

Pedestrian Master Plan

APPENDIX 2: PUBLIC SURVEY REPORT

OVERVIEW

ABOUT THE PEDESTRIAN MASTER PLAN UPDATE

The Seattle Department of Transportation (SDOT) is currently in the process of updating the City's Pedestrian Master Plan (PMP). Adopted in 2009, Seattle's PMP establishes a vision to make Seattle the most walkable city in the nation.

The Plan's goals of safety, equity, vibrancy, and health drive decisions about where to provide new sidewalks, curb ramps, crosswalks, signs, and many other improvements that make it easier to walk in our neighborhoods.

The PMP Update will:

- Refresh the Plan's prioritization methodology and the data used in the prioritization process
- Update the toolbox of implementing strategies
- Establish new performance targets to measure the Plan's effectiveness over time

The updated Plan will help determine the types and locations of pedestrian improvements the City will make over the course of the next several years, based on safety, demand, and equity factors.

PURPOSE OF THE PUBLIC SURVEY

To make sure the updated prioritization methodology reflects priorities of Seattle residents, we put together an online survey that received over 4,500 responses citywide. The survey was a key component of our outreach and engagement strategy. It also served as an opportunity to get initial public reaction to a variety of lower cost improvements the City is considering for residential streets without sidewalks.

The survey feedback described in this report will inform the updated prioritization methodology as well as the updated strategies and actions.



DISTRIBUTION METHODS

The survey was posted online on SDOT's home page for approximately six weeks, between October 21 and December 7, 2015. During that time, SDOT worked with other City departments, outside agencies, advocacy organizations, and media outlets to electronically distribute the survey as broadly as possible across the city. The public survey was advertised and distributed on the following channels:

- PMP Update project email list
- SDOT social media
- Department of Neighborhoods District Coordinator newsletters
- Safe Routes to School networks
- Parent Teacher Student Associations
- Partner organizations newsletters: Seattle Neighborhood Greenways, FeetFirst, Cascade Bicycle Club, Downtown Seattle Association, and Commute Seattle
- Office of Immigrant and Refugee Affairs (OIRA) social media
- Senior networks ("Aging your Way," Villages)
- University of Washington student networks
- Other press and social media outlets: KUOW, Nextdoor, MyNorthwest.com, other neighborhood blogs and newsletters

In addition to disseminating the survey electronically, we held two public open houses to inform attendees about the Pedestrian Master Plan Update, and to advertise the public surveys and solicit survey responses. The Pedestrian Master Plan Update open houses were held jointly with the Trails Upgrade Plan, a concurrent SDOT project seeking to make pedestrian improvements throughout the city.

The two public open houses were held in October. The first was held in North Seattle, at the

Northgate Library, and the second was held in Southeast Seattle, in Hillman City. At both events, SDOT gathered digital survey responses in real time, and asked attendees to circulate the link to the survey to others in their neighborhoods.

Throughout the survey period, the project team also briefed various City Boards and Commissions on the PMP Update and the public survey. In addition to soliciting survey feedback from board/commission members, the project team requested that members distribute the survey to their social and professional networks. Boards and Commissions briefed during this period include:

- Seattle Planning Commission
- Seattle Design Commission
- Pedestrian Advisory Board
- Bicycle Advisory Board
- Freight Advisory Board
- Urban Forestry Commission
- Commission for People with Disabilities
- Immigrant and Refugee Commission

The project team also worked closely with the Department of Neighborhoods (DON) to help circulate the survey to neighborhood groups across the city. SDOT staff attended a series of District and Neighborhood Council meetings to brief council members on the Plan update and to help advertise the public survey. Throughout the survey period, SDOT staff monitored incoming survey responses, and worked with DON on targeted outreach to neighborhoods with low response rates in order to gather more responses from underrepresented areas of the city.

Table 1 lists the community briefings attended.

TABLE 1: COMMUNITY BRIEFINGS

PMP & Urban Trails Upgrade Plan Open Houses
Ballard Summer Parkway
Freight Advisory Board
Seattle Design Commission
Commission for People with Disabilities
Park(ing) Day
Seattle Comprehensive Plan Open Houses
Central District Summer Parkway
District Council and Community Council meetings
Freight Master Plan Open Houses
“Seattle at Work” event
Immigrant and Refugee Commission
Bicycle Advisory Board
Seattle Planning Commission
Urban Forestry Commission

Another important step in disseminating the survey was making it available in languages other than English. SDOT worked with the Office of Immigrant and Refugee Affairs (OIRA) to determine the following eight languages for translation for both our print and online surveys:

- Vietnamese
- Spanish
- Laotian
- Cambodian
- Korean
- Thai
- Russian
- Chinese (simplified)

To help reach non-English speaking segments of the city’s population, SDOT staff worked with OIRA to identify community business organizations and individuals to assist with targeted outreach to minority communities.

The project team worked with Asian Counseling and Referral Service (ACRS) to hold a focus group to help gather survey responses from native Vietnamese and Chinese speakers. With assistance from ACRS, SDOT engaged a Vietnamese translator to help communicate the survey in real time to attendees.

The project team also engaged an OIRA-identified community member to assist with gathering survey responses from the East African community. This targeted outreach resulted in a total of 100 survey responses from the East African community.

JOINT OPEN HOUSE!

Pedestrian Master Plan and Trails Upgrade Plan

OPEN HOUSE 1 :

**Monday
October 19**

LOCATION:

Northgate Library
10548 5th Avenue NE
Seattle, WA 98125

TIME:

6:00 to 7:30 p.m.

OPEN HOUSE 2 :

**Wednesday
October 21**

LOCATION:

Hillman City Collaboratory
5623 Rainier Ave S
Seattle, WA 98118

TIME:

6:00 to 7:30 p.m.

WE NEED YOUR INPUT!

