

Seattle Department of Transportation

# PEDESTRIAN MASTER PLAN UPDATE SURVEY RESPONSES TO OPEN- ENDED QUESTIONS



January 2016

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WHAT CONDITIONS MAKE IT DIFFICULT OR UNPLEASANT FOR YOU TO WALK? OTHER:
Construction where all sidewalks are closed (though the street is not closed to traffic) forcing me to go blocks out of my way
Some intersections have excessively long wait times for pedestrian signals. Pedestrian crossing should be prioritized over vehicles, or perhaps there could be more pedestrian over/underpasses (ex: Green Lake Way N and Stone St., 45th Ave N by Aurora bridge)
“Only after I tripped in March and broke my nose and front teeth did the city fix the uneven sidewalk along college way n
That was very frustrating. But other streets in Licton springs that has some sidewalks have the same uneven pattern due to tree roots because the city planted trees that do not belong along the sidewalks there roots are shallow and spread. “
There aren’t sidewalks outside my house on 90th in between Corliss and Meridian and I am concerned about children walking to and from school on that street.
Poor drainage (water ponding on sidewalks)
Drug dealers
People soliciting/ standing around on sidewalk
Beg buttons at intersections
Signs on posts and “sandwich boards” in the sidewalk. Also, seating areas that squeeze down sidewalk width.
Vegetation growth blocking sidewalks from people who do not care for their yards and landscaping. When reported the city does nothing but send a vegetation folder. No follow up.
Visual obstructions (mostly overgrown plants) that force pedestrians into the street or block drivers’ views - especially at residential intersections
Many streets w/ no sidewalks north of 85th
Peoples are just bad drivers
The reason I say too narrow or trip hazards are not a problem is that our neighborhood (Crown Hill) HAS NO SIDEWALKS.
We need sidewalks in Wedgwood ! It is sooo unsafe to walk with my toddler as he’s literally walking in the street and i can’t give him clear direction like “stay on the sidewalk “ I’ve even fallen into ditches 8 months pregnant trying to back out of the way of oncoming cars not knowing where drainage was hidden
Sidewalks should be a top priority for a walkable city.
Space between sidewalks for business access. gravel surface and parked cars all in same spot
Puddles in road next to sidewalk
Poor motorist sightlines at intersections/driveways where people are walking
Cars being in the streets. Cars being #1 not people.
No more houses unless sidewalks are provided!!!
Having to push the stupid button to get a walk sign!!! If you are just a second too late, you don’t get the walk sign even though you are there and ready to walk and have the light. Why the hell do you have those there? Pedestrians don’t get the walk signal any sooner and it just confuses people. They think they can’t walk and by the time they realize this is the time they should be crossing, the light is about to turn and does turn while they are in the intersection. It is so stupid!! And unsafe!!
Only real issue for me (a slower walker currently as I am in treatment for cancer and not quite as quick on my feet) are busy intersections with no crosswalks, ESPECIALLY three way intersections. I’m filling out this survey because I want to register a request/complaint regarding a specific three way intersection.
Drivers not obeying roundabouts, especially in areas with no sidewalks.

Seaview pl NW to Golden Gardens DR NW past View Ave, Loyal Ave, 87th NW to 85th desperately needs a bike path. Super narrow/blind corner near the dog park is dangerous. This access would provide a complete loop for our community to enjoy with strollers and bicycles. The stairs up to 32ndx85th are not for everyone.
Poor crosswalk access to parks and businesses e.g. 25th Ave NE at NE 77th across from the Dahl field playground, Roosevelt in Maple Leaf as maybe 2 crosswalks for over a mile, from our house to my daughters school (Wedgwood Elem) there are no sidewalks once we cross 25th to get her safely up the hill when parent in cars are flying by to get their kids dropped of. Wedgwood just got 1 block of sidewalk which is better than none but there is so safe walking route to school for those of us on the Ravenna side of 25th
Related - on hilly terrain in wet weather (105th at Roosevelt), cars drive fast and no sidewalk. The hill sheet with water (coming from slope on Roosevelt, onto 105), so road is not safe for cars or pedestrians.
Residential streets with no side walks and parked cars, causing pedestrians to walk in the middle of the street with along with traffic with busy cross traffic. Such a place is northbound between NE 97th to NE 100th street on 8th Ave NE.
Too loud and to close to cars. Simple not pleasant experience. Need more paths of busy streets and more trees lining busy streets.
"I live in what's called the Maple Leaf neighborhood. Most streets from 5th Avenue NE over to Roosevelt Way NE, have no sidewalks; moreover, people seem to act as if they live in a gated community; parents push children in stroller, in the middle of streets, designed for automobiles! Try to tell the parents of the danger and they give you a cold stare. It's a wonder more children haven't been hurt. I know one woman who pushed her stroller out onto a street on a dark Sunday evening, at NE 100th Street and 5th Avenue NE, barely escaping the little boy in the stroller, almost being hit. Even as someone who generally walks to most everyplace I can, the behavior of most pedestrians baffles me."
1) Ramps aimed at street centers, not to corners or crosswalks. 2) incorrectly placed stop signs 3) complex intersections 4) open ditches 5) closed sidewalk signs that remain forever after the job is complete 6) trashed sidewalks & streets 7) free right turns 8) missing pedestrian activated crossing signals 9) bus routes that don't align with safe walk zones for East-West walkers or East-West shuttle service 10) steep hills and slopes that are hard to maneuver with canes & walkers, esp with dirt and gravel to walk on. 11) really steep hills should have mini rest zones or hill climb flats.
Please put in sidewalks on 100th St in Maple Leaf!
"Tripping hazards on sidewalks. Everyday life in Seattle. Unfortunately, most are caused by trees
Storm drains plugged up, causing huge puddles in streets where there are no sidewalks.
Many ongoing construction projects may pay fees to the city for obstructing streets/sidewalks, but that does nothing for people who are trying to walk (or to drive safely around pedestrians). Seattle is a mess in this regard, with no end in sight.
Make the sidewalk or streets more pleasant to walk. Pedestrian only zones might be nice. No one likes walking along ugly busy streets.
There are too many areas where cars and pedestrians are competing to cross or move. Need to start considering sky bridges for pedestrians. Northgate way is a high pedestrian and traffic area around the mall. Sky bridges would help pedestrians cross with ease.
"Leaving schools on roads without crosswalks. Having to walk on busy roads because they are the only option for crosswalks"
Bicyclists have no regard for pedestrians. I have nearly been run over dozens of times.
I don't feel safe walking in my own neighborhood because there are no sidewalks and we have to walk in the street.
No sidewalks at all.

For whatever reason, NE 125th & NE 145th Streets have sidewalks AND streetlights while NE 135th St has NEITHER. It is absolutely without argument from any resident here that it is UNSAFE to try to walk along NE 135th St in the morning fog or in the night darkness. No sidewalks, no streetlights. There is a muddy path worn through the parking strip paralleling NE 135th but tree roots, pine cones, rocks, uneven turf>>>all conspire to trip me up even in the daylight. I've lived here 41 years & nothing has been improved in my neighborhood or commute walk.
1. Personal security issues unrelated to infrastructure, eg ranting or unsocialized behavior of fellow peds. 2. Storm drains flooding ped paths or splashing out of vehicle lanes onto ped areas.
Olympic hills neighborhood needs sidewalks and better lightong
I walk my daughters to and from their bus stop. Soon they'll be able walk themselves. The stretch of 143rd NE between 15th and 30th is used heavily by folks using it as a shortcut to bypass traffic around Lake City Way & 145th NE. My daughters use 143rd and it can be downright dangerous, especially the five way at 24th Pl. NE and 143rd. Come Che k it out sometime.
The sidewalks in my neighborhood are built without consideration for water flow patterns during heavy rain. there are some places where the curb with the ramp leads to the highest and fastest water flow area (Rainier and Henderson) (Rainier and Othello), fruther there is no buffer and when walking on rainier in this area during rain people are splashed with waves of water. I have small children and this is a terrifying experience every time. The water is above the tops of their boots in some places.
Overgrown sidewalks. Bushes/trees/grass is overgrowing from nearby properties extending into the sidewalk area.
Lack of audible or tactile pedestrian crossing signals in the downtown area.
Leaf-clogged drains that turn some sections into miniature lakes.
No sidewalks with drainage trenches and standing water in Olympic Hills.
Jaywalking
Bicyclist not obeying traffic laws !! Rude!!! spitting on passengers getting out of cars along the bike lanes !!!!
"Overgrown plants can block sidewalks. This is particularly an issue on narrow sidewalks. It's also often more of an issue after precipitation, when tree limbs hang lower and other plants may be bent over more into the sidewalk.
On the occasional winter day with snow or ice on the ground, slippery conditions are a problem. Some residents & businesses clear their sidewalks, others don't, and others don't have sidewalks to clear.
Blocked gutters and drains, and other issues that lead to wide or deep puddles are an issue when it rains."
Shrubbery forcing walkers into the street.
Filth and overgrowth.
I live in Maple Leaf and am discouraged from walking due to lack of sidewalks on residential areas!
Homeowners that let plants grow over sidewalk (low plants making the sidewalk narrow and trees you have to duck under).
Bicyclists who don't yield to pedestrians. I think it is shocking. I have almost been hit more than once on the sidewalk. A couple of times crossing the street even At specially lighted crosswalks, we need education!
Oblivious people who are not paying attention when either walking or driving.
No stop signs at intersections
Strongly feel that neighborhoods without sidewalks are unnecessarily putting families at risk and building these sidewalks should be highest priority
Overgrown shrubbery.
Unkempt streets with potholes, strewn litter and garbage, high youth crimes, and youth violence....don't feel safe. Not many people utilizing bike lanes with the exception of north Beacon.
Crosswalk signals forcing pedestrians to wait an entire light cycle
Downtown is notorious for allowing construction crews to block sidewalks, making pedestrians criss-cross streets. A really unfriendly environment!!!!

Lack of sidewalks with adequate ramps is a significant impediment to getting around
Garbage cans attracting rats and blocking sidewalks (NE Roosevelt Way)
Crosswalk buttons that take an extremely long time to change the light (read 15th and Madison).
High crime areas, even at a quiet time of day
“Intersections with REALLY REALLY long wait times for walk signal, even when there is an obvious clear break in the traffic. For example Mercer and Westlake.”
Poorly marked cross walks and drivers unaware of pedestrians
Ludicrous crosswalk placement. Olmstead designs that confuse drivers.
I use a cane. Amazing how many people turn almost in to me or I can feel the car turn right behind me. If I fell, it would b all over.
No sidewalk on 24th NW, north of 85th
Crown Hill...NO SIDEWALKS!!!!
Constantly being stopped by people asking for money, donations, religious proselytizing downtown.
Bicyclists riding two and three side by side, not staying in the expensive dedicated lanes made especially for them and riding in the car lanes or on the sidewalk instead. What a waste of money those bike lanes have been!!
Cars not stopping for pedestrians at unmarked crosswalks.
No sidewalks on streets near or surrounding bus stops, schools and shops! At sundown it's extremely dangerous to have to walk in the street and around parked cars, etc.
Add sidewalks to aurora between 145th and 115th.
Rows of driveways that cross over a sidewalk (like along Greenwood Ave. N. from 130th - 145th.
More road diets and traffic calming needed especially on the edges of town
North of 85th in Seattle needs major improvements
Bikes refusing to ride safe, near hitting children and peds - Cars seem to be polite on the side streets, but the bikes will hit you if you do not get out the way
The decision to turn residential streets into de facto arterials (e.g., 87th and 95th in Greenwood) by adding traffic lights at Aurora and Greenwood to encourage cars to use them for cross city transit instead of using 85th and 105th and other true arterials. Why intentionally put this kind of heavy traffic into residential neighborhoods, especially neighborhoods that have no sidewalks.
People blocking intersections downtown with their cars, and cops just going around them instead of doing their jobs and stopping to write a ticket.
I live in NW Seattle, Broadview, and we have few sidewalks so walking is quite difficult and feels dangerous.
Need a pedestrian bridge across I5 from North Seattle College to new light rail station and existing metro bus station.
There are no sidewalks in my area so most of this didn't apply and I answered based on areas where I have seen sidewalks.
No sidewalks on 13th ave nw bwtwn 85th and holman rd, no speed bumps to slow traffic
Swales pose dangers when next to busy streets without good sidewalks. Bikers and walkers can't avoid threatening traffic without risking a fall into them.
Too many houses taking up the parking strip or easement with plantings/rocks/landscaping which causes people to then park their cars in the street, the actual driving lanes which then turns a two way street into one lane. Not safe for drivers or pedestrians. In some cases, this has affected the drainage.
Cars parked in the right of way which force the pedestrian (or in this case, me, my two small children and my dog) to walk in the street. This is the case where I live.
People that park in the right of way that force the pedestrian (or in this case, me, my 2 small children and my dog) to walk in the street. This is the case where I live.

We have few to no sidewalks in the Broadview neighborhood of Seattle. I drove my kids 5 blocks to school due to the lack of sidewalks and no crosswalk on 3rd Ave NW near our home.
“3rd Ave from 145th and on (heading Southbound pretty much up until the turnoff to Holman Road) is a huge problematic area. It is a HEAVILY used street with NO SIDEWALKS.
Also the intersection of 130th & 6th Ave NW desperately needs signs reminding people that it is NOT a 4-Way stop, and ANY vehicle turning left across traffic must yield to all other oncoming traffic. It's a nightmare for local neighbors trying to get to and from their neighborhoods during rush hour traffic, when people are utilizing 3rd as a bypass to cutting out part of their Greenwood and/or Aurora commute.”
100th Ave NW from 15th ave to 8th ave is an accident waiting to happen. There are no safe cross walks except at 8th ave and it's on a hill. Sidewalks go from one side of the street, stop and start on the next. I can't tell you how many times I have seen pedestrians pushing strollers almost get killed trying to cross to get to a section of sidewalk. north Seattle needs some sidewalk love.
There are no sidewalks in West Crown Hill, which makes for very unsafe walking
“Poorly timed light signals.
Too much construction - sidewalks that “end” abruptly.”
We live in Greenwood (97nd and 2nd Ave NW) and would love to see sidewalks in our neighborhood. I would love to have my kids walk to Sandel Park but without sidewalks I do not feel comfortable doing this.
Drug addicts and prostitutes walking the streets
Greenwood neighborhoods on side streets have no sidewalks. Sandel park is a popular place for families to go, all through out that area there are No sidewalks.
Cyclists on shared paths who are going super fast and cut in and out around me and it's really scary.
Drivers running lights (turning from yellow to red)
Cross walks need to be visible. If coming to a hill with a crosswalk, please put a warning light on before as you get to the top of the hill.
Unbelievable there are so many areas without side walks. First place I've lived in the US without sidewalks. Even poor cities have sidewalks.
To be honest, ugly streets as in lots of trash, or lots of chain stores.
Bicyclists riding on the sidewalk!!! I see it everywhere in Seattle and they act like I'm rudely taking up THEIR space on the sidewalk when I'm walking.
I am referring to Airport Way S. between Lucile and 13th S. I actually met with a traffic engineer this spring and she showed my detailed blueprints for changing signaling, etc., and that all these improvements were supposed to begin this year, but it's already the end of November and nothing is happening...
Steep streets (sometimes stairs are easier, especially going down.)
My neighborhood on the south end has a lot of sidewalks that just end leaving the ped with no where to go or forcing them to cross street
It is not safe to walk alone around rainier beach / skyway. We need more police presence. As it is now, you couldn't pay me enough to walk around this area. It's really too bad this area is left without law enforcement. I speak from experience.
People at bus stops blocking sidewalks
Garbage & other debris on the street/sidewalk
Traffic lights timed to optimize motorized traffic flow but that make pedestrians wait through multiple cycles to cross.
Sidewalks and trails that do not provide a buffer between <b>**BICYCLES**</b> and people walking/running.
Angry people driving too fast
Greenlake area on ramp to i-5 south has no pedestrian cross walk on the bridge. A frequent running route and extremely dangerous.

Uneven sidewalk, tree roots breaking up sidewalks, shrubs not pruned back making it easy for people to hide in shadows, blackberries not pruned back and hanging over sidewalks.
Long waits for pedestrian traffic signal
Safety
Sidewalk closure due to construction.
Sidewalks closed for construction. Not well coordinated downtown especially.
Not enough stop lights to slow down traffic where people drive a long stretch of road.
I often encounter overgrown blackberry bushes that are growing out over the sidewalk, forcing me to walk in the street to pass.
The new LED street lamps are absurdly bright. Please take the time to do complete research before implementing such "improvements" to insure there are sane improvements made.
Too much wait between lights
Poorly lit/marked crosswalks along busy streets
Drivers not stopping at stop signs
Drivers paying attention to their goddamned phones instead of the people in the crosswalk that they're about to run over.
Interruptions in sidewalk connections between neighborhoods. I.e. I can only walk so far until I reach a point where no pedestrian options exist.
Too many "blind corners" due to cars/etc parked beyond legal areas
Aggressive drivers.
People sleeping in doorways; dog feces.
Not enough off leash dog parks.
Bicyclists not alerting pedestrians that they are approaching.
Construction and crosswalks that take over 2 minutes to change to a walk signal
Sidewalks that have not been maintained. Tree roots, holes, extremely uneven pavement.
Too many bicyclists using the sidewalks.
Narrow sidewalk in addition to uneven surface is caked with falled leaves that are now gushy and slippery. Prime example: east side sidewalk on 35th Ave NE north of NE 125th St, worse just north of NE 130th across Fred Meyer parking
"Drivers breaking the law and not stopping for red lights delaying crossing at intersections with short walk lights.
Drivers leaving parking lots and crossing sidewalks without looking for pedestrians.
Drivers not yielding to pedestrians when pedestrian has legal right of way."
I work at 333 Elliott Ave West. Even with the newly built pedestrian bridge, there are not safe ways to get to the most utilized bus stop. Employees have been hit at the crosswalk on Elliott Ave W past W Thomas Street because cars have no regard for pedestrian crosswalks with no light (either a stop light or flashing lights when a pedestrian is crossing or some similar signal). It is these sort of encounters as a pedestrian that are a deterrent.
Signage and way-finding, garbage/trash, overgrown bushes/blackberries blocking the sidewalk
My son is currently in a wheelchair. Responding per our current situation.
My son is currently in a wheelchair. I'm responding given our current condition.
These don't really discourage me from walking, but rather making walking much less pleasant and less safe.
No interesting or useful places to walk to or through.
Foliage blocking sidewalks
Personal safety is my most major concern. Dunlap is not safe to walk around in due to crime.

Missing critical small sections of sidewalks at corners such as South Lucile Street and 39th Ave S. Sidewalks exist on 39th but then stop short of intersection which is really annoying due to mud and dirt.
Sidewalks and streets flood in the rain. Rainier ave s between compressor and rose. Nowhere to walk without getting soaked.
Some of this is a no-brainer. For example, whether or not I think missing ramps is a barrier to walking doesn't matter because this is an ADA issue/requirement. Also, people's driving speed doesn't matter because I don't walk where the cars drive; I walk where pedestrians are supposed to be. You've also worded this subjectively--what is "too narrow?" A foot short, three feet, six feet??? Here's what we need: sidewalks wide enough for a wheelchair, ramps at the corners, crosswalks on the corners, elimination of tripping hazards (quit planting trees with large root systems!) and fix broken concrete, any required Signage. That's it.
"Oak trees lining many main drags drop acorns, which is a huge hazard to those with mobility issues. They also potentially create broken, uneven walkways due to their roots, which makes it absolutely impossible to safely traverse if using a wheelchair. Another issue is personal safety. Many areas of Seattle unfortunately have a high crime rate. More and more people are afraid to walk, period. I realize this is a separate issue than what you're looking for, but it needs to be put out there. Thank you."
Rainier valley does not adequately accommodate disabled folks
"There's long stretches of Rainier Ave. S.that have no cross walks and I see lots of people crossing dangerously between traffic. Esp.near bus stops and south of Columbia City.Also, way South on Rainier, south of where Seward Park meets Rainier Ave.the sidewalks are really rough. Weeds, moss or blackberry crossing paths. There's finally lots of new, non- marijuana, businesses coming up down here, one of which is Stone House and I like to walk there but I need to cross the busy Rainier Ave to the lakeside of the road (which has some issues as well, same as the others-moss, blackberries- just not as bad, but the issue that is worse is all the uneven cracks or driveway transitions. I seem to trip a lot along that side) due to precarious walks. Additionally, the stairs and walk paths down from Waters Ave area down to Rainier (I think Redwing, Norfolk, Pilgrim and/or Cooper vacinity) need more maintenance. Again, moss, blackberries uneven or cracked steps make it difficult and somewhat unsafe (unsafe from a tripping hazard and just general personal safety). These are great features to our neighborhood but I don't utilize them enough for those reasons. I think a lot of the other residence would be more inclined to use them as well, but they might not know they are there or are discouraged for the same reasons I am. Is there a way to cut back some the overgrowth and perhaps identify them with some Signage? Also possibly lighting. Maybe along the lines of the metro stops on Aurora and Fremont Ave that have the push button indicator, but in the form of a lamp. Like you could push it and a chain of lights could go on for a couple minutes then go off. I know at times in the morning or evening you don't realize til you get into them that they're a bit darker then you realized. Just some suggestions. (Sorry you asked? ; )"
Stretches of S Dakota (or S Nevada) on Beacon Hill near Jefferson Park have no street lights whatsoever
Long wait to cross busy streets (rainier, MLK)
All the freaking cars and trucks!
Too dark not safe
Gatherings of young men smoking pot and playing loud music in the late afternoons and early evenings in the parking lot just north of lakewood moorage make me nervous and uncomfortable when I'm walking along lake wa Blvd in the Seward park neighborhood.
The paint lines on streets are 29th and often drivers don't know where they are in terms of lanes, which can be a danger to pedestrians and vehicles. More reflective lines and speed bumps please in high traffic areas
The lane lines are so old that often cars don't know what lane they are in, which can cause accidents. Reflectors on utility poles and other important pieces of equipment that might need to be seen while walking.
Missing curb ramps are not a problem for me but that would be an absolute barrier for many so I support its prioritization.
I have noticed a lot more construction sites where the sidewalks are simply closed rather than having to create a safe way for people walking by.
Boulevards/park access becoming freeways and speeder show off runs

I can't run faster than a bullet or run faster than the guy with the knife. We have great infrastructure in Rainier Beach, but it is unsafe to use it because of crime. Particularly the "circle" at the south "corners" of 53rd and S. Henderson which is lined on both sides with drunks, drug addicts, people having sex, gambling, people defecating, etc.
47th Ave S between S Juneau and Graham is three blocks long with no sidewalks and no roundabouts. Children and adults must walk down the middle of the street. It is only a block off of Rainier Ave S so cars will often use 47th Ave S to avoid lights/traffic on Rainier. It is so unbelievably dangerous. I've seen kids almost hit by speeding cars many times.
Sidewalks overgrown with blackberries, etc., and otherwise obstructed by months of leaf debris, trash, etc.
"I walk with a friend who has two children in a stroller, and there are broken sidewalks, thick layers of leaves and garbage that often block her on what should be a very clear route along Rainier Avenue South.
No curbs near sidewalks, makes tough to walk safely with debris from street, rainwater and dirt running down them
Some sidewalks become overgrown with brambles, particularly Olson Place /Myers Way.
Please, please, please add a sidewalk to the north side of Graham Street between Beacon Avenue and Swift, even if for just a portion of this stretch. There are many people who walk up the hill to catch the bus on Beacon Avenue. It would be nice to have a sidewalk on the same side of the stops (north side) rather than having to zig zag across Graham. The stretch between Beacon Avenue and 24th Avenue is particularly troublesome as one of the neighbors parks his van on the shoulder, leaving pedestrians to have to walk on the street into oncoming traffic.
Crosswalk lights on Rainer Ave. in Columbia City. They are too short for older people to get across the street.
Not feeling safe. Too many criminals.
Bicyclists who fail to obey the rules of the road and swerve around between people because they are moving between the sidewalk and the roadway.
No sidewalks in my neighborhood is a huge dangerous problem
1) No connectivity between dead ends and around irregularly shaped areas. For example, I live in a dead end off of 51st ave S at gazelle. I'd love to walk over to Kubota gardens (across 51st) but to do so I have to walk all the way around renton ave (a 25 minute walk vs a 5 minute walk to the back side of the park). A gate open during business hours would be great there. Another example- it would be great to have a walking path from 49th ave s to Beacon Ave s along the right of way for Gazelle, to increase connectivity there. Sidewalks are also needed in many parts of SE Seattle.
I live in the Mt. Baker neighborhood and every place I go requires a car.
Trees and shrubs, some quite large blocking sidewalks at ground, mid-level and head level.
I live in Rainier Beach & the pedestrian areas & crosswalks are horrible!! Can we get fluorescent flags & lights like in Bellevue please? I see ppl having a hard time crossing streets safely all the time!!
Crosswalks badly needed on Airport Way S by businesses just south of Lucille St.
To steep a slope without landings or handrails
No audible cross walk at Renton Ave. S and S. Ryan
Not enough visibility because cars park too close to the intersections
Construction work that causes barriers to pedestrians and wheelchairs, and sometimes on both sides of a street. Also, sidewalk establishment seating that blocks wheelchair access.
"Sidewalks being blocked by adjacent property owners' out-of-control plants/trees. Unsafe areas because of crime (broken window theory)"
I would like to see traffic circles in the 2 intersections on 12th Ave and Rose and 12th and Dallas, Thistle, Rose.
Scary people
Perhaps because so few people walk, I always get much more attention (catcalls, etc.) than in other areas of town. I am much less likely to walk around my neighborhood because of this.

Most of the sidewalks in South Seattle are damaged or in poor condition. I'd recommend existing sidewalks be replaced first.
MLK between Seattle and Renton has all of the above conditions and no lighting. School kids have to walk these streets in the early am..no lighting..no sidewalks with 50+ mph traffic just inches from them!! Please fix this
Trains moving slowly, no crossing barriers or flashing lights.
Walking Rainier on the east side from 68th Ave So to So Lakeridge Dr, some of the sidewalks are completely overgrown with blackberries making it necessary to walk in the street. This is very dangerous as there are also parked cars, cyclists and motorists. This needs to be cleaned up so the sidewalk is passable
18th Ave SW has people walking all of the time. No sidewalks. Someone is going to get hurt.
Overgrown vegetation by adjacent property owners needs to be addressed. The City could actively fine property owners for broken sidewalks and encroachments and use those funds for more enforcement.
Construction zones are the worst.
Transit accessibility - bus stops without covering from rain or seats make it less desirable to combine walking with transit options
Constant sidewalk closures from construction. Once or twice is okay, but zigzagging back and forth across the street for blocks on end is a pain in the ass.
No sidewalk on 101st Street NW Seattle. It is a busy street with too many cars. We were promised sidewalks 50 years ago it never happened north of 85th Street. Car goes way too fast on this street and there are a ton of people walking up and down the street. Greenwood is not safe to cross the street at 100th Street and Greenwood where the bus stops. I ride metro to work and back daily and crossing the street is dangerous. Cars don't stop at the cross street
We have no buffer in a highly industrialized neighborhood.
Lake City Way needs a pedestrian overpass!!
Sidewalks covered with vegetation, totally blocking sidewalk. Cracked and uneven sidewalks frequently cause me to trip/fall. Major sidewalks have no blinking lights or stop lights to facilitate crossing busy Rainier Ave S (intersecting with Cornell Ave S). Not visually pleasing on Rainier Ave S (south of Rainier Beach) due to parked semi trucks, garbage and vegetation, e.g. leaves, along the curbs. No trees lining sidewalks or roads, again north of Rainier Beach on Rainier Ave S.
Condition of sidewalks on Rainier Ave south and dangerous traffic conditions. Some sidewalks are blocked by sluffing hillsides. Crossings are few and dangerous due to high traffic speeds and failure of drivers to stop or even slow for pedestrians. There is no traffic enforcement.
Freight. Trucks using parking strips as parking spots. Multiple trucks parked create visible barrier.
Fences that block view so cars can not see me at intersections.
Vegetation encroaching across sidewalk, excessive litter, illegal dumping.
Overgrowth of vegetation on street without sidewalks that decreases the safe walking space on the street.
Please consider a light at Rainier Ave S and S Findlay. This is a dangerous intersection and the road diet nor crosswalk are helping. The road diet is actually making it worse. Thank you.
Oversized trucks and machinery on residential and buffer streets in neighborhood
Sidewalks covered with leaves, mud, dirt.
Mother fucking hills. Invest in escalators. Especially downtown.
Road noise and railing while crossing I-5 at 45th
Sidewalk closed for Construction Project
"The intersection of NE 65th Street and Ravenna does NOT work well for pedestrians.
People riding their bikes on sidewalks (I'm a walker) don't work well for me."
Blocked crosswalks (cars or trucks stuck in intersection) is a huge problem. Also, really long light changes that allow tons of time for cars are discouraging. Pedestrians can end up waiting 10 minutes to cross!
Storm drains that are plugged causing rain overflow to cover the walkways.

Freight trucks park on the sidewalk, or on the planting strip. Creating an unpleasant walking experience.
For years there have been No funding for forgotten Georgetown
"Really bad roads with potholes and a basic need to have entire streets resurfaced. No street signs to stop drivers from speeding through residential areas and no speed bumps to help to prevent this.
In the Georgetown neighborhood especially."
Poor drainage makes it so cars splash pedestrians during rainy conditions.
Lack of parking for the new micro housing that is going in around 90th and Phinney and for the units that already went in around 88th and Phinney. Its making it almost impossible for one car to get between the parked cars and if trucks like F-150's or big SUV's are trying to go down the street it is almost impossible to do so. The roads are so tight that only 1 car can go thru in 1 direction. Its ridiculous and its only going to get worse. I walk my dog daily and avoid that portion of the neighborhood because its a true cluster and in my opinion dangerous
Large number of semi trucks and other freight driving alongside sidewalk. Its loud, smelly, and generally not conducive to walking.
I live in Greenwood. Most of the streets in the neighborhood either have no sidewalks at all, or if they do, they are only one one side of the street, and not always the full length.
I live in Greenwood. There are no sidewalks. Walking to the bus stop or anywhere else requires you to walk in the street with speeding cars.
Fix the potholed streets like Renton Ave S. Put RESIDENTIAL STREET signs on 56th Ave S with a posted speed limit of 25 mph between S. Bangor & S Ryan - post close to S Prentice, as they are at full speed by that point. People use 56th as a thoroughfare, speeding and creating a safety hazard. This is a residential street and should be posted as such. You put in a speed bump on 56th south of Bangor but ignored the most traveled section, between Bangor & Ryan, which made me wonder at the soundness of your decision making.
Pedestrian overpasses verses stop lights
Sidewalks closed for years along Rainier Ave because of mudslides. This very busy street is hard to cross with only crosswalks to do this. Having good sidewalks on both sides is necessary.
Construction blocking sidewalks; Overgrowth of residential planting into sidewalk
Arterial and major intersection streets should prohibit street parking. It causes hazards for pedestrians and bicyclists. Rainier Avenue is a good example where lanes just end and become parking lots.
Over grown plants, trash, covered sidewalks
Excessive vegetation like blackberries into the sidewalk; trash, litter, 'tagging' left forever.
In our neighborhood there is no safe way to cross Renton Avenue South to get to the entrance of Kubota Gardens. It should at least have a crosswalk if not a stoplight. Destinations are important, like parks, libraries and schools.
My neighborhood has very few sidewalks. At corners there are overgrown shrubbery that make it difficult for cars to see and very dangerous for my young child.
We don't have sidewalks in out Bitter Lake neighborhood
Not enough safe crossings neat schools. DOT not willing to address problem.
We have no sidewalks in the entire area!!!
North seattle
Construction that closes sidewalk and/or crosswalk access
Sidewalks that only extend partially up the block, and do not go completely to the corner

Crossing QA Ave. at corner of Crockett to get to Safeway and back, is a LIFE THREATENING EXPERIENCE! Drivers are checking their phones while at stop sign on QA Ave or Crockett, see cars move off and then start across without looking for walkers crossing the street. Honest, honest, I have come soooo very close to being hit, it's a miracle, TRULY, that I haven't been crippled or killed. It is SOOO awful. A man backing out of Safeway, alos' on his phone almost hit me as I walked behind him to get into the store. Please, please DO SOMETHING to get people to realize that not only would my life be taken or crippled, and SO WOULD THERE LIFE, as they know it BE OVER!!!
Crosswalks on 3rd ave NW!. This is a highway with almost no safe way to cross!
Crime around light rail stops, lack of police.
Rainier Avenue south of 57th has no sidewalk on west side. Reduced traffic lanes make it impossible for residents on west side of street to get onto Rainier in a car because of blind curve and fast moving cars. Walking would be worse. City has not offered a solution for residents to get onto Rainier safely in the 10 years I have lived there but funds have been allocated to reduce lanes and provide bicycle lanes. Multiple severe accidents have occurred in last 3 months.
m
"Crime crime crime
A family member being horrifically assaulted
"Really appreciating the new curb cuts on renton Ave s, thank you! A few other comments : 1) I walk my daughter (14 months old ) to her daycare every day up on beacon Ave s just south of ryan way and I pick her up in the evenings. An unfortunate consequence of the new stop sign at 51st and bangor is that cars back up all the way down 51st and down ryan way towards the freeway during the evening commute. Impatient drivers divert off of Ryan at S 47th, take a right on Victor then use Beacon Ave as an alternative to 51st Ave s. Cars fly down Beacon because it's long and straight, and it's become really hazardous to walk along there with my daughter, especially since there are no sidewalks. It would be great if traffic could be calmed along Beacon there, or if cars could be kept from turning left on to 47th from ryan, or if the stop sign at 51st and bangor could be turned into a signal. 2) I live at 51st and gazelle. It can be hard to cross the street at 51st due to fast moving traffic and poor visibility up the hill. A signal at the crosswalk there would be amazing. 3) I also find it hard to connect to Beacon ave to the west as well as to renton Ave to the east by foot Open pedestrian cut throughs at the back of Kubota garden would be amazing. I understand there's some security concerns with that but perhaps the gate at the back of Kubota could be open during park open hours , like the gate at rainier beach urban farm connecting to beer sheva park. Otherwise it's a really long walk around renton ave to the front entrance of kubota. Also, a pedestrian cut through from gazelle to beacon ave would be amazing (there is already a street ROW there). 4), pedestrian cut throughs from 51st/ bond on to the cheif sealth trail would also be great. 5) I'm really happy about the road diet along Rainier in columbia city, it has made the pedestrian experience there so much more pleasant. I'm looking forward to rainier Ave's road diet in rainier beach too. You can reach me at mpinch@gmail.com or meghan.pinch@seattle.gov if you have any more questions. Thank you!
Streets that are too loud due to volume or high speed of traffic (e.g. Western and Elliot avenues in Belltown, supposedly pedestrian-oriented streets are in fact very unpleasant one-way freeway on-ramps with very fast traffic)
"Bus stop saftey - Specifically Bus stop at 3rd Ave NW and NW 110th st. Northbound stop has no sidewalks and very poor lighting. Walking south from the bus stop across 110th is very dark with inadequate lighting at the intersection. The cars going southbound on 3rd Ave are making high speed left turns between gaps in traffic onto 110th and are not able to see pedestrians crossing the street."
Garbage on walkways, cars turning as pedestrians are in crosswalk, people sleeping on sidewalks are also barriers.
Sidewalks overgrown by adjacent vegetation
Cars often don't stop at crosswalks, and when they do the cars behind them often assume they're turning and veer around them, right through the crosswalk. This happens ALL THE TIME on the 80th st N and Corliss Ave. intersection. Extremely dangerous

Sidewalks blocked with eroded earth from slopes beside them. Rainier S from 51st to Cooper is particularly egregious section. We are spending thousands on retaining structures, this eroded dirt is actually a rich gardening resource and easy to remove, the real glacial cliff is not the problem, all of the landslides are made of disturbed overburden on the structural soils.,
Difficult to walk a child on any of the side walks in Whittier heights. Need better side walks and ramps. Not enjoyable when you have to lift bike or stroller up and down the curbs and the uneven side walks coven after they build homes the side walks are in worse or no better shape.
My neighborhood- Broadview- has NO SIDEWALKS
Really just want sidewalks and bike lanes
Seems to me there is more of a problem trying to drive through some neighborhoods, such as SLU, because pedestrians are unpredictably stepping in front of cars without looking.
Uneven sidewalks due to chipped and broken concrete. Also landscaping that impedes into the sidewalks
Discontiguous sidewalks.. sidewalks to nowhere are a huge barrier.. one minute on a sidewalk the next funneled into the middle of the road... sometime on a hill with limited sight.. Designated thoroughfares in residential areas NEED to have sidewalks both sides.. intersections on these roads all need 4 corner designation at minimum.. At least show where sidewalks should be if they are not on the project docket..
No sidewalk on one side of the street (south Rainier Avenue)
"Bicycles on sidewalks, especially narrow sidewalks. let's follow NYC and push bicycles onto the street and OFF the sidewalk.
Large numbers of tourists and others on the new bike-share bikes are taking over downtown and belltown sidewalks making it very difficult to be a pedestrian."
Lack of neighborhood amenities in walkable distance from my house
Trip hazards and lack of curb ramps are absolute barrier for people with limited mobility, but you can't build a ramp where there are not sidewalks at all. Catch-22
Crosswalk cycles that are too long for cars (Alaska and Rainier and MLK and Alaska) and Crosswalks where the walk light is not activated unless the pedestrian notices that she must push the walk button (this is particularly heinous).
"Hearing gunshots in the distance.
Groups of people hanging out on street corners.
Dogs not kept on leash or in yards."
Along Rainier Ave south of 57th, almost ALL of the above apply--sidewalks narrow, routinely blocked by poles, trash cans, cars. Other sidewalks are unwalkable, overgrown with plants and trash. This in an area where speeding is rampant, high speed car accidents are commonplace, and there are no walk lights, just a few crosswalks that get ignored.
What i've come to notice is that since putting the wheelchair ramps in, especially at busy intersections, people are now standing too close to the street waiting to cross. What are you gonna do? There's always a down side to everything.
Trees with low hanging leaves an branches.
"South Park
Needs help"
Pedestrians rely too much on 'having the right of way' vs. being safe. We can be right, but also be hit by vehicles. Also, as a pedestrian, I've only had dangerous encounters with bicycles, especially those that run the lights while peddling too fast. Almost got smacked twice just off Broadway (on Pine) when bikes plowed through a light. Thankfully another walker pulled me back both times. Bikes need to follow laws, need controls, and need to be policed for their breaking the laws just as much as any other pedestrian or vehicle. Somehow they have been granted the golden non-ticket.
Need dedicated pedestrian crossing cycle at busy intersections to prevent conflicts with right-turning cars.
Lack of connection between parks and trails.

