all ages and abilities. We’ll continue engaging with schools and our communities to evaluate impacts of School Streets on safety as well as impacts to businesses, fire response routes, and transit operations.

## Public Space Management

The Public Space Management (PSM) program builds permitting programs that allow residents, organizations, and businesses to enhance their neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality. These permitting programs enable community activation opportunities like temporary street closures for play streets, block parties, or small-scale events;

business activation opportunities like sidewalk and curbside cafés; food trucks and carts; and retail merchandise display. Public Space Management also permits street furniture, public art, and neighborhood pole banners.

Through public space management activities, we aim to reduce barriers to enable communities to program, activate, and manage their public spaces with uses that are authentic and meaningful to them. SDOT will seek to:

- Streamline permitting for community-driven events, vendors, and performers, especially on SDOT designated Event Streets.
- Provide programming support for recurring events in public plazas and streets.
- Work with adjacent businesses to allow retail and service activity to “spill over” into People Streets and Public Spaces (e.g., Café Streets).
- Promote public art and performance in collaboration with community organizations.
- Expand seasonal street closures (e.g., summer streets), recurring closures (e.g., every Saturday), night-time closures, or limited-time closures to vehicles, especially on SDOT designated Event Streets.
- Enhance community engagement and work to directly connect with community and business organizations across Seattle to learn from community, particularly communities of color, about how to improve permits and programs.
- Increase equitable participation in PSM programs by reducing or fully eliminating the permitting process where it makes sense.

## **PSPS Plans**

PSPS engagement at the community scale is essential to build sustaining community relationships and to develop a solid understanding of local needs and priorities. Future neighborhood studies will involve partnering with communities to develop PSPS Plans that identify which types of People Streets and Public Spaces people want to see in their neighborhood and where. (Potential locations are shown with purple dots in **Figure 12** through **Figure 17**. Additional locations may be added pending the outcome of the final Comprehensive Plan.) These plans will refine the methodology developed through past efforts like the First Hill Public Life Action Plan and the Yesler Crescent Public Life Action Plan. As resources are available, SDOT will seek to:

- Develop neighborhood-scale PSPS Plans in partnership with communities to identify People Street and Public Space priorities and needs, prioritizing historically underinvested neighborhoods and Community and Mobility Hub locations.
- Evaluate tactical improvements and prioritize those suited to be permanent improvements for transformational placemaking investments.
- Plans would typically be followed by immediate implementation of select quick win spot improvements and pilot and tactical projects (e.g., 3rd Ave and Yesler Way Safety Improvements).
- Tactical improvements would be evaluated, and those suited for permanent improvements would be prioritized for transformational placemaking investments.

## Public Life Studies

Streets and public spaces full of social and commercial activity have the power to improve the city’s health, prosperity, and happiness. Collecting data about these activities allows us to measure how the city is fulfilling its goal of having vibrant, active, and well-used public spaces. A specific type of research—called a public life study—does exactly this by measuring the number of people using public spaces and the types of activities they are engaged in. The results of a public life study provide us with people-centered data to make investment decisions, evaluate designs and interventions, and understand what makes a successful public space. As resources are available, SDOT will seek to:

- Partner with city departments and community-based organizations to conduct public life studies of community-scale PSPS projects. The public life program will be a model for collaboratively evaluating public life in the PSPS network.
- See “Transportation Data, Technology, and Innovation” below for more data-related actions we will take for public life studies.

## Green Our Streets

Seattle cares about climate change impacts and equitable community health and livability outcomes. In recent years, the city has experienced dramatic climate impacts such as flooding in waterfront neighborhoods, hazardous air quality, and extreme heat. Many people cannot afford to buy an air conditioner, go to a movie, or even stay indoors during heat wave events. Urbanized areas in Seattle hold onto heat longer, putting residents in danger for greater periods of time, while higher income neighborhoods with more greenery experience better air quality and less risk from extreme heat. This example underscores the disproportionate ways climate change exacerbates existing inequalities.