The Seattle Department of Transportation (SDOT) is seeking feedback on two plans: The Pedestrian Master Plan Update and the Trails Upgrade Plan. We’d like to hear your thoughts on potential improvements and priorities.

COME LEARN ABOUT:

Pedestrian Master Plan Update

- Prioritizing pedestrian improvement in the city
- Updated “toolbox” for improving crossings and sidewalks
- Low cost walking improvements for neighborhoods

Trails Upgrade Plan

- Existing trail conditions
- Community survey results
- Potential improvements and priorities

PROJECT & CONTACT INFORMATION
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www.seattle.gov/transportation/trailsupgrade.htm



PMP PUBLIC SURVEY IN NUMBERS



4,700
Total Survey
Responses
Collected

**Over
6,000**
Written
Comments

45
Neighborhoods
Represented



8 Different Languages
Translated for the Survey

- Korean
- Thai
- Russian
- Chinese
- Vietnamese
- Spanish
- Laotian
- Cambodian



3
Outdoor
Summer
Events



2
Pedestrian
Master Plan
Open Houses

WHO RESPONDED

We received a total of approximately 4,700 survey responses from across the city, exceeding the initial projection of 3,600 responses.

Figure 1 shows the number of responses divided by north, central and south areas of Seattle. We received the most responses from the northern part of the city (2,322). We received a similar number of responses from the central (854) and south (844) sections. A list of responses received according to neighborhood of residence is included in the Appendix.

To ensure we received survey responses from as broad a cross-section of Seattle residents as possible, the project team worked with OIRA staff to set initial survey response targets for various segments of the city’s population. These targets were based on assuming an overall survey response target of 3,600 responses, and aiming

for a response rate roughly proportionate to the overall ratio each group represents as part of the overall population of the city (according to 2010 census data). Table 2 summarizes both the initial target number of responses for each group, as well as the actual number of survey responses received.

While the total number of responses received was higher than the initial projection, generally speaking, the total number of responses received from most non-white groups was somewhat lower than these groups’ overall proportion of the city’s population (with the exception of American Indian/Alaska Native and Native Hawaiian/Pacific Islander, both of which constituted a slightly higher proportion of survey responses than their proportion of the city’s overall population).

TABLE 2: SURVEY RESPONDENTS BY RACE

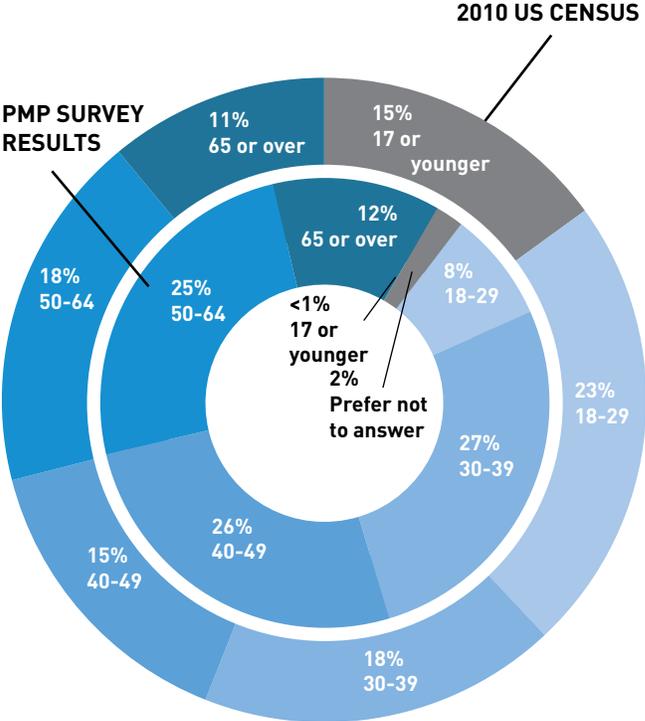
RACE	TARGET RESPONSES	RESPONSES RECEIVED
<i>Total Responses</i>	3,600	4,678
<i>White</i>	2,502	3,295
<i>Asian</i>	497	203
<i>Black/African American</i>	284	162
<i>American Indian/Alaska Native</i>	29	46
<i>Native Hawaiian or other Pacific Islander</i>	14	17
<i>Two or More</i>	184	132
<i>Other</i>	86	75
<i>Prefer not to say</i>	-	391

FIGURE 1: NUMBER OF RESPONSES BY AREA



SURVEY RESPONSES BY AGE

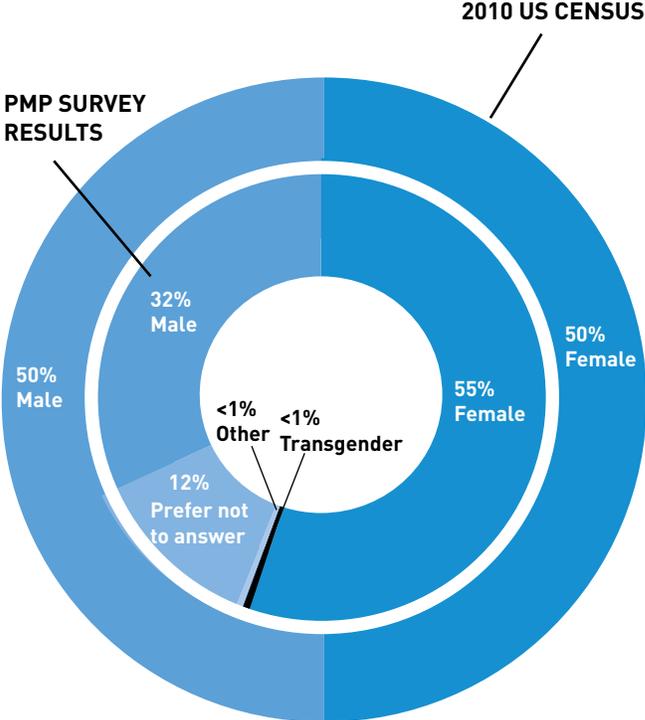
We also compared the percentage of responses received for each age group to the percentage these age groups represent of the city’s population as a whole (according to the 2010 census). The figure at right shows that approximately half of all responders were between the ages of 40 and 64, while the 2010 census estimates that this group constitutes approximately 33% of the city’s overall population. This discrepancy may be due in part to the tendency of older people to be more civically engaged, and thus more likely to respond to a public survey. Additionally, this skewed representation may also be due in part to the low rate of survey responses received from people 17 or younger (minors), a group that constitutes approximately 15% of the overall Seattle population.