My Othello area is mostly walkable by these measures but the sidewalks do not appear to be crowded with walkers except for those going to and from the light rail. Perhaps its because because people perceive the area as dangerous to walk
Poor sidewalk maintenance and lighting. Some of the sidewalks in South Seattle - particularly those heading towards the light rail, like Renton Ave S - are a disaster. Overgrown, standing water and mud when it's raining, and completely dark. Recipe for both crime, non-walkability, and reduced use of the light rail.
"High crime area; after dark I worry I will get mugged.
Also big hills make taking a stroll down to the store a workout."
Not enough greenways.
Sidewalks completely covered with mud slides and weeds on Rainier from 57th Ave S south to 68th Ave S.
Areas are very unsafe to walk because in part very little foot traffic and commercial places
Poor water drainage-getting showers from passing traffic
People running red lights on Rainier
Uneven sidewalks (like on Rainier)
Leaves not being cleaned from roads, especially major streets, e.g. Rainier Ave
It's ridiculous how so many neighborhood streets lack proper curbs and sidewalks in SE Seattle specifically. This hurts property values, discourages walking and increases instances of water damage on and around home foundations/basements.
Tree roots! I am a child care provider in South Park and have tremendous difficulty navigating with kids!
No sidewalks
With the addition of the Othello Station Apartments/Condos-there has been an increase in traffic backing up towards MLK Jr Way and halting traffic on Othello Street. This increase in traffic is solely due to the increased density of units for living.
Crosswalk at W. Howe St and Queen Anne Avenue North, the one in front of Pharmaca - this really needs to be painted. It has ramps but no paint and most cars drive by before stopping. With the construction of the new Trader Joes/Paper Source/Pharmaca building, it is heavy with pedestrian traffic.
Slippery, and leaves in the fall
Low branches and other obstructions to walking freely on sidewalks. I understand it falls on the property owners but it needs to be actively enforced with written notices and treat of penalty.
Construction sites closing sidewalks.
Drivers turning left or right while pedestrians are still in the crosswalk. And drivers blocking the intersection and getting caught in the intersection when the light turns red. Then they end up crossing the crosswalk illegally when the crosswalk is green.
Lack of connection to Green River trail aka safe walking along W Marginal Place S
Trees in parking strip not pruned high enough off sidewalk along Donovan st. It is impossible to walk along the sidewalk in the summer
Bicycles forced onto sidewalks due to busses in bike lanes (or lack of bike lanes).
Construction
Bicyclists stop for people crossing far less often than drivers do. There are certainly inconsiderate drivers, but nearly all bikers are
Safety, homeless camps on sidewalk routes often lead my wife to drive when she would rather walk.
"No drainage and wide areas of water are on the street. Sides of street surface are crumbling and sinking in places.
It's rainy and chilly much of the year, and Seattle is very hilly. I know that sounds like a joke, but it's not. Without hills, rain, cold, and lack of time, I would walk every day to work and elsewhere even with no infrastructure improvements.



I am discouraged from walking in a neighborhood (Hillman City) where commercial buildings are boarded up and sidewalks are heavily littered with trash - it is an unpleasant experience.
Traffic signals that favor auto movement, requiring look waits for pedestrians at certain intersections.
Narrow sidewalks on arterial roads, coupled with overgrown vegetation, especially blackberry bushes is very discouraging.
"The unsafe feel is the issue and the solutions vary depends on the particular street conditions. With arterial roads and fast cars, wider landscaped sidewalk is desired. But, for smaller residential roads that pedestrians should have priority, other design and cultural/social solutions to make pedestrians feel safe and dominant, rather than physical barrier is desirable. Bell street is a good example where pedestrians feel safe and prioritized over cars.
Wider curb ramps right at the crossing is helpful.
One thing that I do not like is push button crossing and long wait, i.e. Seneca and 6th - multi-way intersection. It makes it feel like pedestrians are secondary. I've seen so many people run out of patients and run. Determining desirable pedestrian routes, with green space and hill and elevational changes are critical - no one wants to do up and down, then up again if avoidable.
Also, as a minor note, many friends and I agree how annoying the repetitive ""wait"" voice is... Some do not put button or some walk away before the signal changes, so that we don't have to listen to that repetitive ""wait"" for minutes. We pushed button because we are going to wait... no need to tell me to ""wait"" so many times. Can we change it to music or more friendly statement like ""sorry for the inconvenience, I'm working on it"" once every 30 sec???
I hope things will be better for both pedestrians and cars once all the construction rush settle down. It's so annoying to have closed sidewalk every other block forcing me to go the other side. With bad traffic, drivers get frustrated and drive very dangerously. "
Bicyclists running stop signs and nearly hitting pedestrians.
The yellow inclines with knobs were a very bad mistake; they become super slippery when it rains or when they are slightly wet. Who was responsible for product testing before you installed them?
Skateboarders, scooters, and bicyclists.
Broken, cracked and crumbling sidewalks that need lots of fixing. And can cause one to easily trip.
Need crosswalks near rapid ride E line on 65th
I live in north queen anne close to the fremont bridge. At the intersections by the bridge cars are constantly stopping for the lights IN the cross walk- especially when the bridge is up. This forces me to walk into the road to get around the cars which has almost led to me being hit by cars multiple times.
Having cross-walk lights change when traffic lights do. Busy times, i.e., cross-walk lights should be programmed to allow only pedestrians to cross having all traffic stopped in an intersection
Construction blocking sidewalks on both sides
Constant construction that closes sidewalks and makes walkers keep criss-crossing side sided to get anywhere... the Mercer mess has made it impossible for peds to walk w/o wasting time at nearly every intersection to go back and forth in order to move forward :(
No sidewalks Lake City
Parking. Not enough parking, developers are building multi units without parking. People looking for parking are stressed, inattentive to walkers.
"Walk signs near busy bus stops that require a push button to change to ""walk"" when they could change automatically with the light instead to help people running to catch the bus make more informed decisions/ safer crossings. If the walk sign doesn't go on, it could be because you shouldn't cross, but it's more likely no one pushed the button. Intersections that could use automatic walk signs that I'm aware of include NE Pacific in front of the University Medical Center (Pacific Place), NE Pacific and 15th, Sand Point Way and 65th Ave. "
Don't feel safe in some areas between home and work
Cyclists on the sidewalk.

Turning cars are a serious problem on busy intersections. The lake city way & 15th Ave ne should be changed to a period where the entire intersection is closed to cars and pedestrians can cross in either direction.
Would be much safer if pedestrians crossed BEFORE cars are allowed to turn into the same lane. It is counter-intuitive to tell a drive Green =Go but at the same time Stop - for pedestrians. Too risky to cross when the cars are turning at the same time into the very same space you are walking.
Although I live 1-1/2 blocks from a Seattle public elementary school and within walking distance of the Northgate Transit Center, our neighborhood has no sidewalks, no shoulder on the streets in many areas and is not maintained for pedestrians at all. Meanwhile, lots of money has been spent for bicyclists when there are many fewer bicyclists out. As density increases in the Northgate area, the city has not kept up with the infrastructure needed,
Our neighborhood has no sidewalks which is a huge barrier in the winter when it gets dark early.
Sidewalks and streets in poor repair
Lack of bike lane forces cyclists on sidewalk
We need to make big moves in our city to put pedestrians first at all crossings -- especially those that don't have "cross traffic warrants" for intersection controls/4 way stops. Precisely those intersections are often the most daunting for pedestrians to cross. People (often residents/neighbors) are driving 30-45 mph on residential streets in our Queen Anne neighborhood as a bypass to slower commercial streets. Kids within our school zone are thus not safe crossing street at intersections by themselves. Even when one looks, the narrow sightlines and fast speeds are a bad combo. apps like Ways increase this bypassing traffic. We either need to control the intersections to the same degree that the bypassed streets are controlled, or we need to do physical traffic calming and enforce slow streets, so that they aren't a higher speed alternative to the main streets.
As my neighborhood becomes more dense, more dedicated crosswalks needed, especially after a blind curve (Phinney turns into Greenwood Ave. N.)
Mercer and Dexter intersection and mercer by the QFC at taylor - dangerous
Unmarked crosswalks
Sidewalks that need repair or being pushed up by tree roots.
Large puddles in the sidewalks. Water that has nowhere to go.
Cars going from business parking lots to the street without stopping before crossing sidewalk and without looking both ways for pedestrians. Happens daily at Wells Fargo Bank parking exit at 1600 Queen Anne Ave N. STOP should be written on pavement on the parking lot side of the sidewalk. Someone will eventually be hurt here. Drivers exit too fast, without stopping and looking only to the left for on-coming vehicle traffic.
Crime, weather
No sidewalks! The road lopes to end in nothing but dirt, or gravel.
Incredibly long wait for signal crossing - Mercer
Not enough brightly lit crosswalks with flashing lights, etc.
Drivers blocking crosswalks or intersections during heavy traffic.
Property owners allowing foliage and mud to submerge sidewalks.
No crosswalk
Sometimes the traffic on Mercer can make traversing the BLVD time consuming, but going up Roy from 5th to QA is usually easier for walking purposes.
Traffic circles that drivers speed through constantly because of heavy traffic on mercer and from the Seattle center (in lower Queen Anne)
"Very difficult to work with city to put in speed bumps I live on Stone between 100th and Northgate and it's a race track for people wanting to avoid Aurora"
Drivers running stop signs because they are poorly marked.
People sleeping, or dealing drugs on the sidewalk. Dog poop on the sidewalk.

Cyclists that are riding on the street NEVER stop as a car does, they shoot up onto the sidewalk. I've almost been plowed into three times this year alone. Cyclists should have small license plates like in Europe so that they are held accountable for their actions.
Damaged sidewalks
NO sidewalks!? Lower income neighborhoods need sidewalk services too!!
Sidewalks in north seattle are desperately needed!
I am a senior, living at an assisted living facility located on Lake City Way. It is not only extremely dangerous to cross Lake City Way to catch a bus, there are no bus stops where we can access then on sidewalks, and the worst problem is the used car dealership which parks cars so far out beyond the lines it is impossible to see vehicles approaching from Lake City toward the freeway. We have had accidents where vehicles are hit by oncoming traffic when they attempt to ease out to see the traffic. Sidewalks go only for one block beyond the block we are on at 90th.
Ive been hit by a car recently due to a driver texting on his cellphone, rolling through an intersection. I also often experienced cars stopped in crosswalks often with the driver either texting or talking on the phone clearly unaware of there surrounding. I have also been nearly hit multiple times by cars either running red lights or turning through a intersection without yielding to peds.... again often on there cellphones, although not always. I would love to see police better enforce cellphone laws. Thank you
"1. Sidewalk closure Signage! construction companies don't put up signs until the closed section itself. recently on 10th ave e a situation like this forced pedestrians to either walk 5 blocks back to a marked crosswalk or walk in the street/ bike lane (on a very busy street). this must be especially maddening for individuals with disabilities. 2. Enforcement of driver cell phone laws!!! i walk back and forth to work every day and have near misses every. single. day. (in crosswalks!) due to driver inattention. please enforce!!"
My kids can't walk home from school in Wallingford because people drive SO FAST on Wallingford Ave and absolutely ignore the crosswalks.
We have no sidewalks on Meridian Ave North by North Seattle College and due to light rail construction speeding cars are cutting through our street causing it to be a safety hazard for all the walkers
"Speeding cars on 15th and difficulty crossing the street after getting off the bus at 90th. Cars going nearly at freeway speeds...need at least one cross walk. Some cars stop for pedestrian s but the cars in the opposite direction don't , so must risk your life to not hold up the cars that stop. That stretch is bad because cars reach max speed as its almost a mile on either side to the nearest lights at 80th and NG wy.
The huge increase in drunk and junky homeless on the streets.
Total lack of enforcement of traffic laws.
Tree roots pushing up sidewalk and pavement makes it hard to walk without tripping
Construction that blocks sidewalks/crosswalks, and sidewalks (esp. along Aurora) that are not cleared of fallen leaves/trash.
Cars and buses that did not get through the intersection before the light changed block the crosswalk.
Folks riding bikes are a very big problem. They don't yield and are very aggressive. It's a serious problem.
Crosswalk needed at 1st ave and John street
No protection from heavy rain.
All the construction in Ballard that closes streets and sidewalks.
"1. Home & business owners who don't clear snow/ice/wet leaves 2. large puddles at intersections because of clogged storm drains"
CONSTRUCTION
Bicyclists not stopping for pedestrians.

Pedestrian should get there own turn at the light in a lot more areas. For example, on cherry and 1st ave, there's a turn at the light just for traffic going, and a turn at the light just for pedestrians. There are tons of places, especially downtown and cap hill, where not only would pedestrians having their own turn at the light make them a lot safer, but it would move traffic faster too since cars don't have to wait on pedestrians crossing the street.
Streets where there are aggressive panhandlers and obvious drug deals occurring.
Overgrown hedges, plants.
It is often downright hazardous and life threatening to try to cross streets downtown and in other busy places, EVEN when walking in a crosswalk with the light in my favor, because drivers don't yield. This is NOT a pedestrian friendly city !!
Plugged drains leading to huge puddles near where I live. (There are no sidewalks.)
Crosswalks near right-turn entrance ramps to freeways - cars not focused on pedestrians.
Need activity on sidewalks making them safe (restaurants, retail etc. with windows to the street and doors that open directly onto the sidewalk).
I recently tripped & fell on asphalt, & this was due to broken & uneven sidewalks in downtown Seattle. I was injured, & have been going to the doctor for my injuries.
Slippery-when-wet sidewalks and crosswalks.
No sidewalk on stretches of 3rd ave NW and neighbors' trees, bushes, trash cans, holiday decorations and Leaf piles block my way, sometimes such that I walk in the street. On rainy day, I'm avoiding puddles and splasing cars, cars hitting potholes.
Problem with Metro bus under the bridge 145th and 5th at Exit 175 due to homeless stay there under bridge. Not about street or sidewalk. Peddle for coin donate by enter the merge from southbound.
There are no sidewalks in my neighborhood. We badly need them.
"Cars are not stopping at intersections or cross walks, I had a car touch me on my back recently
As he was in such a hurry to get throught the intersection. I walk to work and have to make eye contact with cars or hold up hand as they are in such a hurry they don't want anyone in the crosswalk.
The sidewalk area in front of Tanaka-san on 6th avenue is poorly designed. The sidewalk is too narrow for two way traffic and the restaurants retractable awning drip line is over the walkway which during rain events is not pleasant.
"Cars playing beat the pedestrian by flooring it, while turning, at intersections.
We need to end right on red in the downtown core & other places where want to encourage safe peds."
High speed, busy streets are much noisier, making for an unpleasant and stressful walking experience
In the absence of sidewalks (north of 85th Street) shoulders that are deeply rutted, rocky, muddy, etc.
Proper curb cuts make commuting safe for people with and without disabilities. Parents with strollers, people using hand trucks, even skateboarders benefit from curb cuts.
Islands in intersection installed to slow traffic actually put pedestians at risk over a much great area where there are no sidewalks. This is very hazardous and cars also often go the wrong way to avoid pedestrians, creating an accident waiting to happen situation.
Cars stuck in traffic blocking crosswalk, etc.
Roundabouts on residential streets with no sidewalks that 1. make cars drive faster (obstacle course?!) and 2. direct traffic into the pedestrians' line of crossing.
Speed limits near schools should be lower all the time not just when school is in session because of after school programs, etc.
Wheelchair ramps not maintained. the one at 15th and east john has a big hump between the ramp bottom and street pavement.
Lack of audible signals
Assholes in spandex on bikes.

New pedestrian signals that require walkers to push a button to get a light to cross. Especially annoying and frustrating in high pedestrian traffic areas such as lower Queen Anne (Uptown).
Closed sidewalks due to construction
Too many sidewalks closed for adjacent construction projects
Construction blocking sidewalks, even for a few days or weeks. There need to be safe routes around construction sites that DO NOT constantly involve crossing the street. I am just going to drive if it means I have to cross a street every block to avoid multiple construction projects.
There are also narrow, residential streets - not a whole lot of car traffic but absolutely hazardous for pedestrians! 42nd Ave. in NE Seattle comes to mind.
Metro buses regularly running red lights on 3rd Avenue Downtown.
1) blocked storm drains leading to huge puddles right at the intersection; 2) worn off crosswalk markings are easier for cars to miss/ignore
Cyclists not stopping for people crossing streets
No Drainage
Panhandlers, vagrants, clipboard jockeys and others blocking sidewalks
Crosswalks give pedestrians a false sense of security
Overgrown bushes on otherwise perfect sidewalks
Sidewalk cafes obstructing walkable width.
Vegetation growing over the parking strip and into the street (multiple locations on my street, 42nd NE, and Sand Point Way).
Light posts or other sign posts that when placed at the corner of 2 intersections make accessing a sidewalk (especially on bicycle) difficult to near impossible. Ex: the corners of 34th Ave & Stone Way/Burke Gilman - lots of foot and wheel traffic
Residential neighborhood without sidewalks - forced to walk in the street
Hilly streets make walking difficult to those of us with mobility issues.
This is not a walkable city for everyone due to hills, distance. Seattle pedestrians need to learn to walk thru the crosswalks a lot quicker and need to look first before walking across the crosswalk.
I find tripping hazards everywhere. Tree roots have grown along with the street trees. Thus, pieces of the sidewalks are lifted up and easy to trip on. Very hazardous!
2nd vote for *Not enough safe ways to cross busy streets*. Seattle needs safe crossings for pedestrians. This is the number one barrier for pedestrians.
Cross walks timed to benefit drivers, e.g. light rail at rainier beach.
Drivers blocking crosswalks downtown.
The biggest problem is construction projects that reroute pedestrians. This should never happen.
Construction that forces you to cross the street repeatedly
"1. City Light workers' cars and big pickups parked on both sides of Interlake Ave N above 100th mean pedestrians must walk in the traffic lane above blind corner. Someone is going to get hurt. City will be liable.2. Drug/prostitution/vandalism/litter in the neighborhood of the new Eagle Staff Middle School, Cascadia Elementary schools make it unsafe to send our kids to school. Early school start means kids must walk past RVs where kid is momentarily not visible to anyone but the (in some cases) pimp whose RV it is: Unsafe! This needs to be cleaned up before the school opens. Kids who don't presently cross Aurora will have to do so to get to school."
92nd and Phinney intersection has no rules and people fly through (especially to avoid using Greenwood). Don't feel good about my kids outside. Yield signs or traffic circle would be nice. Or police to ticket.
Rainier Ave at Franklin High School needs a crosswalk. Children cross on street instead of using overramp. UNless their are crossing guards it is not safe.
"Sidewalks littered with homeless, excrement, drug paraphenalia, condoms (6)

Cars approaching intersections to 'turn-right-on-red' are watching for other cars approaching from the left and are consequently OBLIVIOUS TO PEDESTRIANS APPROACHING FROM THE RIGHT! Drivers are looking for other cars, not pedestrians. I'm also annoyed that businesses are allowed to lease sidewalk space for their cafes 24/7, chaining them off from pedestrian use even when the businesses are not open.
Lake City needs sidewalks for the safety of pedestrians, young and old.
In Seattle north of 85th Street we are still waiting for the sidewalks that were promised in 1954-55
Bus routes that require walking one or several blocks, especially up hills or even slopes.
GREENWOOD, enough said? 100TH gets worse each and every day. From the useless and never enforced stop signs on Fremont to the lack of sidewalks 100th is simply dangerous and the reason we are looking for a new home.
We live North of 85th. Sidewalks hardly exist, and we need really need one on 100th from Aurora to Greenwood.
When _construction_ blocks a sidewalk without providing adequate walking path immediately adjacent. Why should that impact fall on walkers?
"The side walks are not sufficient in Cedar Park and Lake city.
People should be able to walk in their neighborhood with safe surrounds. Not the case.
Also, I find it interesting that all of the subsidized housing + apartments that have been built in Lake city did not include adding additional sidewalks on all of the surface streets throughout the area(s)"
At certain times of the year, buildup of leaves or ice can make sidewalks hazardous to walk on.
No Stop or Yield signs to slow down traffic
Very unsafe without any sidewalks
NO where to walk. A sidewalk has been approved by NDC for NE 145th St between 35th Ave NE and 36 Ave NE. It is a narrow arterial road with a deep drainage ditch where a sidewalk is to be build.A person must walk on the street and hope the cars go around. PLEASE FIX THIS. There was leftover funds from the NE 125th sidewalk, yet this sidewalk was not put in.
Busy "cut-through" traffic thru Cedar Park neighborhood around north end of lake, driving at high speeds on streets with no sidewalks. Peak traffic corresponds with high use by neighbors/families walking, and people walking dogs. Especially dangerous in these dark months. Also new school opening creates more vehicles parking along streets, so passage for 2-ways vehicle and pedestrian traffic funneled into one lane. BTW- The one block of sidewalk around school is great - but need more coverage.
No sidewalks!
Poor stormwater drainage. I get splashed whenever a car drives through a large puddle on the side of the road, near the sidewalk.
Overgrown vegetation blocking sidewalks and/or forcing pedestrians into the street.
Motorists do not stop for pedestrians at crosswalks on arterials. The police need to ticket motorists. The police can set up an officer to walk across and call in the cars who fail to stop. Probably on a rainy, dark night, on an arterial, over 80% could be stopped and the fines would be useful for safety improvements..
Depends on whether we're talking about me walking alone, me walking with my kids, or my kids walking alone.
In our neighborhood, walkways get muddy and covered with leaves. It's a slip hazard
Overgrown plants, especially blackberries, that have been left to grow for years thus forcing one to move off the sidewalk.
The crosswalk at Meadowbrook Rec Center ( just south of Nathan Hale) needs flashing on the street or overhead. The trees shade the walk and create a hazard for pedestrians.
Narrow cross-sloped streets with drainage ditches, no sidewalks and parked cars are a problem (4).
Bikes on the sidewalk or not stopping at stops signs and lights.

Capitol Hill has many damaged sidewalks particularly from tree roots. This endangers those of us who are elderly and also those of us who are pushing strollers. Hedges which hang significantly into the sidewalk are also a problem.
Cedar park needs sidewalks and traffic mediation for drivers going too fast such as speed bumps or roundabouts
Cars blocking crosswalks, so that I have to walk into the busy street. Also drivers not looking for pedestrians when they are turning into traffic.
I am in Olympic Hills - and walk for exercise 5 days a week and have to do most of it in the street as there are no sidewalks at all - many of these questions presume sidewalks exist
Walking is great in Seattle. I use a mix of many modes of transportation, and occasionally walk or cycle to work in addition to walking all over downtown for my job. Driving speed is not an issue for me as a pedestrian; I always feel safe in the city. By comparison, I am disappointed by the degree to which the city has been impairing driving conditions in favor of other modes of transportation that seem to be working well to me.
12th Ave near Volunteer park is particularly narrow and often blocked by garbage containers, poles in the sidewalk, or old retaining walls that have started leaning into the sidewalk. Many sidewalks are too narrow because they are overgrown. If reported, the city will write the landowner but will not follow-up if they ignore the letter.
Sidewalks closed due to construction and no safe place to cross over to other side of street. "
Kids walk to school on streets with no sidewalks and poor visibility (shrubs, etc.), intersections with no stop signs.
"We live on 30th Avenue N. E. (a busy street complicated by a lot of traffic from the Shoreline area and vehicles and trucks that are diverted to our street to cut down on traffic on Lake City Way. Mayor Royer said the Northend of Seattle needs sidewalks -- we totally agree, sidewalks are the best way to keep people safe. We have a lot of families who have no vehicles and must walk to their destinations or take the buses. Our nearby Olympic Hills Elementary is being enlarged to accommodate all the children in our area. We need sidewalks on 30th Avenue N. E. and all routes leading to the grade schools. I understand real sidewalks are planned for our street in 2016. Please continue with these plans. Thank you for your kind attention.
Pauline Dubois -- Lake City resident"
Lack of marked crosswalks to make it clear to drivers that pedestrians have the right-of-way when crossing streets at intersections.
Sidewalks have been promised north of 85th for 25 years.. WHERE'S THE ZBEEF? How many levies with potholes crumbling infrastructure and flooding RESidential roads particularly in LAKE CITY. WHERE THE WATER FLOWS FREELY EVERYWHERE
Sidewalks are much more important than the new bike lanes as I see many more people walking than I see people on bikes! Messed up the traffic in the neighborhoods that don't have sidewalks and stupid bike lanes!
"Standing water or poor drainage covering sidewalks (& ice when cold enough), slippery leaves
TEXTING drivers and police not enforcing the law against it.
Many of these conditions do not prevent me from walking in my neighborhood (Lake City) but notably prevent my neighbors in wheelchairs from getting around. For example, the sidewalk on the Seattle side of 145th is narrow due to grass growing on it. Too narrow in some places for a wheel chair. An abundance of pine needles make it slick as well.
Construction projects that monopolize the sidewalks.
Wheelchair friendly also means stroller and kid friendly and bike friendly.
Continuous sidewalks to obvious destinations such as parks, schools and stores.
Slippery surfaces on sidewalks like metal covers/grates with no traction
No sidewalks in North Seattle...major issue
"People who walk abreast spanning the entire width of the sidewalk. This does not mean the sidewalk is too narrow as this happens often on very wide walks. All too often they are oblivious to other pedestrians either engrossed in conversation or preoccupied with PEDs.

Cracked and uprooted sidewalks are an absolute barrier
All Residential streets in North Seattle need sidewalks. It is dangerous to walk and cars are driving too fast on residential streets.
Safety--feeling like there is a possibility to be harassed or mugged. Weather can also be a barrier, as well as simply distance and time. Maybe 'weather' can be addressed by having more overhangs on buildings, and distance/time by more rapid and frequent 'trolley'-type services on main shopping corridors (like Columbia city downtown, etc.)
Broken up old sidewalks with big cracks. Sidewalks so narrow they get blocked by garbage cans on garbage day.
Asphalt sidewalks are a terrible idea. Spend the money to do them right, even if that means fewer sidewalks until more money can be raised.
Construction Activities
Sidewalks covered in vegetation overgrowth from private residents
our neighborhood (just north of all the fancy new development in Rainier Vista) has experienced incredible amounts of extra traffic and NO SIDEWALKS or care by city to 1) fix potholes and damaged streets, 2) grade gravel roads or 3) address dangerous streets/intersections (for example hill between 34th Ave S and S Letitia) - SCARY DANGEROUS ROAD for cars and people!
Cell phones
Who is responsible for trimming hedges or other plantings along sidewalks? In my neighborhood there are several places where two-thirds of a good sidewalk are covered by a hedge and therefore impassable. Is this SDOT's responsibility?
Beg buttons in urban areas like South Lake Union
Curb ramps are nice for strollers, and bicycles when it is late and you don't want to drive in traffic
High-output lighting (white LED) glare problems - too harsh/uncomfortable
Trees, sidewalk cafes, parking kiosks, and other obstacles on the sidewalk.
Beg buttons to cross streets are very frustrating and demeaning
Broken pavement.
Speeding
Unpaved roads and no sidewalks as in my neighborhood of Claremont, specifically Lexington Place which is unpaved and full of pot holes from the garbage trucks
Construction sites that close downtown sidewalks for weeks or months at a time (2nd and Pike, many places in South Lake Union, etc.)
Oak trees planted years ago on NE40th in Wallingford are destroying the sidewalks. They are not being repaired properly. The trees should be replaced with something more appropriate. This is a major transit corridor and the sidewalks are a mess in many areas.
"Adjacent property owners who have extended their fences, hedges, or other private improvements far into the legal street r-o-w.
Also, sidewalk cafes that do not leave adequate room to walk comfortably on remaining sidewalk."
Panhandlers, people loitering, and drunk or on drugs
Drivers that don't stop for people crossing with light in crosswalks
Our greatest barrier in the SE area is the huge lack of sidewalks, cars park everywhere requiring pedestrians to walk in the street. Not the safest alternative.
I'm 59 and have terrible arthritis and can't climb stairs or deep curbs. I've fallen several times. All of these barriers keep me isolated in my downtown apartment on 3rd. Fears of slipping on wet sidewalks and metal plates are a nightmare as I've been injured before from this. Uneven sidewalks like on 1st between Virginia and Pine are really bad. The stone tiles at Westlake Park are dangerous when damp. I fell face first there and my chest, face, and body were severely bruised.

Very busy noisy street, like 15th in Ballard
Sidewalks closed due to construction
Overgrown sidewalks--property owner doesn't keep them cleared of vegetation, so they become either too narrow because of encroaching grass or overgrown with tree limbs.
Large vehicles like buses or trucks that are loud, emit cancer-causing fumes, and feel dangerously out of scale to a person walking.
With no sidewalks on a busy street with poor drainage, walking up or down Renton Ave S or S Dakota street is dangerous especially for old folks and kids getting to school
Scary people loitering on the streets
Crosswalks across busy streets that take 45-90 seconds to get to the "walk" sign.
Trees hanging low over sidewalks and shrubbery growing onto sidewalk area
Drivers not respecting pedestrian right of way in crosswalks
Please ban allowing drivers to turn on a red signal in busy intersections (especially downtown) areas during rush hour, if not all the time. When drivers are stressed and in a hurry, they barrel and push through pedestrian intersections and never wait. It's dangerous.
The pedestrian crossing at the mt baker transit station is especially bad. Not a long enough crossing, cars don't stop and are driving too fast.
Tripping hazards in crosswalks -- street car or other tracks, etc.
Our neighborhood, defined by MLK to the west, Rainier to the east, and Alaska to the south, is very poorly lit and there are almost no sidewalks. More and more cars are zipping through the neighborhood as density is increasing. I no longer walk to work in "downtown" Columbia City after dark because of the lack of safe sidewalks.
Streets used by school children as primary way to walk to school such as 38th Ave NE do not have sidewalks and do not provide safe passage for pedestrians.
Not enough benches or resting places
This is a request to help cars/people at the intersection of Western and Virginia. People stream through the crosswalk, paying no attention to how long cars sometimes have to wait to get through. Driver's get tired of waiting, and have to scoot through fast, sometimes as a new group of people start into the crosswalk. I think it would be a huge help to give both drivers and pedestrians a turn, with a light, instead of stop signs.
Rain, hills and bicycles
Discourteous bicyclists traveling too fast or using cross walks or sidewalks
Places where there are gaps .sidewalks are not continuous or connected
Steep hills, but there's not much you can do about that. Places without sidewalks that aren't flat enough to walk straight without effort.
You don't have any circle for "I didn't even know that was a problem so have no comment."
Spaces that force bikes and pedestrians to share the sidewalk.
Too many cars parked within 30 feet of crosswalks - drivers don't see pedestrians because are obscured by the parked cars.
Poor timing of traffic lights/walk signals.
Need a traffic circle at 77th / 10th Ave NW. Many school children and local kids crossing this junction and the cars use it as alternative for traveling north and south instead of 8th ave.
How about all the neighborhoods with NO sidewalks?!
Bicyclists on sidewalks. Clusters of people/strollers/dog walkers.
Nothing stops me from walking

Overgrown plantings that cover the sidewalk, cause moss to grow on it making it slick, hit you in the face or body (sometimes with thorns even), reduce visibility by blocking light, provide more options for spiderwebs to form across paths, and cause the sidewalk to buckle causing tripping hazards and difficulties for my stroller/preschooler to navigate on her skates/scooter/bike.
Construction blocking sidewalks
General traffic noise, air pollution, etc.
Lack of curb cuts was more of a problem when we had a stroller, still a challenge with a young cyclist.
The walk sign shouldn't be on when there is a green light or there should be a delay. It's too hard to see pedestrians and the pedestrians never look they just walk.
Way too much time to cross MLK to get to the light rail.
Lack of speed inhibitors (yield signs, roundabouts, speed bumps) on residential streets/intersections.
Sidewalks for kids walking to school. less the 1m they don't qualify for busing but they have no safe rout to go to school.
There aren't enough sidewalks in Hallerlake!
Intersections with overgrown vegetation that make it hard for cars to see pedestrians until they are right at the intersection
I recently had a visitor with a scooter, conditions for her/us together were VERY difficult in my neighborhood (Broadview).
Main thoroughfares,such as Roosevelt with no sidewalks.
Cyclists zooming down sidewalks because of lack of bike lanes; some are oblivious to rights of pedestrians. I am a cyclists -but always walk my bike past pedestrians.
"Crime , esp in evening on Rapid E, poor lighting, bus stops not monitored downtown, not kiosks open or anything to give some security
North Seattle deserves sidewalks. The Annexation happened long ago.
"Street with an open ditch but no sidewalk (e.g., Roosevelt between Meridian and 1st Ave NE)
Front yard hedges that have grown and have not been trimmed in years, so they extend into already narrow sidewalks. Also, cheaply-built asphalt sidewalks that are too narrow and that heave up due to poor design and tree roots.
Weeds and shrubbery blocking sidewalks
Cross walk lights that take forever to change in favor of the pedestrian - especially on a busy street to catch the bus
"Things I want to walk to are not walk inviting, such as big parking lots surround stores, transit stops are on busy roads. Also the streets are not inviting. We need streets that have trees and where traffic is quieted. My street has no sidewalk and is full of potholes that fill with rainwater. Walking along the street means dodging potholes, puddles, people driving too fast, drivers backing out their cars out of parking spaces without being able to see.
While tripping hazards, narrow sidewalks and lack of wheelchair ramps may not be a serious impediment to me being able to walk, all of the above situations have a tremendous impact on the mobility options of elderly and disabled citizens in our community.
"Construction blocking sidewalks
Bicycles weaving among pedestrians on sidewalks"
There are certain streets I do not want my children to walk along without an adult due to speeding drivers and stretches without crosswalks and cars running red lights.
Visibility from sidewalk to street & vice versa, especially from overgrown landscaping & vegetation.
Bicycles on the sidewalks!!!
Drivers disrespecting signals; a solution to this problem requires more vigorous and visible enforcement, consistently and not as spot efforts.

Over grown bushes and trees making the sidewalk extra narrow.
Construction closures!
We are carless and thus walk everywhere. I will say one issue is the feeling of safety in a particular neighborhood. That's partially due to lighting (at night) but also the number of abandoned houses, graffiti, and transient population.
"Tree branches and bushes that hang down in your face or block Signage.
Extremely uneven pavement and tree roots."
Bus stops that are poorly / not lighted (I will avoid these due to safety )
"Landscaping that is poorly maintained and reduces sidewalk space.
Businesses that are allowed to move out onto the sidewalk with seating."
Constant construction projects that close large swaths of sidewalk.
Adding sidewalks removes extra parking spots in residential area which with increase of density is the bigger pain point than sidewalks.
Cyclists not stopping at crosswalks/ stop signs
As a "senior citizen" I find the tripping opportunities abundant!
Difficulty triggering stoplights to change by bicycle.
Bicyclists on sidewalks who do not go slowly. Also, near us, Crossfit runners. They use the narrow sidewalks like a track and it is actually easy to get knocked into or run down by them - just like with bicyclists. It is bad enough for me and my neighbors; my daughter is partly deaf and cannot hear a fast-moving bicyclist's little bell or "on your left" etc, same as with the runners. I saw a teenage boy who was obviously just walking along pleasantly daydreaming almost get run into by a bicyclist just yesterday, and then the bicyclist yelled at him "WATCH THE F*** OUT! I SAID ON YOUR LEFT YOU F***CKING TWIT!" This kind of scene is common on the sidewalks of Seattle. The runners are certainly not all from Crossfit, of course, nor are all the Crossfit runners mindless of pedestrians. But a couple weeks ago my daughter & I were walking hand-in-hand on a *wide* sidewalk, and a runner came up behind and said, "comin' between you, guys!" My daughter did not hear him at all (this is with hearing aids on). Runners need to understand they need to move around slower moving users of the sidewalk - not vice-versa. Their stride is not paramount. Bicyclists simply need to slow the heck down or get on the street. They're as bad to pedestrians as cars are to cyclists. I think it's all a matter of education and finding ways to infuse kindness and courtesy back into our town. I think this connects to driving, also. Pretty much everyone who I know who drives gets very frustrated by numerous one-way streets, uncrossable medians, lack of U-turns and all the other tight controls on street traffic. It prevents people from being to exercise basic common sense while driving (such as, "is it safe to make a turn here/now?") or to quickly correct a navigational error. I am not sure the measures actually calm traffic, because of the degree of stress they add to driving in the city. So - we have angry stressed-out drivers who don't stop for pedestrians, who don't make room for bicyclists, etc. We have angry stressed-out bicyclists who don't slow down for pedestrians (or stop in the crosswalks - bicyclists tend to be much worse, they count on being able to squeeze through, instead of just wait for people to cross. If they miscalculate or a pedestrian stumbles or doesn't notice them, etc., it's a collision situation). The bicyclists move to the sidewalks to avoid the angry stressed-out drivers. Etc. And certainly the tight controls are just one part of the overall situation - including, people being overscheduled, and working too long of hours.
Nothing to walk to.
Muddy or flooded sidewalks/crosswalks
Sidewalk closures for construction. Set backs seem extreme at times and often stay-up seemingly too long. Many times the alternative is not safe (cones along busy arterial).
Construction site set backs that close sidewalks.
Crosswalks where you have to push a button to get a walk signal. Why isn't it the default?
Drivers not stopping at legal, but yet, unmarked crosswalks. Police, bus and regular drivers do this daily to me.
Drivers running red lights

I walk across 50th at either Meridian or Wallingford twice a day. It is a rare time when I don't see cars running the lights.
Certain stop lights that drivers consistently run (like the one on 85th and Stone).
Curb ramps are also very useful for longer walks with strollers (or for getting out of the way of traffic). Poor lighting is a concern for visibility from cars, less of a concern if sidewalks are present. Sand Point way is what I think of as a busy street with no sidewalks. I often walk along 105th with my young daughter and even though we switch to the park trail as soon as possible, it's a great candidate for slower traffic, particularly with John Rogers nearby. I think cars are rushing to cut through to 95th or Sand Point via 105th for some reason and it just isn't a big enough street for the speeds. There are a significant number of older people who walk in my neighborhood for whom longer signal times or tripping hazards could be a priority - I'm thinking of the sidewalks on 35th Ave.
Areas were garbage cans and large recycling bins are always at the edge of sidewalks and blocking sidewalks due to being the location where they are collected by city sanitation.
Lack of bike lanes (which can cause bikes to use sidewalk, mixing low and medium speed traffic).
"Specifically, in my neighborhood, there are many blocks where the street tree roots have raised havoc with the sidewalks and make it very dangerous to walk... especially for an older person such as myself:
1) S.Jackson St. from 31st. Ave. S. to MLK.Way Jr. S.
2) 30th Ave. S from S.King St. to S.Jackson
3) Potholes in the streets which one does have to cross"
Not wanting to transfer buses downtown late at night keeps me from walking/ taking transit... I'll opt to take a car2go or uber or taxi.
As a frequent pedestrian downtown, I am nearly hit in a crosswalk while legally crossing with the walk signal at least once a week. Drivers simply DO NOT pay attention or look.
Lots of problems in the Puget Ridge area related to ability to walk on side streets. Pedestrians must share with cyclists, buses, parked cars, and moving vehicles.
A 25 MPH speed limit is too high on residential streets - strongly prefer 15 or 20 MPH. Also, speed limits on neighborhood "Main streets" that have a lot of pedestrians should be lower than 30 MPH, as is standard for Seattle arterials.
Traffic signals that take too long to give the walk or only give the walk if you push a button.
Cross signals and traffic signals that don't give time for cars to go through without being blocked by pedestrians (2nd & Union as example) cause drivers to get aggressive and weave through the people crossing the street.
I live downtown so some of these don't apply to my experience of where I walk most frequently. So while no sidewalks would be a major impediment it's not one I experience.
Bicyclists who decide to switch back and forth between being a pedestrian and a car. They go from street to cross walk and back making it confusing for drivers and walkers.
Fuhrman/Boyer crosswalks non existent. Cars do not stop for pedestrians at all...one has to step in front of moving cars to get the to stop. Cars travel 40 mph + on this road. Its almost impossible to cross street.
Tree trunk growth raising sidewalks;
Construction projects blocking sidewalks and Burke-Gilman for long periods of time, with little to no consideration of travel impact. No walk route/detours that make no sense.
People going around traffic circles the wrong way and almost hitting peds (because they're essentially on the wrong side of the street). Directional arrows on yellow signs might stop drivers from cutting traffic circles?
We leave on NW 70th Street, just west of 8th Avenue NW. Cars fly around the corner from 8th onto 70th and barely slow down. My 7 year old son was almost hit crossing the street to his friend's house last week. He actually fell when he tried to jump back away from a speeding car. We were very VERY lucky.
Drivers, including police, who encroach on crosswalks and don't recognize that every intersection is a crosswalk.