*Mature street trees in Seattle that offer shade*

Greening our streets is one way that we will address climate change impacts. SDOT will seek to:

- Pursue opportunities to install green infrastructure in new public spaces and People Streets as streets are redesigned.
  - Look for opportunities to enlarge Seattle’s tree canopy through People Streets and Public Spaces and work closely with Seattle’ Urban Forestry Program and community partners to do so. See the 2020 Urban Forest Management Plan. (Supports TEF 56.4)
  - Strengthen partnerships with Seattle Public Utilities and private development to expand the use of green stormwater infrastructure (GSI) within People Streets and Public Spaces. (Supports TEF 56.4)
- 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 TEF 56.4)

- Invest in climate resilient landscapes. Climate resilient landscapes can reduce the urban heat island effect.
- Preserve, restore, and increase the tree canopy on public rights-of-way, with an emphasis on environmental justice through investments in the most vulnerable communities.
- Advance sustainable models for the management of urban stormwater and provide natural drainage systems.
- Prioritize tree planting and maintenance in historically under-invested communities, as we continue to increase tree canopy coverage citywide. (Supports TEF 56.6)

### **Community Plazas**

We will work with community-based organizations to create neighborhood plazas throughout the city to transform underused streets into vibrant, social public spaces. Our aim is for all Seattleites to live within a 10-minute walk of a well-designed public space(s) that is reflective of community needs and priorities. SDOT will seek to:

- Work with eligible organizations that propose new plaza sites for their neighborhoods through a competitive application process. Prioritize sites that are in historically underinvested neighborhoods and neighborhoods that lack open space, and partner with community groups to design, operate, maintain, and manage these spaces so they are vibrant pedestrian plazas.
- Work in partnership with Seattle Parks and Recreation to explore transfer of jurisdiction opportunities and management partnerships (e.g., Bell Street, Gemenskap Park, and Delridge Triangle), where appropriate.
- Evaluate community-initiated projects not selected for funding for an enhanced permit option that creates low-barrier permitting pathways with intent to facilitate implementation of projects funded through private funding or grant opportunities.

### *Community and Mobility Hubs*

Create a vibrant and welcoming public realm at existing and new transportation community and mobility hubs. SDOT will seek to:

- Support community-oriented programming, like markets or recurring events.
- Improve walkability at every community and mobility hub by providing pedestrian infrastructure such as lighting, wayfinding, seating, and landscaping.
- Create Destination, Strolling, and Shared Streets around Link light rail stations. 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 that support child development.

- Partner with other departments and agencies, such as Sound Transit and King County Metro, and local neighborhood groups such as BIAs and other community organizations, to design, construct, and maintain Community and Mobility Hubs.
- Explore with other city departments and partners opportunities to provide safe and well-maintained public restrooms in support of People Streets and Public Spaces, particularly at community and mobility hubs.

*See the Transit Element for more information on Community and Mobility Hubs.*

### *Safe Routes to Parks and Shorelines*

The PSPS network enhances public access to parks and our shorelines. SDOT will seek to:

- Create positive connections to parks and our shorelines through the addition of climate resilient landscapes, increased vegetation, street trees, and stormwater management features. PSPS interventions will benefit air and water quality, improve public health, and mitigate environmental hazards like flooding and the urban heat island effect.

### *Low-Pollution Neighborhoods*

Low-pollution neighborhoods (like low-emissions zones, eco-districts, resilience districts, and super blocks) help the city achieve its ambitious climate goals to make Seattle a greener, healthier, more prosperous, and equitable place to live. They could be designated areas or streets where the City can deploy a variety of pilot, policy, programmatic, and physical improvements to improve air and water quality, mobility, and community health.

Low-pollution neighborhoods create welcoming places for communities that encourage more people to walk, bike, and roll for short trips, play, and ride transit. They include car-free, car-lite, low emissions, or emissions-free streets or areas. The aim is to reduce vehicle miles traveled (VMT), impacts of urban heat islands and greenhouse gas emissions, and improve air and water quality. Executive Order 2022-07 directed city departments to plan for and pilot three low-pollution neighborhoods by 2028.