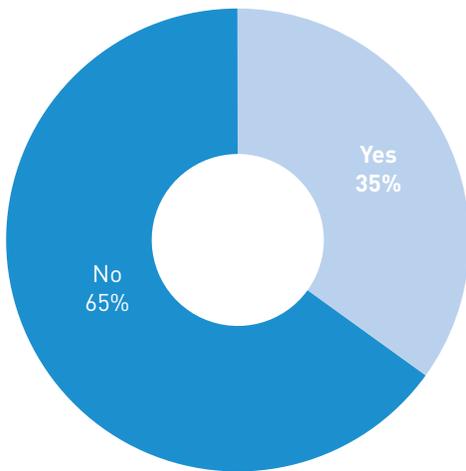
In comparing the total number of survey responses from males and females against the composition of the city’s overall population, we found that the survey responses were generally consistent with the ratio of the larger population, with only a slightly higher response rate from female citizens.

SURVEY RESPONSES BY GENDER

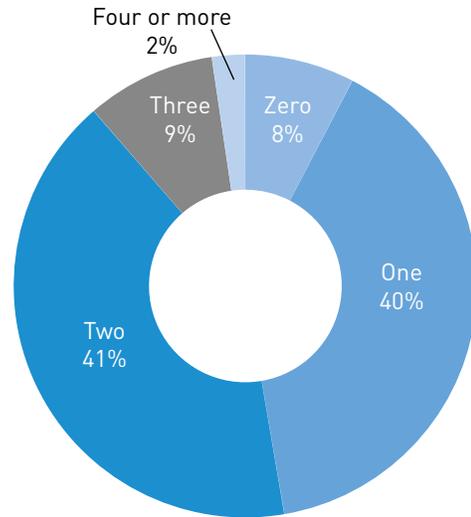
The figures on page 10 summarize additional self-reported demographic information provided by survey responders, including family status, vehicles per household, and typical walking patterns.



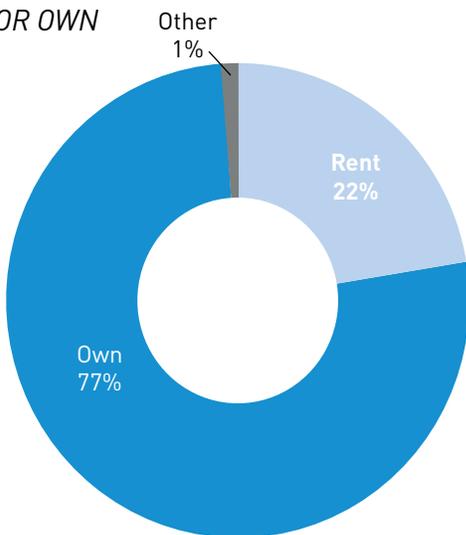
CHILDREN UNDER 17 IN HOUSEHOLD



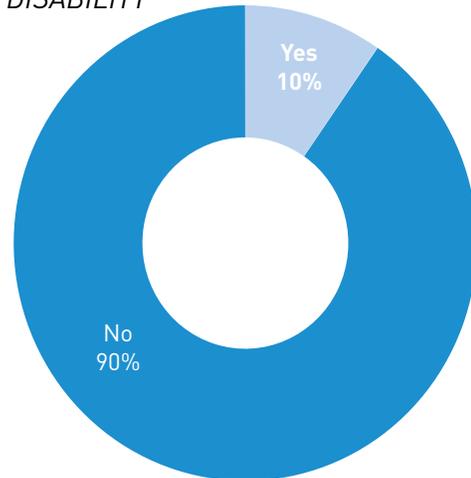
VEHICLES PER HOUSEHOLD



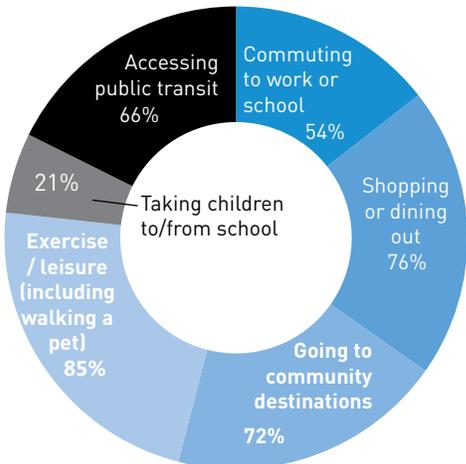
RENT OR OWN



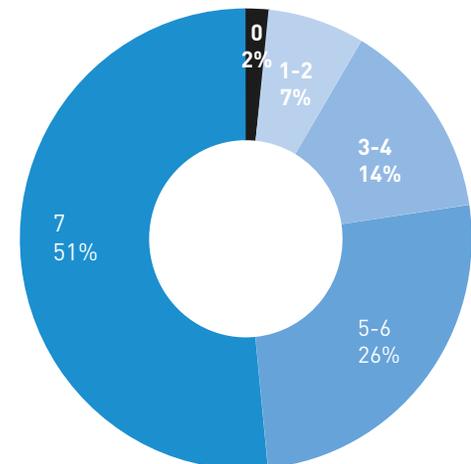
RESPONDENT OR FAMILY MEMBER HAS A DISABILITY



REASONS TO WALK



WALKING FREQUENCY (DAYS/WEEK WALKING MORE THAN ONE BLOCK)



SURVEY RESULTS

The Pedestrian Master Plan Update public survey asked for feedback on two principal topics to help inform the ongoing update to the Plan. The first set of questions were intended to help SDOT better understand the types and locations of pedestrian improvements that are most important to people. The second set of questions were intended to gather feedback on the various low-cost design options the City is evaluating as a means of providing more walking improvements to more neighborhoods. In addition, the survey included a general, open-ended question, asking respondents to tell us the single, most important thing we can do to improve walking in Seattle. The following section summarizes the responses we received to these questions.