School Zone safety, lacking in flashing yellow signs, cameras and lights!
We have 2 young children & live in the Pinehurst neighborhood in NE Seattle. It's terrifying walking around with small children in a stroller with no sidewalks/no separation from cars. Sadly, my 3yo daughter voluntarily yells "SLOW DOWN" when cars get too close or are too fast on residential streets because she's heard mom say it so often on neighborhood walks to the park & grocery store.
Low density land use; lack of destinations within reasonable walking distance.
Unmarked crosswalks. Drivers do not understand that legal crosswalks exist at *every* intersection, whether marked or not.
Crumbling asphalt, Slippery steep surfaces, even with loose gravel rolling around.
Walking on street to catch bus where there are not stores or safe places open to wait early am or pm when dark out.
Badly engineered side-street intersections where people turn on or off arterials.
In addition to no sidewalks or curbs on 21st Ave SW in Puget Ridge, there's no drainage, so puddles gather.
I have so many ISSUES, as a power wheelchair user, with "Low Vision". I have been attending, the Seattle Ped. Advisory Board meetings. TOO many PROVIDERS, yet I have seen no representatives from Sight Connection or from the Alliance Of People With Disabilities, at ANY of the meetings, I have attended. There have ONLY been 2 of us, at any of ITS meetings. ADA is 25; when will WE be included? Jacqueline Sorgen
Sidewalks should be made of runner-friendly materials like asphalt or crushed rock, NOT CONCRETE and should not be crowned.
Sidewalks should have runner-friendly surfaces such as asphalt, NOT CONCRETE.
Lack of curb bulbs to assist in shortening the crossing of busy arterials (and improving the visibility)
Speeding bicyclists who pass too close, too fast
Sometimes blocks are too long and there aren't places to cross
Construction in neighborhood blocking off sidewalks.
Poor drainage causing deep puddles to walk through and spray from passing vehicles
"Especially sidewalks around schools. Thornton creek - nothing on North side at all. JAMS is a zoo - needs 4x4 sidewalks.
Eckstein - several fatal and near fatal crashes. Need to eliminate scary midblock crosswalk (unsigned) east of 25th ave on 75th street. May need to add second signaled ped crossing at 30th or so."
Cars drive 30+mph on street between Nathan Hale and JAMS. There are no signs or flashing lights to slow traffic. That should be a photo enforced 15mph ONLY street when lights flashing to slow that horrific traffic down. PLEASE help
Issue is no sidewalks in the Puget Ridge area
Sidewalks blocked from construction activity
"No sidewalks on extremely busy streets in NE Seattle neighborhoods.
Large puddles in neighborhoods without sidewalks along school walk routes. NE 110th at 35th AVE NE"
Overgrown trees and plants invading the sidewalk
When leftover oil and pollutants from cars mix with rainwater and make the sidewalk surface slick
I have small children and it is not safe for them to walk in our neighborhood because we do not have sidewalks.
Wider sidewalks where possible, fix bad sidewalks. There should be more crosswalks so peds don't cross mid block or at unprotected intersections. Good rule of thumb is cross walks across major streets every couple blocks -- corresponding roughly with bus stops. Street trees are a BIG plus. Moving utility poles underground would free up sidewalk space.
I live in a neighborhood without sidewalks, and want it to stay that way. I love living without sidewalks in Crown Hill. It give a rural feeling and is safe.

It infuriates me every day that Wedgwood has no sidewalks. I walk my kid to school along 38th street (supposedly designated a "greenway"), but we have to choose between walking in the mud and walking in the street (with lots of cars zipping past). I don't know when I could ever let my kid walk to school by himself -- even though it's only 4 blocks. It's ridiculous to live in a major urban neighborhood with no sidewalks.
Drivers not making complete stops at stop signs; drivers not careful when making right hand turns; pedestrians crossing streets and using iPhones! Drivers not wanting to wait for elderly, buses, or small children to cross the street...
Traffic signals across aurora - you have to wait 5 minutes to cross!
All of the homeless camps throughout the city make it unsafe to walk. I've NEVER lived in a city that allows so many homeless camps all over the place. Most cities I've lived in, including New York and Boston work to remove the homeless from the streets.
Lack of enforcement re: landscaping, trees, bushes overhanging the sidewalks.
Sharp corner at intersection of 120th Ave NE and 26th Ave NE with no sidewalk and bushes on one side makes it dangerous for walkers with children or pets
We need continuous sidewalks around Jane Addams Middle School to make routes to school safer for our children.
Puget Ridge neighborhood has no sidewalks!
Cracked cement on sidewalks
Dangerous for me to walk kids to the parks, or to take them biking.
Potential crime. In my neighborhood people occasionally get assaulted, often at night. Also, most of these questions assume we have sidewalks. We don't have any on almost all the streets in my area.
Sidewalks blocked by construction.
Construction projects on every corner of my neighborhood and all over downtown making it impossible for pedestrians to walk anywhere!!!
All Schools, elementary, middle, & high, need continuous sidewalks as well as crosswalks. The safety of the city's youth is paramount. Despite the improvements currently in the works, more improvements are necessary.
Overly long light cycles at crosswalks leading to unreasonably long waits for pedestrians
Shared spaces with bicycles such as the Burke Holman trail as well as human unpleasantness such as homeless encampments along paths in Ballard
Overgrown foliage on sidewalks
Cars that obstruct drivers' view of crosswalks or implied crosswalks. Unsafe conditions in my neighborhood (daytime and early evenings muggings and drive by shootings or assaults on common walking routes to middle and high schools).
I am so worried about 18th Ave East on front of Stevens Elementary. I would like to see speed bumps put in front and back of the school. I would like to see lighted crosswalks and a speed ticket machine. The cars speeeeee down the street. It is SO dangerous for the 500 students. People park the wrong way on the strwet and cross over. It is SO dangerous.
Sidewalk areas need trees and plantings for the walk to be pleasant. If the streets are lined with trees, cars tend to drive slower.
School zone speeding is a huge problem.
Long signal cycles
Unpleasant streetscape such as highway overpasses, lots of litter or other waste, high noise and/or pollution levels, or safety concerns when passing known problem areas (such as those frequented by drug dealers or chronically intoxicated persons living on the streets)
Too many homeless people without any reinforcement. It's disgusting and dangerous.
Landscaping, trees shrubs etc. that takes away sidewalk for walking on. Trees and plants need to be maintained.

Tents, piles of garbage, broken bottles, dismantled bicycles, RVs
Loud noises from semis, buses, construction make it unpleasant, as well as fumes from these activities
No sidewalks in my neighborhood makes walks very difficult and dangerous. Please install sidewalks along 17th Ave NW between NW 85th and NW 90th.
Sidewalks blocked by overgrown plants (property owner does not keep up with trimming).
Area does not provide enough visual simulation or destination activities.
Right turns on red lights; I see pedestrians blocks, cut off, or almost hit just about every day.
The light that controls pedestrian crossing only on Market Street used to be very helpful when it was timed. Once they put the buttons in the light takes forever and people usually jaywalk or just go to the intersection.
Cars not paying attention when leaving parking lots / drive-thrus.
Construction sites closing down the sidewalk
Cyclists riding on sidewalks
Bicyclists out of control, rude, arrogant, hogging the sidewalk, going too fast.
Crossing the streets can be a challenge in the rain due to potholes and ruts in the street
I walk all the time. Problems I've had are with bikes on sidewalks ( two almost hit me). Mentally ill homeless men yelling obscenities. No police presence.
Brambles overgrowing the sidewalk; shrubs and tree limbs on someone's yard overhanging the sidewalk; litter and trash along the curb and caught in the weeds.
Poor/nonexistent drainage along roads in NE Seattle causing flooding on residential streets with no sidewalks.
I would rate "Drivers not stopping..." as a 10 if you had that number. My street (10th Ave. W) has now become a morning/afternoon freeway due to congestion on the main arterials.
Blocked sidewalks due to construction!!!
"Biker on the sidewalk
Homeless blocking sidewalks"
No sidewalks means more gravel and dirt that whirls around when it's dry and windy (experienced this in spring/summer when it was so hot)
On stretch of road on 110th here in Meadowbrook has no sidewalks, and schoolchildren use the road
Too many corners where you have to push a button to get a walk signal. Because cars do not have to stop on a regular basis, drivers think they will never have to stop, and just speed through the stop lights. This is especially a problem at 24th and McGraw.
Limbs or foliage that hangs too low over sidewalks.
Bicyclists speeding
Parked cars or landscaping that makes poor visibility at intersections.
Are sidewalks on residential streets really too much to ask for a city like Seattle?
Cars blocking the crosswalk/intersection at red lights. For example the east crossing of 5th Ave N and Mercer Street.
The city has so many construction projects and, from a walker's perspective, very little project management. It feels like the Wild West walking almost anywhere downtown, Cap.Hill, Belltown, Eastlake, Regrade, etc., and unless I'm a developer I don't really count.
Prohibited crossings to facilitate cars
Greenwood Ave,North of Broadview Elementary there is no sidewalk but children walk that direction in the street

Note: I am comfortable walking anywhere on any surface. I do not like sidewalks and we bought in the Meadowbrook area because it doesn't have them, lending the area a more "rural" feel, as the areas north of 85th were built in the county without walks prior to annexation. If you want sidewalks, move elsewhere or form an LID where only those folks along the particular block who want it have to pay for it. Concrete sidewalks are also an incredibly expensive way to go as you generally need to provide the accompanying drainage infrastructure along with it.
Landscaping spilling into sidewalks. public and private alike - school landscaping, homes, etc.
Construction removing sidewalks!
There are crosswalks in places that are dangerous for both the driver and pedestrian in many places that have poor visibility which is scary for both parties.
Many many closed sidewalks due to construction. Sidewalks blocked by construction signs. Fire hydrant in the middle of the sidewalk at 4th ave N and Mercer - not ADA compliant, hazardous.
While traffic circles do cause cars to slow they are routed right into the crosswalk. I do support very much the idea of slowing cars down on neighborhood streets but the traffic circles represent a hazard for walkers.
Bailey Gatzert does not have adequate school traffic signs around our school. Cars drive extremely fast on Yesler. The crosswalks are not marked for student pedestrians.
Incomplete sidewalk networks: e.g. in the Greenwood neighborhood, the "greenway" on Fremont Ave N is supposed to be accessible for people of all ages and abilities, but lacks sidewalks on both sides between N 90th and N 92nd streets, as well as further north near the access to Route 40 on 105th. Gravel shoulders are often blocked by parked cars and are not passable for people with strollers or disabilities. Cut-through traffic from SR 99 does not heed traffic calming, and may be using Fremont because there are no stop signs for a mile N-S between 85th and 105th, while cross traffic is stopped. The Boys and Girls Club, a daycare, a low-income housing project with many families, and Greenwood Park are all located on this street.
No marked crosswalks at major arterial crossing to elementary school (23rd and Spokane) means either dodging cars/trucks who do not acknowledge pedestrians or walking up/down very steep and slippery Hanford street.
Industrial truck traffic is right in front of our residential housing. It's like no one cares if people can cross. Manufacturing is more important than people. That is the message that is sent. Residents don't have to safely walk their neighborhood.
"I assess risk differently when I am walking by myself and when I am walking with kids. I also assess risk differently when considering whether kids can walk alone. I may be willing and able to dart across a street with speeding traffic that fails to stop at the marked crosswalk, but I won't let my child walk to the library alone.
Similarly, public safety/eyes on the street are important when I consider whether my child can walk alone. I want to know that there are other people out to help if there's a problem. "
"You have to push button before the light starts to change or wait a full cycle:
Buses and trucks blocking ped view of signal"
Like the feel of grass or dirt - not pavement
Sidewalks blocked for construction
Not having sidewalks IS NOT a barrier for me - in fact Broadview is MORE desirable because it has a rural feeling without sidewalks. Cars driving too fast is a barrier. I have seen WAY too many cars drive up on to sidewalks - they can give a false sense of security - the cars need to slow down - especially at intersections
Seattle needs to enforce laws that prevent landscaping from blocking sidewalks. I'm tired of getting hit in the face by branches at night.
Not enough within walking distance. I work too far from my house and there isn't a lot nearby that I can walk to in terms of groceries, shopping, eating, etc.
No sidewalks and poor street lighting in Broadview make walking too stressful when you're having to share the road with cars and drivers that don't always pay attention. I have to get in my car and drive to a neighborhood with sidewalks if I want to walk in the evening.



I love to walk and find that Seattle just doesn't make walkability a priority compared to other cities that I visit. The condition and width of sidewalks in my area of NE Seattle is poor, I just returned from San Jose, CA, where the sidewalks are wide and obviously well maintained and it has a cultural impact as there is social interaction among the walkers.
One wrong stroke, and I could not get back to complete the survey, which I had worked hard on, especially in the Notes sections like this.
Bicycles not obeying the law. If we keep building street lanes for them....they also need to get off the sidewalks.
Feel unsafe as a female walking alone
Lack of enforcement of driver violations i.e. failure to yield to pedestrians, esp. where traffic moves in two or more lanes one or both ways and the target violator is the second vehicle entering who continues despite the other car already slowing and probably not yet stopped. It is madness. And it is bubbling up ever more so each season. And couldn't it make some good revenue for the city via SPD?
Construction projects that block sidewalks. Worse still when they are approved to block sidewalks across the street from each other so I have to cross repeatedly.
"Lack of ways to stay out of the weather and insufficient underground tunnels.
This is exacerbated by serious doubts about whether the tunnel between Rainier Square and the Convention Center will remain accessible during pending construction.
Also, too many sidewalks are closed during construction, making it impossible for mobility-impaired people to walk down the street without crossing the street nearly every block,
Another problem is that too many underground garages exit across sidewalks, often via ramps which require cars to accelerate to get up to street level. This creates a serious hazard, and present warning fixtures and traffic control systems are inadequate. Perhaps traffic signals in the portals might help? Or better yet, changes in design so that exits/entries don't cross sidewalks."
Narrow streets with no sidewalks and parked cars
Aliens
Pretty much I walk every where, don't care if cars are there, they need to travel too. Hate the buses.
Crumbling sidewalk. I don't want to hurt myself.
Cars making turns on red while pedestrians have the walk signal.
Lack of marked crosswalks
Bicylists running stop signs
Poorly laid "alternative" sidewalks that were simply laid over the ground, without the ground being at all leveled or regularized in any way (e.g., NE 110th St. east of Lake City Way).
High volume vehicle and pedestrian street leading to highway with no sidewalk or area on side to walk. NE 120th St between 35th Ave NE and Lake City Way.
Drivers not obeying stop or yield signs, and no right on red signs. Drivers blocking crosswalks while waiting at intersections.
Garbage and intoxicated persons hanging out around transit station at Mount Baker; extremely challenging east west travel in auto dominated environment
Businesses that have been allowed to take over portions of the sidewalk for their own benefit, patio, etc.
"MLK is SO noisy with the light rail and speeding cars.
Very unpleasant to say the least."
Routes to school which have no sidewalks!
"Drivers keep getting their cars stuck in the open ditch in front of my meadow Brook home due to lack of sidewalk, curb, or any separation from the street.
In 2015 nobody expects an open ditch in the city."

I am afraid to walk along the sidewalks on 15th Ave NW because of the narrow setbacks and fast moving traffic (we dubbed in The Nordic Express when we moved here 24 yrs ago). I know that things will not change given the way Seattle is run. 15th Ave NW is being redeveloped as we speak, and the setbacks are way too narrow for pedestrian traffic given the speed and volume of cars on The Nordic Express.
Litter, graffiti, drug paraphernalia, congregating drinking/ pot smoking along the route
Safety issues and trash on Interurban Trail.
Tall plants or cars parked too close to intersections to see traffic on cross streets. Sidewalks blocked mid-block (e.g. by construction) without warning signs at nearest crosswalks. Sidewalks that peter out mid-block without warning signs at nearest crosswalks.
"Hedges covering sidewalks.
For me it is the tripping hazards (uneven sidewalks) that are the biggest problem
Public safety. Many in the Rainier Beach area are afraid, especially after dark to venture out. Until we feel safe we will not use use light rail because of all the assaults of people trying to use it.
Homeowners with overgrown ivy and weeds covering the sidewalk prevents me getting the stroller through, and I worry about scaring raccoons/rats hiding inside the weeds.
Buses running red lights and blocking crosswalks.
Busses running red lights and busses blocking crosswalks. Need red light cameras for all busy bus route intersections to ticket busses.
Other is poor shrubbery and median strip maintenance as well as trees blocking all light to sidewalk. some-times it is like trying to walk (or run) through a jungle with many tripping hazards.
Our safe schools neighborhood is missing sidewalks in multiple places, on North East 110th Street, between 35th Avenue Northeast and Sandpoint way. There are 2000 students in this neighborhood and both driving the street and walking on the sidewalk are extremely dangerous.
The problem in my neighborhood is several of the above combined- no sidewalks combined with no speed bumps, traffic increasing on MLK and Rainier increasing cut-through traffic - if there were either sidewalks or the traffic slowed down and lessened things would be less hazardous -
Blind crest of hills with school crossing not marked
Over grown foliage, buckled sidewalks from trees, narrow
Bicycles on sidewalks
We don't need more cement sidewalks (which are especially hard on the elderly and people with bad knees), we do need more paths. these can be built into existing structure for minimal cost
Fake sidewalks... They tend to fall in to disrepair, become difficult to navigate, and become unsightly.
NO sidewalks at all! Meadowbrook area. School children trying to walk to school, folks walking dogs, old folks like me all at risk walking around near our homes.
15th Ave NE between NE 130th and Brockman Place is a horrible sidewalk. Not safe for anyone and certainly not condusive to wheel chairs. It is uneven, narrow blocked by tree roots and growth from the rockeries on the other side of the walkway.
Lack of a visible police presence in transit-heavy areas; especially at night. I am absolutely less likely to transit through Mt. Baker, Columbia City or Othello light rail stations after dark because of this issue. I will only do it when I must, as I don't feel it's safe enough.
Noise
No pedestrian overpasses where a major thoroughfare bisects an urban village. Pushing the walk button at crosswalks on 15th Ave NW makes drivers mad and some take it out on pedestrians by whizzing past too close to us while we're in the crosswalk. This is very dangerous! I'm sure it's meant to scare us, which it has very effectively done. Even though I'm an avid walker and live only a few blocks east of 15th, whenever I want to walk to anywhere west of 15th I travel by car instead. A pedestrian is no match for a rageful driver.

I wanted to drive part way, park and take transit but could not find the bus route for the area of Seattle I was interested in. There are maps for the particular route but you need to know what route to take. Need an over-all transit map that you can zoom in on to see the transit route in that area.
Would appreciate better lighting for walking to/from bus stops at University Bridge from 40th/Latona, especially under I-5; various streets in Wallingford could benefit from sidewalk repair of cracks as tripping hazards. Thank you.
Bicycles! have been almost knocked down several times by bicycles speeding on sidewalks, not yielding to pedestrians, and speeding through red lights and into me in the crosswalk.
People sitting on the sidewalk is a barrier to walking on the sidewalk.
Noisy highways underfoot / boring streetscape
Tree roots breaking through the sidewalks are very dangerous and a hazard for tripping and falling for most people. Please quite planting trees if they are not going to be taken care of, esp. their root systems that spread underneath and on top of the concrete and asphalt.
Broken and muddy sidewalks with slippery leaves pose a huge problem in my neighborhood. Tree roots coming up through the sidewalk also pose a tripping hazard.
Private construction projects closing sidewalks.
Main STREETS so broken as to create hazards to pedestrians, worse for those with walkers.
Loiterers and canvassers asking for money and signatures
Please utilize SPU during installation of all new sidewalks. Please BURY the power lines!!! North Seattle is beginning to look like India with a spaghetti of electrical wires and we suffer many many power outages several times each winter. Why continue to spend millions of dollars on constantly replacing power poles when this unique opportunity presents itself?
"Animal feces left, by owners of pets, on sidewalks.
Sidewalks with debris (leaves, sticks, branches) - which can be a hazard when it is rainy, icy and/or dark."
Live on the top of one hill and work on the top of another.
"#1 Walk signals that default to red, even when parallel auto traffic has green (the ones that only change when the button is pushed). #2 Lights timing. Walking east/west downtown takes forever, because you have to wait at every corner."
Landscaping blocking width of sidewalk, tree branches too low over sidewalks
"Specifically in my neighborhood of First Hill, sections of Madison are very uncomfortable to walk on due to very narrow sidewalks.
At the intersection of 8th and Madison, the stoplight does not allow enough time to cross.
Crossing or walking along Boren are very unpleasant. Drivers speed and there aren't enough crosswalks.
Crossing James is very uncomfortable as well. "
Sidewalks with metal plates or sidewalks covered in leaves that make it very dangerous when it is raining or wet outside.
Steep inclines
We are in an area that has ZERO sidewalks on some of the streets including in front of our house which is a huge issue.
<b>SO MANY TRIPPING HAZARDS/SIDEWALK BUCKLING</b>
Right turns on green suck - car conflicts with pedestrians that cause car gridlock. Angry motorists honking at cars in front of them to shoot the gap between pedestrians.
Partial sidewalks that do not connect
There not be enough neighborhood destinations within walking distance. The places I want to go are near where I live.

Urban blight/too much grafitti. When I was young in CA, they had a broad visible constant public campaign against littering. I heard it, and I learned it. Can someone create a cool creative pervasive campaign that says marking up your city is NOT cool. And teach people pride in our city and our beautiful new benches and busstops and what. Makes me so sad to see them marked up. And in the campaign, don't mollycoddle. Don't say, oh we understand your creative need. Just say don't do it--it is NOT cool. Okay. Thanks.
Cars going around blind turns too fast.
Cars that make a "right on red" into crosswalk when pedestrians have the right of way.
Overgrown vegetation on some sidewalks due to lack of maintenance, forcing pedestrians into street with traffic.
Sidewalks that are overgrown with homeowner shrubbery and trees hanging down too low overhead.
Crosswalks too far apart. [15th Ave NW, Leary]
"Long crossing distances
Having to cross multiple lanes of traffic, especially when there is more than 1 lane per direction (e. g. >1 lane one-way streets & 4 lane two-way streets)"
Cars running red lights and Poor crosswalk signaling - it often seems like the crosswalk button is broken.
Connectivity- missing sections of sidewalks/inconsistent sidewalk length
Mean pets not on leash
Pedestrians don't know that flashing Don't Walk means Don't Walk. The countdown makes downtown driving impossible. One car per green.
Wait time at signalized intersections especially when crossing both streets to get to destination.
Overgrowing vegetation into the sidewalk that forces pedestrians close or into the street
Bicycles not observing traffic laws and assuming right of way/riding to fast on sidewalks.
Crosswalks have not been repainted recently and are barely visible
Overall volume of traffic (especially trucks) on a street, with all the dust and exhaust they spew into the air.
Sidewalks that are blocked by overgrown vegetation.
One of my pet pedestrian peeves is walk lights that are only activated if someone presses the button. Why not have the walk light go on (even if it's for a shorter time) whether or not someone is there in time to press the button/knows to press the button? I don't really understand the down side. I've also seen buttons that don't work, and so the walk sign never goes on even if you do press it. In a town where people are unbelievably loathe to jaywalk or disobey traffic signals, it seems like a nice idea to err on the side of telling people they can walk when there's no reason not to.
I am an intermittent wheelchair user. I sometimes walk unaided, sometimes with a cane, and sometimes in my powerchair. No sidewalk? Then it might as well be on Mars. No wheelchair ramps? Might as well put up a big "Disabled People Keep Out" sign. Something blocking the sidewalk? That's like saying "Only Ambulatory People Allowed Beyond This Point". But don't just think of wheelchairs: think of strollers, people that have been temporarily disabled (a sprained ankle, broken foot, hurt knee,...), and so many more.
Bicyclists not watching for and yielding to pedestrians.
Sidewalks that end, forcing you into a busy street, or a bike lane, until the sidewalk resumes.
Panhandlers
I hear a lot of talk about the City wanting to put sidewalk in some of the area of North Seattle that don't have sidewalks. You may be surprised but most folks that live there do not want the sidewalks including myself.
Inconsiderate bikers who repeatedly switch between following the pedestrian rules and following the automobile rules without notice, go too fast and pay no attention to pedestrians
Places where sidewalks were painted but have faded to nothing, such as 17th ave. NW and 54th St.
I live in Ballard - It is not unusual to see high traffic volume and on non arterial streets driving 15 -25 mph over the speed limit.
I use a wheelchair so wide sidewalks and long crossing lights are very important.

It's difficult to walk or jog through downtown quickly.
North of 85th-Greenwood, there are some sidewalks and then NO sidewalks and we have walk on the street because cars are parked on the curb;
Our kids live close enough to their respective schools to walk but don't because they don't have a safe path.
Unpleasant environment. ...litter...vacant buildings...loitering. ..
Water pooling on sidewalks so that going into the street is the only way to get around the pooled water (or wearing waders).
Generally, the lack of other people out and about makes walking feel unsafe. Lighting should be residential, pleasant and in scale with pedestrians (like the University Village) not bright and sparsely located (like a Costco parking lot) Lack of covered walkways, in a city that rains 9 months out of the year, it might be nice downtown to walk outside. Unpleasant sidewalks; smelly trashcans, large utility bins, urine in bus stops, trash, bushes that extend over sidewalks, etc.
Dog feces
People occupying the right of way (pan-handlers) make some areas feel unsafe to walk.
No concrete curb and gutter allows water to flow everywhere during rains and allows cars to park every which way on my street.
Rain; no where to walk from my house that is close enough
Crime
Dark stairways, especially around Queen Anne and Aurora
This combines some of the above but drivers not being aware that intersections are crosswalks is a big one as well as construction closures that don't have lights re-timed causing huge delays in walk time and safety.
Construction detours and closings
Unpruned bushes/trees. The common laurel hedges everywhere grow out into the sidewalk area, for instance, which blocks some sidewalks (where they even exist), and at 6'2" I often have to duck under low-hanging branches over sidewalks. Seattleites essentially don't maintain their sidewalks AT ALL. Another problem is SNOW AND NICE: Seattleites don't know that they need to clear their sidewalks, or they don't bother. It's super dangerous to walk on snow/ice days (we live at close to 500 ft., so we often get snow/ice when the rest of town doesn't).
Busy intersections, such as downtown, could benefit from all-way crosswalks like the one at the southbound entrance to the Aurora Bridge. That way everyone could get across without fear of being run over, and cars making right turns wouldn't have to wait for pedestrians, speeding up traffic flow.
Too many scary homeless encampments and drug addict types in parks and on streets. This is appalling.
Bicycles riding on sidewalks.
"Fuhrman Avenue East has become a main arterial which presents multiple safety hazards for pedestrians: fast moving cars/trucks, no signages for street crossing, and cars parked in crowded space which makes it impossible to see upcoming traffic without stepping onto the street to assess safe crossing.
There needs to be safe arterial crossings along Fuhrman Avenue East as well as Eastlake. The increased volume AND speed of traffic have made Fuhrman Avenue East dangerous and counter to the goal of a Seattle neighborhood being part of the most walkable city. "
Cars parked on existing sidewalks or parked on side of street with no sidewalk; forcing people to walk in the road (Greenwood Ave. ) between N 135th and N 145th is one example of this
Crossing signals not changing when I press the button even when it is my turn to cross
Sidewalks period! Less focus on bike lanes more focus on sidewalks. The North end of Seattle is a joke. Many streets w/ no sidewalks make it a pain and dangerous to walk
Do not walk too often where there is traffic so can't really respond
We need sidewalks, period. There are virtually none, including on the routes my kids take to walk to school.

The Wedgwood neighborhood has street issues (large puddles that take up most of the road, a significant camber to the road that make walking, especially with children, difficult. When I had a child in a stroller, issues like missing curb ramps and blocked sidewalks were major problems -- now they are not as significant.
I live in a neighborhood without sidewalks. I would walk to the library and store if I could walk on a sidewalk. I drive everywhere because walking in my neighborhood is not safe.
Inconsiderate bicyclists
I take care of toddlers in the Wedgwood/Meadowbrook area and very few blocks have any kind of sidewalks even though there are many schools in the area.
Intermittent sidewalks where condo projects have been able to slip under the requirement for sidewalks
Poor visibility at intersections due to shrubs, fences, parked vehicles
Cross walks need to be re striped on a regular basis!
None of these impedes my choice to walk to where I'm going. I walk a lot! So my answers are more about what I feel are priorities
Speeding bicycles are getting to be a problem. 1 1/2 years ago, my dog got killed by a speeding bike cyclist in a cross walk in Discovery Park. Numerous cross walks are not easy to see as the paint has disappeared. More speed limit signs need to be put up and they should include bicyclists. It is easy for bicyclists to get a very high speed going down our hills.
Tree limbs too low, and other untrimmed plant growth encroaching into sidewalk.
"The Master Plan says nothing about restroom facilities---certainly a health and convenience issue. Shame.
In street-level designing of buildings---it rains in Seattle. Designing should include an over-head canopy not just at a building's entrance, but all along its' sidewalk, a la Macys or Pike Place Market and others. "
Untrimmed trees/bushes hanging over sidewalk.
"1. 4-way intersection at Princeton NE and NE 55th Street with no marked crosswalks, two major bus stops, lots of cars and lots of pedestrians. Most cars do not come to a complete stop. Need flashing red and marked crosswalks. 2. Large truck at NE 55th and Tulane Ave parks in the crosswalk. No marked crosswalk and cannot see around the truck, People in wheel chair or stroller cannot navigate this safely. Where to report this? 3. Many home owners allow their plantings to cover over half of the sidewalk. I would like to know to whom to report this."
Blind intersections due to parked cars, shrubs, fences or other obstructions make those areas particularly dangerous.
Sections of sidewalk missing (sidewalk exists, then suddenly there is no sidewalk for a ways); landscaping encroaching onto the sidewalk (low trees, vines/other weeds overgrowing onto sidewalk)
"Bicyclists on the sidewalks, taking up needed space to walk. Bicyclists passing from behind without any warning, nearly hitting me and often startling me. Bicyclists who don't bother slowing down when near pedestrians or bother slowing down near Yield signs, or even stopping at Stop signs or at red traffic lights. I suspect many of them are the ones who do these same things when driving their cars because it's become a habit.
Too many restaurants with outdoor tables and chairs and not enough room to dodge them when there are other pedestrians or bicycles to pass.
There are some ridiculous new locations for new crosswalks or new traffic lights, so that one doesn't want to bother crossing legally.
Drivers in a hurry to make up time while driving through neighborhoods because they have been so badly tied up in traffic on the main arterials.
Lots of sidewalks are not maintained by residents, or even by the City in front of City-owned properties. Sidewalks are often lifted by tree roots, and aren't being cleaned of slippery fallen leaves or snow.
Need sidewalks north of 85th.
People on bikes not following the rules. People in cars blocking the intersection and crosswalk. People in cars on cell phones.

The intersection at "five points" on Boyer St. is not marked for People crossing. It need calming devices. Cars are a danger there, and it NOT an arterial as the city would like to think!
Our street on 45th Ave NE has no sidewalks and is now used as a busy cut through to 35th Ave, Sandpoint and the Burke-Gilman. we need your help--there's tons of kids that go to all three schools nearby and there's no sidewalks for them on 45th Ave NE for them to be safely walking or riding their bikes to school. it's scary
Lack of connectivity between commercial areas (example: U District-->Wallingford-->Fremont. Not enough interesting stores to shop/window-shop and many ground level spaces have boring windows that are covered or simply an office space. Makes walking less fun! Also, crossing I-5 and under 99 are covered in trash, dirty, noisy and generally unappealing/unsafe.
Intersections make it dangerous for pedestrian crossing and cars/busses e.g. Bellevue and olive. This is a really scary intersection. Also in general cars get to turn during pedestrian walk sign. This is really dangerous.
Sidewalks that are too narrow in areas that are heavily used by both pedestrians and bicyclists (like Montlake Bridge area)
Pedestrian crossing signs that only change if a person has hit the button before the car light turns green. At Eastlake and Furhman Ave E, you can wait 4-5 minutes at the corner waiting for the light to change to cross Eastlake because you arrived at the intersection just as the light turned green, in the direction you want to go, and you didn't hit the button yet. I cross here several times a day and this is constantly a problem, especially as the weather is getting wetter.
On some residential streets some owners do not trim landscaping away from sidewalks.
Streets with blank walls
Solid parked cars on both sides of the street with no sidewalks on either side.
Sidewalks not maintained, e.g., broken by tree roots and the roots under the sidewalk not cut before a repair is made -- so the damage is repeated.
My biggest problem is this city wasting so much money making traffic worse to accommodate old children.
Lack of enforcement of traffic laws: no punishment for drivers who who endanger pedestrians, drivers who cripple children legally crossing streets are not brought to justice, and a driver who murders a pedestrian with their vehicle MIGHT get a ticket at worst.
I agree that north seattle needs safer walk ways. I do not think sidewalks are the answer though. It would be great, and in the character of the neighborhood to have gravel walkways that are off the road. This could be done adjacent to the street. These walkways would be easy to maintain and cost less than sidewalks to install.
Odd angles at major/busy intersections create ambiguous situations. I am thinking of Greenlake Drive near the Starbucks (5 point intersection) and another example is Lake City Way and NE 80th St. I would like to see some bridges/grade level chages to slow down traffic and help pedestrians/cyclists cross safely.
When several of these impediments are present together. I am currently a fit middle-aged adult, and walk A LOT for transportation (ie not merely for fitness, though I do that too). But even I hesitate to walk where I feel unsafe - potentially unseen by drivers, at risk of injury due to tripping hazards in the dark, or vulnerable to crime if I'm alone in areas of limited activity.
"I cross Boyer E. daily at crosswalks. Even when I am several feet in the crosswalk cars speed past. 30 MPH on this street is extremely dangerous.
Not enough time to cross street with signal is big problem in lower Queen Anne - elders with walkers and others cannot get across Roy st at 1st North, especially.
Those stupid buttons that trigger Walk signs at traffic light intersections are actually dangerous and should be eliminated. Walk signals should simply trigger when it is safe to cross. Period. The buttons actually make walking unsafe. If a pedestrian pushes the button a spit second too late, they have to wait another full traffic cycle before being signaled permission to cross, which is infuriating. Rather than wait, pedestrians have to guess about whether it is safe to cross, and often do so, even though the Wait light is on. EVERY ONE OF THOSE BUTTONS SHOUD BE DISABLED.
Over hanging plants

No sidewalks on 8th ave one block from OV elementary school. Kids have to walk in street as cars are parked on both sides of the road with NO sidewalks. Seriously? what will it take? A fatality?
Just moved here from PA neighborhood that had sidewalks - much, much more community interaction there, kids playing, people walking. I wish Seattle had more neighborhoods with sidewalks.
Sidewalks overgrown with property owners trees and bushes
This all applies to Queen Anne Ave North. The other major concern I see is that pedestrians do not follow pedestrian laws, while they have the right of way, I have yet to see someone stop and look both ways making is dangerous for pedestrians and drivers setting a standard that will no doubt be dangerous. Queen Anne ave north needs more cross walks, speed limit signs AND community education needs to be put out there about people NOT jay walking and using common sense.
Push button signals that don't respond quickly to a pedestrian pushing it.
WSDOT needs to put in place LOWER (15-20 mph) speed limits for drivers in all residential areas. SPD needs to harshly enforce it. Same for texting drivers.
Boyer near 22nd and Howe is so unsafe. Cars drive way too fast.
Lighting needs to be increased at crosswalks- curd to curb
Existing sidewalks that are in horrible condition.
Sidewalks blocked by overgrown bushes.
Drivers not paying attention because of cell phones. Drivers driving into crosswalks. Drivers not looking out for pedestrians while turning right on a red light.
Cut speed to 25 mph in pedestrian zones, and ENFORCE them!
Lack of tracking soothing on streets like Boyer Ave E where it intersects with arterial on 24th Ave E. Major speeding to get to lights and noticeable increase in huge trucks using narrow Boyer to return to construction (520 and light rail)!!!!
Unenforced cross walks NO ONE STOPS! Ticket them
Some sidewalks (in QA) are too narrow because people don't maintain there plants/bushes that are growing all the way into the sidewalk. people should be ticketed for this, just as a vehicle blocking a sidewalk is.
Feet that are not amenable to concrete, and prefer soft/trail surface, as in parks, or along grassy parking strip.
No clear spot to cross the street where corners not aligned. Distracted drivers.
Speeding traffic from Lynn /Montlake Blvd Place to Montlake Market is very dangerous. People drive over the speed limit which is too high for a residential area and kids going up to Montlake school or the community center
It's amazing how many people who let their trees and shrubs grow into the sidewalk and are never ticketed.
"+Debris such as accumulation of gravel on sloped walkways(hills). This builds up with a lot of rain on hills in neighborhoods.
+My friend fell on a person hole cover that was in the middle of the sidewalk where an alley met the street"
Homeless people harassing us
Walk signs that require that a walk signal be pressed at an intersection. Walk sign should always appear ir- respective of whether or not signal is pressed. I've seen many people wait for walk sign that does not appear because they are unaware of the need to press the signal.
Just infill all the missing mileage from the 1950 annexation. Stop making excuses and just do it with general funds and NO L.I.D.s!!!! Adopt the International Dark Sky Association's Model Outdoor Light Ordinance with YELLOW spectrum Full Cut Off LED with added cowling to end light trespass, glare, light pollution and biome disruptions to plants, animal and humans- sleep patterns and cancer.
No stop or yield signs at intersections in loyal heights residential areas. Drivers drive at too high rates of speed and are not aware they need to yield to the right. Very dangerous for children at play, pedestrians, and drivers!! Need signs or at the very least more turnabouts in 83rd.

North of 85th set aside dedicated capital construction funds to build sidewalk/curb/gutter of a few miles EVERY year withOUT reliance on failed policy of L.I.D.s from general funds budget. Make it a charter amendment to discourage raiding of this fund for other purposes. Way past time to fulfill 65 year old annexation promise.

Bus stops in business area need to be closer in order walk instead of current need to run for the bus. Can bus wait for slower patrons.

Construction not providing pedestrian access. Bicyclists are just as dangerous to pedestrians as cars are.

Bicycles not stopping for pedestrians and going too fast.

Marked crosswalks are no guarantee cars will stop.

Drivers turning into side streets from arterials without looking in crosswalk and drivers blocking crosswalk

We have very few sidewalks in our neighborhood with many elementary, middle and high school kids walking to school. There are many cars parked along the path, and cars drive too fast down 95th street to make it a safe place to walk. Having a side walk would make it safer to walk.

Wheelchair ramps that aren't welcoming. These are the ones with surrounding raised concrete barriers that are waiting to trip pedestrians and bicyclists.

Some sidewalk surfaces are very slippery in wet weather. I live on a hill (QA) and will not go down the steep hills in wet weather as I have slipped several times. The aggregate/stone surfaces are especially bad no matter what shoes I wear. It's like ice skating on the sidewalk. Other surfaces of the sidewalk like regular concrete are fine but this kind of surface is rare.

Vegetation covering the sidewalk, particularly black berry bushes

"Bikers that are not considerate of pedestrians, especially on shared paths (e.g. around Lake Union and ESPECIALLY on bridges like the Ballard or Fremont Bridges.

Narrow pedestrian paths on bridges"

Bicycles not following stop signs

I answered these questions as pertains to me. However, if I used a wheelchair, or consistently pushed a stroller, I would likely have answered the ramp question differently.

"- Lack of crosswalks on Boyer Ave E/Fuhrman Ave.  
- Lack of on pedestrian markings/walking buffer on E. Interlaken Blvd.  
- Cars driving too fast on both."

Bawling on streets that are not level

Drivers on neighborhood arterial ignore two stop signs a block apart in morning and evening rush. Yet pedestrian use is relatively high in the residential neighborhood.