Low-pollution neighborhoods are opportunities for strategic investments in People Streets and Public Spaces. People-oriented, shared, and pedestrianized streets contribute to creating low-emission neighborhoods. SDOT efforts to provide increased tree canopy, e-mobility and associated infrastructure, low-emission urban freight and goods delivery, and operation innovations to limit circulating vehicles are also integral to success. Code requirements and incentives may be necessary to encourage private development, businesses, and other entities to transition to lower emission options.

SDOT will seek to:

- Develop low-pollution neighborhoods in collaboration with communities and local businesses. Work with local businesses in future low-pollution neighborhoods to address delivery and access needs.
- Build on existing tools, programs, and initiatives across several departments (e.g., SDOT, SCL, OPCD, OSE, and SPU) that identify projects aimed at reducing air and water pollution, reliance on fossil fuels, and improving climate change preparedness.
- Establish a toolkit of citywide strategies to collaboratively plan and deliver the Mayor's Executive Order commitment to pilot three low-pollution neighborhoods by 2028.

- Advance other elements of Executive Order 2022-07 that support the development of low-pollution neighborhoods: work with other departments to explore expansion of “complete communities” where most daily needs are met through walk, bike, and transit trips under 3 miles, build 20 miles of permanent Healthy Streets, and expand the School Streets program.
- Evaluate the need for code requirements and incentives to encourage private development, businesses, and other entities to transition to lower-emission options.

See *Executive Order 2022-07* for more information.

## PARTNERSHIPS

### *Advocate for Changes to State Legislation*

- 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. SDOT will seek to:
  - In the near term, enable the “Street Closed” model used by Healthy Streets for any street that meets key Shared Streets criteria in the PSPS network, and expand application of this model to allow for time-limited pedestrianization.
  - For the longer term, 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.<sup>16</sup>
    - Update 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 People Streets and Public Spaces. SDOT will seek to:

- Establish integrated interagency teams to collaboratively work with each other and the public when designing People Streets and Public Spaces.
- 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.

---

<sup>16</sup> 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.”

# TRANSPORTATION DATA, TECHNOLOGY, AND INNOVATION

## *Maintain Our Datasets*

It is useful to track asset locations and their condition, as well as to provide information to others. SDOT will seek to:

- Create an inventory of furniture assets, including location, date installed, manufacturer, and maintenance schedule.
- Add key PSPS assets to SDOT's asset management system, including location, date installed, manufacturer, and maintenance schedule.

## *Use Data to Inform Changes to PSPS and the Transportation System*

To make informed decisions typically requires good data. SDOT will seek to:

- Regularly update (e.g., biennially) the 2018 Citywide Public Life Data inventory to measure citywide progress on STP livability goals.
- Expand the data inventory to evaluate the current PSPS inventory (see **Figure 6** through **Figure 11**—Existing PSPS Inventory Maps) to establish a baseline for the PSPS performance measures identified in Table 4. Routinely evaluate progress (e.g., bi-annually) through quantitative data and qualitative data collection via public life studies and community surveys.
- Regularly conduct (e.g., bi-annually) a survey of community partners asking for feedback on maintenance, programming, success stories, and overall evaluation of PSPS projects and interventions.

# MAINTENANCE & MODERNIZATION

## *Maintain People Streets and Public Spaces*

Good stewardship and long-term maintenance of People Streets and Public Spaces is critically important. It is essential to proactively care for public spaces to make Seattle livable and maintain quality of life. Sometimes successful People Streets and Public Spaces will emerge from the community through a permit; however, the regulatory pathway can present significant barriers, especially in equity priority areas.

A PSPS objective is to enable SDOT to be more of an active co-creator and partner in stewardship. We want to reduce the burden of public space maintenance on historically underinvested communities and continue to partner with community and business organizations on maintenance. SDOT will seek to:

- Work with individual communities to identify maintenance needs and establish a maintenance plan, which can be implemented in different ways:
  - Better maintain public spaces through dedicated resources to reduce the burden of public space maintenance on historically underinvested communities and continue to partner with community and business organizations on maintenance.
  - Identify, develop, and foster community partnerships to help steward maintenance.
  - Focus SDOT resources to the maintenance of PSPS improvements in equity priority areas.