GENERAL SURVEY QUESTIONS: PRIORITIZING WALKING IMPROVEMENTS

To help provide input on the types and locations of pedestrian improvements to prioritize within the update, the survey asked respondents to provide feedback on three key questions about walking conditions in Seattle:

- What makes it difficult or unpleasant for you to walk?
- Where should the City prioritize walking improvements first?
- What types of pedestrian improvements should we build first?

We asked respondents to provide a numbered rating for each possible answer options, from one (which was either “not a problem” or “not very important”) to six (which was either “absolute barrier to walking” or “extremely important”).

TABLE 3: QUESTION #1, “WHAT MAKES IT DIFFICULT OR UNPLEASANT FOR YOU TO WALK?”

Higher score means absolute barrier to walking.

Percent Giving Highest Score	Average Point Value
46%	Busy streets with no sidewalks 4.74
28%	Residential streets with no sidewalks 4.15
21%	Not enough safe ways to cross busy streets 4.15
23%	Drivers not stopping for people crossing streets 4.15
20%	People driving too fast 4.07
31%	Other 3.74
13%	Poor Lighting 3.73
13%	Blocked sidewalks 3.58
10%	Tripping hazards on sidewalks 3.48
9%	Sidewalks that do not provide a buffer 3.18
6%	Sidewalks that are too narrow 3.00
7%	Not enough time to cross with signal 2.89
8%	Missing curb ramps at intersections 2.59

Tables 3, 4, and 5 provide a summary of responses to each of the three questions. The tables show both the weighted average from all responses for each answer option (with score values ranging from one to six), as well as the percentage of respondents giving that option the highest rating of six (“absolute barrier to walking” or “extremely important”). The tables are organized in the order of overall ranking given to each factor, with those answer options receiving the highest weighted average at the top. The percentage of respondents giving that factor the highest score (six) is shown on the left side of the table.

For question #1 (“What makes it difficult or unpleasant for you to walk?”), the majority of respondents placed emphasis on walking facilities along and across busy streets, with the highest scoring answer option “busy streets with no sidewalks” (48% of respondents gave this answer the highest score of six points). “Not enough safe ways to cross busy streets” was tied for second in terms of overall score (21% of respondents gave this option the highest score of six points). Taken together, it can be concluded that most survey respondents place great emphasis on walking conditions both along and across busy streets.

Two other factors tied for second in terms of overall scores. Those two factors were “residential streets with no sidewalks” (28% of respondents gave this option the highest score of six points) and “drivers not stopping for people crossing streets” (23% of respondents gave this option the highest score of six points). Results are shown in Table 3.

TABLE 4: QUESTION #3, “WHAT TYPES OF PEDESTRIAN IMPROVEMENTS SHOULD WE BUILD FIRST?”

Higher score means build these now.

Percent Giving Highest Score	Average Point Value
49%	Build sidewalks where they are missing on busy arterial streets 5.07
35%	Provide more safe ways to cross busy arterial streets 4.68
32%	Provide safe walking paths where they are missing on residential streets 4.44
46%	Other 4.01
18%	Repair and maintain existing sidewalks in areas with the most people walking 3.88
18%	Provide safe walking paths on neighborhood greenways 3.86
22%	Reduce speeds on residential streets 3.66
19%	Reduce speeds on busy arterial streets 3.56
12%	Provide a buffer between people walking on sidewalks and cars on busy streets 3.43

The responses to question #1 correspond very closely to the responses to question #3. When asked “What types of pedestrian improvements should we build first?,” the greatest number of respondents answered that the City should focus on improving walking conditions along busy streets, shown in Table 4. The top two answer options were “build sidewalks where they are missing on busy arterial streets,” and “provide more safe ways to cross busy arterial streets.” The third highest response to question #3 was to “provide safe walking paths where they are missing on residential streets.”

Table 5 shows the responses received to question #2, “where should the City prioritize walking improvements first?” The majority of respondents weighted most highly “places where the most pedestrians are injured” (51% of respondents gave this option the highest score of six points). The next two most popular answers were to prioritize walking improvements “on streets connecting families and children to schools” and “on streets connecting people to transit stops.” The fourth highest response was “to serve people who rely on walking the most.”

TABLE 5: QUESTION #2, “WHERE SHOULD THE CITY PRIORITIZE WALKING IMPROVEMENTS FIRST?”

Higher score means extremely important improvement location.

Percent Giving Highest Score	Average Point Value
51%	Places where the most pedestrians are injured 5.15
48%	On streets connecting families and children to schools 5.05
38%	On streets connecting people to transit stops 4.87
38%	To serve people who rely on walking the most 4.76
36%	Along and across busy arterial streets 4.75
32%	On streets connecting people to community facilities 4.70
29%	On streets connecting people to neighborhood businesses 4.67
30%	On residential streets without sidewalks 4.23
22%	In areas with the most people walking 4.06
37%	Other 3.74

LOW-COST WALKING PATHS

In addition to collecting feedback on the types and locations of improvements to prioritize moving forward, the survey also helped us get feedback on low-cost walking improvements we're considering. These options can help provide walking improvements to more neighborhoods faster, potentially at as much as one-half the cost of a traditional concrete sidewalk.