I walk easily but know people who are disabled or partly disabled that have big problems with most of the issues above

"There are too many bike lanes that are impeding traffic.

Residential landscaping that has overgrown sidewalls

"Sidewalks needed!!!!!!"

Children safety!!!!!!"

Sight problems for cars and pedestrians at intersections, specifically intersection at Boyer Ave East and E Lynn St

Traffic lights that don't turn on walk sign until button is pushed. On narrow arterials, walk lights should come on automatically, especially when pedestrian count is high. Also, walk sign should come on even when pedestrian hits button at same time as green light comes on and five seconds before green light comes on. We should not have to wait until next cycle.

I love areas that encourage walking. I do not like it if there are no trash receptacles.Lets make Seattle no,t only a green city, ut also a clean city

More roundabouts would be ideal to slow people down.

Specifically where west olympic place turns to west olympic way, you can either go through the park, which is unlit and very sketchy at night, or you can take the street which has no sidewalk nor a crosswalk at this juncture. people drive very fast around this corner and it's pretty blind because of the curve.

Poor timing on traffic signals that leave cars consistently blocking crosswalks when the light changes (as an example, this is a daily problem at rush hour at 10th Ave E & Roanoke which is 2 blocks from our elementary school and discourages us and others from walking there)

Vegetation encroaching on the sidewalk, vehicles and trailers parked in a way that blocks the sidewalk, low hanging branches blocking the sidewalk or being "invisible" in the dim light at night and hanging low enough to poke a person's eyes

"Texting drivers

Sidewalks closed for construction and their awkward detours

Drivers not looking for pedestrians when exiting parking lots/garages

Traffic cycles without automatic walk cycles

Drivers not stopping before turning right on red and/or turning right on red too aggressively "

Residential streets with no sidewalks and lots of on street parking.

Slippery leaves on sidewalk on south side of NE 125th St between 23rd Ave NE & about 25 Ave NE. Big water puddle at NE 127th St & 30th Ave NE + parked cars block pedestrians.

Danger of being mugged

The sidewalks are not level, tripping hazards from the raised joints.

There are no sidewalks on NE 95th to get to the buses on Lake City Way. People walk in the street and NE 95th is a main arterial. I drive to downtown because I can't walk to the bus without the risk of being hit by a car or tripping in a pot hole. I would love to take the bus if I could walk there without having to walk in a middle of a busy road.

Low/poor visibility for cross walks

Drivers who don't honor 4-way stops or understand how they work; drivers who look to the left and turn right, without looking to see that there's a pedestrian on their right, and almost running into me; finally, drivers who stop for a red light into the crosswalk, not leaving me room to cross the street.

Overgrown shrubbery!!!!

Overgrown vegetation and broken sidewalks need immediate attention. You could actually pay for inspectors from the fines if sidewalk repair was enforced.

Beg buttons. I don't doubt there are places where they're appropriate - it should be a careful process to decide to install one. But they should t be the default.

Often while walking the sidewalk will just end and I have no where to walk anymore, and it is very unsafe and cars completely dominate. Also, there are SO many homeless people or drug addicts that gather under bridges or street corners I often feel unsafe walking around Seattle, especially at night because the environment is that most people are in their private cars and only the sketchy people are walking around at night. This is an important condition that should be on this quiz.

Bicycles and pedestrians sharing a sidewalk.

Residential streets with cut-through traffic - people trying to get around busy arterials - this happens on 39th Ave NE between NE 125th and NE 140th. Scary during commute hours.

Walkers should indicate they want to cross a street instead of being engaged with other activities like cell phones, dogs, children. If you are serious about crossing, let the driver know. I can't guess what you are planning!

As long as there is a sidewalk, I am happy to walk. :-) Some parts of Wedgwood have no sidewalks, and cars & pedestrians have an awkward time sharing the road.

No place to use wheelchairs, canes, we have two blind men that fall all the time.

Within a few blocks (at least) around schools should have sidewalk. kids walk on the streets without sidewalk is very dangerous that's when people who pick up their kids by cars drive by fast.

Residential streets where the sidewalk ends or does not exist for one or more houses on the block.
Not enough sidewalks or street lights!
Lack of practical amenities in the business district in my neighborhood. I live in Montlake and there's no drugstore and only 1 real restaurant within walking distance, and no cute gift shops or other fun places to go. I used to live on Queen Anne and I rarely drove but now I have to hop in my car to get most places. Also, bicycles should be forbidden from using the sidewalk, it's very dangerous. A lot of cyclist use the sidewalk on the 520 bridge overpass at Montlake Blvd because there's no safe route on the road, and it makes it hard for pedestrians.
Lack of pedestrian actuated illuminated crosswalks at high speed violation crossings
Pooling water that doesn't drain well. (Then forms ice if we get cold weather). Seems to be an ongoing problem with construction end results. Ex: Fremont bridge, lower Queen Anne bus stop just south of Mercer Street on Queen Anne, Galer Street bridge over Aurora Ave.
Poor or non-existent drainage that end up in puddles and mud on streets and stairways. Graham and Juneau staircase in West Seattle and 21st Ave SW to be specific.
Sidewalks are required for safe walking on residential, particularly busy, streets. Crosswalks are helpful if drivers are made aware of them for crossing busy streets.
Some sidewalk surfaces are very slippery in wet weather. I live on a hill (QA) and will not go down the steep hills in wet weather as I have slipped several times. The aggregate/stone surfaces are especially bad no matter what shoes I wear. It's like ice skating on the sidewalk. Other surfaces of the sidewalk like regular concrete are fine.
Surface of sidewalks can be a major problem in wet weather. The aggregate/stone surface is especially slippery. Other sidewalk finishes are fine--like concrete. I especially have trouble on hills (live on QA) and have slid, fallen several times. It's like skating on the wet sidewalk no matter what pair of shoes I wear. I avoid going down the hills in wet weather.
My neighborhood, Haller Lake, has very few sidewalks. Also, my son is walking half a mile to the school bus in the dark. Most, but not all, people are considerate. Some people seem to make a point, though, of not giving pedestrians who are forced to walk in the street little to no room. Roosevelt from Aurora to 1st Ave NE is particularly bad. I only walk on Aurora when I need to. The lack of sidewalks and crime on that street makes it an absolute deterrent. But there are families who have no choice but to, and I see them with small children and grocery bags.
Tents and garbage on the sidewalk. Urine on sidewalk. This is daily on many downtown intersections, like where Columbia St meets the viaduct bike path, and under the Magnolia Bridge next to the bike path. Disgusting, sometimes scary (in the dark), a real hazard - I can't get by them. I won't walk there at all and won't let my daughter walk there (even though we would prefer to walk or bike downtown from our house).
My street is busy and has no side walks. The speed bumps help. But it's always scary to have the kids walking up and does the street
NE 98th Street in Meadowbrook experiences high car traffic because drivers use it as an arterial or an alternate to NE 95th Street. We have children walking to school and children in the neighborhood walking on the road which presents itself to be extremely unsafe without any sidewalks. We've been trying to get simple speed bumps for 17+ years. No luck.
W. Mercer Place is not walkable
I live at 9833 Ravenna Ave NE, with a husband and 6-year-old, and we feel like we take our lives in our hands every single day when we go for a walk. We do walk home from school a couple of times a week -- 22 blocks and only one block of sidewalk. Ravenna is rife with drivers going way over the speed limit. There is a sidewalk down to Annie's playground, near us, but because of the busy street and no buffer it doesn't feel safe.
110th NE at 35th Ave NE--no sidewalk and major drainage problem with water across roadway when it rains. This causes pedestrians to have to walk out into the roadway or wade through puddles. Cars turning from 35th Ave NE turn right into this area, where pedestrians may need to walk. It is very near the corner.
Lack of sidewalks to schools on very old uneven old streets. People no longer seem to know how to walk and so they (adults and children) walk with their backs to traffic.

Flooding due to poor drainage in streets with no sidewalks and culverts
No sidewalks for kids walking to school in our neighborhood
Residents who allow their bushes, trees, other vegetation to grow into the sidewalk, narrowing the walkway; accumulation on the sidewalk or roadway of leaves mushy and slippery from rain
"Where roots of big trees have elevated the sidewalk making the path bumpy.
People who do not maintain their hedges where they let their plants grow into the sidewalk."
I live downtown and often "walk commute". But this is sometimes painfully slow because of the light timing. Some trips I literally miss the light at EVERY corner, unless I run down the block. Also, many intersections are designed for car movement at the expense of pedestrians (e.g. Denny & 1st). It can take 2-3 light cycles to cross legally if trying to get across Denny.
Street cleaning - over grown weeds, grass, black berry bushes -- unkept open areas adjacent to streets
"I have to walk on the road every day with my school age children and observe many other school age children do the same because of no sidewalks. It is a busy street and very dangerous. It is on NE 110th St and closest Cross street is 35th Ave
ne 98125 "
There are many sidewalks that have uneven and or ruptured surfaces due to tree roots. Some are dangerous and require the same amount of attention to foot placement as an un-improved trail.
Illegal vehicle and homeless encampments
I live in northgate. There is tons of traffic even though the neighborhoods but no sidewalks for school children, elderly (many long term care places in northgate), or any pedestrians to walk.
Sidewalks that alter from one side of the street to the other forcing pedestrians to cross the street several times instead of following a linear path. Crosswalks that dead-end into private driveways or private front yards. Non-existent sidewalks, for example on NE 31st (on the west side/back side of Jane Addams Middle School) there is no sidewalk or shoulder to walk on. Students for both JAMS and NHHS are forced to walk down the middle of the street. The main roads leading to this 3 school area (JAMS, NHHS, and Rodgers) do not have continuous sidewalks for students to safely walk to school and back.
Where I live on 135th and 27th, there are literally no sidewalks. It would be great if we had more street lights and sidewalks so I could take my dog on walks without feeling unsafe, now that it's getting darker earlier.
"Cars that make turns and not yield to pedestrian while trying to cross the street.
"Things that should be added to this list: (1) Busy streets with no convenient alternative pedestrian route. Fast, heavy traffic streets are almost always very unpleasant even when they have a sidewalk. (2) Having to wait a long time to cross a street. There are streets where I prefer a crosswalk to a streetlight because it means when there are no cars I don't have to wait to cross. (3) Streets that are uninteresting for extended distances. (4) Noise level (less pleasant to walk where I can hear freeways even if I'm not near it.) (5) Lack of shelter (Wind is noisy and cold. If it's raining I'm likely to be drawn to buildings with rain cover.) (6) How safe the area feels (Are the sidewalks litter free and cared for? Are there people around? Visibility good? Do I have a lot of different places I could go? What sort of buildings are near me? How does the area feel? etc. etc.)
Vegetation that is overgrown over sidewalks or leaves or even bushes/trees that are not cut high enough for people to walk under without hitting. Some vegetation makes the sidewalk so narrow that two people can't walk on the sidewalk. There needs to be more emphasis on ""policing"" encroachment onto sidewalks."
The streets and sidewalks are not maintained and have huge bumps from roots, holes and very raised sidewalk pavement making it difficult to drive and unsafe to walk on.
Lack of speed bumps in residential areas with high traffic volume, like 10th Ave, Roanoke, Boyer Ave E., Delmar Drive E and Harvard Ave
Too many cars belching poisonous gas and making deafening noise
Construction - sidewalk sections that are closed off by fencing because of construction areas and I have to unsafely cross the road in order to move forward

Furhman and Boyer Avenue is so narrow and with such high volumes of traffic it is worrisome to even come out of your driveway or cross the street. Seattle drivers are now much more aggressive and impolite that I now do not back out of my driveway except at very low traffic times. We need traffic tables and crosswalks to slow vehicles so we can live safely in our neighborhood
Property owners parking on and over-planting the easement where the sidewalk should/would be
People parking and over-planting on the easement where the sidewalk should be
Residential arterials without sidewalks: Example, N 100th street from Aurora Ave N to the west...very dangerous!
Areas that should be sidewalks, however since not a sidewalk cars are parked there, thus having us walk in the street.
We need a side walk on 100th street next to Waldorfschool
We don't have any side walks period. People going to Fred Meyers on the East side of 35th NE have to walk in the middle of the street for there are cars parked on both sides. Plus we now have a school in our area and no sidewalks for kids to walk on when leaving the school area!
"NE 100th St. has a private school and residential homes. It is hazardous to walk on that street, yet it is a thoroughfare between 35th Ave. NE & Ravenna.
If you walk on the south side of the street to turn left onto Ravenna, you risk being run over by cars speeding around the curve.
If you walk on either side of the street, there are ravines, which means that pedestrians have nowhere to go when vehicles approach. In addition, tree debris accumulates on the sides of the road and becomes very slick. I have fallen at least twice due to this."
Drive by shootings seem to be the thing in today's society and they need to be stopped
Noise!!! Lid 520 fix the damned potholes on Montlake Blvd
Drivers making right and left hand turns at intersections without looking for pedestrians and crosswalk status - have personally had a lot of close calls in these situations
Improper drainage or water over sidewalk (& ice in winter)
Cars blocking the crosswalks instead of waiting behind them.
Not just that people drive too fast, it's that speed limits are too high in residential neighborhoods. Also, tree roots serious hazard to walking in certain neighborhoods, i.e. on 23rd often popping up sidewalks.
In addition to traffic lights, etc to cross busy streets, pedestrian bridges are lacking in several streets like Aurora Ave.
Lack of sidewalks on walking paths to schools
I have three children under the age of 4. I won't go down a street without a sidewalk. Car speed and I don't trust they will see us in time. I love living in the city limits, but I don't walk anywhere, even the Safeway three blocks away because there aren't sidewalks in the residential streets to get to 15th. Sure, sidewalk improvements are nice, like repairing cracks or too narrow. But I'm so desperate for anything, even sidewalks on one side of the street. I'm getting to know my neighbors, but feel hindered we can take family after dinner walks to see them. Sidewalks would DEFINITELY bring our neighbors together more and we would walk a LOT more :-)
Signals that take 5 or more minutes to turn after the walk button is pressed.
Way too much concurrent construction in downtown Seattle. Unpleasant to walk in city with so much going on.
Gutters that are full such that there is standing water that you have to walk through to cross the street and that splashes onto the sidewalk when cars drive by.
"Lack of a curb on designated sidewalk. For example, where 30th ave NE turns into Ravenna. Cars frequently go off the roadway, and the ""sidewalk"" is a dangerous place to be for the students from the 3 nearby schools.

Also, blind corner combined with lack of sidewalk as students exit the park behind Nathan Hale and enter the Meadowbrook parking lot to cross 35th."
No curbs leading to property flooding every year!
Sightlines to the corner obscured by objects, plants, or parked cars can make crossing difficult to impossible.
The west sidewalk between NE 75th/Banner Way and 5th Ave NE is well-trafficked by pedestrians and joggers headed to/from Greenlake, yet is an absolute risk due to too narrow sidewalk, heavy vegetation from freeway easement and drivers who are speeding towards a blind merge at the corner. Please help to address this in your master plan!!
Crime
"1) sidewalks blocked by overgrown vegetation.
2) sidewalks blocked by construction."
Construction closing off sidewalks for an extended period of time & requiring pedestrians to cross streets.
Drivers that do not understand the laws and pedestrian priority.
"Sidewalks that are falling apart, blocked by vegetation, trash,
etc. Pushing a stroller is a huge challenge to children's safety & mine!
Trees/bushes overgrowing onto the sidewalk/a, lowed to grow too low and smack me in the face
Motorists turning on green lights who don't see pedestrians crossing with the walk signal. AND cyclists -- riding fast on sidewalks, darting around pedestrians, not stopping at stop signs.
Slightly handicapped so most of above BIG issues for me.
Trees given adequate room and maintained
Traffic calming sparrows that steer cars towards sidewalks. 2+ times a year cars lose control on our street and end up over the sidewalk. City is lucky no one has been hit. That would be negligence.
We have many streets nearby with sidewalks, but ours, with a limited sight due to crest of hill on S Lucille St and a bend and crest of hill on Renton Ave S, are very dangerous for adults and children.
Crosswalks with buttons that make you wait more than a full minute. I've been in situations where I have waited over FIVE WHOLE MINUTES waiting for a crosswalk, missed a bus, and was forced to wait half an hour for the next bus. This is an absolute barrier.
Bicycles riding on sidewalks
Missing the walk light because there was a pedestrian push button that I didn't push in time.
Drivers stopped in crosswalks waiting for a gap in traffic, often
Bicyclists not yielding to pedestrians
Sidewalks closed for years due to construction, alternating sides of the streets and block after block.
Overgrown sidewalks, closed sidewalks, construction
Wheelchair ramps and tripping hazards do not actually cause a problem for me, but my wife used to use an electric scooter, and they were an absolute deal-breaker for her. I think they should be prioritized very highly.
Bikes have clipped me repeatedly, shared use areas are often very dangerous for pedestrians - I feel more worried about a bike hitting me than a car, because it is more likely and has happened before.
We live in the walk zone of our school and the majority of the trip has no sidewalks, I have to drive everyday because there isn't a safe way to walk.
Cars turning right at intersections or onto the roadway sometimes fail to look for pedestrians because they are looking for cars.
Homeowners' landscaping poorly tended, so that it obstructs as much as half of the sidewalk right-of-way. This is common.
Not enough pedestrian crosswalks on NE 15th St and NE 55th St, NE 56th St

The roundabouts work ok for slowing down traffic in the greenwood neighborhood, North of 85th street, between 7th and Greenwood ave. But because we have no sidewalks they also become very dangerous for walking. Cars swing out further to the curb where I am standing with a dog and a stroller. They also become dangerous when their are large hedges or other bushes at the corner that make it difficult to navigate around. In neighborhoods with roundabouts and sidewalks this isn't an issue.
Bicyclists who do not obey traffic laws. (stop signs etc.)
"Several things:
The sheer number of cars on the road and the overall deference of transportation planning to cars over any other mode of transportation.
Relative lack of density, particularly paired with mediocre transit options. The city is getting denser, but outside of downtown it's still a long way to walk from one neighborhood to another. King County Metro may be decent compared to other bus systems, but it still has a long, long way to go to be an appealing option for most people, particularly for any trip outside of commuting to and from downtown Seattle.
Construction that blocks off the sidewalk. There often seems to be little consideration for pedestrians when construction is going on, both road and building construction. Often I have been forced to cross from one side of the street to other to walk a block, only to be forced to the opposite side for the next block. That adds up to a lot of extra walking and is something that we'd never put up with for cars.
Traffic lights that require pedestrians to push the button to get a walk signal. Often you can arrive at one of these intersections a fraction of a second after the light turns green for cars going in the same direction you are and pushing the button will not give you the "Walk" signal. Instead, you have to wait through a whole light cycle.
Also, um, bike riders, who are often even worse about yielding the right of way to pedestrians than car drivers. "
Lack of decent transit so that walking becomes an option at both ends of the trip.
Overgrown bushes & trees that block the sidewalk or require ducking. It gets so bad sometimes the sidewalk is impassable and I have to walk in the street.
Bicyclists that don't yield and go to fast. I've had more near crashes with bicyclists than with cars lately. The Burke Gilman crossing near Metropolitan Market and the Ronald McDonald House is a real problem.
Better public transportation encourages walking.
Cul-de-sac development that prevents me from walking to my destination within a reasonable distance. The farther away the allowed route to something becomes, sidewalks or no, the less likely I (or anyone) is to walk. I wish there was a way to "punch through" cul-de-sacs and return to a more traditional street grid in urban areas.
Sidewalks blocked for months by construction projects
Traffic lights that don't provide a pedestrian walk signal with a vehicle green light unless pedestrians push the button. If your timing is off, you have to wait through light cycles in both directions.
We need sidewalks north of 85th street in Greenwood. It's a family neighborhood that is growing rapidly.
Long crossing distances
100th street which is being treated by most drivers as an arterial from Crownhill to Aurora Avenue does not have a sidewalk which makes it very unsafe for pedestrians. There are children who wait for their school bus on 100th in the morning.
We need actual sidewalks in my neighborhood!
Construction closing sidewalks
I think the buffer is important on busier streets.
"Lack of overpass over busy thoroughfares/freeway.
Unresponsive or slow buttons requesting lights to turn red.
Drivers stopping on crosswalks at red light.
Inattentive drivers overall.

Lack of incentives to help people get out of their cars and turn into pedestrians (better mass transit, more frequent buses, more lines)"
According to the Seattle public school bus transportation service, they are advised to use arterial street for the bus stops for children. This works the area South of 85th NW but not north of it because there is no sidewalk on any arterial streets which make the stops extremely dangerous.
Right turn on red law. Encourages drives to think that as long as they stop first, it's always their turn to go, which means they fail to yield to people on foot. Rampant throughout the city.
Dangerous crosswalks! The crosswalk by my house (NE 123rd and NE Roosevelt) is almost impossible for cars to see, and those that do don't stop. There are bunches of schools and daycares nearby. I've emailed the city about it over and over, with no action.
Blocked vision and visibility at intersections due to SDOT-authorized illegal parking and SPD refusal to enforce parking restrictions at crosswalks.
The new "calmed" streets are incredibly dangerous for pedestrians now.
FOUR-WAY WALKS @ TRAFFIC LIGHTS!! This is done back east and it's amazing how much better BOTH the driving experience AND the walking experience are!
Construction closing sidewalk with no walkway
Construction jobs closing sidewalks with no warning and sometimes for YEARS at a time. Being TOLD to cross 4 lanes of traffic without the benefit of a flagman "for my safety".
Too many metal grates etc in the downtown area. When they get wet, they are very slippery, especially on hills. Slippery = falls = injuries. Because they often take up most of the sidewalk it leaves very little area to walk or it is, frankly, safer to not use the sidewalk in such areas.
Steep hills.. sidewalks are very slippery and you often have to go further to get up the hill. Maybe more stairways or better maintained stairways
"4th and Roxbury has only half a stop light for pedestrians. Cars don't stop for you in the cross walk.
The stop light near the SHAG housing on 3rd and Olsen - Cars don't stop. It is to such aa large extent that it seems like a design issue."
Total lack of traffic signals on omg stretches of arterial means no breaks in flow of cars. Giving us little flags to wave is insulting my cheap. Real cities have more stoplights!!! Example, corliss and 80 th.
North Seattle needs sidewalks!
Sidewalks that get dug up in the spring and don't get repaved until fall. There should be a rule that sidewalks get restored after work as quickly as any other part of the road would.
Very long waits to get a pedestrian crossing light. Making travel time very unpredictable.
Sidewalk ending unexpectedly
There are many barriers to walking caused by obstacles like the I-5 trench, large fenced park land tracts without through routes for people walking, gated housing communities without ways around them.
Sidewalks that the City allows to be closed due to construction activities and there isn't a safe and/or convenient alternative provided (in my neighborhood the City allowed construction of a building to block a section of 35th Ave NE for a year (I tracked it) and did not provide a safe alternative which they could have easily done. Streets that aren't maintained - such as snow or leaves that aren't cleared off in a timely manner causing a slippery condition (I fell and broke my wrist in such a situation placing my arm in a cast then brace for almost 6 months), another example is NE 145th on the City side - the city's neglect and lack of basic maintenance of this side walk is criminal - at the least make Lakeside maintain it. Vegetation which grows over the sidewalks from the adjacent yard blocking the sidewalk (I don't mind a little vegetation growing over onto the sidewalk but in my neighborhood I have a holly shrub/tree almost blocking a sidewalk, vines, trees with limbs hanging over, and some of the parking strip vegetation planted by SDOT in their street improvement projects have almost blocked the sidewalk along NE 75th St. as an example. I don't mind the vegetation in moderation but it needs to be maintained. Places where puddles form on the street due to bad drainage and cars splash the water onto the sidewalk.



SDOT should consider alternatives to expensive sidewalks to solve the horrible pedestrian conditions north of 85th, including restricting parking on residential streets and then painting "pedestrian walkways" on selected urban greenway/pedestrian-friendly residential streets.
Many people allow bushes, plants, trees to grow over/onto sidewalks reducing the width of the sidewalk. When that happens from both the yard and the planting strip, there's often barely enough room to squeeze through and I'm petite. Please require homeowners or residents to trim back all greenery so the ENTIRE sidewalk width is available. Also to trim tree branches so people can walk through without ducking. Two average sized people should be able to walk side by side. Thanks!
Barriers: Right-on-red drivers who are looking to their left and oblivious to pedestrians crossing with the light. The idiocy of having to push a button (often hidden) for a walk signal, even at intersections where there are ALWAYS pedestrians (Wallingford, e.g.)
Neighborhoods that have nothing to walk TO. People who live in low density single family districts with few arterials or commercial development will drive everywhere. Topography also plays a role: steep hills are hard to walk or bike on.
My neighborhood has no sidewalks except on Meridian. People frequently park their cars on the sidewalk there and homeowners seem not to realize that they need to manage their plantings so as to keep the sidewalk clear.
"Skateboarders and cyclists on sidewalks
Cars and cyclists not yielding for pedestrians
Nothing is an ABSOLUTE barrier, but as I age, I am less agile therefore more cautious
I can navigate around many things, but don't like being taken by surprise by people on wheels: skaters and cyclists"
While I don't personally use curb cutouts, I feel they are vitally important to allowing ALL Seattle residents to move around the city!
Nothing close enough to walk to (like restaurants, and other businesses)
Turn on red light + green light same for cars and peds: unsafe
Bicyclists on sidewalks
Bus stops with inadequate space for pedestrians and people walking the sidewalks.
"I'd love to walk more. I believe it would help our community feel more cohesive. I'd love for my son to safely walk to a friend's house one day. For us to go on family walks and visit local businesses. With no sidewalks it's nearly impossible to do. 107th and Whitman."
Our older established neighborhoods are starved for sidewalks.
Sometimes the sidewalk is closed with no warning
Walking from easlake across the university bridge is odd
"Too many raised /uneven sidewalk edges in this neighborhood. A lot of elderly and disabled. I have personally been injured 3 times as a pedestrian. I have been hit on 3 occasions by drivers not paying attention. Last collision was at the crosswalk at 90th and Greenwood. The driver admitted that she did not pay attention as the light turned: giving me the right of way. I will be happy to speak to the public about the importance of yielding the way and walking defensively.
I live on 4th Ave NE near 145th and I can't safely walk in my neighborhood at all.
UPKEEP of what IS available in the NorthEnd!!! Stop dumping all the money into the Southend of town!!!
Zig zagging across the street when sidewalks are closed for construction. Maintain safe paths for pedestrians. Eliminate parking or a traffic lane instead.
On North 128th Street between 1st and Corliss adjacent to North acres Park there is only a narrow gravel path, often occupied by parked cars, and having high speed traffic cutting over to 1st from the Haller Lake Loop. A sidewalk is badly needed in this short stretch. Additionally there is no walking space on 128th between Ashworth and Densmore. This area sees a good deal of traffic moving through and it is a risky walk. It also serves foot traffic to the Haller Lake Community Center

The streets going east-west are steep. makes it scary to walk when the sun is rising or setting which limits when we can walk since there are no sidewalks.
NO sidewalks in my neighborhood!!
Homeless, panhandlers, drug-dealers
NO sidewalks in my neighborhood (17th Ave NW between NW 85th St & NW 87th St), so tripping hazards on sidewalks, narrow sidewalks, and blocked sidewalks do not apply
Bums that make it feel unsafe along sidewalks and trails.
I live on 3rd Ave NW and 97th in Greenwood and fast moving cars are a real problem here on the minor roads as cars try to cut through the non-sidewalked streets to beat traffic lights. It's very dangerous at rush hour especially. There are lots of people and kids walking from the bus and school along 3rd - so I don't understand why the minor streets here aren't a bigger priority. There are also a couple big parks nearby that are frequented by small kids, but there are no sidewalks to get to the parks. I have to carry young ones there to feel safe.
On-going construction
Garbage or otherwise unclean sidewalks
Add sidewalks to Crown Hill.
When the sidewalks are broken up by tree roots.
Bike lanes that cause traffic problems. 'discrimination' in my mind against car owners who paid for the roads in the first place
Bikers never stop. They think they have right of way over anyone. And always moving faster than cars and no lights on them in evening. Hard to see them in winter months. They act like a car one moment then a pedestrian next. They are out of control everywhere!!##
We live on 137th between lakeside and ingraham schools with no walking path or sidewalks, very dangerous area to walk. Get errr done!
Lack of connectivity (eg need safe walking route entire way to destinations)
Unpaved trails/paths
Sandwich boards and outdoor seating blocking foot traffic.
Bicycles not looking/seeing pedestrians
Many residential streets in NE Seattle (Lake City area) do not have sidewalks. Dangerous walking. Lake City Way needs turn signal lights for cross streets. Have almost been hit by cars multiple times. I have to walk due to visual impairment. Seattle is not walkable at all compared to other cities.
Horrible traffic revision on 15th ave / Pinehurst!!!! please fix it and save us from grid lock oblivion.
Few sidewalks in the north end and those that exist are ironically not maintained by the adjacent absentee landlord, so trash and leaf litter composts and mulches on top of the sidewalk. Yech.
No sidewalk coverings on some downtown streets to protect from weather.
Please add stop lines or marked crosswalks where there are stop signs on side streets in high-ped areas (like urban centers such as phinney-greenwood). the cars from the side streets speed and roll/stop 25 feet past the stop sign before turning onto greenwood, endangering anyone crossing the street from the sidewalk. also related problems with alleys that cross sidewalks
The corridor along North 128th St is missing sidewalks of any sort in 2 segments 1) near North Acres public park 2) directly north of Haller Lk Community Ctr
Too long a distance between traffic signals to cross street. Overgrown vegetation.
I walk despite barriers to make the point that walking is a right, so I didn't rate anything an absolute barrier. That doesn't mean I walk as often as I would if these barriers were removed and I choose routes based on walkability.
Cul-de-sacs or meandering streets with no through connections on foot
15th Ave. NE through Maple Leaf needs more signals. Desperately.

I live 5 blocks north of an elementary school in NE Seattle but there are no sidewalks between my house and the school. That is a major concern for me when my daughter starts school in a few years. If you build schools they need sidewalks to them so kids who don't ride the bus can walk or bike safely!
Bicycles riding on sidewalks. Enough with pandering to the cyclists. They can't have it both ways. On a regular basis, a cyclist will come close to clipping me on a sidewalk.
Cut-through traffic on non-arterial streets
Cut-through traffic on non-arterial streets
"Uneven pavement is shaved off which works somewhat on flats but on hills it is dangerous.
This is worse on hills like east capitol where the upwelling water often leaves them slick and mossy."

**WHERE SHOULD THE CITY PRIORITIZE PEDESTRIAN IMPROVEMENTS FIRST? OTHER:**

"streets with along waterfronts streets with vistas streets with public stairways"
around church/mosque
Broadway!!!
stand around try to stalk women, near school and kind
Where dangerous arterials are difficult to cross and create a barrier to freely moving around, such as NW Market Street between 46th and 55th.
Neighborhoods north of 85th NE and NW
The North end is desperately in need of sidewalks, especially on busy thoroughfares. It is extremely dangerous to walk along sections of Greenwood Avenue (especially north of 125th), as well as Aurora and 3rd Avenue NW.
Especially important in the walk to school zone - Broadview from 115th to 130th has no safe way to school but our students are suppose to walk
Crown Hill
Any sidewalk is better than no sidewalk. They must start in areas that have no sidewalks at this point in time.
Where most wheelchair and walkers users blind and hearing impaired walk
Safety for students. Please prioritize sidewalks so all schools have sidewalks around their perimeter. JAMs students are walking down the middle of the street and no sidewalk along the west side of the school.
Streets with no sidewalks and no drainage where huge lakes form when it rains!!
Maple Leaf has many schools, Churches, and parks and if you live past 95th you do not dare to walk. there are no sidewalks, it is not safe for families.
"Some of these seem like trick questions. As for residential streets without sidewalks, even as a pedestrian most of the time, I figure those are ""walker beware"" areas. Here's the deal: the city needs an overpass at 8th Avenue NE and Northgate Way; forget building a multi-million dollars overpass from North Seattle College to the to-be-built ""transit station."" That intersection at Northgate Way and 8th Avenue NE, is a disaster area, designed to ensure that people don't walk - not unless they're willing to wait five to 7 minutes for the light to change, that allows walking."
Safe Walking is only part of our Traffic Issues.
Connecting families to schools is important only if it gets the parents out of the cars and actually walk. Too many parents lined up to pick up/drop off kids.
At North E. 98th St. and Ravenna Avenue north east there is no four-way stop, cars drive quickly on a dark curvey road, there is no sidewalk, and it is on our route to walk to school at Jane Addams middle school and Nathan Hale
Where developers who are aggressively changing the cityscape aren't required to make safe driving and walking spaces while they do their business.
neighborhoods without sidewalks at all are the most important.
I take exception to the phrase" people who rely on walking the most i.e. low income...." Most of the people I see walking around here are employed walking to/from busses!! to/from stores, library, neighbors for visits!! Walking is not for the low income but the earth-friendly too.
Please stop messing with suburban neighborhoods. We bought our houses out of the city for a reason and do NOT want sidewalks in Olympic Hills.
North Seattle NEEDS MORE SIDEWALKS connecting us to our community. Not every street needs one, but it would be nice if there was a way to get to Lake City, Olympic Hills commercial blocks etc on sidewalks.

Make intersections with buttons and pedestrian signals more pedestrian friendly. This will involve trading off movement of people vs. cars, but there are too many intersections where you have to stand in the rain through a whole cycle because by default the pedestrian light doesn't turn green, and it can't be "upgraded" to green when pushing the button mid-cycle even though that travel direction is green for cars for long enough to cross.
sidewalks in more neighborhoods, north seattle
Would like to see building new sidewalks be a priority over changing existing sidewalks
Universal traffic signs are in English only.
It depends on what exactly you mean by improvement. The biggest barrier I face is due to construction closures.
If a neighborhood already has a high walkability score it should be lower priority for improvements. Let's bring up the baseline.
Adjusting the timing of lights would help with the flow of pedestrians trying to connect to transit stops. Push the button at NW 15th & NW 60th, wait 2 minutes to cross most times of the day.
Areas that are seeing an increase of pedestrians, signs and clearly marked cross walks are so important to promote and signal to other transit that peds are there
trees. omfg they destroy pavement, take away valuable sidewalk real estate and drop garbage all over the place. Not even being sarcastic.
In the north part of Seattle - we have no sidewalks in Crown Hill, for example...!!!
you put sidewalks in where there are fewer houses and did nothing on the streets with the most kids. Crown Hill right above 85th really needs sidewalks!
streets without bike lanes
Busy arterials with no sidewalks, numerous bus stops and few marked crosswalks.
Where you plan all the growth for 2035
walk-arounds for downtown construction!
100th nw from 15th to 8th ave nw
All of these are extremely important--safe pedestrian routes are necessary to increase use and promote non-vehicular transit.
Areas with the most people walking already have the best sidewalks. Areas with least sidewalks will have the fewest.
Please build a pedestrian bridge across I5 from North Seattle College to existing bus station and new light rail station.
Where there aren't sidewalks already.
In residential neighborhoods where increased walking and transit access can be improved by more pedestrian amenities
On residential streets busiest with traffic during rush hour, such as 3rd Ave NW.
Near ALL schools not just public!!
Please add safe sidewalks on NW 24th. There are no sidewalks on a busy street near North Beach Elementary!
Most major business area have walk ways, in north Seattle a lot of them are cracked sidewalks and again residential areas need them most.
Shared use paths should have infrastructure to divide pedestrians from cyclist areas. Or the cyclists should have speed limits that are enforced.
What "world class" city asks kids and families in residential areas to walk in streets that have unmarked intersections? Crazy!
More bike lanes so pedestrians can safely walk on the sidewalk.
...you did say 'prioritize'. Most of these are big priorities, but if I had to choose among them...

Locations such as downtown, U District, Fremont, Capitol Hill have a great deal of these factors taken care of, but other areas south of downtown (Beacon Hill, Rainer Valley, South Park Hillman City) need a great deal of help. These types of changes would be a huge benefit and are needed!
None of this matters to me if I'm not safe walking around.
Connections to parks and other recreational facilities
Unattractive/scary sections of otherwise walkable routes - like under overpasses, large swaths of parking lots, etc.
On sidewalks and trails where <b>BICYCLES</b> and people interact. There needs to be more clear direction on where bicycles should not ride in order to protect walkers.
On streets with poor water drainage forming large pools of water, therefore allowing cars to spray street water on bicyclists and pedestrians walking and/or waiting at bus stops
You need to improve the areas with the FEWEST people walking, not the most! I live in Rainier Beach, and I love to walk, but it's hard here - walking paths are often not safe and definitely not intuitive.
Streets that have the most pedestrians already feel the most safe because of the powers of numbers
Places where the pedestrian wait time is excessive, like crossing Rainier
Reaching out to those that still don't understand the dangers of walking against a signal and understand the dangers.
All of these seem important. We should prioritize this mode of travel, along with transit.
Absence of injuries might mean conditions are very bad and people don't feel safe walking at all.
"Focus on cleaning and drainage. When sidewalks are covered with large piles of leaves or huge, deep puddles they do not function as intended.
Also need to look at areas comprehensively. Does no good to add curb ramps if the sidewalks connecting them are all broken up."
Well darn it. I know you're basically asking me to prioritize, but these are all important.
I live in a low-income neighborhood and very few people walk. It's not safe. We need more police presence and available public transit (especially buses) more than anything. I've also seen a lot of our taxes being spent on painting bike lanes, removing car/bus lanes for bikes and we don't ride bikes. Most of my friends are not physically in a place to ride a bike for commuting. Plus it just rains all the time and once I get dressed for work, I don't want to get all sweaty and dirty from riding a bike.
Crosswalks where rain water is pooled directly in front of curb cuts pose a safety and health hazard. Wheelchair users do not have the option of sidestepping. Besides safety, the dirty water ruins sleeves. If a walking person can reasonably expect to stay clean and dry while using a sidewalk, so should a wheelchair user.
Columbia city and the cross walks to the Columbia city light rail station.
Georgetown, Sodo and South Park have terrible bus stops and lots of heavy industrial traffic.
If students are going to be expected to walk (no bus or bus fare) if they live within 2 miles from a school, then prioritize a 2 mile circle around every school. Well-lit, sidewalks, crosswalks.
Slowing traffic on boulevards not created for high speed use
On streets with high rates of crime. Wide sidewalks, open vistas, good lighting, few places for criminals to comfortably sit and socialize with other criminals while they wait for a victim, etc.
Across freeways
I do not believe that downtown, u-district, and capitol hill are at the greatest need for sidewalk improvements. The need for improvements must be around our lowest income communities to services and schools.
Please prioritize sidewalks in residential neighborhoods. Not just cap hill and u district
I think improvement is needed in areas where people don't walk...it may encourage more walking.
Eliminate this "Road Diet."
Within primary impact areas of medical facilities and the VA.
In higher crime and low income areas

Yes low income!! However i worked in the u district for 10 years..corner of 15th and 50th and saw so many accidents involving pedestrians..that corner is horrible

Areas where most people are walking (downtown, etc.) already have sidewalks, lighting, separation between pedestrians and traffic. South Seattle is very under-served in that regard with many neighborhoods without sidewalks or viable, safe alternatives.

A lot of improvement could be made if the City would actually enforce existing laws addressing encroachments from property owners.

no one pays attention to greenwood. it is always Ballard, capitol hill, U district is a mess

This is not very specific to Georgetown. We have nothing. We don't have as many people as Cap Hill. We have the worse access to transportation in the City. We have a bus stop in a dirt mound for crying out loud. Of course, if you have high volume of people take care of them. I'm just wondering, why, in the most walkable parts of the City you constantly improve? What about the least walkable or transit starved parts? We don't even have a school or community center or supermarket. I know people who walk down 4th to the Grocery outlet. They almost kill themselves for food. If your poor, you treat people like they deserve to die getting food from the food bank! Why can't poor people get food from St. Vincent De Paul without getting run over? Look at pedestrian access at food banks! Look at pedestrian access between neighborhoods!