### **PSPS Asset Management**

It is imperative that street furniture, pilot, tactical, and transformational People Street and Public Space projects are supported with PSPS asset management. This will enable the proactive maintenance and management that is critical to maintain livability and usability of public spaces. SDOT will seek to:

- Establish maintenance schedules for People Streets and Public Spaces and integrate with SDOT street maintenance activities wherever possible.
- Establish programmatic asset management relationships with SPU (Strolling Streets), Parks (Shared Streets and Public Spaces), and OED (Destination Streets) to enable sustainable and efficient management, maintenance, and activation of PSPS investments that benefit climate resiliency, local businesses, and areas with open space deficiencies.
- Identify local partners to conduct routine maintenance (e.g., litter pick-up, graffiti removal, etc.) Fund maintenance partnerships in equity priority areas.
- Create a programmatic relationship with the Office of Economic Development's Only in Seattle Initiative to help fund public realm maintenance in business districts.
- Establish a plaza management fund to enable proactive plaza routine care (e.g., trash pickup, graffiti removal, surface washing, landscape care).
- Establish a programmatic relationship with Seattle Conservation Corp to provide proactive, routine, and ongoing care to public spaces.



## *Update Streets Illustrated*

*Streets Illustrated* is Seattle's Right-of-Way Improvements Manual. Updates are needed to better implement actions and strategies outlined in this Plan. SDOT will seek to:

- Incorporate new and revised design standards for the public realm, including Destination Streets, Strolling Streets, and Shared Streets (Healthy Streets, School Streets, Event Streets, Café Streets, Special Alleys, Pedestrianized Streets, Plazas).
- Update Street Type maps to integrate STP elements and meet minimum right-of-way requirements, including for PSPS street categories.
- Establish design standards and locational priorities for a family of street furniture meeting accessibility, maintenance, and quality needs, including standards for:
  - Specialty pedestrian lighting fixtures to include in city standard plans and specifications
  - SDOT specialty sidewalk materials
  - SDOT seating, such as benches and lean rails
  - Bollards
  - Rolling street closure elements
  - Planters
  - Shelters and canopies
  - Trash cans
  - Elements for children of different ages, including babies and toddlers as well as teenagers, and for older adults
  - Bike racks and shared mobility corrals
- Expand the downtown requirements for pedestrian-scale lighting to all Urban Villages, per the 2023-24 Pedestrian Lighting Master plan update.



**Occidental Ave S  
& S King St**  
PIONEER SQUARE

- ↑ Klondike Gold Rush Museum 3 min
  - First Hill Streetcar 4 min
  - Smith Tower 7 min
  - Pioneer Square Station 10 min
- 
- ← Waterfront 3 min
  - Colman Dock Ferry Terminal 8 min
- 
- 3 min King Street Station →