While the type of design appropriate for a particular street will vary, we wanted to hear respondent's thoughts on six different low-cost design options we are considering:

1. Stamped and stained asphalt sidewalk with curb
2. Stained asphalt sidewalk with curb
3. Curb-separated walking path at same level as cars
4. Shared walking space with traffic calming features to slow cars
5. Traditional concrete sidewalk with curbs on one side of the street only, with rain gardens
6. Walking path at same level as cars, set behind landscaping

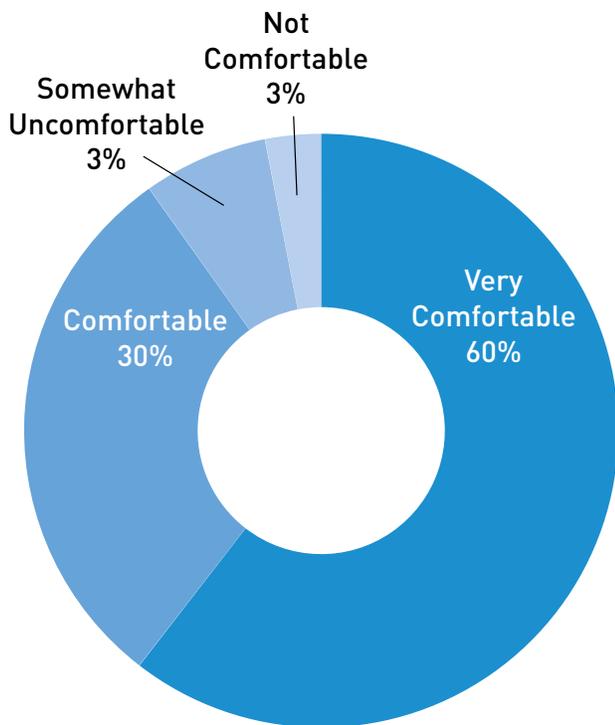
For each option, we asked respondents to tell us how comfortable they and members of their household or family would feel on each type of walking path. The following pages provide a summary of the feedback for each type of low-cost walking path.



1. STAMPED AND STAINED ASPHALT SIDEWALK WITH CURB

This option is a raised walkway, separated from vehicular traffic by an extruded curb. The asphalt sidewalk is stamped and stained to look like brick. There is no landscaping or other buffer between the roadway and the walking path.

90% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.

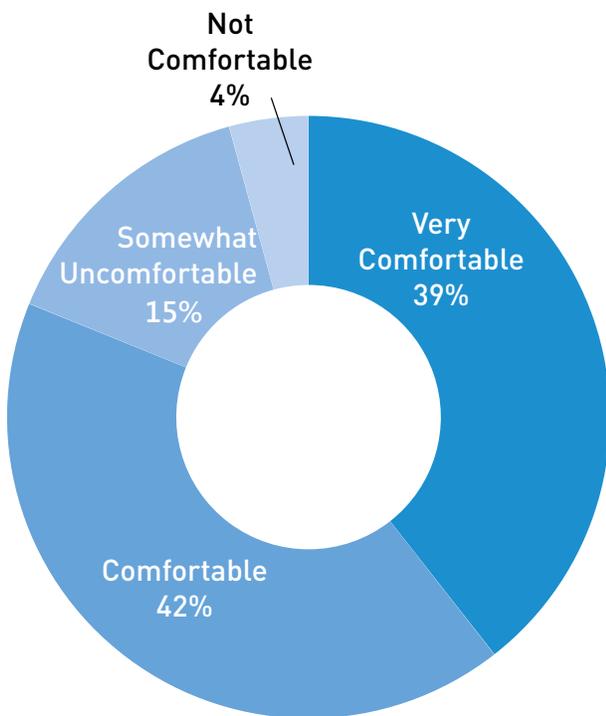


“I really like the stamped asphalt sidewalks as I use them often and find them just as good, and sometimes better than, ‘traditional’ concrete. I know that they are considerably less-expensive to put in, thus more sidewalks could be put in for every dollar spent. I like that a lot!”

2. STAINED ASPHALT SIDEWALK WITH CURB

This option is a raised walkway, separated from vehicular traffic by an extruded curb. The asphalt is stained gray to appear similar to concrete. There is no landscaping or other buffer between the roadway and the walking path.

81% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.

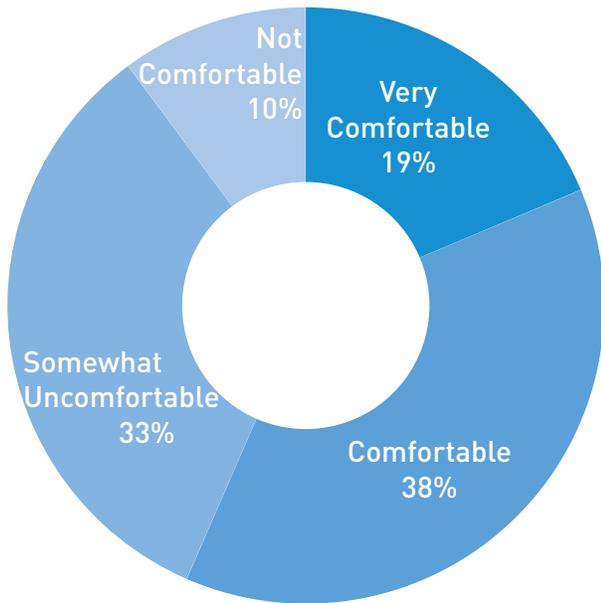


“Comfortable so long as the raise is sufficient to keep cars from parking here or drivers thinking this is a parking strip.”