More overhead crossings for busy streets like Aurora and Greenwood. I feel that near schools and community centers is already pretty good. I think more people walk in places with better sidewalks, etc so need to focus on the places people are not walking because it's probably related to bad walking conditions.

On streets with cars that drive very fast.

Areas where transit is not available (no bus routes), for example - there are no bus routes that travel down Mercer from QA to SLU.

let me just re-emphasize the need for sidewalks in residential areas. In N Crown Hill/Greenwood there are lots of families with strollers because it's one of the most affordable areas in the city. Scary to walk in the dark or on rainy days with no storm drains and sidewalks, forcing pedestrians into the streets. I was told we would get sidewalks with Prop 1 some years ago, but the funding and prioritizing is so convoluted that I never expect to see sidewalks although I try to walk more now (e.g., my #28 bus stop has moved several blocks farther away than it used to be to my home). Consider residential streets of highest priority because that's where people live!!

in areas where pedestrian improvements have been woefully neglected for decades.

In the Georgetown neighborhood especially.

Narrow pedestrian corridors that connect different parts of neighborhoods.

We need more stops signs on residential streets instead of roundabouts, which are ineffective for speeding drivers.

Around the schools on Queen Anne should be the most important. My always had a hard time trying to cross the streets around QA to get home from school, the worst was on 6th & Howe.

Construction blocking portions of the sidewalk forcing me to cross and then re-cross the street.

#3 above is less important IMO because those areas always get the most attention. Busy arterials are not conducive to pedestrians anyway and most avoid them. Residential streets, transit sites, low income and transient areas, schools, local businesses and especially where injuries occur. We have a lighted marked cross walk at SPU and someone nearly gets run over at least twice a week due to speeding drivers. Even Metro flies down Airport Way in SODO. Post more MPH signs in the SODO area and on residential streets.

Fixing broken sidewalks so people won't get injured from trips and falls.

construction blocking sidewalks

I live north of 100th off of Aurora. There are no sidewalks in my neighborhood which is scary. Also there no limited sidewalks on 105th/Northgate which makes walking there very dangerous.

My impression is that high pedestrian traffic areas in downtown, cap hill, etc already have good pedestrian infrastructure for the most part (with a few exceptions of course)

Curb cuts and accessibility improvements to all public facilities that people using wheelchairs or people with other disabilities may need to access.

in places where sidewalks don;t go all the way to the corner and stop in the middle of the block

"Parking lots have become a health hazard because drivers are backing up to exit,more,are exiting WHILE on their phones!!

We need a campaign that stresses the consequences to the drivers of hitting someone. They don't think of walkers, but they aren't thinking of themselves either!!! "

Crime

"1. Look for large areas of several blocks with no sidewalks, and focus on adding a skeletal network so that maybe every street does not have one, but you can get to one in a block or two.

2. Be careful about focusing on ""places where the most pedestrians are injured"", because that could just mean those are the places where the most people walk, but other places could be much more dangerous, thus no one walks there. Lots of people are injured at 85th and Aurora, for example. Thats because it has lots of cars and peds, but it has sidewalks and signals and everything. Perhaps if peds could walk and cross at other places with less traffic, they would do so, and be safer."

Don't forget that many people still have to drive to work and then parking is many blocks away. Pedestrian walkways in so-called lower-density areas have deteriorated and are dangerous. New development should require new sidewalks the full block, not just in front of the building.

Enforcement of rules for homes adjacent to sidewalks. People need to care for their own sidewalk and avoid overgrowth and root breakage. Also ticketing drivers who don't stop for crosswalks and speed on city streets.

Where families and schools are should come first. I have no children and am retired but it's important for where children live. Adults should have common sense and be responsible.

live in North seattle and have waited 25 years for sidewalks

Be mindful of increasing density. Dont allow increased population density in areas that have inadequate pedestrian infrastructure. We live in that kind of area and its a recipe for disaster !!

in historically underserved neighborhoods which suffer from a cumulative lack of infrastructure

Places where people are injured may or may not be locations without sidewalks.

Could you also start a campaign to encourage people to use sidewalks instead of walking down the middle of the street?

Again, keep pedestrians safe from bicyclists.

Connections between parks and trails.

Much of the walking in the Othello neighborhood is to, in and from the Othello Playground. There are no crosswalks across busy Othello Street to the park at 43d, 44th and 45th, Avenues and it is hard to see oncoming traffic due to the cars parked on the south side of Othello Street.

Connecting one neighborhood to another

Focus on the areas of the city with low walkability scores. Why are they low? Crime, lack of sidewalks, what? If a neighborhood's walkability score is high, what differentiates it from those in which it isn't?

In areas that require more pedestrian-only corridors, such as reproducing the greenway which connects Columbia Park with Rainier Playfield, the Rainier Community Center, the Genessee Playfield and Meadows and Stan Sayers Park.

Many of us live to far from bus or light rail to walk, specially in inclement weather, and the brilliant decision of not allowing parking garages or lots at the light rail has many cars driving further: Many drive to places like the Veterans Hospital where they can park for free.

Areas with no sidewalks

Correct poor pavement and drainage problems

prioritize maximum impact for those who rely on walking / public transit

Stairways that are overgrown and not well lit in the South Park neighborhood

At places where sidewalks end, forcing pedestrians to enter traffic; or residential corners where trees/shrubs block views of oncoming traffic for pedestrians/cars/cyclists.
majority of downtown should be walking and public transit only.
It's hard to treat these in isolation--many are inter-related. Arterials often connect people to businesses, transit stops, schools and community facilities. It would be easier to consider the pedestrian footprint and walkability by neighborhood, as the barriers (safety, connectivity, transit access) tend to be the same from one neighborhood to the next. Rather, it's a question of prevalence of walkers relative to the incidence of injuries, and whether to invest in areas that have low walkability now, or invest in areas that are already very walkable, but result in more safety concerns due to higher pedestrian density.
Wherever the volume is. Follow the flow. People are resilient—just look at cyclists in Seattle. They'll ride their bikes because they want to and because it makes sense, even though the infrastructure for biking is junk. The infrastructure should rise up to meet the paths that people make. Walking is the same way: money should be spent to bolster the already well-established patterns most, then spent building a system that's smarter/faster/safer than the alternative (driving)
The bike lanes and streets in the Green lake area need to be swept with street sweepers.
The improvements that could be made in areas with existing pedestrian infrastructure (sidewalks and crosswalks) would make life minimally better for residents. Establishing basic infrastructure (like sidewalks) in neighborhoods that don't have it would make a more significant difference, shifting a neighborhood completely from "unwalkable" to "walkable."
Keep cars from stopping in the crosswalks
"All ways" cross walks should be created so all cars stop and pedestrians can cross the street in any direction downtown. This would improve walkability and decrease traffic congestion because cars turning right can't turn when people are crossing the street. This would create safer walking environment.
Within Urban villages
Sidewalks are a bit of an expensive red herring in my view. If traffic speed is properly controlled and crossings are properly controlled, sidewalks are a formality. Where pedestrians need help is in slowing traffic and putting us first and intersections. Not in further formality/ornamentation of our separation when in between crossings.
ALL the urban villages
south lake union and amazon - huge amount of pedestrian traffic with difficult car commutes and impatient drivers
Intersections where cars routinely do not stop for pedestrians.
Often times construction forces pedestrians to walk less than desirable situations. Many times on the hill construction will be happening on both sides of a street forcing a pedestrian to either put themselves at risk or go considerably out of the way to avoid a construction area. I would like to see the city better regulate construction side walk use.
"Streets around senior centers
Making clearly marked crosswalks that are well lit.
Being able to cross Aurora in more places between SLU and Seattle Center is very important.
CONSTRUCTION
First and foremost, Seattle needs to address the CRAZY driving patterns that are hazardous to pedestrians. It won't matter how many sidewalks there are if drivers behave as though they have priority over pedestrians in the crosswalks.
Intersections with 3 or more intersecting streets, high density, industry, bike and pedestrian path/bridge (over WS Bridge), rapid ride and disabled people- like AVALON WAY and Yancy/ Andover/ 30th in west seattle
We, in northwest Seattle, do not have buses or sidewalks. We pay a lot in taxes but get nothing back!
Our NE neighborhood streets (NE 98th/ NE 100th) have no sidewalks, and yet we have a LOT of families walking and cycling to school (Wedgwood, Seattle Waldorf and Nathan Hale High School)

All places where cars break the law, eg by not stopping for pedestrians at crosswalks, rolling through right turns on red, etc. Pedestrians should be able to rely on predictable, law-abiding car behavior. Otherwise every trip is like a stressful guessing game of frogger
Non-arterial streets that are commonly used by drivers to avoid stoplights. These non-resident drivers commonly drive way over the speed limit and pose a particular hazard to pedestrians on streets that lack sidewalks. Example: 14th AVE NW between NW 85th Street and Holman Road.
There are winding streets like NW 120th that present a tremendous hazard to those few people using it, but this should rank near to top for action
Cars drive on arterials, but people walk on residential streets, even to get somewhere on an arterial, b/c it's quieter. Even sidewalks on one side of the street would make it so much safer.
In high density neighborhoods there is less need for pedestrian improvements where traffic is moving slower and there are more pedestrians
Living in Lake City, it is my sense that the heavily walked areas (downtown) etc are already best served with pedestrian friendly walkways. Out here in the NE we have little to nothing.
On streets that are not formally arterials but do feed an entire neighborhood. My street, 42nd NE, is a major connector for the entire area between NE 123rd and NE 145th. There are stairs coming down from Cedar Park elementary school to 42nd and stairs from 42nd down to the 130th Street Beach as well as many people (myself included) walking up to Sand Point Way to catch the bus yet there are no sidewalks.
In areas that do not now have sidewalks. When I visit friends in north Seattle I am astounded that we have to walk in the street to go anywhere.
In areas where senior living/senior activity is high - seniors are as vulnerable as children when it comes to pedestrian safety. Maybe even more if street signals are not long enough
All of these are top priorities. Go with asphalt.
The crosswalk of 80th St and 13th Ave. NW in Whittier Heights is not safe. High speed of cars on main road (80th) and low stopping rate for pedestrians moving children to and from Whittier Elementary school is a safety concern. I have stood there for a long time with my children before it was safe to cross. I have even had police cars drive on by and not stop!
NE 115th Street between 5th Ave NE and Pinehurst Way NE is mostly unpaved and there are many (>12) children living within a block of this very busy street.
The people who take time to fill out this survey are pedestrians. We want all of these....
Bangor street lighting and sans sidewalk. Too creepy to walk in the tall grass. People will walk on street instead. Hard to see at night,
On streets with high density and high traffic, whether or not the street is labeled an arterial. Downtown and Capitol Hill are ridiculously well-served with sidewalks. Designated urban villages in the north end have increasing density, and no sidewalks over large areas. 100th took the whole Northgate detour for a couple of years and still has high and fast traffic between Greenwood and College way, no sidewalks over most of its length! This street links Greenwood to Seattle City Light and North Seattle Community College. This needs to be fixed..
Areas that have been long neglected. Sidewalks in Greenwood.
You need to look at city demographics for kids and elderly not just urban centers. Families need sidewalks, in most cases it easier to walk with kids then ride a bus with kids.
on streets where the sidewalks are broken by tree roots or other hazards and /or have bad lighting. I've fallen three times because I tripped over a broken sidewalk. All at night with poor lighting. It hurts. The city is lucky it was me, and not someone that would sue it.
north Seattle was promised sidewalks in 1954-55 -- the city has still not delivered them
100th
I feel that these are all important
Cedar Park -> is North Seattle whom has no sidewalks!

Access TO transit lines is important, however building sidewalks on very local (neighborhood) streets is not as important as building them on more major streets.
My previous comments apply to this section as well
Some of the ? Have already sidewalks ex downtown. The residential streets without sidewalks; they need sidewalks; this is how you connect community with sidewalks and walking neighbor during the day or after dinner so people talk to each other. Then people see people talk, they take a walk themselves, get integrated and the cycle start, neighborhood connect and gets strong against crime, and gets involved w/ helping law enforcement. I had that experienced prior to moving to Seattle. For sure Seattle is lean on sidewalks and desperately needs them.
Bring ALL areas of Seattle up to a certain walkable level. Some areas of NE Seattle are lacking even a dirt path (as described above). FIX THESE AREAS FIRST. There is a neighborhood called Little Brook (between Lake City Way NE and 30th Ave NE north of NE 135th. High high density neighborhood without sidewalks, yet the City of Seattle keeps letting the density increase without adding the necessary infrastructure. Many disabled and poor families live there. FIX THESE AREAS FIRST. IT IS INHUMANE NOT TO FIX THIS SITUATION.
Where promised by the city as part of the agreement when annexing unincorporated North King County into Seattle.
some of us are not "low income" but walk for other, environmental reasons. This part of the survey looks elitist.
North Seattle has already waited 60 years for promised sidewalks. Please build sidewalks there!
Areas where most people are walking already have good access. If we had good access more people would walk in other areas as well
where there are a lot of senior citizens living in senior residences
"I live on a quiet neighborhood street (in Lake City) and have ""new"" sidewalks (as a result of a federal grant to control runoff). In any case, I have been surprised how many pedestrians DO NOT use the (very good) sidewalk. They walk and take their kids, dogs, strollers down the street. I understand that the sidewalk is constrained by the swails and shrubbery and the street traffic is low. That may mean that potential use should be a factor in setting priorities.
A comment about typical asphalt sidewalks. we have those to and I am thinking about the one on N. E. 115th St. between 5th and Lake City Way. these asphalt sidewalks are splashed down as a part of N. E. 115th St., mostly with a white line separating pedestrians from often fast traffic. Somehow traffic quantity, speed, etc. should be controlled to make these types of construction safe. Also, many residents on the subject street park their cars directly on the sidewalk, forcing school children and others to use the street."
145th street corridor and connections to it
We should focus resources on places where people are getting injured the most. This should be a priority over any subjective concerns about what transportation people "ought" to use. After that, walking improvements should trail observed demand. The city should serve its residents and real current habits, and should ignore or minimally consider agenda-driven recommendations on how residents should live their lives. Build bike lanes and walking infrastructure in proportion to how people use that infrastructure, while balancing the relative benefit (walking/cycling can permit greater density and throughput over short distances, but work poorly over longer distances). A lot of us still need to drive to get into the city, and the biggest overall problems seem to result from congestion and poorly-planned increases in density that lead improvements to transportation. More highway capacity would have probably the greatest total impact on overall traffic (speaking as someone who does not use a highway to commute).
Again more walk than ride bikes, especially older adults that need walkers, etc! How many bikes do you see--and if you do are they over 40 years old=NO!!!!
Streets with known hazards (NE 127th St between 28th NE & 30th NE)
Build sidewalks and the people will walk.
In neighborhoods such as NE Seattle, Lake City, that have few sidewalks to begin with.
Lake City has a lot of transit dependent residents, high density, and few sidewalks. Start here to make sure we can get to what's left of our transit system, after decades of ignoring our area.

In busy focus centers consider all-ways pedestrian times - for example at Greenwood/85th the lights are in sequence and turns are allowed which means either traffic backs up waiting for pedestrians or peds start to cross before they get a WALK signal. Changing this to allow both east-west travel at the same time with a separate time for left turns, and doing the same for left turns north-south could allow a window for all crossings and no turns.
All residential streets need sidewalks.
Pedestrian improvements near schools are the highest priority.
areas where significant density is added (Rainier Vista, new Columbia City apartments/condos), please consider deferred impacts on surrounding neighborhoods that have not benefited from the new additions of sidewalks in those newly developed areas. The new development is adding more traffic through our neighborhoods and we don't have sidewalks to get out of the way of the cars.
residential streets need sidewalks to protect children and allow them to get to the bus, parks, and schools safely!!!
If the City is NOT going to install actual sidewalks everywhere - as would be desirable - then at least SDOT should demand (and enforce!) that adjacent owners keep area clear so people can safely walk on r-o-w that is not improved as part of the vehicle roadway.
It is equally important that the city and other agencies educate pedestrians about safety. Just because we are given the right-of-way as pedestrians does not mean we don't have to adhere to rules and keep ourselves safe. Walking out in front of cars moving at 35+ mph just because there is a crosswalk is absolutely STUPID!!! Pedestrians (and bicyclists - which is a whole different story) must be accountable for their part in making sure we are staying safe.
On neighborhood greenways. How is a neighborhood greenway a greenway if there are no sidewalks or pedestrian safety measures included (on all sections of it)?
I would add that the Ballard and Fremont neighborhoods are particularly hazardous. For Fremont, this is due to the abundance of night clubs with a lot of hapless people crossing randomly in the middle of the block. The Ballard neighborhood has a few *very long* lights in which pedestrians are often waiting as long as 5 minutes to cross over a couple of main, lighted intersections, which will cause unsafe behavior for impatient pedestrians who will walk against the light.
In neighborhoods with a high percentage of young children.
I don't think low-income necessarily walk more, unless they're homeless-destitute.
Everywhere. A walkable city needs to provide safe pedestrian access everywhere
This is a poor question- they are all important, how am I supposed to decide?
Streets such as 38th Ave NE need to have sidewalks especially since it is a main passage for elderly and school children with high amounts of traffic.
Places where there are actually high volumes, not every intersection and street
They are all important considerations.
Northeast Meadowbrook where we have few sidewalks and kids walk to school
In communities of color we have less resources than our citizens in the north and downtown
"So many needs here, impossible to select one main one. Transition to pedestrian friendly city will take lots of transformation in many areas.
Areas where politicians, the people reading this survey, and their families live.
Hallerlake needs sidewalks!
Roosevelt Ave between 1st Ave & 145th St to provide safe access for Haller Lake to E Line bus stop. Cars haul ass and there are NO sidewalks.
North of 85th
My neighborhood (north of Ingraham High School) lacks sidewalks - but it's not a big deal - EXCEPT for Roosevelt between 1st Ave N and Aurora - very dangerous for pedestrians, esp when dark.

IN haller lake we have all the amenities to meet our basic needs, library, pharmacy , hardware store, cafe, restaurant,etc but it is so unsafe, we would walk more , I feel safer driving . We have been underserved and yet we have babes in arms and old people, those in wheelchairs. quit servicing wealthy areas with more means and access to get around.

wherever the city expects people to walk rather than drive!

I understand there is strong interest to install sidewalks in residential neighborhoods that currently do not have them. I live in one of those neighborhoods and though I would very much like to see sidewalks, I think it is imperative that the material used to construct those sidewalks is appropriate for that use. I read some information stating that there is a proposal to use stamped asphalt in lieu of concrete as a cost saving measure. I am not an engineer, but the same information stated that asphalt is more susceptible to buckling from tree roots. I also understand that it is the homeowner's responsibility to maintain the sidewalk in front of their house. I would urge the city to not act hastily and, if sidewalks are installed be certain that the job will be done in a way that insures as sound a product as possible.

Northgate, Northgate Northgate and it's transit center, not that stupid bridge either. Connect 15th, Roosevelt and 5th with East/West sidewalks.

ACROSS busy arterials is way more important than ALONG them!

Capitol Hill and the U already have sidewalks. Seattle promised to put in sidewalks when north Seattle was annexed. Make good on your promise before you fix sidewalks for areas that have had them for years.

!) Lots of people in neighborhoods without sidewalks don't even want them - that's a separate survey you need to do specific to those citizens. Engage them as a discrete group in a direct, focused, specific conversation, neighborhood by neighborhood. 2) There are low-income and transit-dependent residents all over town. 3) Whatever connects kids to destinations (schools, parks) is the most important - I see little 5, 6 yo walking on their own and people don't slow down, don't stop. It's lucky we don't have more kids mowed down.

"Connect people and destinations: places where people want to go.

Start were there are many who want to walk, but very bad/missing sidewalks and much traffic."

Multimodal options such as walking and protected bike lanes are essential.

go for low hanging fruit. just get some sidewalks built. thanks

Areas with rapid growth in density

Many busy, urban areas already have some sidewalks. Many residential ares have no sidewalks connecting schools to neighborhoods.

Places where the orientation of existing curb cuts push pedestrians out into the flow of traffic when they cross eg 46th st and Fremont avenue n

We live in the city for the convenience of walking places.

"Prioritize areas without sidewalks such as North Seattle.

School Zones Areas!!

Places, as indicated extremely important above, where there are no sidewalks at all.

In areas where the most people walk, cars already have the expectation they will encounter pedestrians. More emphasis needs to be placed on where there are NO sidewalks and, thus, a lower driver expectation that people will be walking. NE Seattle has been ignored long enough without sidewalks. Come walk around here with a toddler who wants to go to the park--I assure you your priorities will shift.

Where cost-effective improvements can be implemented.

K

"?Why did I have to write a GRANT in 2013, to obtain Curb Ramps for RESIDENTS of an Adult Family Home to SAFELY access TRANSIT RTE # 48; and SERVICES: GSC?"

Connect people to healthy recreational facilities

I feel that there already sidewalks in most places that we need them. There may be a need for more sidewalks further out, but closer in we are pretty good. There are areas though where walking is unpleasant or difficult. Crossing Mercer or Denny is just yucky.

"Also need more photoenforcement near schools.

Also should have downtown pedestrian thoroughfare (close 4th ave to traffic)."

Sorry, I had a hard time prioritizing because they're all important! :-) So anything you do makes it better!

Definitely ACROSS arterials, but I would prefer ped routes on non-arterials to keep walkers separate from the heaviest car traffic

Evaluate how much a specific small business can afford to spend on street improvements - if the business can't afford to spend a lot, the city and other parties can chip in more.

Kids walking to schools should be in same priority with people who rely on walking the most. Question how much valid data there is on ped injuries. Even so that could cut both ways. We want to improve walking conditions if that is the reason for the injury. The fact that people jaywalk and are injured though (for example) in my view does not warrant prioritizing spending money over higher priority uses. We could reduce mid-block jaywalking and crossings at unprotected intersections by having more cross walks -- use as a rule of thumb putting them every couple blocks or so at the closest intersection to bus stops to promote safer use of transit. I also question whether we should just look at gross data on existing pedestrians. In my mind it is equally important if not more important to promote/facilitate increased walking to/from transportation and the fastest developing Hub urban villages as that was the deal for density.

It's crazy that we don't have sidewalks in Northeast Seattle.

Already high traffic areas that have tripping hazards and poor lighting  
anywhere pedestrians are able to walk...

We need continuous sidewalks around Jane Addams Middle School to make routes to school safer for our children.

In areas that have severe damage to sidewalks

Our school is on a busy street (Steven Elem) No flashing lights-or school speed limit signs. E. Galer between 17th & 19th is a race track!

Crosswalks are essential at ALL schools

John Rogers Elementary, Jane Addams Middle School, and Nathan Hale High School all have kids walking to school along 110th Ave NE. This street is one of the most dangerous streets for pedestrians in the city. Please put a sidewalk from Lake City Way to Sand Pt Way along 110th to help protect our kids and families.

On areas where homeless people frequent. I don't want my wife to walk in those areas because it's too unpredictable.

To provide walking loops for exercise.

Every street should have a sidewalk. This isn't some little hick town, is it?

Our neighborhood has no sidewalks and with only warnings at intersections (no yield signs or stop signs) cars drive through extremely quickly. North Greenwood is rapidly growing with families with young children and it's scary even just waiting for the school bus.

Safe places to walk without aggressive bicyclists

Like I said in previous comment, given the property taxes we pay in Seattle, why do I live in a residential neighborhood on a residential street with no sidewalks?

Lighting and security measures

Designated bicycle routes need smooth surfaces, clean gutters, and a barrier to traffic (when feasible).

Trails and "exercise" routes

connect services (schools, biz districts, transit) in areas that don't have sidewalks BEFORE you upgrade existing sidewalks especially in areas where people walk more.. they are walking more b/c they can and have access to reasonably safe walkways and/or their transportation options are closer.

I would like to see articles/publicity on pedestrian responsibilities--like looking both ways before crossing, no cell phones, etc. Walkers need to be aware of all around them. Turning your head & looking could save you life. I was always taught to look both ways before crossing, & watch that a car was really stopping on it's red light.

To serve ALL people who rely on walking the most (e.g., ALL income levels and ALL transit dependent residents). There is a misconception within SDOT that only the poor walk or take public transportation. This is perception issue SDOT seems to constantly have. You will need to fix in your attitude toward walking, bicycling, and public transportation if you truly intend to make Seattle a walkable (read: livable) city.
Please focus on making it safer for our students to get to and from school safely. More school crosswalk signs. More flashing signs. Traffic cameras that work.
Lower income areas get left behind. Cap Hill is already so walkable an transit heavy. Georgetown and South Park have residents too. You are failing to connect lower income neighborhoods.
You're sort of getting the equity lens here, but let's make a strong statement: locations with the current worst conditions need to get improvements first. Bring South Park up to U District level before you continue to invest in U District. Make crossing East Marginal Way as safe as crossing Aurora (which is terrible, but at least has crossings.)
Better control of peds as vision zero 2012 7of 8 fatalities were peds fault
I think one of the goals should be encourage people who are not walking currently, to walk more. Invest in areas that need more infrastructure.
SE Seattle residential streets w/out sidewalks, connecting neighborhoods to light rail and bus stops
Roads connecting people to public parks like Carkeek and the Environmental Learning Center
Please do not prioritize streets that already have sidewalks. Prioritize residential streets where there is no pedestrian infrastructure at all.
" Two more pedestrian bridges over 99 in the Queen Anne sector.
Legal places for homeless to park around the City, none need be very large. Get businesses to give up one parking space permanently to this purpose, with the occupants' understanding that they are quiet, and put nothing outside their vehicles. Say, every business that has at least 50 parking
spaces. If the business has a security person, that person has no power over the homeless there, beyond reporting whatever s/he deems disturbing to the management of that business. This is a real way for businesses to give back to their City. Every fifty spaces could be designated to contribute a space, and, in a large lot such as at Fred Meyer between First Avenue, NW, and Third Avenue, NW, along NW 85th Street, all the spaces designated for the purpose could be assigned in the row nearest the West end of the building. A simple set of rules would be drawn up by the City, after listening to the businesses' concerns, and would be read aloud to each recipient before assigning a space. All conversation with the recipients would be phrased to make it clear that the recipients are fortunate to be given this space by this business, and that the business is not their enemy, rather an entity whose welfare the recipient should watch out for. All should be given a phone to leave a voicemail.
I have given thought to, but cannot see how to make this work in enclosed garages.
This survey would be better served by having five rather six check boxes, because the one in the middle ( position three,) allows the respondent to express middle ground more clearly.
Encourage business growth/town center in South Seattle. More gathering places mean safer streets.
Where kids are present, like around parks, schools, playgrounds and libraries.
Especially, access to food banks, soup kitchens, etc. There are many places where access is almost solely via steep hills, and crosswalks are unmarked and almost unregulated--yet visibility is very limited.
Underground caves. With the reptiles.
Make walking best for most people, don't try to fit every solution to the 10% or the 1% -- focus on most people. Get them walking and then you can fill in with accommodation for the niche groups.
Sometimes pedestrian improvements come with a change in the overall environment. I become nervous when I leave my house on Capitol Hill because people in cars drive too fast. Is it too much to ask to lower the speeds of automobiles to < 15?
Where drainage or lighting or signage also needs improvement.
Once the facilities are in place, do not permit developers close them. Require alternative pedestrian facilities, even if it means giving up parking.

If you want to decrease short car trips, people need to be able to walk from their homes at least to transit stops & ideally to neighborhood shops/schools.
In other words all pedestrian improvements should have high priority
Something, anything to help with crossing NW 85th St between 15th Ave NW and 24th Av NW. NO ONE stops for pedestrians
Along the greenways
Buses running red lights and blocking crosswalks.
I've given the downtown area a low priority because although the sidewalks may not be perfect at least there are sidewalks. The city should focus efforts where there are no sidewalks. My neighborhood in the south end is supposed to be a transit neighborhood since it's near the light rail but I have to walk in the street to get to it
Actually the path walked by kids and parents to schools. Example: ne 98th between 20th ne and 23rd ne has side walks but its so busy that kids actually walk up 98th until they get to 20th or 23rd then walk down ne97th to either Nathan Hale or Sacajawea school. But then because ne98th has chacans car go super fast along the same path to by pass the chacans. Leaving The pedestrians eExposed to speeding cars on narrow streets with no sidewalks.
Sidewalks serving Nathan Hale high school, Jane Addams middle school, and John Rogers elementary school.
North Seattle, where sidewalks have been ignored too long. North Seattle has been neglected and now is the time for other areas of Seattle to take a turn with the short stick.
Cars and people can co-exist. Right now it appears that Seattle is replacing cars with Bicycles and walkers. The reality is not everyone can or knows how to ride. not everyone feels safe to walk and others yet do not feel safe on transit as virtually nothing is done about sketchy behavior
As prior, Meadowbrook area, especially near schools/community center, has few sidewalks.
This is a ridiculous question as all of these need to be addressed. If anything this is a matter of priority and should be ranked.
Prioritize pedestrian improvements in areas where doing so will simultaneously slow drivers at higher speeds than are permitted or safe.
Many of the above should have been years ago but it seems that sidewalks north of N.85th Street up to N. 145th plus streets west of North 85th Street have been ignored for so long. I would imagine this also pertains to the southend of Seattle.
North Seattle was promised the installation of sidewalks when our region was annexed into the city of Seattle many years ago. We deal with MUCH mail theft even from locking mail boxes because mail delivery service will not deliver to home addresses when there are NO SIDEWALKS!
The area area the Mt. Baker Light Rail station needs particular attention. It is not at all pedestrian friendly
While I normally would say prioritize areas where the most people walk, in a City with such inequities in pedestrian facilities, by prioritizing areas where most people walk, you'll never address areas where it's most difficult/unpleasant to walk and spending money in areas.
Where city, state and federal street furniture block wheelchair and elder passage (see 15th and E John Street). Too much clutter.
Neighborhood greenways.
I gave the first option a 1 only because in my experience there are plenty of sidewalks in downtown, U-district, etc, compared to other neighborhoods in town without any options.
Where infrastructure is in need of maintenance and repair.
In residential areas where the current situation is dangerous.
I would prioritize broken and uneven pavements in all areas somewhere near the top.
#3rd Avenue Northwest on both sides of the street from Holman Road to 145th Street
public stairways
Busy arterial corners where there are crosswalks, but no pedestrian signals.



Do not want sidewalks of residential streets in North Seattle.
How do you know who relies the most on walking?
provide curb and sidewalks on transit arterials first (e.g., Aurora and Greenwood avenues North). Beware counting injuries; that is also where there are more walkers. Avoid term transit dependent; on the margin, all transit trips are choice trips.
Upgrade quality of light to be more residential friendly. Consider covered areas for rain protection.
transit arterials without sidewalks such as Aurora and Greenwood avenues North
Blocks where properties are being upzoned and where more cars on parking on street need curb and gutter for the entire block not just adjacent to new buildings.
South Seattle, specifically Hillman City business district, Rainier Beach, Othello, Henderson and other overlooked "opportunities" along rainier ave. The road diet has been amazing -- but to be able to cross safely like other parts of Seattle, would improve well-being, community-like-feel, plus boost businesses, more pedestrians out in these areas = lower crime.
All of North Seattle should be your top priority, across the board. In fact, if you devote any resources to an area that already has sidewalks at all, then you are (a) literally wasting money and (b) misusing the property taxes North Seattle is paying FOR ITS NONEXISTANT SIDEWALKS. It's crazy. The way you devote sidewalk money is like you people have never been north of Green Lake, or you have the luxury of COMPLETELY IGNORING North Seattle.
Curb cut-outs for wheelchairs
Areas with the most people walking obviously already have their share of walking amenities, or they would not be the most people walking
This seems to me a decision that planners should weight in on more than citizens, who don't have a big picture...
We must have sidewalks that connect to Jane Addams Middle School to the surrounding neighborhoods. That is a very busy new middle school with a fast growing population and few to no sidewalks in the neighborhood. An extreme safety hazard, especially in the dark months.
Some neighborhoods have more walkers than others because they already have more sidewalks on Queen Anne, Capitol Hill, it is hard to tell ho many more people would walk in outlying areas of the city if they were not dodging cars, getting splashed in puddles as they walked on the shoulder of the road - and had sidewalks like older parts of town
If you want people to ride the bus make it safe to get to the stop. Check out NE 95th near Wedgwood - great example of a place needing a sidewalk
I think focusing on connecting families with schools is critical. Children are our least experienced pedestrians, the most likely to charge across a street without looking and the least likely to be seen by drivers. I would like to see pedestrian improvements everywhere, but in neighborhoods where the most people are walking, drivers are at least aware of pedestrians as a possibility and tend to keep an eye out for them.
near my home
U Dist, downtown, Cap Hill all HAVE sidewalks already
Many neighborhoods have no sidewalks at all on residential and even fairly busy streets. Concentrating on getting sidewalks in those areas is my highest priority.
Many residential streets, especially where I live in Ravenna/Maple Leaf, have such low traffic volumes, it seems wasteful.
I'm now paying close to \$18,000 in taxes per year. Where are our taxes going? Why do we need the expenditure of doing a study that will also cost to be analyzed? Wouldn't the funds be better spent by having intelligent planners in the first place, and spent the rest on implementing all of these necessary maintenance and improvements.

These all seem very important, so it is hard to differentiate between them. I feel some areas without sidewalks to parks and such would allow for more walkers and bikers if sidewalks and safe ways to get places existed. I live by a two parks that I don't walk on certain streets to as there is no safe way to get there. Having kids walk on a street where there are blind corners without sidewalks and fast cars is not good.
"the Montlake neighborhood is a classic example. 24th Ave E. has now become busier with the WADOT plan. Our Children and Elders have to cross back and forth as our business district is vertically through 24th Ave.E.. On the Westside side are Montlke Elem.
School, Bike Shop, Lago's Rest, Resteraunt, TV. & Bar, Library, Montlake Market, Filling Station, Community Center with Athletic fields etc. Hospital & UW...
On the Eastside is light rail, NO BUSES ( which we thought we would have and need, one bus you say the 43, morn. and eve rush hour change now, all else
were taken away from us!! why no day ? long schedule? ), bike lane, Mont' market (different), dry cleaner, coffee, shop, Arboretum. We need Safe Crossing From One Side To the Other, and we do not have it. Our children need a Safe way to cross for School, candy. There is a crossing guard at McGraw and 24th Ave E. for School hours only. We had a child killed years back at another intersection because the driver did not see. Seniors can not ""pick it up and move it"" by the time the light changes. This can not be the survival or the fittest... if it is the bikes win hands down, like 24th now weaving between the two inside lanes. I now need City bus help, I did not know I was going to have to beg for it and have it turned down because the light rail was a substitute-
sidewalks are needed where there is a very high density of kids walking to school or biking...there's no safe place for them on a street without a sidewalk.
If indeed the city is steering people away from the use of cars then it is essential to provide a safe and realistic alternative.
Areas with the least, or the most primitive pedestrian improvements.
These categories mostly overlap so it is hard to prioritize. All are worthy.
We promised North Seattle sidewalks over 50 years ago; it's past time to make good on that promise.
Safe walkways to schools.
One huge issue related to sidewalks is to design for pedestrian visibility, especially at crossings. We live on a triangular 'island' of residential surrounded by busy streets: NE 75th St to the south, 15th Avenue NE to the east, and Lake City Way to the north and the west. My son must wait for the bus at a horribly accident prone intersection (sidewalks are at all four corners, BTW) of 12th Avenue NE and NE 75th St, near the Roosevelt Reservoir. The reservoir has a chain link fence that hugs the sidewalks as it runs right up to the corner, so pedestrians who have pushed the cross-walk button to cross NE 75th St. are hidden from right turning motorists until the motorists are almost on top of them. Crossing NE 75th St. at any of the four corners with 12th Ave NE, I feel I am taking my life into my hands; accidents at this intersection occur several times weekly. Living nearby, I have seen numerous crashes with cars on their side, cars up-side-down, etc. Pedestrian visibility must go hand in hand with the design of new sidewalks; I feel horribly vulnerable just walking the short distance to my neighborhood Safeway just a few hundred feet away. So, sometimes I drive, especially if it is raining. I am ashamed to admit this.
Anywhere that people are more likely to choose to drive because the pedestrian environment seems unsafe or unpleasant, whether real or perceived.
Boyer Ave. E. is a residential street, but cars exceed the speed limit all day/night long. The amount of traffic has become staggering.
Sto priortizing again. Create safe places for everyone to walk!
I also miss our light rail and high speed lines to and from Philadelphia. My commute now even though I live in Seattle takes twice as long by bus than it did by light rail when I lived outside of Philadelphia
Victory Heights
Queen Anne Avenue North has become very dangerous for drivers and pedestrians alike.

WSDOT needs to put in place LOWER (15-20 mph) speed limits for drivers in all residential areas. SPD needs to harshly enforce it. Same for texting drivers.
Rainier Ave South
Capital hill & downtown has sidewalks. In the north end we have almost no sidewalks!
"Places people cross, but drivers don't have visual cues to slow down and look for drivers.
The city should focus on areas without sidewalks. Period.
North of 85th and in south end adjacent to city boundary neighborhoods-Rainier Beach and White Center, build out ALL missing sidewalk/curb/gutter in these post 1950 annexation areas. Dedicate general funds, NOT L.I.D. creation by setting aside a set amount each year of the capital improvement budget to build x miles of sidewalk where none currently exist. Past time to fulfill 1950 annexation promises. Add this as a charter amendment to make it impossible to raid in future years until entire city is finished being built out to current city street construction stds.
On residential streets between arterials that drivers use to avoid the arterials. Yield, or 4 way stop signs, or roundabouts.
Prioritize north of 85th, and in south edge neighborhoods bordering Renton and Burien. Regardless of street classification. The 65 year old annexation promise needs to be fulfilled.
I live in an area without sidewalks. We have a lot of walkers because we have many kids walking to school (in the street with traffic...). We're just a few blocks away from the Burke Gilman. I think there would be even MORE people out walking if there were sidewalks where people felt safe. Especially in the winter, I know I feel safer where I don't run the risk of being hit because it's dark and/or people are driving to fast.
If you want a truly walkable city, it's about safety which can hardly be prioritized!
very few residential streets aren't used as these other things. do you really expect people to choose between children and disabled/disadvantaged being important
Bridges!
The first question is unfair because the downtown areas already have sidewalks where other areas inside Seattle do not. I think it is important to give all Seattle city residents sidewalks. More people would live in the areas where there are currently no sidewalks once they have sidewalks.
this question is confusing, and could lead to sloppy results. we want people to drive SLOWER in our non-side-walked neighborhood, but other improvements such as sidewalks would be a serious DETRIMENT to our enjoyment of this nice, country-feeling neighborhood (Olympic Hills).
try to get back the option of the asphalt sidewalk. I understand that they all have to be poured concrete now. We have a grant in progress for a sidewalk on NE 143rd street that may not be built due to the upgrade in type. In the meantime, there are disabled people walking uphill in a busy street to get to transit. Please us common sense!
I'm neither low income nor transit dependent but my mobility is limited by lousy sidewalks and no lighting. Serious quality of life issue. Current situation not acceptable.
NE Seattle has been neglected for years. Sidewalks please.
We need sidewalks around Jane Addams Middle School. Currently we ask kids to walk to school to limit car congestion and pollution, but we don't provide them with safe routes. Every day we put them at risk by having them walk on arterials and busy sidestreets that have no or limited sidewalks.
I don't fine this line of questions useful for prioritization; all are important, projects can be distributed.
Greenwood Avenue between 112th and 120th needs sidewalks.
The area around Wedgwood elementary (a 4 block or so radius) is full of non-sidewalk streets and too-fast driving drivers.
My husband was just hit in crosswalk.. Speed/ visibility
Put sidewalks in my TOD neighborhood. Don't plan and initiate TOD without the intent and means to provide the infrastructure!