**The City of Seattle**

**Directions**

North	South	East	West
1st Ave	1st Ave	1st Ave	1st Ave
2nd Ave	2nd Ave	2nd Ave	2nd Ave
3rd Ave	3rd Ave	3rd Ave	3rd Ave
4th Ave	4th Ave	4th Ave	4th Ave
5th Ave	5th Ave	5th Ave	5th Ave
6th Ave	6th Ave	6th Ave	6th Ave
7th Ave	7th Ave	7th Ave	7th Ave
8th Ave	8th Ave	8th Ave	8th Ave
9th Ave	9th Ave	9th Ave	9th Ave
10th Ave	10th Ave	10th Ave	10th Ave
11th Ave	11th Ave	11th Ave	11th Ave
12th Ave	12th Ave	12th Ave	12th Ave
13th Ave	13th Ave	13th Ave	13th Ave
14th Ave	14th Ave	14th Ave	14th Ave
15th Ave	15th Ave	15th Ave	15th Ave
16th Ave	16th Ave	16th Ave	16th Ave
17th Ave	17th Ave	17th Ave	17th Ave
18th Ave	18th Ave	18th Ave	18th Ave
19th Ave	19th Ave	19th Ave	19th Ave
20th Ave	20th Ave	20th Ave	20th Ave
21st Ave	21st Ave	21st Ave	21st Ave
22nd Ave	22nd Ave	22nd Ave	22nd Ave
23rd Ave	23rd Ave	23rd Ave	23rd Ave
24th Ave	24th Ave	24th Ave	24th Ave
25th Ave	25th Ave	25th Ave	25th Ave
26th Ave	26th Ave	26th Ave	26th Ave
27th Ave	27th Ave	27th Ave	27th Ave
28th Ave	28th Ave	28th Ave	28th Ave
29th Ave	29th Ave	29th Ave	29th Ave
30th Ave	30th Ave	30th Ave	30th Ave
31st Ave	31st Ave	31st Ave	31st Ave
32nd Ave	32nd Ave	32nd Ave	32nd Ave
33rd Ave	33rd Ave	33rd Ave	33rd Ave
34th Ave	34th Ave	34th Ave	34th Ave
35th Ave	35th Ave	35th Ave	35th Ave
36th Ave	36th Ave	36th Ave	36th Ave
37th Ave	37th Ave	37th Ave	37th Ave
38th Ave	38th Ave	38th Ave	38th Ave
39th Ave	39th Ave	39th Ave	39th Ave
40th Ave	40th Ave	40th Ave	40th Ave
41st Ave	41st Ave	41st Ave	41st Ave
42nd Ave	42nd Ave	42nd Ave	42nd Ave
43rd Ave	43rd Ave	43rd Ave	43rd Ave
44th Ave	44th Ave	44th Ave	44th Ave
45th Ave	45th Ave	45th Ave	45th Ave
46th Ave	46th Ave	46th Ave	46th Ave
47th Ave	47th Ave	47th Ave	47th Ave
48th Ave	48th Ave	48th Ave	48th Ave
49th Ave	49th Ave	49th Ave	49th Ave
50th Ave	50th Ave	50th Ave	50th Ave
51st Ave	51st Ave	51st Ave	51st Ave
52nd Ave	52nd Ave	52nd Ave	52nd Ave
53rd Ave	53rd Ave	53rd Ave	53rd Ave
54th Ave	54th Ave	54th Ave	54th Ave
55th Ave	55th Ave	55th Ave	55th Ave
56th Ave	56th Ave	56th Ave	56th Ave
57th Ave	57th Ave	57th Ave	57th Ave
58th Ave	58th Ave	58th Ave	58th Ave
59th Ave	59th Ave	59th Ave	59th Ave
60th Ave	60th Ave	60th Ave	60th Ave
61st Ave	61st Ave	61st Ave	61st Ave
62nd Ave	62nd Ave	62nd Ave	62nd Ave
63rd Ave	63rd Ave	63rd Ave	63rd Ave
64th Ave	64th Ave	64th Ave	64th Ave
65th Ave	65th Ave	65th Ave	65th Ave
66th Ave	66th Ave	66th Ave	66th Ave
67th Ave	67th Ave	67th Ave	67th Ave
68th Ave	68th Ave	68th Ave	68th Ave
69th Ave	69th Ave	69th Ave	69th Ave
70th Ave	70th Ave	70th Ave	70th Ave
71st Ave	71st Ave	71st Ave	71st Ave
72nd Ave	72nd Ave	72nd Ave	72nd Ave
73rd Ave	73rd Ave	73rd Ave	73rd Ave
74th Ave	74th Ave	74th Ave	74th Ave
75th Ave	75th Ave	75th Ave	75th Ave
76th Ave	76th Ave	76th Ave	76th Ave
77th Ave	77th Ave	77th Ave	77th Ave
78th Ave	78th Ave	78th Ave	78th Ave
79th Ave	79th Ave	79th Ave	79th Ave
80th Ave	80th Ave	80th Ave	80th Ave
81st Ave	81st Ave	81st Ave	81st Ave
82nd Ave	82nd Ave	82nd Ave	82nd Ave
83rd Ave	83rd Ave	83rd Ave	83rd Ave
84th Ave	84th Ave	84th Ave	84th Ave
85th Ave	85th Ave	85th Ave	85th Ave
86th Ave	86th Ave	86th Ave	86th Ave
87th Ave	87th Ave	87th Ave	87th Ave
88th Ave	88th Ave	88th Ave	88th Ave
89th Ave	89th Ave	89th Ave	89th Ave
90th Ave	90th Ave	90th Ave	90th Ave
91st Ave	91st Ave	91st Ave	91st Ave
92nd Ave	92nd Ave	92nd Ave	92nd Ave
93rd Ave	93rd Ave	93rd Ave	93rd Ave
94th Ave	94th Ave	94th Ave	94th Ave
95th Ave	95th Ave	95th Ave	95th Ave
96th Ave	96th Ave	96th Ave	96th Ave
97th Ave	97th Ave	97th Ave	97th Ave
98th Ave	98th Ave	98th Ave	98th Ave
99th Ave	99th Ave	99th Ave	99th Ave
100th Ave	100th Ave	100th Ave	100th Ave