3. CURB-SEPARATED WALKING PATH AT SAME LEVEL AS CARS

This option is a walking path at the same level as the roadway, separated from cars by a curb or wheel-stops. There is no landscaping or other buffer between the roadway and the walking path.

71% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



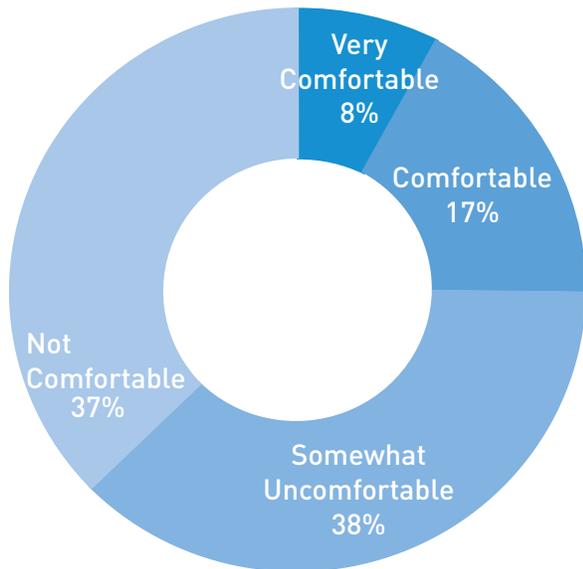
“Very comfortable if the difference between walking and driving spaces are made extremely obvious (i.e., difference in color/material) to drivers.”



4. SHARED WALKING SPACE WITH TRAFFIC CALMING FEATURES TO SLOW CARS

In this option, people walking and people driving share the roadway space. Traffic calming features such as chicanes, landscape elements, and speed humps are used to slow cars.

25% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



[Shared road]



[Longfellow Shared Space Street, Santa Monica, CA]



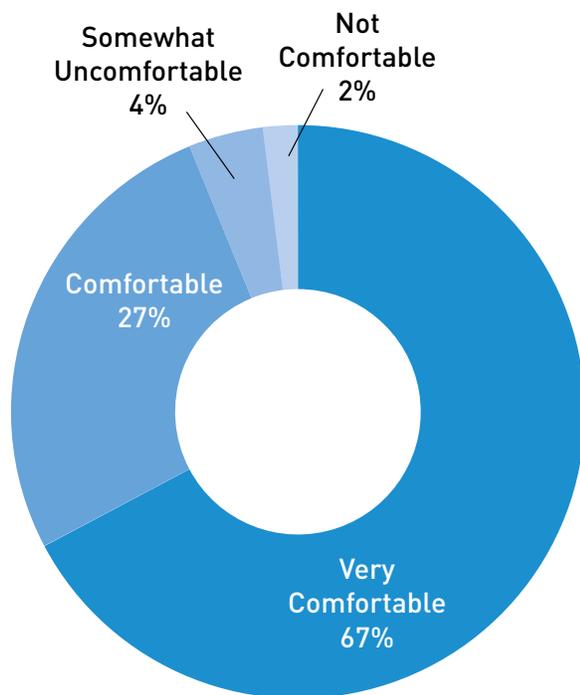
[Speed hump]

“In some neighborhoods where traffic is very low on the road this would be ok, but some roads that are more busy I would not be comfortable walking on.”

5. TRADITIONAL CONCRETE SIDEWALK WITH CURBS ON ONE SIDE OF THE STREET ONLY, WITH RAIN GARDENS

With this option, project costs would be shared with other City agencies where stormwater retention features are needed. Sidewalks could be built concurrently with drainage improvements.

94% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



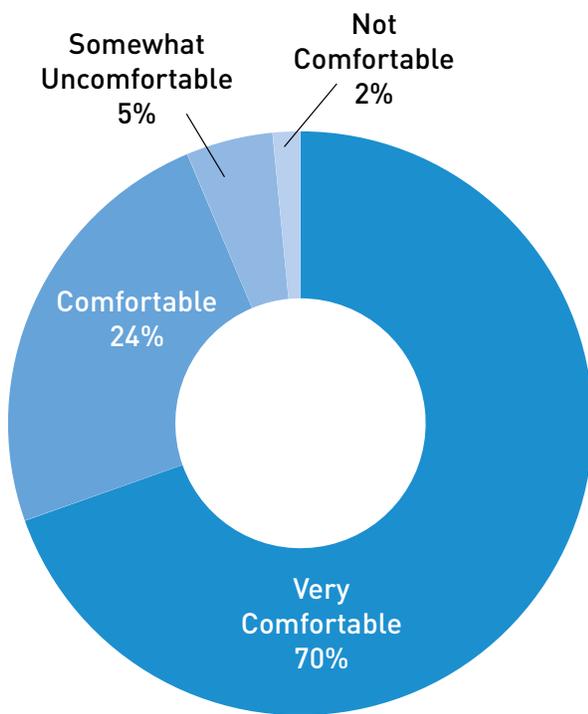
“Sidewalks on only one side of the street seems like a good budget option. Rain gardens are great -- be sure landscaping stays small enough to preserve visibility and safety.”



6. WALKING PATH AT SAME LEVEL AS CARS, SET BEHIND LANDSCAPING

This option is a walking path at the same level as the roadway, but is separated by landscaping. The walking path is not raised, and there is no curb.

94% of respondents reported that they and members of their household or family would feel comfortable or very comfortable on this type of walking path.



“Great buffer between cars and pedestrians. I really love the winding path through the landscape. Seems like a very pleasant place to walk and safe too.”