In the inner city in general and nearest neighborhoods, so we can cut back on the horrible traffic!! No inner city dweller should HAVE to use a car.
Places with the most people walking already have sidewalks. Even a too narrow sidewalk is better then none at all. Arterials without sidewalks should be a high priority.
Areas with most people walking tend to be areas where it is easiest to walk!
Just would like to reiterate that neighborhoods without sidewalks should be given a strong look at first. Thank you!
again, we need to have side walk near schools, and near transit center. People walk but not safe, then people stop using public transportation.
sometimes the places where the fewest people walk are about safety and lack of sidewalks
Providing connections that are short, avoiding having to go around large parcels, having short cuts. East-west connections that are help relieve the steep elevation changes.
Busy arterials & schools!! Most important for sure.
It's my experience that in places where people are most walking, the sidewalks are already pretty good. We need them here in North Seattle, Haller Lake. Please, throw a few our way. Also, North Aurora has no, none, zilch. Fixing that should be an absolute priority over neighborhoods that already have sidewalks.
On bike arterials! Sidewalks should be wide and inviting for commuters. (Not all of us bikers feel safe biking in the street.)
Northeast Seattle. We've waited decades.
Connecting Across I-5
"I don't want to walk along busy arterial streets. I want to cross them quickly and to have good alternatives to walking along them.
I don't think income is a good metric for determining why to make neighborhoods walkable. All neighborhoods should be safe and effective to navigate on foot. Prioritization should be a combination of: improving the worst experiences (so that no one's experience is terrible anywhere) and providing the most value to the most people."
Places that improvements would encourage people to walk more
Over growth in the north end with narrow streets are a mnu for killing someone.
Urban villages without sidewalks. You can't have unprecedented growth without an investment in the communities taking the impact.
On 45th Ave NE between 95th and 105th&35th. This is the route that Nathan Hale track team runs, Meadowbrook track team runs and John Rodger/Jane Addams students walk
pedestrian connections to major event venues- stadiums, Seattle Center
We need to provide sidewalks/ped safety improvements in areas that don't have them (eg, Olympic Hills neighborhood) before we keep fixing sidewalks in areas with high pedestrian activity because you won't spur pedestrian activity in the lower activity areas without this investment.
Perhaps more people would walk more often if there was a safe place to walk, we need sidewalks north of 85th
Logical connection of pedestrians to schools from main streets and bus stops should be the number 1 priority!!!!!!!
all city streets should have sidewalks. period.
I would hope at least sidewalks where there are no sidewalks. Pretty please.
I know it would be very expensive, but all residential streets ought to have sidewalks. That one factor, more than any other, distinguishes good neighborhoods from bad neighborhoods.
"Improvements should radiate from destinations. Example: my block has sidewalks, but property owners fail to provide right of way that is safe on the blocks between me and bus/store etc

We badly need to have the sidewalk repaired and continuous all the way down S. Dawson St. to MLK for the walk from Beacon Hill to the Columbia City train stop
Within the 2 mile walk zone for each of our schools, safe street walking zones are REQUIRED.
"In area where neighborhoods are bisected by huge freeways and busy streets. The 520 corridor through the Montlake Neighborhood, Rainier Avenue, Montlake Blvd-23rd-26th corridor. Sandpoint way.
Other: lights under bridges. Some become dark and feel unsafe, like under Aurora or under I5 but once out of the bridge it's fine. The bridge poses a lack of continuity that forces the choice for car, bike or transit, specially in the dark (and in winter that means at peak morning and afternoon hours. Question 3 gives no info on how frequently do pedestrians get injured. So areas with most injuries do not imply many injuries. Question 5 seems to reflect a particular bias but not function? Connections to transit stops and connections to neighborhood businesses would seem cover question 5 without the low income/transit dependent bias. Eg. UW discouraging driving generates a large amount of pedestrians that use transit by choice (not because lack of a car or low income).
Neighborhoods where people may rely on transit and walking based on lower income.
Yikes. All? :-) my personal favorite is walking my kids to school and to local businesses. Then low income to buses and transit centers.
Where growth is predicted to occur, build adequate infrastructure now for safe crossings.
Adding pedestrian/bicyclist bridges over water and adding more crossings over otherwise uncrossable streets like Aurora
Pinch points, as in our neighborhood where sidewalks abound EXCEPT on our nearest streets: S Lucile and Renton Ave S.
Broken dangerous trip hazard sidewalks.
"In areas with the most people walking (e.g., Downtown, University District, Capitol Hill, etc.)" I answered not as important because most of those neighborhoods have sidewalks.
The City should prioritize pedestrian improvements along neighborhood greenways, which are supposed to create a city-wide network of streets with ped- and bike-priority. This would have the dual effect of also prioritizing safe routes to school and streets connecting people to parks, libraries, etc., since greenways are themselves intended to connect such destinations.
Treat all neighborhoods equally, we're all tax payers
Seattle Public Schools use walk zones that include many streets without sidewalks. The City should either install sidewalks within all SPS walk zones, or provide busing for kids who live in neighborhoods without sidewalks.
There are several areas of the city with very poor sidewalks that are narrow and blocked by utility poles, or where sidewalks are entirely missing. Upgrading these areas is more important than upgrading heavily used areas downtown which already have a much better sidewalk system.
Neighborhood alternatives to arterial streets (for instance 63rd and 67th are nicer to walk on than 65th in Ravenna, so you don't need to improve 65th, just improve connections to 63rd and 67th).
Ideally there should be no "forbidden places" to pedestrians in a city, except for dangerous industrial areas. I strongly disagree with gated residential communities and would prefer those who would choose one to live outside of Seattle.
On the flat routes
Where the most pedestrians are injured as a share of pedestrian use.
Residential streets such as 100th without sidewalks which are shared by pedestrians, drivers, cyclists should be a priority before addressing the other areas that have sidewalks already.
Sorry I do think these are all important.
ALL OF THESE. It's completely irresponsible to leave people without a safe place to walk, regardless of neighborhood or their specific destination.

Why concentrate your work where people are already walking??? Why not concentrate on the areas where we CANNOT WALK because it's not safe? I'd love to walk more!!!
Major arterials that are missing sidewalks here and there. Just need some sidewalks installed to make a complete network.
Consider walkability as well as safety throughout the city.
I'm going to say it again: institute four-way walks at major intersections with a lot of pedestrian traffic (e.g., downtown, Udistrict, Fremont, etc.)
Make pedestrian safety and convenience the primary concern when closing or restricting sidewalk use. Stop closing sidewalks on major arterials so that construction companies aren't inconvenienced. Stop behaving as if pedestrians are always low income and an inconvenience. Start ticketing bikes and cars when they violate the pedestrian right of way (which they do all the time)
Need to think about the agin population not just low-income. Walking 10 blocks to a transit line (which what you do in West Seattle) can be inhibiting to elders.
Really, it is all pretty important.
It seems like the highly populated areas are already well maintained. Focus on the underderved and dangerous.
Put traffic signals up on arterial that lack them for long stretches.
Places where there is a high rate of pedestrians being injured, compared to the number of pedestrians. (Places where the most pedestrians are injured tend to be the places with the most pedestrians, and can be relatively safe compared with places that are less used but where every pedestrian undergoes greater risks.)
"Places where the most Pedestrians are injured" Actually is the most important- BUT on the condition the Pedestrians getting injured are legally crossing. We can't put foam bumpers on every sharp corner, and I don't want money spent on trying to.
Neighborhood Greenway crossing of busy arterial streets is important for empowering people to walk or bike off of the arterial roads where it is calmer and less stressful.
On prioritization look at if there is an alternative. And if there is another alternative look at if there is a safe, short, and convenient way to access the alternative. If there is no alternative then this should be prioritized.
Essentially, Seattle is once again way behind our growth and everything listed above needs attention NOW.
At groundwater seepage discharge locations where the sidewalk is always wet and low points that collect silt, weeds, and garbage.
On essential East-West pedestrian connectors where they intersect with freeway access -- 45th across I-5, Market and 15th in Ballard, at the new transit stops, etc.
The most important place to focus is blocks with no sidewalks at all.
North Seattle has ridiculous walkway situations. We aren't ABLE to have people walk because of the conditions. It is DEPLORABLE that Greenwood Ave N does not have a REAL SIDEWALK up and down the entire street through to Shoreline (or even beyond). I can't even walk safely with my children to the library. Ridiculous.
In the bottlenecks connecting two neighborhoods where no side street exists
"Outside of Choclati's and Couth Buzzard. High, families, dog walking, bicycles, and pedestrian traffic. Please consider at least a flashing light. In addition, the 80th street bus stop heading south is a major hazard with the raised sidewalk due to the root growth. Must add comment about that raised side walk edges, immediately off the bus stop on 92nd and Greenwood(heading north. Sooo many bars and lounges are being built here...sooooo many sidewalks which are uneven in this neighborhood!
Haller Lake has terrible sidewalks where they exist and people park frequently on them. It's time to bring improvements to make N Seattle more walkable!
Trails that connect neighborhoods that are either in their own rights of way or parts of parks.
3rd ave NW ... In greenwood
Our residential streets where children and school kids walk to schools and parks should be the priority because they cannot be safe without them.

Please add sidewalks to areas that are new urban centers
Crown hill 100th n
get rid of those bike lanes that cause the most traffic problems
Connecting to greenways or other streets aimed at drawing ped traffic (arterial crossings necessary for greenway access for example)
Seattle needs to start planning to completely convert some areas to car free, pedestrian and bike zones. Start with Ballard Ave core two or 3 blocks. This will enhance the neighborhood and be a boon to retail, restaurant and bar businesses.
Streets with no lights
places where most people walking already have sidewalks. People can't walk where it is not safe, even if they wanted to walk in their own neighborhood. I drive to Green lake to walk.
Put sidewalks in Crown Hill and North Beach where there aren't any and the roads are busy and sometimes narrow.
Where they connect existing sidewalks, generating the greatest network effect and produce linkage with multiple activity opportunities.
We don't need protected sidewalks on every street, but all residential streets should have measures for anyone/everyone to walk, no matter what part of the city. This often involves traffic calming and other SDOT measures.
I don't envy that you have to prioritize these. They're all extremely important.
Crossing I-5 north of the ship canal at 45th and 50th to access the new light rail station in the U-District from the west side of the interstate.
"I want pedestrian improvements to get across busy arterials. They're awful to walk along and I would rather choose a parallel street.
Slow speeds on all residential streets to 20mph and you have made an enormous improvement right away.
Slow the ""unless otherwise posted"" speed to 25mph and you have made another huge improvement. Safer streets keep people moving so you won't lose throughput."
streets where people walk dogs (especially when it's dark outside).
Neglected areas in the city where there are no sidewalks such as NE Seattle.

WHAT TYPES OF PEDESTRIAN IMPROVEMENTS SHOULD WE BUILD FIRST? OTHER:
I think creating alternative pedestrian and bike spaces should be a priority. Besides neighborhood greenways, we should have some pedestrian-only streets especially in neighborhood centers and near public spaces like parks, libraries, grocery stores, cafes, etc. Also, I know this is not strictly pedestrian-related, but we really need more marked and separated bike lanes on busy streets, so that bikes don't have to share either the road or the sidewalk.
Make sure there are sidewalks for all safe routes to schools
Two lanes
Traffic surveillance
NE 95th Street between 12th Ave. NE and 15th Ave. NE serves Metro bus stops, school bus stops, two elementary schools (Olympic View & Sacajawea) yet is extremely unsafe for walking. Cars are parked perpendicular to the street (taking up the gravel path where people could walk), water is eroding the current gravel "parking strip" and also the road, causing tripping hazards, and there isn't adequate lighting. Cars speed down this street at 30 MPH+, making it very dangerous.
Provide more curb bulbs at crossings to shorten the crossing and improve pedestrian visibility for drivers.
"1. Wider sidewalks in busy neighborhoods
2. Larger and/or less cluttered street corner with high traffic"
Cyclists are dangerous to pedestrians. Stop prioritizing bicycles
Reducing speeds won't help because nobody complies. Most important is putting sidewalks in residential areas north of 85th for children/parents walking to schools and parks/libraries.
Parked cars and street trees/landscaping are NOT synonymous. More parking spaces encourages more drivers. We should encourage more walking AND more greenspace.
On some streets where there aren't currently sidewalks there's no room to build a sidewalk and buffers between the sidewalk and get street, we don't want to end up like parts of lower Bryant where the road is only 1 lane when cars are parked.
More stop signs or crosswalks on residential streets off of arterials such as Union, 23rd, and MLK where construction will be happening for light rail etc.
Prioritize neighborhoods that haven't had many improvements or any improvements first - probably our lower income communities of color
Don't just add more traffic signals
School routes
Build more and better-connected neighborhood greenways
Safe routes to key destinations. Walking from Lightrail to Stadiums is a disaster.
More police the crime is getting crazy in this town!
Reduce speeds on and/or eliminate cut-throughs via residential streets -- places where people use residential streets to get around busy intersections of arterial streets. Example: Combination of 19th Ave NE and NE Brockman from NE 125th St to 15th Ave NE.
The speed limit is fine, the problem are the drivers exceeding the speed limit.
Golden Gardens
Again after 95th in Maple Leaf there is not a safe place for children to walk. We will not allow our 10 year old out front of our house because we do not have side walks and people speed. It is NOT safe. our cars have been hit by fast cars on our residential street.
Need cameras on crosswalks to catch& stop speeding!!!
Build sidewalk for school routes so parents can safely walk their children to school instead of driving (ex: Sacajawea school, coming for all the streets between 15th and the school on 18th, from 90th NE to 96th NE)

Install flashing beacons at existing mid street crossings of arterials. This is a major safety feature for our dark, rainy months and fully in line with Vision Zero.
“Stop the “green-ways” nonsense. This is not Europe. Additionally, don’t lower the speed limits on busy arterial streets; it just pisses the drivers off - especially the boy-racers - and ensure they speed.
Consider sociological and psychological factors when you do road and sidewalk designs. “
Building alternate ways to cross or walk along arterial is a much better alternative than slowing down busy arterial.
Find ways to keep bicyclist off sidewalks!
Reducing speeds is great except that drivers don’t pay attention. Instead of sidewalks, my neighborhood recently got roundabouts, speed bumps, and stop signs and I’ve noticed little improvement as a pedestrian.
“The U District & Capital Hill are NOT the only busy walking districts! Have you seen Lake City/Olympic Hills lately??
The local greenways have become speedways for bikes & cars. I’ve had too many near misses to salute these green speedways!”
Adding curb ramps where they are missing. Do not install the yellow bump pads - these are slippery!
Leave Olympic Hills alone.
Build sidewalks on the Northend
Provide accessible crossing signals in high pedestrian areas or busy arterial crossings.
“Walking paths” do not sound the same as curbed sidewalks (which cannot be parked on)
Please build sidewalks in the Northern part of Seattle, which is unrepresented so often. I walk and see many many others walking on my street and near by streets with no sidewalks. I always know I am in my home area (Olympic Hills) because I see people walking in the middle of the street.
Make bicyclists obey laws and fine them when not just like any moving vehicle owner/operator
You should start with basic sidewalks on busy arterial streets and residential streets, then do improvements and greenways. We just need sidewalks, to start!
Drivers don’t realize that walkers have a right to cross at intersections whether marked or not. I am the one using physical energy to walk why can’t they let me when they are in a car? More education for drivers and cyclists needed!!!
In a city like Seattle it is inexcusable that this many streets do not have sidewalks. Your main focus should be installing them.
Build sidewalks in north Seattle neighborhoods where there are none
“Send a SPD cop to give a few speeding tickets once a month on arterial and aide streets. There is no speed limit
Enforcement now!!!”
Better lighting.
Bike paths that are separated by a barrier from the road and the sidewalk by a little raised bump.
Provide more lighting during the night on Pedestrian paths (such as the Burke Gilman trail)
Provide sidewalks where we don’t have any to begin with, e.g. north Seattle areas like Crown Hill and up.
Build sidewalks on residential streets should be the #1 priority. They could be combined with pathways and rain gardens.
Sidewalks on both sides of each overpass, like on Denny Way over I-5 (north side)
Restore neglected and landslide and overgrown sidewalks along Rainier Ave. S. from Rainier Beach to Renton. This is egregious and has been buried for years. Shameful. Fix this before building ANYTHING new. Lowering speed limits will only make it even harder to get anywhere. Not a good idea!!
We need more trees along the sidewalks, especially on the arterials. Trees serve so many purposes. All bike routes should be tree lined and all arterial sidewalks should be tree lined. Builders should be required to plant lots of trees when they develop new buildings.

Residential streets where kids walk to and from school bus stops and arterials where commuters walk to and from bus stops.
Build sidewalks in residential areas without them
Green ways without sidewalks are absolutely pointless and NOT safe.
Encourage people to not drive to decrease traffic and idiots in cars.
Speed bumps ... Speed bumps .... Speed bumps. Even the obnoxiously fast drivers cannot speed over a good bump in the road.
Add speed bumps in the roadway where there are none. Posted speed is good (no problem). The problem is drivers “SPEEDING” 10-30 mph above the limit (e.g. Blue Ridge drivers flying along 14th Avenue NW to/from NW 100th Street and the Blue Ridge community).
Please build a pedestrian bridge across I5 from North Seattle College to existing bus station and new light rail station.
Increase pedestrian amenities in urban villages like Crown Hill where transit use and support of local businesses could be greatly improved
Downtown, Capitol Hill and the U District have sidewalks already...perhaps that is why more ppl walk there
Cars in Broadview go more than 20 miles an hour in residential streets causing stress to pedestrians
Not a fan of street trees/landscaping as trees and bushes tend to block the view of oncoming traffic. I prefer raised sidewalks and well lit streets.
“Instead of constantly reducing the speed of vehicular traffic how about enforcing the existing speed limits a little more stringently.
Build sidewalks on residential streets.
North Seattle REALLY needs sidewalks.
Again residential neighborhoods need the most attention. Greenwood to 8th from 85th to 105th.
Keep pedestrians safe from commuting cyclists as well as cars.
Install curb ramps where they are missing- especially in areas where a lot of people are walking
More bike lanes or fines for people biking on sidewalks to build said bike lanes.
Again, I prioritized. I want more sidewalks built where there are none, and safe walking paths for Greenways, but I need to be able to cross arterials safely and on sidewalks - not walking in the street!!
Specifically 27th Ave NE in Lake City - it’s a walking path street with no side walks, & the neighborhood can’t afford to take on the costs.
Make sure lighting is FULL CUT OFF IDA APPROVED NON GLARE LIGHT FIXTURES...for safety.
All of these improvements sound great, for people who aren’t afraid of being jumped, robbed or assaulted.
Remove overgrowth of blackberry bushes, overhanging tree branches and landslide remnants from sidewalks
I would love more walking paths in the south end.
Sidewalks in Beacon Hill are just as important as Downtown, U-District, Cap Hill. And sidewalks in Beacon Hill are pretty dangerous: I flew through the air tripping over an uneven sidewalk in Beacon Hill, injuring myself, tearing hole in knee of jeans. They’re also very lumpy along Beacon north of Spokane.
Convert busy existing crosswalks to controlled (via lights) crossings
Reducing speeds must have speed bumps, not speed limit changes. Most don’t follow a speed limit, but speed bumps are effective.
Provide flashing lights at major pedestrian crossings where accidents have occurred.
More enforcement of speed limits on streets where pedestrians are common would be nice.
Red light cams and street lights in dark areas.
Restrict all Seattle residents from owning dogs, so each and every street by apartments don’t reek of dog piss and shit 24/7.

Require construction companies to create a path for pedestrians if they are blocking the sidewalks, and never make pedestrians wait more than 2 minutes at a crosswalk
Same issue. They're all important, except that I think we tend to overblow concerns about speeding on residential streets.
I like having parking for cars along sidewalks--it's a winning situation for a couple of reasons--it provides parking (which we desperately need), and it creates a nice barrier between walkers and the traffic. Trees are a waste of time in dense urban areas--other kinds of plantings work better. Trees mess up sidewalks with roots, dropped leaves, shadows. Plant flowers or shrubs, not trees if you must. Also, it seems the north end areas keep popping up in this survey--is this intended to direct public money to those areas? It seems like it. Greenways I know of aren't safe for walking, especially after dark.
This goes around with providing safer ways to cross the street. Children, people of short stature, and wheelchair users are potentially the most vulnerable because drivers don't visually pan the street in a vertical fashion.
Divert attention from Capitol Hill to North Rainier Valley where folks are in danger of high speed vehicles. I have watched numerous disabled folks attempt to cross at the intersection of 23rd Ave S and Rainier- the sidewalk is too narrow/blocked for a wheelchair.
"Include safety measures against crime as an important tool needed to help fearful pedestrians. Especially safety measures at transit stops, particularly where crimes have recently taken place. Ignoring this important need (not even included in the survey!) reflects a very privileged
Perspective...
Trim hedges and overgrowth along walkways/stairs that replace street connections. For example Angeline and Ferdinand walkways between 52nd and 53rd Ave S.
Reduce/enforce speed limits on boulevards especially during commuter hours or add stops/speed bumps so pedestrians can cross.
Access for police cars with open vistas where criminals will be seen.
Add more "walk all ways" crosswalk light scenarios
I feel as though as a resident of south Seattle, that downtown, university district and capitol hill are doing fine on sidewalks-build in places that have inadequate sidewalks near schools FIRST! I can't remember the last time I was in downtown thinking that the sidewalks were inadequate. I live in an area where people do not have cars and rely on walking to get to school, work and build community. The more people that can walk in their neighborhood, the less violence there will be.
Repair and maintain sidewalks in ALL neighborhoods! All of us walk, with all levels of ability --- sidewalks are a challenge and dangerous throughout the City. It's a job for both residents and gov't. Drivers blocking sidewalks with their parked cars should be ticked, when traffic police or police notice them while they pass by.
"Instead of concrete sidewalks and expensive drainage infrastructure why can't Seattle build perforated paving that allows water to percolate in place? Why not be more innovative this way???"
Also, instead of reducing speeds get rid of one-way streets and wide streets that allow drivers to feel safe going fast. Seems like a smarter approach than posting lower speeds on roads designed for fast driving."
Improve wheelchair access, especially around hospitals.
"More lighting in pedestrian areas, especially in and near transit stops.
More aggressive action on property owners whose plants block sidewalks - SDOT should cut, then bill the property owner - in areas that are pathways to transit, such as in Rainier Beach on Henderson Street and Renton Avenue"
Safe ways to cross busy arterial streets that work with traffic flow improvements seem smart
Crosswalk lights for busy streets
Again fix the Greenwood area. it is growing

Cap Hill, Downtown etc; are already walkable. Why can't you help other communities? You aren't even helping communities with small populations. You have left us so far behind that we have no way if ever catching up. A bus stop in a dirt mound, no crosswalks were there is heavy freight traffic is unacceptable. Why would you punish poor people getting food from St Vincent De Paul with no access to cross the street to get to their bus stop. Look at 4th Ave S. Peoples do live in Georgetown. Poor people live out of their cars. Stop punishing the poor.
I do not like the idea of buffers between sidewalk and road. As a driver it's harder to see the pedestrian or biker who may turn into the lane of traffic unexpectedly. Also hard at street crossings to see people and bikes. Same when biking, it can limit my ability to see the traffic.
Put in speed bumps on residential streets to control speeders.
Make existing sidewalks usable. Provide traffic enforcement to enforce existing rules.
Asa far as providing sidewalks with most people, those areas have the most leveraging opportunities. The city needs to address needs in areas that don't have those type of leveraging opportunities.
Improve I-5 crossing at 45th
Do not allow so many sidewalks to close for construction. Ticket drivers blocking crosswalks in intersections when pedestrians have the right of way/signal to cross. Ticket drivers for running red lights (common occurrence in lower Queen Anne). Make light changes shorter, or allow more time for pedestrians to cross- current scheme is very favorable to cars, and pedestrians must wait a long time.
Develop bike/walk paths that are separate from streets for cars.
Most notably, please build crosswalks on airport way in the main Georgetown strip.
Not all streets without sidewalks need them. But some do, like those with schools on them. If asked that question, I'd answer with a 6
In my neighborhood, it would be helpful to clearly define the ROW. So that planting strips are defined and can provide a buffer for sidewalk, prevent freight parking on the sidewalk and make for a more walkable area.
In the Georgetown neighborhood especially.
Proper lighting would help me, a single female walking at night feel safer
I do not take neighborhood greenways after dark because I do not feel that they are safe. The one that connects to the 1-90/ rainier transit center is too isolated.
Improved crossings at transit stops - particularly on minor arterials where few crossing exist but transit lines run and rush hour can cause a lot of traffic and people waiting to cross the street after getting off the bus can be dangerous... particularly when it's dark.
Busy arterial streets will get more busy if you reduce the speed any more than you already have. People are going to speed and nobody will stop them. Creating more congestion by reducing lanes and narrowing turns only makes more congestion and frustrated drivers. S McClellan is an example of SDOT screwing up traffic. Post 25 MPH signs on residential streets, especially the ones being used as thoroughfares by people who don't even live within the area. I see people speed down 56th Ave S, turn on Ryan, down 57th and across Renton Ave S. They don't even live close but speed down my street. You put one of those rubber counter things down early this year but you put it close to Ryan, where they have to slow down to turn. Put one at S. Prentice. That is the middle of the block and where they are at full speed.
Pedestrian overpass verses stop light
Don't allow cars to be parked on sidewalks.
I'd like to see less sidewalks and more green trails. Pedestrians and cars don't mix. For example, downtown, the seasoned walkers go through public access buildings to shortcut paths to their destination, instead of walking down to a wait at a cross walk. I'd love to see new development areas that keep pathways away from car traffic. Circular paths in city planning...keeping pedestrian traffic near core areas and car traffic outside the circle.
Fix potholes on Woodlawn near PCC. Hazard to both pedestrians and cars. I stepped in a huge ine when crossing the street more than a year ago. Bike lines are nice, but take care of these holes that are a hazard to pedestrians, bikws, and cars.

Curb cuts for ADA compliance; also sidewalk width and texture wherever access to public facilities (courthouses, libraries, museums, schools, etc.) is needed.
Simplify the process by which neighborhoods can get speed bumps installed on their busy residential streets
Crime
Wider sidewalks on arterial streets
In places to allow and encourage people to walk to businesses and transit stops.
Speeds are appropriate, but need to monitor and enforce them. I live near Blanchett school, and people ignore speed limits and tear through the neighborhood. Also, enforcement of requirement to stop at existing crosswalks. Drivers completely ignore the crosswalks we have
More crosswalks with pedestrian controlled red light signal.
Historically, property owners/developers have needed to pay for installation of sidewalks along their property. This initial expense has paid dividends through higher property values and greater walkability ever since. Using general tax dollars to install sidewalks where the owners never did before seems unfair to those of us who have already paid the price for living in a neighborhood that has this infrastructure. It's not that I don't want to see these neighborhoods get sidewalks (they should!), but the vast majority of the cost should be charged to the property owners themselves, whether through a Local Improvement District or other mechanism.
At minimum make the arterial and designated thoroughfares safer. Its where cars go and where people walk.. start there and work off the backbone to make connections according to safety issues proximity to transit, parks, shopping etc.
Put pedestrian infrastructure in underserved communities
Build sidewalks in the areas of North Seattle where there are none. (100th Ave N and 103rd Ave N between College Way and Stone, for example.) pedestrians and their babies are forced to step into ditches and shrubbery to accommodate cars and in the evening, coming around corners is terrifying.
Repair sidewalks where ramps are missing or too narrow, or residents allow vegetation or vehicles block sidewalks.
BETTER LIGHTING
Repair the sidewalks along 8th Ave S. They are impassable with strollers and for wheelchairs and this is a main thoroughfare in my neighborhood.
Build sidewalks in residential areas that don't have them - Greenwood
ELIMINATE/reduce large 18 wheeled type vehicles on city streets. They impede traffic, block intersections, get lost and end up on streets which are not intended for oversized trucks.
Don't reduce speeds from 25 MPH, rather enforce those going 35+ on our streets.
Create pedestrian paths that safely include bicycles, since they are often pushed off of bike lanes by busses.
Turn more walking areas into greenways. Replace sidewalk with gravel trails through a native planted landscape in some areas. Bring more nature into the city, don't use as much concrete for walking paths.
Build sidewalks where they are missing around schools and parks in residential neighborhoods.
These are all critically important, but require different levels of investment and subsequent return on investment. It depends on whether the objective is to increase the volume of pedestrians by improving the environment, or protecting those who are already committed walkers.
Green Lake neighborhood, especially along Ravenna Blvd. and 65th NE., are definitely arterials that need a lot of safety improvements.
Enforce traffic laws for both vehicle drivers and bicyclists, especially stopping at intersections for crossing pedestrians.
Fix the sidewalks in South Park!!!!
Replace stop signs with lights in residential intersections that have become too busy and dangerous. Example: Queen Anne Ave N and Boston Street

Need more turn lights downtown, or all walk signals. Frustrated drivers pushing to get thru a light when trying to turn are dangerous to pedestrians.
Keep peds flowing EASILY despite all this new construction (don't close all the sidewalks and make peds go back & forth sides of a street to move forward.
Create "All Ways" crossing for pedestrians to ensure all traffic stops and pedestrians can cross the street in any direction.
Seattle has failed the northern part of the city by not adding sidewalks.
Change the timing on the crosswalk so that pedestrians and cars are not heading into the same spot at the same time! This would delay drivers by at most 10 seconds! But could save countless injuries and possible death.
Providing lighted and clear pathways in poorer parts of the city (like South Park).
I moved to Seattle 35 years ago from a Philadelphia suburb. The property owner was responsible for maintaining their sidewalks, including shoveling snow and repairing cracked or uneven pavement. The property owner was responsible for maintaining the parking strip. When a property sold, the property was inspected and the seller had to fix any problem areas before the sale could be completed. This city should adopt a similar policy as currently the sidewalks in the downtown and more wealthy area of the city get fixed but the residential areas that are less wealthy do not get their sidewalks maintained or even built.
Speed limits aren't enough; flagrant violators need to be stopped/ticketed -- Camera's need to be (randomly) moving around the City at dangerous residential intersections (based on accident history and hazard features).
Provide adequate street lighting for walking during dark hours
Invest in slowing and controlling traffic, not in further separating people walking from people driving. Invest in crossings, not sidewalks.
More dedicated crosswalks and traffic flow/count studies done...
Keep the sidewalks clean of leaves and the curbs next to them...provide more garbage cans for dog waste and provide dog poopie bags
Provide better ways to stop cars from speeding on residential streets, help with crime more after dark, making it safer to walk.
Enforce speed limits on busy streets.
Defend public and city from private encroachment onto public rights-of-way. Alongside the streets these are the places where sidewalks need to be built in North Seattle.
Enforce speed restrictions on residential streets. 25 mph in lower Queen Anne does NOT exist.
Some of the sidewalks are crumbling like the ones around 5th and valley.
Mark crosswalks and stop signs better on residential arterials.
Improve lighting in busy areas. Have almost been hit by cars multiple times after getting off the bus in lower and upper Queen Anne.
In all districts on the main street at least. (QA ave N, Broadway, 1st 2nd & 3rd in Belltown, Jackson & King Street in International district, etc.)
Stop construction sites from closing sidewalks.
Better accommodations for people that have mobility disabilities. More ramps up to sidewalks that are missing them and more thought put toward closing sidewalks that force people with disabilities to be heavily restricted.
The intersection of 85th NE and 15th NE desperately needs a crosswalk. The reservoir park upgrade has increased foot traffic, and next year there will be a major construction project in the vicinity that will make crossing 15th even more hazardous.
Improve crossings, even high pedestrian areas like Ballard and Fremont lack crosswalks and lighting l on many streets
How about some flashing lights in school zones as school begins and ends?

"This has to do with the speed. I don't understand when there is a YELLOW sign in a residential area it is 20. I thought if there is no sign the speed limit is 20. I thought the yellow meant beware, caution you need to do something different ie slow down.

ALSO.. IN Greenwood Ave N area between 85th and 105th and Greenwood and Aurora.. For the greenspace.. would it not be easy to dead end the number streets along Evanston.. this would create a green space in the telephone pole area down to a very nice wide alley...

Or to help reduce the speed of the cars in this area.. dead end 101st, 102nd and 103rd... As if you look on the grid of this area, cars naturally slow down as there is no throughway to Aurora from Greenwood. people take short cuts from Greenwood up 102nd, 103rd esp to get around the grid on that intersection of 105th and Greenwood. "

"15th NE between 80th and NG way needs at least one cross walk.

I've waited 5 min in the dark and rain after getting off the bus waiting for a break in speeding traffic to cross 15th and 90th. "

Sidewalks around senior centers

CONSTRUCTION

Signs or other measures to remind bicyclists to obey traffic laws.

Repainted - or redesigned - crosswalks and more, clearer signage on existing crosswalks

Provide all direction crossing at major intersections. All cars would be stopped with no free right turns making intersections safe for pedestrians. Bikes would also be required to stop.

Require people to trim any vegetation that is narrowing sidewalks in front of their dwellings, businesses etc.

Start ticketing the crazy, aggressive drivers who will run over pedestrians in the crosswalk if the pedestrians don't yield to the cars.

Reducing speeds on residential streets doesn't matter when there aren't any police to enforce. Considering the police don't even have enough resources to respond to burglary calls anymore, what's the point of spending money on speed signs in residential neighborhoods which won't have enforcement?

Install stop signs!! Unbelievable that there are almost no stop signs in old Ballard. Also install roadway striping indicating drivers must watch for pedestrians before exiting drive through lanes onto busy roads. I walk south on 15th every day from Market street and have almost been hit either to or from home from people who just got their Starbucks and couldn't care less about pedestrians.

I'm not sure what "safe walking paths" means as opposed to sidewalks. Which means probably other people don't either, so your survey results are not going to be very useful.

Pedestrian access and safe crosswalks near transit stops, especially on busy streets or Rapid Ride routes

Create safe pathways (wider, pocket parks, green) on major bus route streets- and reclaim parks for more people (aka- Genessee along the golf course between Avalon and Delridge). Golf course is currently behind chain link fence and sidewalk is narrow along super busy steep hill.

Broadview has no calm residential streets with low car volumes and speeds. We also have no sidewalks or buses. The City can't be bothered with us so I wonder why we continue to pay taxes for no attention!

ADA compliant curb cuts on all existing sidewalk intersections. Repair and maintain all sidewalks, not just in busy pedestrian areas.

Close some streets to all traffic and make them pedestrian only.

Pedestrian right of way laws need to be better enforced. That is, drivers should always wait for pedestrians in crosswalks. This does not happen and it is not enforced. I even asked a police officer about it and they said they did enforce this. I think drivers who drive through occupied crosswalks should get a \$300 fine!

Improve traffic enforcement that endangers pedestrians. I live & work downtown & see cars, metro buses, & city vehicles run lights. I've never seen any enforcement. Yesterday I saw an SPD vehicle parked to completely block the crosswalk at 5 & Pine. Time lights so "Walk" doesn't pit you against cars turning on "Green". Give peds a head start. Eliminated Right on Red. Build more ALL WALK signals.

Reducing speed limits on residential streets would be a waste of resources, as traffic flow is never great enough to justify enforcement.

Make sure there are proper wheelchair ramps that don't force people into oncoming traffic in order to access.

"Sidewalks or paths? This makes this section very confusing and not very productive results.

On residential streets, it depends upon how fast the traffic goes, which is not dependant upon the speed limit in our neighborhood.

Bikes paths, walkways should also be separated."

Reducing speeds won't do much unless drivers also SEE pedestrians out and about. There is a lot that is communicated about how to drive on a certain street through the quality of streetscape elements. For example, if there are no sidewalks, crosswalks, street plantings or curbs, it looks like nobody cares how fast you drive. However people might drive differently if a street looks like kids could be walking there or like people might notice and care whether you stop at an intersection.

Re-evaluate and declassify non-essential arterials like Fremont Ave N north of 36th Ave N. Add more stop signs, signals and crosswalks for this emerging pedestrian neighborhood and for B.F.Day elementary.

Paint more crosswalks. Too many drivers don't think they have to stop for pedestrians unless the crosswalk is painted and I am tired of playing chicken with drivers who think I'm jaywalking when I cross a corner and they are supposed to stop. Another approach is an education campaign to teach current drivers where pedestrians have the right of way and when drivers are supposed to stop for peds crossing the road.

Reduce speed in residential neighborhoods! In my 'hood, no sidewalks and people going very fast - many with no regard to those of us walking toddlers/dogs, etc in the mud puddles on the side of the road.

When improving the pedestrian experience, always work to improve other non-motorized travel at the same time.

Maintain marked crosswalks on busy streets; adjust signals to give priority to pedestrians (especially w/right turns from cars into busy crosswalk areas)

Residential sidewalks should be added only in school walk areas. Otherwise, spend the money in higher use areas.

I think that the new bluish flashing lights, like those on 24th Ave NW and approx. 57th are so distracting I think they make my pupils shrink and the brightness is so targeted that it is hard to see people. I think there should either be nothing or a real light where people can push the button as needed.

Provide real, concrete sidewalks where they are missing on residential streets, not paths.

Safe routes for children walking to schools

Quit reducing the speed limit for vehicles. It's not safe for pedestrians when bike riders don't have to stop at stop signs, stop lights and can weave in and out of traffic.

No matter what the speed limit that is posted, you will always have those who choose to speed.

Don't reduce speed limits - just make sure they are enforced!!! Lower limits would just mean more speeding...

Sidewalks on streets within 2-3 blocks all around schools, especially elementary schools. Not just the arterials, but all the streets that kids walk to get to school.

NE 115th St is a residential street that experiences as much traffic and as many speeders as an arteriole. The city studied it more than a decade ago and still hasn't done much.

Again, sidewalks on streets that are not 'arterials' but are nonetheless heavily used and/or connect key areas. Also, new development in an urban village should pay for some specified length of sidewalk. We are seeing increased traffic from new apartments/townhouses a few blocks away, on streets with sidewalks, but driving on our street. Ditto traffic from North Seattle Community College and Seattle City Light. When a neighborhood gets city density, the whole neighborhood needs city services. The neighborhood greenway isn't a lot of help if one's own street is too dangerous for kids to walk to the greenway.

Build sidewalks with separation between street and sidewalk where rain build up and floods the streets. No one should need knee high boots to walk along a street.