RIGHT L  
CLOSE  
AHEAD



# 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.

## MEASURABLE OUTCOMES

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

- **Tier 1:** Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 4 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 us track progress towards our Tier 1 goals. Examples include a target to increase the city's tree canopy percentage and increase the percentage of households living near a shared street or public space.
- **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 People Streets blocks or segments, number of new Public Space projects, number of people visiting a given public space, increase the diversity of people using PSPS and how they use them, value of investments (total, per capita, and per mile/foot), number of people and neighborhoods involved in the creation and the programming of Public Spaces in their communities, and more.

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 we 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.<sup>17</sup>

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 4** identifies the Tier 2 performance measure that will be tracked for the PSPS Element.

---

<sup>17</sup> <https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

Table 4: PSPS Desired Outcomes and Performance Measure

Desired Outcome	Performance Measure (Source)	Baseline (Year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
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 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

## RELEVANT TEF TACTICS

- TEF 15.1—Evaluate data from Public Space Management (PSM) Market Streets pilot to identify needed resources to transition this pilot to a program.
- TEF 15.2—Interview/survey BIPOC businesses about their transportation, public space, and permitting needs; publish the results SDOT-wide so other staff can consider ways to address identified needs through other projects and programs.
- TEF 17.4—Conduct community workshops to better understand the activities communities want and need in the right-of-way (ROW); use this to inform the PSPS effort, which will establish a vision and strategies for equitable public space investment.
- TEF 19.4—Focus maintenance resources in communities and neighborhoods currently underserved by government that have significant maintenance needs; use findings from the racial equity assessment.
- 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 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits and to communicate those benefits and impacts to the community.
- TEF 24.1—Identify available public spaces managed by the City that are close to transit that can be activated and programmed by the community and that SDOT can support.
- TEF 24.2—Convene City stakeholders across departments to better facilitate discussions on use of public spaces and shared green spaces to address competing department needs and overlapping ownership and explore developing internal cross-departmental policies to streamline processes with the community.
- 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 38.3—Identify new and less regressive federal, state, and city funding and advocate to invest in pedestrian safety, including crosswalks, sidewalks, traffic calming, lighting, signal operations, etc. Include analysis from the Pedestrian Racial Equity Toolkit (RET) into this process.
- 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 43.4—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 using transit.
- TEF 45.1—Revisit the Pedestrian Lighting Master plan from 2012 and assess areas of current "pedestrian lighting deserts" with transit ridership routes, transfer opportunities, and higher emphasis on equity. Use the findings from this assessment to inform the development of the next transportation funding package.
- 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 plan to improve connections between transit stops and key community assets (e.g., parks, libraries, schools, employers) are safe for pedestrians.
- TEF 50.1—Include policies in the transportation and/or land use elements as a part of the Comprehensive Plan update to mitigate the displacement of BIPOC and vulnerable communities; ensure that within the first 2-3 years of adoption that the policies are implemented through OPCD and SDOT work plans.
- TEF 54.1—Identify key lessons learned from El Centro de la Raza and/or other mitigating strategies from development displacement across Seattle and prioritize BIPOC community businesses and services as part of equitable transit-oriented development (ETOD).
- TEF 56.1—Map access to green and public spaces based on actual travel sheds using various modes to improve connectivity to healthy environments.
- 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.
- TEF 56.5—Increase open space for improved air and water quality, implement de-paving projects, and commit right-of-way (ROW) allocation in areas that are impacted by nearby industrial land uses.
- TEF 56.6—Prioritize tree planting in BIPOC and underinvested communities while dedicating outreach and maintenance dollars to partner with communities to achieve this; include an opportunity for the community to take part in choosing culturally relevant trees and plants during this process.