[17th Ave NE Green Street]



[At-grade sidewalk behind landscaping]

WRITTEN COMMENTS ON LOW-COST WALKING IMPROVEMENTS

In addition to the quantitative feedback received for each of these low-cost design options, we received over 2,700 written comments describing what respondents do or do not like about these low-cost walking paths. The principal themes that emerge from these comments were as follows:

- Necessity of a clear barrier between pedestrians and traffic
- Need for durable/long-lasting sidewalks
- Need to build for universal access
- Desire to maintain neighborhood aesthetics
- Need to build the sidewalks wide enough for comfort
- Opinion that building low-cost is a good way to build more
- We need to build sidewalks to connect people
- Desire to build sidewalks on both sides of the street
- Worry about loss of parking

The full list of written comments can be found on the project website [<http://www.seattle.gov/transportation/pedMasterPlan.htm>].

OPEN-ENDED SURVEY QUESTION

The survey included an open-ended question, asking respondents to tell us “what is the single, most important thing we can do to improve walking in Seattle?” In addition to posing this question within the survey, we also asked the same question at various community events we attended, including Park(ing) Day and Summer Parkways.

We received approximately 3,500 responses to the question. The principal themes that emerge from the written comments are as follows:

- Add crosswalks at busy intersections and make sure that pedestrians are visible and protected on existing sidewalks
 - No matter the sidewalk type, it is important that sidewalks of some sort are built where currently there are none
 - Lower vehicle speeds, especially in residential areas
 - Build sidewalks to connect people both to neighborhood centers and to transit
- Repair existing sidewalks and ensure that they are kept clear of overgrown vegetation
 - Install more pedestrian lighting
 - Focus on pedestrian safety around schools
 - Teach drivers, bikers and pedestrians to pay attention of each other
 - Build sidewalks on busy roads
 - Build sidewalks that provide universal access
 - Restrict sidewalk closures due to construction
 - Widen sidewalks
 - Lower crime to make walking safer
 - Reduce crosswalk wait time
 - Build sidewalks on both sides of the street

The graphic below shows the most commonly used words in response to this question. The size represents the relative number of uses for each word.

The full list of written comments can be found on the project website [<http://www.seattle.gov/transportation/pedMasterPlan.htm>].



NEXT STEPS

We will use the public feedback summarized in this report to update the Plan's prioritization methodology and implementing strategies and actions.

A public review draft of the updated Pedestrian Master Plan will be available on SDOT's website in early April, 2015.

To be included on the project email list and see project updates, please visit www.seattle.gov/transportation/pedMasterPlan.htm.

APPENDIX

Pedestrian Master Plan Public Survey.....25

Table of Responses by Neighborhood.....36

Seattle Pedestrian Master Plan Update: What are Your Walking Priorities?

Thank you for taking the Pedestrian Master Plan Survey! Your thoughts will help us improve walkability in Seattle over the next several years.

In 2009, Seattle’s 20-year [Pedestrian Master Plan](#) set out to make Seattle the most walkable city in the nation. The Plan goals of safety, equity, vibrancy, and health drive decisions about where to provide new sidewalks, curb ramps, crosswalks, signs, and many other improvements that make it easier to walk in our neighborhoods.

As part of our update to the Pedestrian Master Plan, **we need your input** on the types of pedestrian improvements you think are most important, and where you think we should build them. We will use your feedback help identify the highest priority areas to focus improvements.

The survey will take less than ten minutes to fill out. Thank you!

1. What makes it difficult or unpleasant for you to walk?

Please rate the following conditions that can make it difficult or unpleasant for people to walk, from 1 (not a problem) to 6 (absolute barrier).

	1 Not a problem	2	3	4	5	6 Absolute barrier
Busy streets with no sidewalks	<input type="checkbox"/>					
Residential streets with no sidewalks	<input type="checkbox"/>					
Tripping hazards on sidewalks	<input type="checkbox"/>					
Sidewalks that are too narrow	<input type="checkbox"/>					
Sidewalks that do not provide a buffer (such as street trees, landscaping, or parked cars) between people walking and moving cars	<input type="checkbox"/>					
Not enough safe ways to cross busy streets (such as traffic signals, stop signs, or crosswalks)	<input type="checkbox"/>					
Missing curb ramps (wheelchair ramps) at intersections	<input type="checkbox"/>					
People driving too fast	<input type="checkbox"/>					

Poor lighting	<input type="checkbox"/>					
Drivers not stopping for people crossing streets	<input type="checkbox"/>					
Not enough time to cross street with signal	<input type="checkbox"/>					
Blocked sidewalks (by parked cars, utility poles, etc.)	<input type="checkbox"/>					
Other (please specify) _____	<input type="checkbox"/>					

2. Where should the City prioritize walking improvements first?

Please rate how important each of the following improvement locations is, from 1 (not very important), to 6 (extremely important).

	1 Not very important	2	3	4	5	6 Extremely important
In areas with the most people walking (e.g., Downtown, University District, Capitol Hill, etc.)	<input type="checkbox"/>					
On streets connecting people to transit stops	<input type="checkbox"/>					
To serve people who rely on walking the most (e.g., low-income and transit dependent residents)	<input type="checkbox"/>					
On streets connecting people to local community facilities such as parks, libraries, and community centers	<input type="checkbox"/>					
Along and across busy streets	<input type="checkbox"/>					
On streets connecting people to neighborhood businesses (grocery stores, coffee shops, restaurants, etc.)	<input type="checkbox"/>					
Places where the most people walking are injured	<input type="checkbox"/>					
On residential streets without sidewalks	<input type="checkbox"/>					

On streets connecting families and children to schools	<input type="checkbox"/>					
Other (please specify) _____	<input type="checkbox"/>					

3. What types of walking improvements should we build first?

Please rate how important each of the following improvement types is, from 1 (not very important, so we should build later), to 6 (extremely important, so we should build now).