“Repair and maintain existing sidewalks all over the city.
Instead of making perfectly fine sidewalks unnecessarily fancy and expensive, fix up the basics first.”
North Seattle was promised sidewalks in 1954-55 -- it’s time the city kept that promise
Speed bumps instead of those circles.
Road diet and roundabouts of busy arterial streets, to decrease speed and maintain flow.
Cedar Park -> is North Seattle whom has no sidewalks! We don’t have green ways!
Very concerned about wheelchair users who cannot get down curbs and end up using streets. I’m so happy to see ramps being put in.
Again, it makes no sense why the city has not provided upgrades with all of the additional buildings, permits etc. quite concerning what our city council is doing to represent the city and other agencies that are/are not providing the necessary solutions and needs
“Repair downtowns/Capitol Hill, currently Not so bad right now, \$ can be spent on areas that do not have anything.
Downtown, UW, and CH definitely functional for ambulatory people and much improved for wheelchair access. “
Improve the areas where the poorest and disabled live FIRST. They need it the most.
Please remember you are the department of TRANSPORTATION. Safety is important, but we would all be safest if we all stayed home and never went anywhere. That would be a disaster. Please do not take more actions that slow down traffic and make it harder to get around.
Remove encroachments such as walls and fences that reduce sidewalk width.
I think the location / context matters more here than the individual fix employed.
The greenways effort is applaudable but many \$\$\$\$ already spent. Move on to missing sidewalks in north end of Seattle!!!!!!
Put up more “caution children” signs or make them ready available to people.
Where there are a lot of senior citizens living in senior residences
Sidewalk design, auto speed and quantity, special users (handicapped), potential users, etc. See above comments
Provide side walks for people with disabilities. Make sure those sidewalks and curb cuts are not blocked.
“If streets are busy with fast-moving cars, then consider allowing them to remain that way. It’s not efficient to cram every type of transportation into one street. Unless there is significant unmet pedestrian demand, consider leaving things as they are on busy streets. Streets become busy when they are an effective route.
I’ve never had a problem walking anywhere in Seattle. It is annoying when some streets don’t have sidewalks, but I rarely or never run into that problem on streets with high traffic / high speed. We need a mix of both high-speed streets and other modes of transport.”
Honestly, I think saying “reduce speeds on x streets” is pretty pointless since rarely is someone around to enforce it; residential streets are already supposed to be 20-25mph but may cars fly down them at >30mph...
Stop signs so cars actually stop for pedestrians.
I love the idea of Greenways but I would like to see more of them in neighborhoods that actually need them (no sidewalk neighborhoods) rather than neighborhoods like Ballard that already have sidewalks.
<b>SIDEWALKS!</b>
Fix obstacles and tripping hazzards, places with standing water due to poor drainage (on well used routes)
Build sidewalks on streets in residential areas that lack them. Not every street needs a sidewalk. But every street should be with 3 blocks of sidewalks that will take pedestrians to transit stops. Walking on streets w/o sidewalks is very dangerous, especially from the first day of fall until the first day of spring. Greenways and walking paths are not the equivalent of sidewalks.
Build sidewalks where there aren’t any, ie north of 85th St.
30th in Lake City would be a great example of a place to provide a buffer!

First get sidewalks built in high density areas without any sidewalks, then worry about maintaining already pretty decent sidewalks elsewhere. When I hear Madison Valley residence bragging they get their sidewalks rebuilt regularly, while my boy walks in muddy, dangerous puddles and arterials, it pisses me off.
Do not reduce speeds on arterials. If anything consider increasing them to 40 and make sure drivers are not moving significantly slower. This may sound more dangerous but if drivers can be assured of smoother travel on the arterials there will be less cutting through neighborhood streets and speeding there.
Residential sidewalks in all north Seattle neighborhoods.
Sidewalks in Lake City are sorely needed.
Any time you consider ‘walking’ also think about biking. So yes, safe walking/biking paths as much as possible. More safe biking paths linking people to shopping and community centers and schools.
PLEASE make it easier to install traffic-calming devices, speedbumps, bump-outs, etc. I’ve investigated getting something like this for my residential street where people drive way too fast, and there are so many barriers and hoops to jump through it’s ridiculous.
Provide safe pedestrian and bicycle paths across Ballard, Fremont, University, and Montlake bridges.
More parking
We need sidewalks where they are missing completely, particularly residential areas to allow children to walk safely to parks, schools, neighbors, etc. We need to encourage people to walk by giving them a safe option. Build them where they are missing first!
Create completely car-free pedestrian spaces (temporary or permanent) like many other cities have done successfully. (Church St in Burlington VT comes to mind. I am having trouble thinking of a single car-free, pedestrian urban (non-park) space in Seattle. Post Alley comes close. Pike Place comes sort of close. The revised Bell Street comes sort of close. Closing central California Avenue in West Seattle on Sundays for Farmers Markets comes close. The summer street closures on Sundays come close. Go further! Be brave!
Require adjacent property owners to leave space available where a sidewalk would be installed so at least people can walk on grass or gravel out of the path of the vehicle roadway.
Again, I cannot stress it enough that pedestrians have to be equally accountable for their safety as well as their children’s and pet’s safety. We always hear about how we can improve our neighborhoods and make it safe and easy for people to walk and bike. More money is being spent on these improvements but nothing is being done to make sure people are educated about staying safe. Not only does it benefit the individual but lots of pedestrian/bicycle accidents could be avoided if people would use common sense and think more about the whole rather than the fact that they have the “right” to step out in front of cars.
Repar sidewalks in West Seattle
ALL streets should have sidewalks!
More un-signalled crosswalks
Lots of alleyways that should be public access for walking are being fenced off by homeowners. This is particularly true in the Greenwood area (check out the alleyway just in the middle of the north side of Sandel Park for example--it’s been completely fenced off by homeowners). Alleyways can be nice calm places for pedestrians, especially where there are no sidewalks, but they are basically being usurped by the adjacent houses in many instances.
Sidewalks around schools such as John Rogers Elementary and Jane Addams middle school.
Other- increase traffic enforcement of cars who run red lights. Change traffic laws particularly the ability of a driver to turn on a red signal.
On streets such as 38th Ave NE the children need sidewalks for their commute to schools John Rodgers and Jane Adams as well as Nathan Hale.
We have to reduce the speeds at which cars travel through residential arterial streets- currently there are many main routes which are incredibly dangerous.
All arterials in congested areas need turn lanes; too many close calls due to rapid lane changes when left hand lane backs up. big danger to both pedestrians and other drivers. columbia city turn lanes have helped a great deal.

There have been three questions so far. All of them are the same, just worded differently. Urghhh! Really? Come on!
Hold developers/construction companies accountable to providing safe detours and minimizing the impact to traffic when working.
Near schools in residential neighborhoods where there are no sidewalks (ie: NE Seattle)!!
Improve low income and communities of color we are always after downtown and White stakeholders. The Mayor my live with a person of color but he still does not get it .. Notice the homeless encampments right out side of SMT.. We need to work on housing and jobs. If you are putting black and brown folks to work or vets or homeless this is just more bull crap.
Lights for pedestrian crossings could be more responsive
Enforce existing laws (or enact new ones if necessary) to force property owners to do their part to maintain plantings to keep sidewalks clear and clean of debris and hazards.
Install speed bumps/sidewalks as needed with liberal and complete coverage around school zones.
Provide wider bicycle lanes between cars and pedestrians with the buffer of parked cars between the car and bicycle lanes
Safe walking paths to local schools.
Please, sidewalks in Hallerlake are needed
Sidewalk on Greenwood ave N
Repair sidewalks and crosswalks on 145th between I-5 and Aurora- it needs to be widened-or else utility lines buried. It doesn't need "landscaping". Accessing the I-5 bus stops is very dangerous because cars speed up as they turn into ramps. The signs on high (sometimes buried in foliage) are useless because the drivers are already looking down at the freeway.
Enforce speed limits where they are regularly exceeded!!!
Much more needs to be done creating safe walking conditions for students who must walk to school in areas with no sidewalks and often in the dark, such as the area around Ingraham High School, Northgate Elementary, Broadview-Thompson. In short, the North End, but also many in the far South End neighborhoods I am familiar with such as South Beacon Hill.
We need sidewalks on the new Ballard Greenway north on 17th btw 89th and 85th. I still cannot safely walk in my own neighborhood. Cars cut thru to avoid traffic light on 85/15.
SIDEWALKS AT NORTHGATE. Urban Center? Ha. No sidewalks anywhere. Add a transit tunnel for rail? How about sidewalks to serve it?
Road diets on busy arterial streets are ridiculous--they just push cars onto residential streets in order that the drivers avoid the clogs. Cars belong on busy arterial streets. If you want to stop the traffic messes in Seattle, stop allowing building of so many apartments and condos in residential areas!
Road diets are ridiculous. They just clog traffic and push people into going onto side streets (in residential neighborhoods), in order to avoid the resulting clogs.
It can be a little frustrating to see sidewalk improvements to residential areas of Wallingford (etc) when there are no sidewalks in other areas. I would like to see sidewalks in all L zones.
Improve multi-use paths (for walking and biking) on busy streets so both bikers and walkers can share the paths safely.
Reduce speeds on residential streets without sidewalks
North Seattle needs sidewalks. Give use sidewalks before you fix others. We pay taxes, too.
Provide safer crossings on school routes
Limit the ability for construction to completely close sidewalks for any period of time.

Slowing traffic on busy streets can often just mean more cars idling near people's homes. Instead, we need crosswalks with lights that last longer. We also need the walk lights to be automatic, and not dependent on pushing the button. This just confuses people, drivers and pedestrians both. My brother is a traffic engineer - I get the idea behind the button. But here's what happens: Walkers cross anyway. Drivers start-stop-start-stop because they don't know if they have the right (because they see the red hand) or if the pedestrian has the right. And if pedestrians wait, it ends up meaning they stand there and often end up jaywalking.
Start a connected network of sidewalks in north Seattle where sidewalks are largely missing.
Turn Pike Place to pedestrian with delivery access only. That street is ridiculous on the weekends.
Work with metro to improve stops. Narrow locations (#48 cowed park) (along 23/24th).
Ticket those who run lights or who fail to stop at cross walks
Focus should be on connecting people to important destinations. Why build a sidewalk on a busy arterial that no one would need to access?
Multimodal and narrow streets force vehicles to drive at slower and safer speeds for all.
Have police enforce existing traffic laws (especially stopping for pedestrians).
Need to rethink parking distances to corners. For example, on Greenwood Ave N, cars come uphill and can't see around the corner because people park up to the edge of the block. This forces them into the crosswalk (often very quickly), setting up a dangerous situation for pedestrians. I've nearly been hit several times this way.
Provide bicycle routes to separate bike traffic from pedestrian traffic in high traffic areas.
Again, many busy ares have places to walk. Residential ares have no place to walk and are dangerous (especially for children).
Put in curb cuts! And align them perpendicular to traffic, rather than forcing pedestrians into oncoming traffic. This has a real impact on the routes I take with my child in a stroller. I can only imagine what it is like for the elderly and disabled.
Must address driving / walking / bike riders - bike riders are coming more of a problem. Walkers with and without head sets, do not look both ways before crossing the street. Construction / school areas are a challenge with walkers / bikers / drivers - too, too, busy.
Please put sidewalks in Pinehurst/Lake City neighborhoods! There are a lot of families with young children, ours included, and we need these sidewalks to make sure our children stay safe.
Reducing speed would be great, but in my neighborhood, drivers ignoring narrow streets and not stopping at intersections has nevertheless resulted in several serious accidents--possibly painting some kind of warning about entering neighborhood works, but I think it's going to take reeducation to make a difference.
What do mean by "missing on busy arterial streets"? I walk on sidewalks on the following busy arterial streets: Elliot Way, 15th Ave NW, Holman Road, Aurora, Westlake, Dexter, 5th Avenue, Second Avenue, First Avenue, 24th NW, 32ND NW, Alaskan Way. If there are similar roads in Seattle, yes sidewalks are needed. Greenwood Ave N should have sidewalks all the way to 145th on both sides as an example.
More enforcement of speed and illegal turns. I see many drivers endangering pedestrians at Alaska Junction by turning on red while the all-way walk is active.
Speed Cameras at Cross walks!!
Pedestrian connections across freeways.
Wheelchair/pram/walker curb cuts/ramps.
Cheasty green belt and Hanford steps by the Mt. Baker lightrail station are underlit and unsafe. There have been numerous reports of drug use, personal safety issues, dumping, and transient activity along this well used corridor to access public transportation.
Repair existing sidewalks in areas with the most people walking. Include Mercer Street West, Lower Queen Anne

Sometimes, I wish to travel from the GSC to my local Safeway OR Fred Meyer's Store; I do NOT always wish to TAKE the LONG WAY, there: 85th West to Greenwood; then North along Greenwood. Sometimes, IT is easier, to just CROSS 85th @ Evanston, and proceed, from THERE. I sometimes travel to the upper lot of Safeway via 87th, and proceed down in their elevator, from there. NOT always SAFE; but DO-ABLE. Also, just because YOU say you have made "Greenways" SAFE; does NOT make them so. I have seen too many cars, run Stop Signs; Fail to yield to pedestrians, etc. ?How can WE get enforcement, of the LAWS? Also, too many people do NOT know HOW to legally navigate "TRAFFIC CIRCLES". I have seen bicyclists almost collide, as well.
Repair ALL broken and dangerous residential streets!!!
Why focus so much on areas where people already walk a lot? How about a serious look at areas where people do not walk so much and what it would take to make it easier, more desirable, safer, for people to walk more?
Repaint crosswalks at "Pedestrians first" intersections like 6th and Marion where cars think they can just drive through first. Police and ticket people at these intersections when they don't yield to pedestrians.
Enforce speed limits.
Anywhere near a school needs proper sidewalks and photo enforced 15mph only areas before and after school. There are NOT in or around JAMS and traffic drives up to 30mph. Very dangerous
Within these categories of large streets, residential streets, arterial streets, each street must be assessed for safety and volume of pedestrian traffic. If a particular street has a lot of safety issues or has a lot of people walking on it, the city should fix that street right away, regardless of what kind of street it is. Also, the city can't afford to fix every single residential street, so there has to be collaborative effort to assess who can afford what for important safety upgrades.
Dedicated SPD enforcement focused on protecting pedestrian right of ways
Greenways all have walkways already as part of the criteria for construction and are supposed to be built in areas of low traffic. I can't imagine there are many busy arterials without sidewalks but Shilshole behind Ballard Avenue is one example that could be substantially improved for safety. Crosswalks are very important. See my prior comments. Repairing existing damaged sidewalks is important with both sidewalks and cross walks. I would focus on the routes to public transit and urban village hubs as that is where a lot of growth is and where current to future pedestrian growth will occur and having walkable village centers is why people are moving to hub urban villages. That was also supposed to be the exchange for increased density. I would not just pump resources into downtown, capitol hill and the u district as a key component is to facilitate growth in walking. Street trees are aesthetically important and will improve the experience of walking.
We have a "neighborhood greenway." We see it as a crap way of trying to pretend that the city promotes walking and neighborhoods while actually doing *nothing* to make walking better. Save the pretense and build a SIDEWALK.
Improve lighting in neighborhoods, especially around residential to commercial connections.
Ensure that walking paths to schools have sidewalks and lights.
Look at zoning laws so that there are more amenities closer to where people live, eg bars, small grocery stores, etc.
Create crosswalks on busy arterials with blinking signs for pedestrians to easily access bus stops; example Ballard Food Bank.
Construction does not mean sidewalks should be closed or made hazardous in any way. Construction companies must be responsible to create a safe pedestrian/bike detour (depending on what is affected)
We need continuous sidewalks around Jane Addams Middle School to make routes to school safer for our children. These pathways are used extensively, with heavy use in the morning and afternoon, from September thru June every year. Our children are relatively young and need the added protection that sidewalks provide.
Repair and maintain existing sidewalks in ANY AREAS THAT THEY CURRENTLY EXIST.
Sidewalks on 21st ave SW, Puget ridge. Lots of cars and bikers make it hard to walk, especially with all the huge mud puddles.

Safe walkway over Ballard bridge. Possibly cage over the walkway
Build more median islands in the centers of arterials so that people can cross half way, then wait to cross the other half.
Find ways to speed up and create more efficiency in pedestrian crossing so that car drivers do not grow impatient due to inability to make turns and cross intersections. Impatience grows when pedestrian traffic is so heavy that only one or two cars can get through a light, and when straggling pedestrians amble through crosswalks with no regard for cars trying to turn. Impatient drivers are a safety hazard for pedestrians.
Safe routes to schools are critical.
Monitor school zone speeding with cameras
Address safety concerns such as public inebriation, informal homeless camps, open-air drug dealing, and filthy streets/sidewalks (litter and other refuse).
Reducing speeds is an issue of ENFORCING speed limits--not necessarily reducing stated limits.
Provide multifunction streets.
I live on NW 58th Street, west of 8th Ave. The Greenway concept is sound. Personally I'd like to see drivers further discouraged from using it; it's often a shortcut between 8th and 14th because of the stop signs for N / S traffic crossing 58th.
Stop construction sites from shutting down sidewalks
Safe walking routes for kids walking to school. Specifically Whitman Middle School, which has no sidewalks in the area right next to the school. Also, 80th St NW is a mess for kids trying to cross.
No need to reduce speeds - need to enforce existing speed limits plus drivers not stopping for pedestrians. Dravus has 2 crosswalks - one at the bottom of the hill and one at the top. Nothing for 22nd/Dravus which is a busy crossing because of the bus stops. Making that a 4-way stop would also stop the speeding down the hill.
Paint the crosswalks in Ballard and improve the torn up roads that are difficult cross in the rain.
Decrease the privilege of construction projects to close sidewalks
Sidewalks for all Safe Routes to School, particularly on busy streets like NE 110th. This sidewalk needs to be completed NOW.
Repair & maintain in all neighborhoods. Just because you don't have a lot of walkers outside the three neighborhoods you're saying have a lot of walkers doesn't mean there wouldn't be more walkers in other neighborhoods if they were more walker-friendly.
Remove bikes from sidewalks for anyone age 16 and over... if they are old enough to drive, they are old enough to ride on the street. An exception for escorting children under age 10 would be acceptable.
Ticket bikers that ride on the sidewalk
Why did you say "provide safe walking path" instead of sidewalks?
Make bicyclists follow the rules so they aren't jumping from sidewalks to roads, blasting through traffic lights and stop signs, etc.
Disabled accessibility
Provide more crosswalks and signage on arterial streets especially at transit stops
Reducing speeds won't do anything unless the street design changes. If a street is engineered for a high speed (think 15th Ave NE in Ballard or E Madison) a reduced speed limit feels incredibly slow and isn't always effective. Actual infrastructure changes like pedestrian islands, curb bulb-outs, high-visibility crosswalks, or pavement type change work wonders in slowing traffic near crossings and pedestrian facilities and aren't a "band-aid" like lowering a speed limit, though I recognize it is more expensive.
I don't think people want to walk on arterials. Top priorities should be (1) school zone safety, (2) slowing traffic, (3) developing good walking routes that parallel arterials and help people cross them safely.

There are so few people walking in neighborhood residential areas that most sidewalks there were/are a waste of money. Many of the adults are lard-butts and don't walk anyway; they drive - it's what we as a society do. Focus \$ on the areas where sidewalks are important and necessary: downtown, neighborhood centers (Lake City, U district, etc), around generators/attractors of recreational/ or commercial activity
School zones in ALL schools - not just north end, fancy, white people schools. Neighborhood schools need safe routes too - even if they are tucked away
Teach people how to safely cross a street--look both ways, watch for cars,& bikes especially turning cars. take responsibility for your safety. No cell phones while crossing. Be aware of what is going on around you.
"Repair and maintain existing sidewalks in ALL OF SEATTLE. It is dismaying to realize that in the 21st century, there are still places in Seattle that have no sidewalks, yet you continue to concentrate your efforts in areas that already have the highest walkability scores (e.g., Downtown, University District, Capitol Hill, etc.)
Automatic pedestrian signal phases instead of "beg buttons," especially at signals that have high pedestrian volumes. E.g. at Aurora and 90th, pedestrians must wait a full cycle after disembarking RR E Line. This location will also have schools totalling 1700 students in the next few years.
"I think it's most important to focus on streets and crosswalks around our schools. Let's make sure that all schools are safe for children.
We have zero industrial buffers from freight traffic in Georgetown. With the new freight master plan, you will never have a safe buffer in the residential core to walk to SSCC or SPS. The freight master plan kind of makes Georgetown the least walkable area by design. Give residents a safe way to walk.
To and from schools!!!!!!
Not as worried about "buffer" as I am about air quality. When people are walking alongside freight routes, they are breathing toxic air.
Build sidewalks on busy arterial streets where children walk to school. For example NE 110th St. (an arterial that feeds 3 schools) has few sidewalks and cars talk on the "walkway" that is only lined with paint. Kids have to walk into the arterial to get to school. Also cars legally on dirt parking strips that force kids into NE 110th. Also maintain valid "Handicap Parking" One house no longer has handicap people living there but the non-handicapped resident uses it for parking and the kids have to walk into the arterial to get to school.
Car driving TOO fast is the biggest safety issue - SPEED bumps are the most effective means to slow them down
If you reduce speeds, there needs to be consistent enforcement.
More (and better marked) crosswalks! In particular, the intersection of 17th at Union NEEDS A CROSSWALK. It's next to a school and also near a Trader Joe's -- many many pedestrians (lots with little kids) need to cross the street with cars flying down Union.
Please prioritize building greenways/pathways for pedestrians on residential streets, not on arterials. From an SDOT/car-centric/transit-centric perspective, improving sidewalks on arterials may make sense, but from a pedestrian-centric perspective, it only creates a disincentive to walk. Walkers and busy roads do not mix: too much noise, pollution, and physical danger make the walking experience on arterials unpleasant. Improve off-arterials walkways to provide safer, cleaner, quieter walking experiences that will actually incentivize people to walk more. Make sure you are receiving advice for your pedestrian master plan from actual pedestrians, like people who commute by foot to work, not just people that walk from home to the bus.
Rather than reduce speed limits, enforce the current laws.
The speed limits on residential streets is fine, most do not obey the limit. Enforcement .
Ramps on the corners of sidewalks to make it easier to walk with a stroller or young child on a bike.
"Make Rainier Ave S walkable vicinity of My Baker Stm and north
It might be time to revisit the Roman concept of forbidding wheeled vehicles in downtown areas except for a few isolated streets dedicated to motor vehicles only. I realize this is difficult in a city with few through corridors--but it's necessary to try to achieve this standard, not only in neighborhoods, but in downtown areas, which have many elderly/disabled residents. This is one of the reasons that continued access to underground tunnels MUST be maintained.

Build sidewalks on all streets
Elevated pedestrian bridges
Focus on making walking something that someone might think about to go to work, take their kids to school or go shop. All the rest will follow.
Enforcing traffic laws to improve pedestrian safety (ex. Going through red lights; turning in front of pedestrians.
Integrate pedestrian safety improvements with road repaving projects to implement road diets with narrower travel lanes to slow speeders.
Narrow the roadbed of our streets. People in cars take up more than their share of space and they're a hazard to everyone and everything around.
Bulb out intersections and other traffic calming devices
"Do not add parking and try to justify it by calling it a ""barrier"" that will protect pedestrians. We don't need more parking for cars. Do not waste money on sidewalks in extremely low-density residential neighborhoods. They will benefit many more people in more dense areas."
Repair sidewalks in low income residential neighborhoods
Install signage/markings to indicate pedestrians should cross because sidewalks disappear before next crosswalk, or there is no crosswalk at the shops halfway down the block. Enforce parking restrictions & planting restrictions near intersections.
All in all, I don't find vehicular traffic a problem other than bicycles using sidewalks rather than streets.
See previous
Buses running red lights and blocking crosswalks.
Give pedestrian walkways the same if not more importance the bikeways. Pedestrians have to prove improvement is needed but bikes are just given green ways.
I think an education/enforcement campaign regarding the legal requirement to stop for pedestrians at unmarked crosswalks would pay for itself. I run into this problem on Yesler, Jackson, 31st South, Greenwood and Phinney. I am sure it is widespread. About 50% of drivers do not stop.
Enforce law -- where cars do not stop for pedestrian in crosswalks
Plant trees for protection, but not at the cost of having to repair sidewalks 10 years later when the roots of the trees become rampant...find less rooted trees to put near paths...
Same as prior-noted
Build sidewalks in neighborhood east of 35th Street. There are no sidewalks and we need them!
Buffers like landscaping and street trees make walks much more inviting. Parked cars not so much.
Prohibit bicyclists from using sidewalk. Ticket them aggressively.
Get the bikes off the streets and give cars more lanes. This would ease congestion immensely. Bikes are very hard to drive around or follow and the bicyclists have their own agenda for riding in the City. Impose a tax on bicycles like they did in the 1950's. Somehow that law disappeared. Perhaps I was the only one who paid taxes on my bike at the time!
Lid / remove i-5.
Repair curb ramps for those with wheelchairs and walkers.
Require property owners to trim landscaping that intrudes onto sidewalk; require property owners to repair damaged sidewalks in front of their property; primarily in designated urban villages where city is increasing density.
Walk-bike overpass from Capitol Hill to SLU. Walk-bike overpass from Wallingford to U District.
In addition to arterial speed reduction and traffic calming, those efforts need to be accompanied with traffic calming on residential side streets to prevent speeding cut through traffic. ie 44th Ave S
Not sure of the term but sidewalk bubbles that narrow the road lanes making it easier for cars to see someone is trying to cross.

Is this a greenway? It's my favorite ever then. Discovered it in Portland last week. <a href="http://margueritebloem.blogspot.com/2015/10/portland-portfolio-leafy-corridor.html">http://margueritebloem.blogspot.com/2015/10/portland-portfolio-leafy-corridor.html</a>
Change one-way streets to two-way wherever possible
Enable "all way walk" signal in the most busy neighborhoods like capitol hill. Then, cars can have a green arrow to turn right while pedestrians wait.
Eastlake Ave / Fairview Ave N is like a drag race freeway for some people. There should be better speed enforcement.
Provide crossing signals on busy pedestrian intersections (such as near the light rail station on Beacon Hill).
Provide sidewalks and crosswalks, especially on busy streets, along children's paths to school, such as the recent Viewlands improvements on 3rd Avenue NW.
Lighting! I will not use the Columbia City light rail stop because the street from the station east to Rainier, along Alaskan Way, is so poorly lit. It's a very dangerous stretch. So I end up walking twice as far from Mt Baker, but more safely.
Traffic Circle & Speed Humps along 23rd PL NE between NE 145th & NE 140th, but no sidewalks please.
Please keep streets available and busy for cars. Moving cars quickly is important too.
Paths to schools
Provide lighting on those greenbelt walkways - because they promote camps, and crime, it's nice they added a porta potty to the entrance but it is a dangerous place - not many feel safe in the greenbelt. It's different then your definition of a "greenway"
There should be sidewalks on both sides of the street near elementary schools
If a project is not located in North Seattle or South Seattle where sidewalks are essentially wholly missing, then that project must by definition be built later. No project outside of North or South Seattle should take priority over a project in North or South Seattle. You've had 60+ years to build sidewalks elsewhere; you can spend the next 60 years building sidewalk infrastructure in North and South Seattle only.
Reducing speeds are great but needs speed bumps or continuous enforcement to be effective
Curb cut-outs for wheelchairs
Not worth investing in walkways in busy arterials if traffic is too fast and not safe for pedestrians
Extremely important to note that there is a bias in the way the survey is composed, i.e. SDOT clearly wants to hear they should maintain existing before building new. And they should. With existing resources, NOT new transportation levies.
We especially need sidewalks in neighborhoods near schools to create safe walk zones for children to get to school. A prime example is Jane Addams Middle School in the Meadowbrook neighborhood. There are few sidewalks in the area and around 800 children in the school - not to mention Nathan Hale High School across the street. That should be a city priority.
Provide sidewalks near housing units (apartments, condos) so young families are not pushing carriages and walking with toddlers in the street to get to schools and daycare
We have a greenway on NE 27th Ave here in Olympic Hills. The greenway was not designed to improve pedestrian safety. 27th is not wide enough for 2 way traffic and pedestrians. There are deep ditches on both sides of the roads and pedestrians are sometime forced into the ditches by passing cars. We need to have the ditches covered for a pedestrian pathway.
Not sure what "walking paths" on residential streets means? does it mean to build sidewalks?
Create a traffic light option that allows "all way crossing" where appropriate.
More and better bike lanes!
Reduced speeds will only work if the street is redesigned to discourage higher speeds or if the limit is heavily enforced. I think safety can be improved in other ways while still allowing vehicles to flow as well.
See my notes on the first page regarding Princeton Ave NE and NE 55th Street, homeowners who allow their plantings to overtake the sidewalk, people who park in the crosswalk blocking visibility.

Please reduce speeds and keep cars out of the neighborhoods. The light timing is so poor in Montlake now that it encourages cars to go through the neighborhood as they can't use the arterials to travel fast. I now find myself doing it and I've been a resident for 15 years. Makes me sad.
Repair depend on the damages. Providing safe walking paths on neighborhood greenways one would think would have been done at the time of the concept you have laid out by way of the defination before bicycle paths. Safe walks, in my books, for people are number one. Speed use to be 25mph in residential neighborhoods, reduce further? how can you give a rating to other?
Arterial speeds need to be maintained, but enforced. Problems with arterials cause people to use residential streets, usually too fast, and compromise our neighborhoods. Walking should be pushed over a block, not cars. That said, arterials should be safe to walk along. Encourage people to walk against the traffic, which is safer.
Uneven sidewalks created by tree roots present dangerous trip/fall hazard should be addressed with a campaign of reporting and correction. Educating drivers as to what constitutes a crosswalk in a more active way could be helpful. It's rare a driver stops including the police.
Fuhrman Avenue East has been a busy arterial running through a residential neighborhood for over 30 years. With more volume, speeding is worse then ever. Because it runs alongside Portage Bay, implied crosswalks are non-existent, as the intersections are not clear. Lack of PARKING is a huge problem. Cars park so closely to the end of the block, that you have to stand in the street to see if cars are coming. There are no crosswalks, so people very rarely stop. You can easily stand in the street waiting to cross for several minutes. Tacoma has lighted pedestrian signs where the pedestrian can press the button and have an immediate yellow warning flash letting drivers know that pedestrians are crossing the roadway. Some of these crossings would help alert traffic. Also, they need to SLOW DOWN. If the speed limit were 20, maybe they would actually go closer to 30. I have seen cars below through the neighborhood easily 10 MPH over the posted 30 MPH limit.
Monitor walkways to be free of homeless people therefore assuring that walkways are safe.
Separate bicycles from pedestrians
Enforce existing speed laws. There are lots of people going 50 mph on 24th Ave. Some of them are on cell phones. Many do not signal their turns.
Reduce pedestrian accidents by enforcing traffic code and quit wasting money on "baby gates".
Provide well designated and lit crosswalks by playgrounds, play fields (soccer/baseball) and community centers (example: 32nd and W Smith Street near the Magnolia Village in Magnolia)
We need curb ramps! And no one one should have to push a button to cross the street; those need to be removed and all users should always get their turn to use the intersection.
Residents should not post speed limit signs that contradict the posted speed limit.
Road diets. Some roads need to be re-designed so as to slow traffic and eliminate ambiguity as to how many lanes there actually are. NE 75th St between was re-designed between 35th Avenue NE and east to 15th Avenue NE after the March 2013 pedestrian/car tragedy (DUI driver and the Schulte Family). The stretch from 15th Avenue NE west to I-5 has not been addressed. This stretch of NE 75th St was widened in 1967, and the results have not been good. In 2013, I waited every morning with my son as we waited for the school bus at our assigned spot. Between us and fast-moving traffic, we were fortunate to have three huge acacia trees. On more than one occasion, speeding cars cresting the hill west of 15th Avenue NE would hit the curb right in front of us. We could feel the ground shake. Biy were we glad to have those trees there ! BTW, the trees hug the curb as there were there before teh 1967 street widening.
Reducing speeds costs nothing to the capital budget, so do that now, and ENFORCE IT. Along with that, work on signal timing favoring pedestrians & bikes for access to transit, schools and neighborhood business districts. Then focus on capital items to improve safety to these same destinations. In addition, launch a major education campaign teaching drivers about the difference in likelihood of ped fatalities at various speeds of travel. Incorporate this training in driver's ed classes, and lobby for the state to put this in the driving test. Continue the education campaign for peds to be completely aware of their surroundings, not looking at a screen.

Now that the population of Seattle has exploded, 30 MPH is unsafe for pedestrians, cyclists and people in vehicles.
Queen Anne Ave North
WSDOT needs to put in place LOWER (15-20 mph) speed limits for drivers in all residential areas. SPD needs to harshly enforce it. Same for texting drivers.
Increase enforcement of drivers not allowing pedestrians right of way. Likewise, enforce pedestrian who do not honor driver right-of-ways. Educating everyone of the current laws is more important than creating new ones that are neither enforced nor acknowledged.
Don't put greenways on narrow busier streets - this just adds to congestion and cars passing bikers at high speeds facing oncoming traffic. Boyer should not have bike greenways. It is dangerous!
Lower speed limits combined with traffic calming
Funneling traffic instead of letting disperse is a guaranteed way to get overly busy arterial streets- which slows down the arterials and leads to dispersion through the neighborhoods anyway as people look for routes with less hassle.
Add 4 way stops at busy intersections. Specifically 98th and Ravenna
Catch up to where they don't exist yet and repair existing as needed. STOP neglect of north and south ends.
Just build them everywhere where they are missing. Period.
Improve pedestrian paths on bridges.
The vegetation buffers are important, especially if plants that help clean the air are planted. More cars means more pollution and a problem for folks with chemical sensitivities. And for the rest of you - if we are suffering, it also is bad for you. Illness from pollution means lower income, lower tax revenues, etc.
Is this simply another vehicle to get rid of cars? Bikers are an even greater hazard to walkers than cars. I notice there is no interest in ascertaining citizens interest in the value of painting rainbows in crosswalks. Frankly (and I don't give a damn about anyone's gender identity) those rainbows woke me up to what a disgrace this city government is.
Prioritize adding new sidewalks/walking paths where they don't currently exist around schools and on major feeder routes in the school walk zones.
Provide more funding for sidewalks and less for bike lanes/road rechannelization.
Provide alternatives to walking along busy arterials; it's not pleasant to walk along an Aurora
Put down speed bumps throughout the Maple Leaf neighborhood area between Lake City and 15th Avenue.
"Eliminate right on red
Add street infrastructure to physically slow driver speed
"I live with no sidewalks and like it! We don't need more impervious surfaces
Creating runoff killing marine life! I cringe every time another neighbor paves his driveway with asphalt. I live in Thornton Creek watershed & grew up here. "
Make trails ie Burke Gilman a two way trail..foot/ other
Enforce existing speeds & crosswalks
Have longer walk signals
How about enforcing speed limits!!!! A few arrests in a neighborhood where speeding is common would make an impression and word travels fast there's been Enforcement.
Again, the City needs to enforce the requirements to keep sidewalks free of vegetation encroachments and poor condition.
Sidewalks in neighborhoods so kids can safely walk to school! A child/family who wishes to walk to school but has to share the road with parked cars and drivers is NOT safe! Sidewalks = more student walkers = less cars through neighborhood streets in the morning and afternoon. (ie, north Wedgwood).
Put speed barriers and sidewalks on residential streets particularly the north end and any other area where they were promised years ago but have never been provided.

Make sure cyclists have safe places to ride so they don't occupy sidewalks
Let the neighborhoods design wwo ref like solutions on green streets with unique traffic calming features
"Buffers combined with GSI
Safer ways to cross the street, better timing for walk signals, raised crosswalks at ALL schools!! And other places that need traffic to slow down.
More street trees. "
WE DON'T HAVE ANY NEIGHBORHOOD GREENWAYS IN NORTHEAST SEATTLE -- SURPRISE, SURPRISE.
Sidewalks (infrastructure) is very poor on Queen Anne. Maybe it is the owner's responsibility to repair and smooth out the surface of the sidewalks. One thing that could be insisted upon is to have the owners trim the bushes and plants that take up 1/3 to 1/2 of some sidewalks.
Again, please put sidewalks on North Aurora.
Colored crosswalks are NOT a good use of limited public funds.
Northeast Seattle before there are fatalities.
"Things I would add:
(1) Road diets. Narrow the widths of roads that need to be crossed. Decrease the amount of unnecessary lane changing that drivers have to figure out. Simplify driver experience so they have the attention to be aware of their surroundings. Design roads so that drivers want to drive at the speed limit.
(2) Improve the quality of the pedestrian experience. (Plants are still worth putting in even if they are not between the sidewalk and the street because they make the experience better).
(3) Improve zoning laws to keep the pedestrian experience interesting, pleasant and safe.
Sidewalks would be AMAZING where we live on NE 98th Street but all we have been asking the city for are speed bumps to SLOW down traffic.
Greenways are NOT going to provide safe streets for pedestrians and bicyclists, particularly in communities that do not have sidewalks. It's a ridiculous investment of money in my opinion.
Narrow arterials like Boyer Ave/Fuhrman Ave where it is zoned primarily residential should have a speed limit of 25 mph.
Distinctly mark crosswalks on major and minor arterial streets
Curb ramps need to be in the appropriate places at crosswalks. 2 are needed per intersection side, not just one so when using it you aren't forced into traffic.
Re: busy arterials. Build where there is already a minimum threshold of ped activity (what would this be?). If there is zero ped activity, building sidewalks is a waste of money, it will likely not lead to ped activity in future is there is no place to walk to OR if the traffic is very intimidating- fast, high volume, etc. Don't always assume "if you build it, people will walk." Reduce speeds before you build to see if it attracts more people, install temporary barrier, see if desire lines develop.
All are great places to start. However, the number one place to begin is with the schools. Provide every Seattle school with sidewalks on the perimeter of their campuses and along the main streets leading to/from school. Providing a buffer is an absolute must to keep our students safe.
#1 improvement is putting sidewalks everywhere they are not. Reducing speeds is useless, no one will walk safely unless there are sidewalks. Don't force cars to slow because pedestrians have nowhere else to walk but along the sides of the road. That benefits nobody.
Please build sidewalks where there are none first. Then, repair the rest.
There needs to be safe crossings even on minor arterials such as Fuhrman Ave E and Boyer Ave E. As long as there are intersections on busy arterials with traffic lights and walk signs that should help. There are too many walk signs that pedestrians have to request a walk....the walk sign should be automatic.
Advise and inform property owners that they must provide a safe walking path along their property line where there is sidewalk easement but no sidewalk
Residential arterials without sidewalks: Example, N 100th street from Aurora Ave N to the west...very dangerous!