# 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.

**Active transportation:** Human-powered modes of travel such as walking, biking, and using a wheelchair.

**ADA:** Americans with Disabilities Act

**Arterial street:** 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 bicycle 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.

**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.

**Business improvement area (BIA):** Districts where stakeholders control and fund the maintenance, improvement, and promotion of their commercial district. All stakeholders are required to pay a share that goes toward funding for the entire district.

**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.

**Community and Mobility Hubs:** 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.

**Community-based organizations (CBOs):** These are trusted community builders and leaders.

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

**Destination Streets:** Streets in the heart of a neighborhood with a high density of destinations—shops, restaurants, cultural centers, and more—that will receive strategic investments to make them safer and more enjoyable for walking, rolling, and lingering as well as optimize their curb side uses. They are a type of People Street.

**E-cargo bikes:** Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

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

**EV:** Electric vehicle

**Event Streets:** Streets that host intermittent community events, such as farmers markets. These are street blocks where events may close to movement of all vehicles, except emergency access, on a frequent or intermittent basis. No parking, loading activity, or business access is allowed during closures. They are a type of Shared Street.

**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.

**First-/last-mile:** The distance traveled at the beginning or end of a trip from transit to a final destination.

**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. They are a type of Shared Street.

**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 Zone:** A Home Zone is a holistic and cost-effective approach to making residential streets safer and more comfortable for people walking and biking. Rooted in successful pedestrian-focused systems from around the world, the Home Zone program combines quantitative analysis with a community-centered development process to neighborhood traffic calming on shared streets.

**Imagine Greater Downtown:** A vision plan for the greater downtown area of Seattle. It is a shared vision and direction among partner agencies for how the downtown and surrounding area should evolve.

**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.

**Level of traffic stress (LTS):** A measure of the amount of discomfort cyclists feel biking next to traffic.

**Lid I-5:** A grassroots community effort in collaboration with the city that advocates for constructing a freeway lid over I-5 to reconnect First Hill and Capitol Hill with Downtown. A 2020 feasibility study found a lid to be a viable option that would have beneficial impacts on housing, the environment, community and open spaces, and business.

**Local Streets:** Streets that are less traveled are designed for slower speeds, and primarily provide local access.

**Low-pollution neighborhood:** Low-pollution neighborhoods (like low-emissions zones, eco-districts, resilience districts and super blocks) could be designated areas or streets where the City can deploy a variety of pilot, policy, programmatic, and physical improvements to improve air and water quality, mobility, and community health. Implementation will vary by neighborhood with an emphasis on equity and co-planning with communities.

**OED:** Office of Economic Development

**Only in Seattle Initiative:** An Office of Economic Development Initiative that works with local and small businesses, building owners, and residents to support local commerce. The Initiative provides grant funding and staff support to foster inclusive neighborhood business districts.

**OPCD:** Office of Planning and Community Development

**Park Boulevard / Olmsted Boulevard:** Streets designed by the Olmsted Brothers in the early 1900s as an interconnected system of parks and boulevards to provide open space for all people. They create recreational opportunities for people biking, walking, rolling, and engaging in other activities. They are owned by Seattle Parks and Recreation and jointly managed by Seattle Parks and Recreation and SDOT.

**Parklet:** A small public open space that replaces on-street parking spaces. They are owned and funded by private organizations or businesses but open for use to the public. They often include seating, tables, and greenery.

**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 Zone:** A land use designation from the Seattle Municipal Code and *Streets Illustrated* that requires additional sidewalk widths.

**Pedestrianized Streets:** Streets for exclusive or priority pedestrian access where vehicle access is limited (by time of day or type of vehicle). They are typically located on streets with land uses that generate pedestrian activity, such as shops, restaurants, museums, and tourist attractions. They are also located near bus, streetcar, and light rail transit stations and bicycle routes.