	1 Not very important (build later)	2	3	4	5	6 Extremely important (build now)
Repair and maintain existing sidewalks in areas with the most people walking (e.g., Downtown, University District, Capitol Hill, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide safe walking paths where they are missing on residential streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide a buffer (such as street trees, landscaping, or parked cars) between people walking on sidewalks and cars on busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Build sidewalks where they are missing on busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide safe walking paths on neighborhood greenways*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide more safe ways to cross busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce speeds on busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce speeds on residential streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Neighborhood greenways are calm residential streets with low car volumes and speeds. They provide safe, calm routes for people walking and biking to connect to destinations like parks, schools, shops, and restaurants. See www.seattle.gov/transportation/greenways.htm for more information.

4. How comfortable would you feel walking on residential streets with the following types of walking paths?

Background: Many streets in Seattle are missing sidewalks. Because it would cost the City about \$3.6 billion and would take many years to build traditional concrete sidewalks where they are currently missing, the City is launching a new program to provide lower-cost options for residential streets without sidewalks. These options can get walking improvements to more neighborhoods faster, potentially at as much as one-third the cost.

While the type of improvement appropriate for a particular street will vary, **we'd like to hear your thoughts on different options we are considering.**

The following questions will show images of different types of walking paths. Please tell us how comfortable you and members of your household or family would feel on each type.

4.a. Stamped and stained asphalt sidewalk with curb (raised walkway)

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



4.b. Stained asphalt sidewalk with curb (raised walkway)

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



4.c. Curb-separated walking path at same level as cars

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



4.d. Shared walking space (people walking and driving share the roadway space) with traffic calming features to slow cars, including curved roadways, landscape elements, and speed humps.

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



4.e. Traditional concrete sidewalk with curbs on one side of the street only, with rain gardens.

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



4.f. Walking path at same level as cars, set behind landscaping (no curb).

- Very comfortable
- Comfortable
- Somewhat uncomfortable
- Not comfortable



In the box below, please tell us more about what you do or don't like about these lower-cost walking improvements for residential streets.

[Limit online survey answer to 500 characters]

5. What is the single, most important thing we can do to improve walking in Seattle?

[Limit online survey answer to 500 characters]

6. Tell us a Little About You

- a. Do you live in the City of Seattle? Yes___ No___
- b. What is your home zip code? _____
- c. What neighborhood do you live in? _____
- d. Do you work in the City of Seattle? Yes___ No___
- e. What neighborhood do you work in? _____
- f. How many vehicles does your household own? _____
- g. During a typical week, how many days do you walk more than one block in the City of Seattle?
- 0
 - 1-2
 - 3-4
 - 5-6
 - 7
- h. Which of the following activities would typically involve you walking more than one block on streets in the City of Seattle? (Select all that apply to you.)
- Commuting to work or school
 - Shopping or dining out
 - Going to libraries, community centers, parks, or other community destinations

- Exercise / leisure (including walking a pet)
- Taking children to / from school
- Accessing public transit

i. Do you have one or more children (17 or younger) living in your household currently?

- Yes
- No

We aim to reach out to and hear from a broad cross-section of Seattle. By answering the following optional questions you'll help us better understand who is engaging with us.

Please select your gender identity:

- Male
- Female
- Transgender
- Other _____

Please select your age category:

- 17 or younger
- 18-29
- 30-39
- 40-49
- 50-64
- 65 or over
- Prefer not to answer

Do you:

- Rent
- Own
- Other _____

Do you, or a member of your family, have a disability?

- Yes
- No

What is your race? Select all that apply.

- American Indian/Alaska Native
- Asian
- Black/African American
- Native Hawaiian or other Pacific Islander
- White
- Other
- Two or more of these
- Prefer not to answer

Are you of Hispanic, Latino, or Spanish origin?

- Yes
- No

What language do you speak at home? _____

Thank you for completing the survey. We will use your feedback will update the priorities in the Pedestrian Master Plan. We expect to release a draft of the updated Plan for public review in February, 2016.

To be included on the project email list and receive project updates, please visit www.seattle.gov/transportation/pedMasterPlan.htm.

WHERE RESPONDENTS LIVE

NEIGHBORHOOD		NUMBER OF RESPONSES			
Lake City	288	Hillman City	44	North Beach/Blue Ridge	14
Ballard	247	Ravenna	42	Puget Ridge	14
Greenwood	214	Mount Baker	40	Madison Park	13
Upper Queen Anne	210	Northgate	34	Alki	12
Wedgewood	175	Olympic Hills	34	Highland Park	12
Rainier Beach	159	Belltown	33	Madrona	12
Broadview	146	Downtown	33	Holly Park	12
Lower Queen Anne	135	Eastlake	32	View Ridge	11
Capitol Hill	133	University District	32	Fauntleroy	10
Maple Leaf	123	Lichton Springs	30	Interbay	9
Crown Hill	120	Bryant	27	Westlake	9
West Seattle	109	Roosevelt	27	Lakeridge	5
Pinehurst	106	Matthews Beach	26	Pioneer Square	5
Beacon Hill	106	Seward Park	24	International District	4
Columbia City	103	Cedar Park	22	Jackson Park	4
Haller Lake	82	Delridge	20	Othello	4
Central District	81	Portage Bay	20	Rainier View	4
Wallingford	76	South Lake Union	20	Yesler Terrace	4
Magnolia	69	First Hill	19	Judkins Park	3
Phinney Ridge	68	Sand Point	19	Rainier Valley	3
Montlake	66	High Point	18	Roxhill	3
Meadowbrook	64	Brighton	16	Windermere	3
South Park	59	Victory Heights	16	Loyal Heights	2
Fremont	58	Arbor Heights	15	SoDo	1
Green Lake	58	Laurelhurst	15	Outside of Seattle	62
Bitter Lake	54	Leschi	15	Other	18
Georgetown	51	Madison Valley	14	No Response	601

