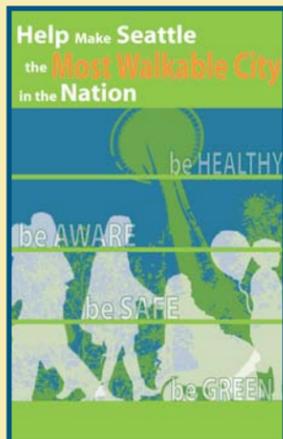


Seattle

Constructing the Future through the Pedestrian Master Plan



Building on the success of the Bicycle Master Plan, the city of Seattle is engaging the residents of Seattle in developing the Pedestrian Master Plan. Our Pedestrian Master Plan strives to make Seattle the most walkable city in the nation. It will ensure that dedicated funding for pedestrian projects from Bridging the Gap is spent wisely, charting a course for a more safe and comfortable pedestrian environment. Sidewalks, vehicle speeds, law enforcement and education will all be critical pieces of the plan.



Building America's Most Walkable City

Whether you're walking to schools, libraries, parks, businesses, public transit or just strolling in your neighborhood, Seattle is committed to pedestrian safety. We're making unprecedented investments in sidewalks and working together to ensure that our neighborhoods and crosswalks are safe and accessible to all.

For more information about the city of Seattle's pedestrian safety efforts, please e-mail the Pedestrian and Bicycle Program at WalkAndBike@Seattle.gov or call (206) 684-7583.



Crossing the Street in Comfort and Safety

Walking is the most affordable, climate-friendly way to get around town, and Seattle is making



unprecedented investments in building sidewalks and improving pedestrian safety. As more residents choose to give their cars a break, the city

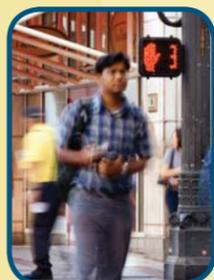
has put a priority on improving sidewalks, crosswalks and trails.



Approved by voters in 2006, the Bridging the Gap (BTG) levy gives Seattle more resources to address its transportation needs,

including significant improvements to pedestrian safety. This means more robust maintenance, improved signage in school zones, new crossing beacons, a new raised crosswalk pilot installation and recently installed in-pavement flashing lights at certain crosswalks.

Since 2002, the city has added marked crosswalks at more than 50 locations. In the Central Business District and in urban villages around the city, we have installed 560 new pedestrian countdown signals, which tell pedestrians how much time they have to cross the street. The Seattle Department of



Transportation is also improving sidewalk and crosswalk accessibility for people with limited mobility, building approximately 150 curb ramps each year.

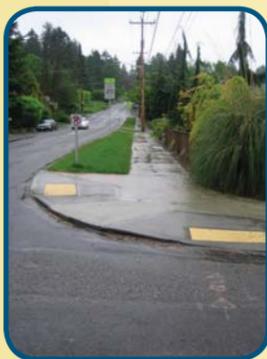
Slower Cars, Safer Pedestrians



One of the biggest barriers to pedestrian comfort is the speed of passing cars. The city has a well-established traffic calming program that has installed

hundreds of traffic circles, speed humps and tapered road segments in neighborhoods throughout the city. We have also started installing signs that use radar to give drivers feedback about how fast they are going, so that drivers will know to slow down.

Accelerating the Building of Sidewalks

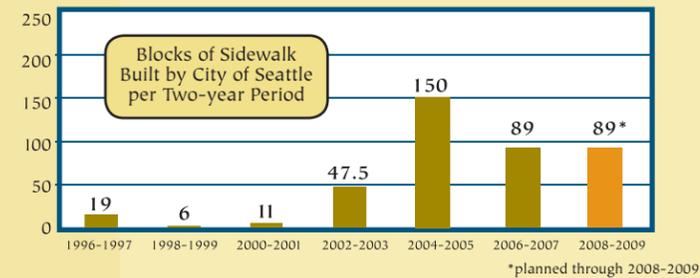


In 2007, the city of Seattle completed the first comprehensive sidewalk inventory, examining the status of sidewalks on each and every city block. This effort confirmed that we have 2,131 miles of sidewalks throughout the city. Most of

these sidewalks were installed by developers, as new neighborhoods were built.

The 952 miles of city streets that don't have sidewalks mean we have to work harder. Most of those streets are in areas of the city that were annexed late in Seattle's history. To address this shortfall, the city of Seattle has dramatically increased the number of blocks of sidewalk constructed.

Prior to 2002, the city built an average of nine blocks per year. Under Mayor Nickels, the city has built 287 blocks of sidewalk, or 48 per year.



The Bridging the Gap levy has significantly increased the city's ability to build sidewalks. Each year of the levy we have approximately \$1 million dedicated for new sidewalk construction. Other programs, notably the Neighborhood Street Fund, also have additional money, which further enables the city to build more walkways.

Requiring Private Developers to Do Their Part

The city requires developers to build sidewalks adjacent to new development and they construct



the bulk of the city's walkways. Since 2002, developers have contributed 138 blocks of sidewalk per year to our public infrastructure. In 2007, Mayor Nickels proposed legislation that

would have dramatically lowered the threshold at which sidewalk construction is required when a property is developed or redeveloped. The Seattle City Council enacted the legislation, though restricting its application to the most densely developed neighborhoods.

Some cities promote private construction of new sidewalks by sharing their cost with adjacent property owners, using



innovative public financing. Known as local improvement districts, they allow owners to jointly pay

for improvements enjoyed by a specific neighborhood.

Hundreds of miles of sidewalks in Seattle were built using these districts. It is a common tool for building sidewalks in cities throughout western Washington. In 2003, Mayor Nickels proposed a new sidewalk local improvement program for Seattle, though it was not approved.

Taking Care of Seattle's Sidewalks

Another important component to pedestrian

comfort and safety is the city's commitment

to maintaining our sidewalks. With

Bridging the Gap, SDOT increased its

sidewalk repairs five-fold. SDOT

spends approximately \$2 million each year to repair damaged sidewalks.