**People Streets:** Streets that put people first, including Destination Streets, Strolling Streets, and Shared Streets, including Pedestrianized Streets. They offer a safe and comfortable environment for people to walk and roll to transit, public spaces, and other destinations. They offer inviting spaces for people to linger, enjoy their surroundings, and connect with others. They support local business districts. People Streets also have generous tree cover and green infrastructure.

**Personal delivery devices (PDDs):** Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods.

**Plazas:** Permanently pedestrianized spaces in the right-of-way that are designed to not allow vehicular access but could allow for emergency access, vending, or food trucks. They are typically found in active retail areas or at bus, streetcar, and light rail transit stations.

**PSPS:** People Streets and Public Spaces

**Public Life:** People create “public life” when they connect with each other in public places – streets, plazas, parks, and spaces between buildings. Public life is about everyday activities that people take part in when they spend time with each other outside of their homes, workplaces, and cars.

**Public Life Action Plan:** Neighborhood-scale plans developed in partnership with communities to identify People Street and Public Spaces improvements. Historically underinvested neighborhoods and community and mobility hubs will be prioritized. They will typically be followed by immediate implementation of select quick win spot improvements and pilot and tactical projects. Tactical improvements would be evaluated, and those suited for permanent improvements would be prioritized for transformational placemaking investments.

**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.

**Public Space Management (PSM):** A City program that works with residents, organizations, and businesses to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality.

**RCW:** Revised Code of Washington

**RCW 46.61.250:** This is the state code regarding pedestrians on roadways. It describes the nuances of allowed pedestrian behavior when sidewalks are available and accessible and when they are not. You can find exact language of the code here: <https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.250>

**Reconnect South Park:** A community-led coalition that aims to remove the segment of State Route 99 that cuts through the neighborhood. The coalition received \$1.6 million from the US Department of Transportation through the Reconnecting Communities Pilot (RCP) Grant to study the feasibility of removing the highway.

**Refuge islands:** A paved median that protects pedestrians crossing a multi-lane street by providing a safe place to stop.

**Right-of-way (ROW):** A strip of land legally established for the primary 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

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.

**SCL:** Seattle City Light

**SDOT:** Seattle Department of Transportation

**Seamless Seattle:** Seamless Seattle is the City's program for pedestrian wayfinding to help travelers navigate the city easily and safely. Standards are set for design features to be consistent, legible, and distinctive and create a unique identity. Wayfinding technologies include audio, visual, and tactile elements. Examples are directional signs, digital kiosks, and printed maps.

**Seattle Conservation Corps:** A program run by Seattle Parks and Recreation that employs people experiencing homelessness on projects that benefit the community and the environment.

**Shared Streets:** Streets that are "people first" spaces either permanently or during certain times of the day or week. They are typically identified in partnership with the surrounding community. Shared Streets include Healthy Streets, Café Streets, School Streets, Event Streets, Special Alleys, and Pedestrianized Streets.

**Shoreline Street Ends:** Designated areas for public access to the shoreline that occur where streets meet a shore.

**Special Alleys:** Historic and special alleys with community destinations or retail density that generate human-scale spaces and accommodate essential service functions. They are a type of Shared Street.

**SPR:** Seattle Parks and Recreation

**SPU:** Seattle Public Utilities

**STP:** Seattle Transportation Plan

**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.

**Strolling Streets:** Local streets used for recreation, exercise, connecting with nature or community, or traveling to specific destinations. These are typically along streets with lower vehicle volumes and speeds.

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

**TNC:** Transportation network company (e.g., Uber and Lyft)

**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.

**Urban Forest Management Plan (UFMP):** The Urban Forest Management Plan provides a long-term vision for increasing tree canopy cover in the city. It also addresses the many environmental, social, and economic benefits associated with trees in urban areas.

**Urban Villages and Centers:** Areas in Seattle where the most future job and employment growth is targeted, as defined in the Seattle Comprehensive Plan. 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.

**VMT:** Vehicle miles traveled

**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 neighborhoods

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

*[This page intentionally left blank]*