I live in Lake City, Cedar Park , we have NO SIDEWALKS! Whereas U district, downtown, capital hill ALL have sidewalks!
The two mile walk zone for kids makes dark streets with no curbs a real hazard for our children.
Create safe walking zones in neighborhood business and school areas, especially if they are located on arterials.
Other: Again safety under bridges: some sidewalks are dark and narrow, a rail in this cases would be helpful. For example, under the bridge on 50th St that goes under Aurora Ave. Question 1 is not well designed: Is the area where there would be a sidewalk respected and left for pedestrians? If so, the sidewalk is not such a high priority. But if the area is constantly invaded by traffic, parked cars, etc, then it's need is more pressing.
Make arterial streets more car-friendly and efficient so motorists and busses are not tempted to take short-cuts down residential streets to avoid gridlock.
Near schools
"Make sidewalks wider, especially in key locations where sidewalks are narrower than standard.
Improve sidewalks and crossings at key bridge and freeway interchanges"
Photo enforcement of frequently violated "no turn on reds" in places such as Mercer and Dexter.
Immediately make turning on red illegal in busy pedestrian areas. I've been past two recent accidents in downtown and Ballard where a pedestrian was hit by a car in the cross walk while crossing
"Build sidewalks where there are none, then upgrade existing.
If Renton Ave will become Greenway (between Brandon and Orcas), which is cool, it definitely needs sidewalks. Right now, we walk on roadway that two cars can't safely pass through. Adding more bicycles is great ideas...if we get sidewalks. Bad idea, if no sidewalks. Also need sidewalks on S Lucile.
Get bikes off road
Reduce waiting time for crosswalks. Anything over a full minute is unacceptable, regardless of location.
Reducing speed limits on busy arterials will not do anything to change behavior if the design of the street encourages speeding. Consider road redesign to encourage reasonable slower speeds
Increase stairway upkeep and renovation, particularly where stairs provide important connections to parks, schools and transit
Building on recommendation for focusing on neighborhood greenways, I wanted to call out in particular the greenway with which I am most familiar, on 18th Ave S in Beacon Hill. Most of the greenway is great, but the stretch between College and I-90 is absolutely horrendous for pedestrians. Although there are sidewalks, there are no curbs or curb cuts/bulbs. Many of the intersections have sharp drop-off down to the intersection, and the lack of curbs means that cars are always parked on the planting strip and blocking the sidewalks. That stretch would be absolutely impassible to someone in a wheelchair and is very, very difficult for families with strollers. If the City is going to advertise neighborhood greenways as being directed to peds and not just bikes (which it should), it needs to prioritize pedestrian access along those routes -- not just at arterial crossings. The section between College and I-90 is a short segment (8 short blocks) that really merits the City's attention. As it stands, it is a disgrace to the City's neighborhood greenways program.
Repair and maintain sidewalks in ALL neighborhoods, not just the busy ones. We are all tax payers.
Separate cyclists from pedestrians in sidewalks where both must use the same sidewalk, e.g, Montlake Bridge.
Arterial streets are the chokepoints that both block pedestrians from needed services and are the most dangerous places for them to be. If we have a "sidewalk emergency" then it would be any main arterial street that doesn't have safe places for pedestrians to be/cross. (I'm looking at YOU, Bothell-Everett Highway!!)
Use protected bike lanes to buffer streets.
Put sidewalks where there is none before fixing the ones that are in need of minor cosmetic repair. The issue is prioritization of funds

The second is most important - no sidewalks at the beginning of a trip (the residential street) means people _must_ get in the car immediately instead of walking. Build sidewalks starting from the home that connect to commercial, cultural and social activities, and folk won't need to get in the car.
Stop letting builders block off sidewalks while they build new construction. Force them to pay to keep sidewalks open and accessible.
Again, why focus where people are already walking? Let's get other parts of the city walking too!
"Eliminate right turn on red light
Enforce ""divers yield to pedestrians""
Stop closing the sidewalks.
"Improve stairways & build some more. It helps with the slippery hilly sidewalks and leave more sidewalk / road space for bikes.
Sometimes the neighborhood greenways are scarier with small streets, bikes and people walking.. some are accidents waiting to happen. Need one way or one sided parking on these greenways so it doesn't get too crowded. Mt. Baker greenway doesn't feel that safe to me when I'm trying to walk to the transit center; the main drag is more comfortable for walking ( maybe not biking). "
"Better ways to get across busy streets.
Don't understand how you are defining grrenway. Even with footnote"
Until you out in traffic control lights on arterial where they are needed, seriously, you are creating real danger. Also enforce speed limits STOP the culture of speeding.
What keeps me from walking has nothing to do with construction. It's creepy people approaching me (homeless or drug addicts) and rats (literal) running around near my feet. Can you help those issues?
Safe cross walks need to be part of pedestrian improvements. Schools should be one of the first priority. Other public facilities that don't have sidewalks connecting them to the main arterials/bus stops. All transit routes need to have connected sidewalks running the entire length of the route. Places that serve people with mobility issues (and that's all of us within our life times) but more specifically medical places, clinics, senior centers.
More enforcement for current traffic laws. I can't tell you how many times I see a driver rolling towards me looking down at their phone. Mostly happens in residential streets, I'm guessing because the driver feels like there's less traffic so they can pay less attention.
Install infiltration facilities at groundwater seepage discharge points to keep the sidewalk dry. Wet sidewalks collect algal scum in summer and ice in winter, both of which are extremely slippery and create dangerous conditions that the City could be held liable for in court.
Address the myriad problems posed by multi-use paths: The B-G Trail is awesome, but dog-walkers regularly clothesline bicyclists. Runners are buzzed by bike riders. Better signage and guidelines (such as those at Green Lake) would help.
It is most important to build sidewalks in the neighborhoods that do not have them.
Google Maps and other mapping services have started routing traffic down residential streets, including my section of 49th St between Market and Phinney (also sent us up a steep brick road in Queen Anne). This leads to high volume, high speed traffic including many large commercial vehicles - some of which get stuck around traffic circles.
I think there needs to be signage and a new campaign notifying people in cars that it's the law to stop for pedestrians at unmarked intersections. That's where I feel the least safe. I live in Wallingford and I have to scurry across those intersections, encouraging my young kids to hurry, in case the oncoming car doesn't stop. Or, I wait for several cars to pass. Yesterday, we were going to the zoo and crossing 50th at an unmarked intersection. No one stopped because they (and many pedestrians) don't seem to know it's required by law.
If there two things you could build....it would be a REAL SIDEWALK on Greenwood Ave N and 3rd Ave NW.... ALL THE WAY to 145th.

Northgate Way always has pedestrians trying to cross from Target shops to the mall--they need more crossing and walk lights at more than just the intersections. Someone is going to get hurt. The barrier erected doesn't stop people from doing it, just makes them harder to see.
North Seattle sidewalks
Let us cross the street from any corner. No more intersections near the freeway where we can't cross on one side.
Speed reduction is not enough. Add speed bumps and roundabouts
"The greenway north of Stone that connects stone up to 125th needs to be made safer.
Perhaps building a P-patch with a wide paved walking path would make that area safer and more useable. "
Providing "safe" walking paths implies they will stay safe. Better to spend money on something everyone can use rather than something only those available for those who dare to use it. For example - interurban trail is pretty sketchy.
Zebra Crossings that are lit in some way.
Crown hill n 100th st NEEDS sidewalks to connect to schools and local businesses
Curb ramps
Foster a culture of sharing.
I am with Lake City Greenways and in the north end, we are using and designing greenways as if they are safe walking paths.
Enforce the existing speed limit. enforce coming to a complete stop for right turn on red. enforce stopping for peds in crosswalks.
Protected bike lanes create a buffer between pedestrians and car traffic. Build those and you do even more to calm traffic.
Adding ADA ramps, especially at high traffic areas, near schools and transit, etc.
Building new sidewalks where they are missing, with priority given to transit paths, arterials and schools, should happen before any older sidewalks are repaired. (Get in line!) This would have the benefit of getting all sidewalks on the same side of the budget, rather than pitting neighborhoods against each other.
You need to take into account that road diets have caused "calm residential streets" to have way more traffic than they can handle. See the 50th Street/Greenlake/Woodland Park Zoo intersection. Utter stupidity. Time to think through impacts.
Prevent cut-through traffic on residential streets

HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOURHOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (STAMPED AND STAINED ASPHALT SIDEWALK WITH CURB-RAISED WALKWAY)? OTHER:
Comfortable until one of the bricks becomes upheaved (tree roots, damage, etc), which seems pretty easy... then it potentially poses a huge hazard
Hard for wheelchair, bike, good for walking but it will help reduce car speed
Strollers and wheelchairs
IT strikes me a more for car pullover than pedestrians though. No signage.
Sidewalk needs to be buffered if adjacent to arterial
Looks like it would be bumpy for small kids on bikes and strollers. However better than the bumpy asphalt street.
Must work for wheelchairs, walkers, scooters
When SDOT or other contractors damage these (for repair of underground utilities) require them to be restored to original condition
Looks like a trip hazard for elderly, etc, if not smooth. Although I like the way it looks.
No barrier with vehicles.
Note: Staining is helpful but it doesn't last. Would also like white or reflective paint along street curb.
This kind of sidewalk doesn't last long. A waste of \$\$
WOW again why are you not fixing potholes and bridges instead of spending limited budget resources on this. Sidewalks in outlying suburban neighborhoods are unwelcome. We bought houses farther out from the city core for privacy and space.
No barrier between pedestrians and cars, uneven surface difficult to travel on for mobility impaired persons, no defined edge on the greenery side - the edge of the sidewalk will likely erode to an uneven trip hazard. Perhaps some kind of reinforced curbing on that side too.
This particular sidewalk is missing a buffer between itself and the street.
I have two toddlers. It makes me nervous to walk next to traffic, but I also have to put some faith in drivers. I do appreciate that the surface is treated against slipping in the rain.
Assuming the curb height is normal, I'd feel comfortable on this.
Sidewalks should be smooth
Cars can still drift into space, especially when darker
Likely to trip when using walking stick. Also, bricks get slippery in rain (example: downtown by federal building)
"The raised curb is fine if it is not too low so a car can accidentally jump it with ease.
However on wet or icy days I find cobblestone or tiled pavement to be slippery even with shoes with good treads.
For example: Westlake Park has tiled style pavement. When it rains it can be slippery no matter how good my shoes are. If stained asphalt is made with a strong traction maybe, just maybe it will be ok. Otherwise I would advise caution. I've slipped at Weslake and I've seen others slip too."
Please don't waste this money making something useless and ugly. Can we beautify Seattle?
Excessive for any residential street.
Looks like it would get icy in winter???
Neighborhood sidewalks would not need to be so wide.
They are unsightly
How high is the curb? And what is the expected life expectancy of this walkway....need of repairs sooner... more costly in the end? Seattle seems to have avoided much of the recession and seems to be thriving economically. Sidewalks seems like basic infrastructure not a luxury item.



If that's an arterial there needs to be a curb, otherwise comfortable
It's going to fade so quickly and not even be legible after a year or two. There is no way realistically the city will maintain the paint on that.
I am not sure if this pathway is composed of individual bricks. If it is composed of individual bricks, that is not safe. If it's a flat application of asphalt with a design made to look like individual bricks but is not individual bricks, I would feel very comfortable walking on it. In my neighborhood of West Crown Hill, sidewalks are desperately needed to provide safe walk routes to Marcus Whitman Middle School and Soundview Playfield. We have significant storm drain overflow problems that flood the streets, and any walkway put in would need to address these issues or it would become impassable during rains.
The road and walking path are visibly different and the sidewalk looks raised.
There is buffer between the walking path and the curb. A planted buffer between cars and walking path would make this comfortable. The surface itself is ok.
Bricks heave and cause a trip hazard. Also bad on wheels.
These can be pretty bumpy for strollers and wheelchairs - unless smooth!
Small children are less visible to drivers than on a raised sidewalk. Also, they are more likely to play on the curb and end up on the street.
Jumps, robberies and assaults.
My only concern would be long term wear and tear. How will it hold up to the test of time?
Can cause tripping problem. Difficult for those with wheels.
It's too easy for a car to jump the curb, thinking of the eastside death of a baby in a stroller hit by a car
Depends on speed of traffic
It needs more of a barrier. It looks pretty wide which mean more people might rather walk but also means more people can be on the edge of the sidewalk very close to the cars
No street trees here. Depends on the scale of the street and of development. The surface itself doesn't seem problematic, but there's a bigger package in play.
Space of sidewalk is good but there is no curb. A car can barrel up and create some damage.
Might be difficult for some people with baby trams
It does not appear to be lit.
Looks nice, as long as cars stay off them
Not well lit and could be unsafe away from any houses or businesses
No protection
Doesn't look like there is any buffer between the brick sidewalk and the car traffic.
Bricks can cause heels to snag which leads to falling. Also hard to push/ pull something across an uneven surface.
Not enough barricade from that low curb
This is to cost prohibitive.
A tractor trailer truck would run me over.
Nice color distinction and width is good but no buffer between peds and cars and curb looks very low so that cars could easily drive into pedestrian space.
Seems like a car could easily come over the small curb.
Needs to be illuminated.
Note: The image appears to be a rural road. I believe this type of sidewalk is more appropriate where traffic is slower.
Buffering needed
Looks like shoulder of the road not pedestrian sidewalk
I don't think Asphalt is very durable--not worth doing if it's not going to last!

I think this is fine, but that people might choose to park on this, unless there was enforcement and education about the need to park in the street.
Better than no sidewalk, but I'd want more separation if I was walking with my kids
"Asphalt has a short life. It's cheap
Try permeable concrete for sidewalks"
The pathways need to be porous.
Too close to traffic
SMOOTHER SURFACE IS BETTER FOR BABY STROLLERS & CARTS
I would like some Barrier that separates people from cars and bikes.
Surface needs to be smooth, to allow for small wheeled modes of transport.
Curbs hardly deter people in my neighborhood from hitting signs, poles, trees et cetera. But I would like them to notice, at least, a bump before they plow into me.
No barrier between street and sidewalk, sidewalk is very wide -- too wide unless it's a major walking/run-ning/cycling route. Needs more vegetation planted around it.
This is serviceable but ugly. Would prefer it to be straightforward asphalt, not tacky stamped & stained.
Doesn't look "raised" enough
Don't need the fake brick look
Too close to street
Brick would be a better option because it allows for water drainage and sub straight movement.
Zero barrier between Self and cars is unsafe for families ie child bikers, strollers.
The curb appears very low. It looks more like the shoulder of the road than a sidewalk
No clearly defined edges for visually impaired/blind to easily detect
It looks like an area for a car to park or pull over onto. There's something similar down on Westlake...looks like a sidewalk but it's really a car lane. Very dangerous.
Looks like a road where cars would be going fast. If speed limit was 30mph I'd feel better..
But we also may not need to stamp and stain, we have asphalt in spots in front of our place. Beside the tree root issues, there isn't anything wrong with black sidewalks.
Low curb
Cutouts at all intersections would be required--my family cannot cross streets where there is no curbside cutout.
Only if the curb is present...
Slippery when wet!
Increased probability of becoming slippery in rainy or icy conditions.
No separation from traffic
These may look to some drivers to be parking areas.
As long as there aren't deep groves between pavers that heels get caught in
I would like to see higher curb so cars have a positive stop before contacting pedestrians on sidewalk area
If the cars were going fast I would feel uncomfortable... if the cars were going slow, I would feel comfortable
"This would be bumpy for my dad, who uses a walker.
If I was using a scooter or wheelchair, I'd want to know if I could get on or off of the street.
All of your options are for Asphalt walks which other than separation from traffic function similarly--poorly as they are irregular surfaces at best.. These are ugly, and degrade neighborhoods. You would find non in middle class or better neighborhoods. Concrete walks should be used exclusively. This would improve poorer neighborhoods and help improve these folks living conditions. No asphalt.

Asphalt sidewalks are a very poor choice and degrade a neighborhood. Neighborhood would be better off with no sidewalks in most cases.
There is no buffer from speeding traffic. It would have to be on a slow, residential street.
Too easy for cars to swerve into pedestrian area. would be much improved with a planting strip and trees separating
Also, depends on the speed limit of the adjacent roadway.
I would need to know more about the longevity of this method before really making a decision.
A bit close to the traffic
Too many seams to walk comfortable in anything but sneakers or boots. Nothing to walk too.
Depends completely on traffic speed and congestion. <25mph=comfortable, over 30mph esp with heavy traffic=not comfortable
They look like cars can drive right up onto the "sidewalk. I also think that they give the impression of safety that isn't there.
Your picture does not seem to be of the type of path you are describing. It seems to have paving blocks.
Does this have a curb? It appears so in the picture. A curb goes a long way toward making me feel more comfortable.
Their needs be a buffer between the pedestrians and the street. Even a parked care would be better than straight curb or with the money you save on installing these you should plant some trees.
This particular color is somewhat ugly though.
It looks like it would make for a bumpy stroller ride
This walkway looks significantly wider than that shown for question 5.
What's going to keep cars from parking on them?
This is a beautiful path, I would raise the border a tad so cars do not feel the need to park on the sidewalk
How does street parking interact with this type of walkway?
But how much will they cost to maintain versus concrete sidewalk?
Would prefer a tree buffer since the curb is rather low.
No buffer to street
Depends on many other variables too. See above comments
The image shows a "low-cost" and stark solution. There should be some barrier or amenity differentiating the zones of the sidewalk to create a more dynamic public space while providing a buffer from the road for pedestrian safety.
Depending on traffic speeds, since there is no curb.
It looks nice but it depends on the speed limit of the road the sidewalk is next to
Not good in rainy weather. Brick surface too slick, bricks after a time break apart and become unstable.
We live on a very busy arterial street (30th Avenue N. E.) and need the sidewalks promised for the East side of 30th Avenue N. E.
With one caveat: Speeding and Texting Drivers.
There needs to me an additional barrier between the sidewalk and this type of street. Maybe a bollard.
No buffer between me and the street; and this textured asphalt sidewalk will deteriorate much faster than a good quality concrete sidewalk. 5 years from now, this sidewalk will be humped, cracked, and dangerous.
Are there street lights at night, are there road bumps to keep cars from speeding?
I have a 4 and 1.5 year old and I would be worried if the street were very busy
Anything is better than nothing!!
Lack of barrier, street trees or planting strip between traffic and pedestrians. Also, long, straight stretches of roads also encourage drivers to drive too fast.

Would be better if barrier between moving vehicles and sidewalk.
Sidewalk designs with lots of lines/gashes make it easier for falls when wearing certain types of women's shoes.
Would the stain wear off or look unkempt over time? This would be a very unfortunate place to walk if so.
Curb not high enough
I don't walk in residential neighborhoods that don't have sidewalks. I would support funding for low-income neighborhoods, but for rich homeowners that bought their home knowing there is no sidewalk, I think that they should be on their own for developing a solution. (ie Northwest Seattle in SFR neighborhoods).
Asphalt is toxi to the groundwater, animals and humans so no I would prefer a 'green' alternative!
It depends on the speed of the traffic and the shape of the road-also how wide the path is.
Depending on how fast cars are going or if bikes are also using this option, it is not safe at all
The city is the city. You should not ghettoize neighborhoods because sidewalks have long been ignored. Build real sidewalks to city standards.
Seems like could be confused for parking strip
Proximity to high-speed, arterial traffic is still unpleasant
Too rough for wheelchairs
Reflective paint will wear off. Cars will park there. Depends on adequate street lighting.
"The problem is that these will not last as long as concrete sidewalks, so it would be important to include in the budget, costs for the city to maintain and re-install in partnership with home owners.
It is unclear to me if this path is raised up from the road surface. In my neighborhood the only sidewalk available almost anywhere is a flat strip of asphalt with no elevation from the road. As a result, they are frequently driven on by impatient motorist trying to get around turning vehicles, and constantly parked on with absolutely no vigilance by parking enforcement unless a local resident makes a complaint about a specific violation. I would be perfectly happy with this type of walkway IF there were a commitment to keep it clear of parked cars, and if it can be made clear that it must not be driven on.
Concrete, not asphalt. This stuff is cheap, will break down. Concrete.
Speeds need to be slow
This will become a parking area.
What is the speed and traffic volume on the adjacent street?
It looks like a shoulder and no indication of speed limit.
We need parking more than sidewalks in residential neighborhood crown hill
It doesn't have enough of a barrier between cars and people. This material is not as long lasting and it looks terrible.
Some drivers may see this as a shoulder, likely to be blocked, doesn't feel safe.
Depends what street.
Comfortable until it develops bumps and cracks and isn't smooth.
Very comfortable with the space allotment, but this seems to be the unnecessary "Cadillac" option in cost
Not comfortable because I do not believe this surface would remain in a comfortable state, given the issues with asphalt and tree roots.
Clear distinction would be required like color difference pictured
While economical, asphalt quickly degrades, resulting in high-maintenance and unsafe conditions over the long term.
They will be comfortable but since they are not durable they are a bad investment
Distracted drivers, easy to veer onto path without elevation change, very likely to fill up with parked vehicles.
Don't know. I need to experience it first.
Very comfortable as long as this is not a highway or high speed area.

Can become trip hazards over time.
Is this a softer surface? Medical community states walking on current streets hard on joints. I can't walk like I use to because of the hard street surfaces.
I would feel vulnerable to injury by poor drivers.
This is great if it does not remove roadways
It's difficult to tell without seeing the rest of the street, how close the travel lane is to the curb, or what the speed limit is. Context is necessary to make a good judgment.
If speed are reduced to prevent cars likelihood of jumping curbs and hitting pedestrians
I doubt the asphalt would be very durable over the long-haul in our climate
Curb and material OK. Adjacency to fast -moving traffic with no protection NOT OK. That's the typical State of WA NON-solution.
But is it cost efficient if it doesn't last as long? Also not very smooth for wheels.
Looks bad for bicycles and wheelchairs
This looks good. Why only in residential areas without streets though? This could be a solution for arterials such as along Shilsole Ave. behind very popular Ballard Ave. The more remote neighborhoods without sidewalks in my experience are typically away from transit and village centers. Improvements there first will benefit few people and will not promote pedestrian growth. Something like this that looks like brick could also be used to pedestrianize streets like Pike/Pine or Ballard Ave.
I live in a neighborhood without side walks, Crown Hill, KEEP IT THAT WAY. I don't want side walks.
Might not be the best for pushing strollers or pushing wheeled carts that help pedestrians "carry" groceries and other necessities
But asphalt doesn't last like concrete - not a good long-term choice.
This kind of stamped asphalt gets rough and rocky quickly. It can lead to scraped knees and easy trips.
This isn't enough to signal clearly that this is pedestrian space.
As long as it has a curb not just asphalt like was installed on NE 95th between Lake City and 35th NE. Cars park over it and no protection if car swerves.
Not needed, bad way to spend tax payers money.
Note: Toning down the color would be nice
We are a family with two children in strollers. This road does not have enough buffer between cars and the children.
It is fine, as long as there is a clear barrier for the cars
Brick tend to get uneven with the rain.
To close to traffic
I need to know how slick this surface is when wet before I'm comfortable.
"It would depend on the type of brick. Often bricks are slippery in wet weather and concrete isn't.
So traditional bricks would be a hazard, but if these were concrete bricks, that would be okay."
Prefer permeable surfaces. Like the dirt/gravel street-sides in my NE Seattle neighborhood. We don't want sidewalks of any kind!
There's not enough shade. Also, the walking path needs to be more shielded from the roadway. Maybe guard rails. with railings for people who have difficulty walking to lean on?
Looks barren
Might think about adding bollards in places with a lot of kids -- still cheaper than curbs and drainage. Like this idea a lot!!
Lack of separation from roadway, straight wide open roadway encourages high vehicular speeds
These work! We need more of them; the sooner the better!!!!!!

I am concerned that asphalt will not last as long as concrete and that we will have a maintenance issue and poor surfaces down the road.
These surfaces aren't well maintained and evolve into tripping hazards.
Try pushing a baby stroller on it.
Only if there is some kind of barrier (trees, etc) between sidewalk and street.
Slippery when wet
I have small children and there isn't enough of a buffer between walkers and traffic here
They are not raised off the ground enough, which creates too little difference between the road and the sidewalk. In my experience they also tend to fall apart and create uneven, and in too many cases, unsafe conditions.
Metal bollards between Road and path...
There's essentially no barrier between traffic and the sidewalk. I'd be even more uncomfortable with this setup if it existed only on one side of the road.
There is no curb. Part of the curb of a traditional sidewalk is for safety.
"I'm always looking and keeping an eye on my surroundings regardless of sidewalks, lights,
Or otherwise because you never know when a car will drive off the road."
Not a fan of "Lower-cost options" because they do not last. Use proven concrete that will last a long time. There is no lighting shown in this picture, which would not be safe at night.
That seems fine, but I'd rather people walk through a busy area. if you get hurt in a field, you might not be found for days.
Smooth sidewalks for people with Walkers (Zimmer frames) and wheel chairs. A slightly rough surface to avoid slipping is a good thing but lumpiness is a bad thing for those of us whom need to propel ourselves with wheeled support. The exception would be on steep hills where lumpy surfaces can help us with braking. The color isn't important. Reflectors that separate the street from the sidewalk could be helpful as drivers seem so distracted by their smart phones, etc.
It would depend on the speed limit for that street.
How does stamped asphalt hold up over time? Will it get all bumpy and cracked after a few years. I'd rather you spent money to establish something that will last for many years. So it right the first time is the interim strategy will deteriorate more quickly.
No physical barrier from cars
Concerned that asphalt would quickly break down especially near tree roots
Depends on the type of street; if residential, it's probably fine; if it has fast traffic, I'm uncomfortable
The only way this kind of path works is (a) if it really is red cobblestone (which is quite pretty, by the way)--if it's not red, then forget it, and (b) it's really this wide or wider. Any narrower, forget it.
The picture looks exactly like the bricks in UW's Red Square, which are incredibly slippery when it rains.
The path itself is no problem and looks great. What makes me uncomfortable, is there isn't any kind of barrier from cars, the space seems wide open, if a car lost control, it would be very dangerous.
This does not address unsafe street crossing.
No traffic barrier exists.
Ugly, poor workmanship, settling - rather have nothing than this. If you're going to bother, do it right not engage in quick fixes.
Not great for slow cyclists
It is too easy for tree roots to lift asphalt and weeds will grow in all those cracks.
I live in busy city. Bikes would go up and over. nighttime color would not been seen.It would never be changed out.
The complete lack of any traffic enforcement in this city makes our roads extremely hazardous, and as such, bringing pedestrians closer to the road will only end badly.

Looks like a place for cars to park
Paint the curb yellow and add lighting.
Need more of a barrier between street and walkers
Not enough of a barrier between you and a car
No barrier between walking path and cars. Also it seems so isolated. I'm used to talking in Seattle where there are a lot of people around.
No space between cars and pedestrians
While this will be a step in the right direction, my hope is that Seattle Police and the justice system will actually enforce laws protecting "vulnerable users" including peds, skaters, and cyclists, from irresponsible drivers. This is the more important aspect that needs to happen concurrently with sidewalk related improvements.
Asphalt is a cheap material that has no durability and will lead to endless amounts of maintenance.
Too close to traffic. Based on the sidewalk south of Nathan Hale and Meadowbrook Community Center, I question the durability. It seems to wear poorly at corners.
Slippery and mossy in rain
Where is snow clearing buffer? Otherwise is okay.
Stamped and raised is good. The color is too ugly.
Don't want to lose only parking in the neighborhood!!!!!!!!!!!!
What's wrong with gravel? Like along NE 117th St from 15th Ave NE to 23rd Ave NE?
A car can easily drive over the sidewalk and hit someone. the curb doesn't look high enough.
I live near this street and that sidewalk is awesome! I love it! We walk it all the time to get to the community center and park. Almost daily. Fantastic sidewalk.
It works for me now, but two years ago it didn't when I was using a knee scooter after a operation.
The curb does not appear to have the capacity to redirect a car or jar the driver into alertness.
I'd like more of a barrier or separation between the people walking and the people driving. How would a stroller roll on the stamped surface? Asphalt can be rough and irregular.
Red bricks? This looks fantastic! I would love to have sidewalks like this!
Sidewalks are expensive and I am part of the middle class of Seattle. I am afraid my family will become economically vulnerable inside the city if my property taxes continue to go up as my job is not paying me anymore money to compensate government's insatiable appetite and endless property tax increases. Please help the middle class and the fixed income folks and keep taxes and utility rates low. Don't make us leave our homes via over taxation, please. We are middle class and fixed income people and we belong here, in Seattle, too.
I'd be very comfortable if I was more certain that there was a clear difference between the sidewalk and the street. That isn't the case on the intersection of Greenway and 130th, where the sidewalk almost looks like a turning lane.
What was here before the sidewalk? Are we narrowing the street, removing plants, or removing parking? Looks like the road was a smoother wheeled experience than the new sidewalk. The picture looks like a park, for a running trail gravel is better.
I believe this pictures is taken from NE 105th south of Nathan Hale High School where we reside. And this is a wonderful path to walk on.
It depends the kind and speed of traffic is travelling on this street
My only concern is that bricks would come loose
I would emphasis my choice of an asphalt walking path is contingent on there being a clear raised curbing and attractive stamping/color.
The higher the curb the better.
I'm so desperate, it's better than nothing! :-)

I worry that these will quickly degrade with tree roots etc and become hazardous. Even sturdy concrete side-walks suffer from this eventually. Otherwise they seem okay.
No separation, road designed for excess speed.
Need more separation from traffic (trees). Looks fast traffic
Comfortable if in a residential area with residential-speed traffic. Another concern would be if cyclists took over the pedestrian walkway.
Not so easy with wheeled unit (shopping cart or walker or non electric wheelchair)
Awesome! Do blue and green near stadiums and get our teams to kick in some \$\$ to help.
Walking with kids and/or a stroller most of the time. No barrier from cars.
Not good for heels
The picture does not show any drainage, which doesn't seem like it would work in Seattle. As for the material itself, I'm not sure how it would differ and so I can't say for sure. I would say, however, that the best thing about Seattle sidewalks is the planting strip, and so I would hope that using asphalt would not preclude that.
The key here is "raised" walkway. Otherwise, it's just another place for drivers to hit us.
I live on this street, and while the sidewalk is fine for an adult, it is scary for children and pets given that cars can come within 1-2 ft of the curb, often driving between 25-40 mph. Some separation is critical between the sidewalk and the roadway to provide a margin of error. Even a white painted line the width of a bike lane would help.
How safe is that surface in the rain?
They would have to be clearly blocked from parking.
Is this type of walking path more likely to be uneven (tripping hazard)? I wouldn't like this on a very busy street.
I think over time the maintenance would suffer. Tree roots, water ponding, etc over time could cause buckling, which would be dangerous. You know better what that looks like but that is my initial impression of these types of sidewalks. Plus is they are permeable.
If there is traffic, especially if it is over 20 mph, no way. These pictures don't make it clear how fast and how much car traffic is involved, which affects comfort.
ANY sidewalk (or a marked path for that matter) would be AMAZING!!!!
If busy traffic (ex: 45th street near I-5) NOT comfortable.
It would depend GREATLY on the traffic on the adjacent road, speed and volume.
I'd be concerned that the surface would get uneven and damaged after a few years and people could trip and fall and get injured.
Look at ADA. How would someone with mobility issues maneuver here?
I AM comfortable. Especially with the raised curb and the different color to distinguish it for drivers.
Although I would prefer a barrier between the the road and the walkway.
I like the path, but not the lack of buffer along the street side.
There is not enough of a barrier between the road and walking path
Walking fine, pushing stroller, not so much
Trolley bouncy for my wheeled friends
"Though looks like a quiet street.
If a busy street, would want a buffer between curb and sidewalk."
Cars often drive 25-35 mph in this location and are often less than 2 feet from the curb. Walking this block with my children on foot or with kids on bikes ranges from fine to terrifying.
Depending on vehicle speed.
Bricks will get displaced over time. Look at the ones around Central Community College. I also like to ride my unicycle on the sidewalk and this makes that more difficult.

I don't mind the surface, but having no barrier or trees provides very little protection
The roadway is missing from the picture. I'd want a buffer if lots of fast-moving traffic.
But they don't hold up to tree roots well.
It depends how wide it would be and how fast traffic were moving. How easy would it be for a car to drive up the curb? If this were narrow, I would not definitely not feel comfortable.
Those red bricks become slick and deadly when it rains, and members of my family have mobility issues. Also there's no barrier between cars and people.
I would be very comfortable but this would be somewhat bumpy if pushing a stroller or walker.
Level of comfort depends on speed of adjacent traffic.
Wheel chair, and blind may find challengeing and not safe, slikc surface on rainy days, drop off

HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOURHOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (STAINED ASPHALT SIDEWALK WITH CURB-RAISED WALKWAY)? OTHER:
These crack so easily and then make it difficult to use a wheelchair or stroller on!
VERY slick when it's wet and cold; almost fell twice in one week.
Very narrow for 2 children w/ parent
Comfortable yes but would make neighborhood look junky as it looks like an old ghetto sidewalk from 50 yrs ago that needs to be replaced with a newer sidewalk
The sidewalk coloring isn't sufficiently distinct from the roadway, and there is no vertical separation
Not enough color differentiation; if some sort of coloring could be added to the asphalt on the walkway then this would be perfectly fine.
Too narrow with a curb that is too short
Again, no barrier with vehicles.
Better than nothing, but curb is not well defined.
Asphalt sidewalks don't last that long
Is this the correct photo? it looks like concrete walkway.
How is this different from the previous?
This path is missing a buffer between itself and the street.
The sidewalk is narrow, but better than nothing.
It looks too narrow.
No buffer between cars/traffic and pedestrians. Especially not safe for kids, they could easily slip off curb into moving traffic.
Narrow, very little separation to road
Doesn't last very long though
Too narrow
Too narrow.
Excessive for residential streets.
Sidewalk is too narrow
Very close to the street??? Would be nice to have buffer between sidewalk and street
Sidewalk is not wide enough
Too narrow.
Looks uneven
Seems like narrow road space with walking and a very low curb...hard to tell from photo
I'm very comfortable with it for West Crown Hill as long as it also has storm drains so that it does not become impassable during rains.
Looks like a typical sidewalk with raised curb..
Too narrow, too close to landscape,too close to oncoming traffic lane, not enough room for oncoming pedestri-estrians to walk past.
The walkway is too narrow and there is no buffer between the walkway and the curb. The material itself is ok.
Too narrow, too close to traffic lane, too close to landscaping, not enough room for oncoming pedestestrians to pass.
Narrow and right next to traffic.
There's no color distinction between road and sidewalk, and as the case in this picture it's often on very cramped streets - I feel like some crazy driver could hit me (it would be nice if the trees/shrubs were on the other side of the walkway).

Very poor visibility for drivers, especially when small children are on walkway. No indications that it isn't a bike thoroughfare.
Those trees provide a nice place for robbers to hide.
Some idiot driver would try to drive on this, it's the same color as the road.
This looks too similar to the road and too narrow, once parked cars are added the sidewalk will be a bottleneck for passing pedestrians.
Comfortable, but not very nice to look at.
Too easy for a car to jump the curb or kids to get too close to traffic
Maybe the rise could be a darker color so that there is more of a contrast for drivers to identify.
This is somewhat narrow
It looks LEVEL with the street.
It just seems too close to the traffic. No barrier.
As long as it's wide enough for the wheelchair to pass.
Sidewalk is narrow, but this is a residential street (so hopefully traffic is slower) and this is certainly a vast improvement over no sidewalk.
This sidewalk is narrow, with no outboard street trees. Again, the surface isn't really the issue here.
Not enough room if there is two people. Especially if there is a stroller or wheelchair
This sidewalk is too narrow. It's fine if you live in an area where drivers adhere to speed limits, but if you live in Rainier Valley where many drivers speed, then this sidewalk is too narrow.
Looks too narrow and like traffic would be very close.
Very bumpy for infant in stroller. Lots of fumes in heat.
It seems too narrow. I would feel comfortable as long as the traffic speed and volume were quite low.
Too narrow
Not good for wheelchairs or walkers. (Does that make me sound old?)
Slow down cars
A little too narrow/close to traffic
No barrier to street
Sidewalk too small esp. if cars coming by and there is another person walking the other way.
I have something like this in my neighborhood already. Trucks just drive right over it.
As long as sidewalk is not cracked and uneven - need to prevent tripping falls.
Not sure about width
Can't walk with a group so it shouldn't connect places where groups convene (bars, church, etc). Also passing someone walking the other way would be awkward
Sidewalk is too close to the street, and is too narrow.
Not sure what the 'stained asphalt' adds to safety.
Too narrow and no buffer. I wouldn't feel safe walking with my kids on this street.
Asphalt sidewalks do not stand up well at all if the street is used by heavy trucks. Money invested in asphalt sidewalks has been wasted in Georgetown and destroyed by truck driving across and parking on them.
It's better than what we have now.
Too narrow
Looks kind of raggedy but I guess it's better than nothing.
It's a little narrow
These facilities make it difficult to walk side by side with someone.
Too close to street/car traffic
Too narrow, not enough of a curb to stop/slow cars from crossing onto pedestrian path

To narrow, close to the road, road is narrow too and cars could jump the curb.
Too close to the narrow road with cars weaving in and out.
Having more space and a landscape buffer between street and walkway would feel safer.
Again lack of separation makes me feel that cars will be right up against curb and my children would be in danger
Sidewalk is too narrow and too close to roadway.
Too narrow and close to street
Overhanging vegetation would only affect us if we needed to ride bikes on the sidewalk.
No buffer between street and sidewalk
"OK if division gaps are level & don't make for uncomfortable or less than smooth buggy ride
I would like a barrier between cars and bikes like in Amsterdam
The image depicts a narrow street with pedestrians exposed to vehicles attempting to move past stationary parked cars. Picture the SUV in a hurry; the pedestrians would be in danger as softer targets. No trees/shrubs/median to buffer traffic.
Doesn't look "raised" enough
Looks like there aren't a lot of fast moving cars for this narrow sidewalk
Too narrow, not safe
Brick would be a better option because it allows for water drainage and sub straight movement.
It looks narrow with a low curb. The vegetation is hanging down onto the walkway. There is no parking strip
At least there is a real curb
Sidewalk is too narrow for two people to pass each other
Unattractive, looks cheap
Although let's not waste the money staining
Too narrow, too close to the street with a low curb, i.e. - easy for someone to step/slip off or for car to come up
Whole street, including sidewalk, not wide enough to accommodate a large vehicle.
Not very wide for two to walk
Cutouts at all intersections would be required—my family cannot cross streets where there is no curbside cutout.
The curb is too low and too easy for cars to go over it it appears. I don't care what you use to make a sidewalk.. just make it high enough from the street like a curb
The surface is ok but in this photo it is pretty narrow for example an adult and a small child walking together.
No separation from traffic
It looks like street parking and part of the road.
Comfortable so long as the raise is sufficient to keep cars from parking here or drivers thinking this is a parking strip.
It's pretty narrow, no buffer between the end of the roadway and the sidewalk. There's trees dipping too low and it looks as if there is uneven concrete.
If ADA compliant for width
Again, I would only feel comfortable with slower traffic given the lack of a barrier.
Far to narrow.
A lot of potential for "trip" hazards
This sidewalk looks like one of the ones in Seattle that likely does not have a curb cut a mobility device would be able to access safely.
See prior comments

Asphalt paths are very ugly and very degrading to a neighborhood. It is not any better for a neighborhood than it is for a retail area to have this type of path, and Seattle has never used this in retail areas, so why not propose them in neighborhoods.
A bit narrow making the curb a tripping hazard.
It's really easy for a car to drive up on this or park on the sidewalk.
Looks kind of narrow, though
Narrow. Must step into the street to pass many people, including strollers. If wide, very comfortable.
With light, slow-moving traffic
I like these old sidewalks, don't care if they are a little frumpy. They are "identified" as sidewalks. It would be nice to have it a little wider, though. Curbs are necessary.
This is the same option as the first one. Have you messed up the survey? At least this time the visual is right. The path seems too narrow and there is no setback from the curb. The sidewalk needs a 3 ft planting strip to the curb.
As long as these walk paths don't take away driving lanes or parking.
Again you need a buffer between the road and the sidewalk. Especially here where the neighbors down the street have bushes growing over the sidewalk (across from the SUV)
Too narrow for two adult and child
Except after dark. I don't walk areas where creeps can hide close to the sidewalk after dark.
These are the types of sidewalks that get damaged and can hurt a lot when you fall down.
Example shown is too narrow
This walkway looks significantly more narrow than that shown in question #4.
Again, raise the border higher
Very comfortable if this is earth friendly
Typically on these three feet wide sidewalks, when two people come in the opposite direction, the single person steps off the curb, or if two meet two, two may step off. When the on-coming persons are teenagers, the person going in the other direction steps off. These three foot sidewalks are often the result of an encroachment by an abutting owner. The encroachments should be removed, but the City Transportation Department has declined to enforce the law against encroachments for several decades now.
But it would be difficult to accommodate one side of the street parking only in my neighborhood
Again, durability?
Too narrow, no tree buffer. Too low to road surface allowing spillover.
No buffer to street
Looks like one way driving or no parking on curbed side.
Positive is that this street actually has a sidewalk. Negative in that it is unsafe given the proximity and lack of a buffer from the road.
Not enough visual difference between walkway and road for drivers
It's too narrow. everyone needs to walk single file
Too slick, when it rains. Also, judging by the asphalt surfacing on the roadbed, depressions, develop which collect into puddles and sometimes breaks develop, both of which are not comfortable when walking in the dark to get to the bus stop to get to work. Had several injuries while walking on such roadbeds in the dark and in the rain. If the surface pavement can be kept level and without breaks, then it is a good idea and I would feel quite comfortable.
Need a buffer strip between(2-3') between walkway and street.
With one caveat: Speeding and Texting Drivers.
It's pretty skinny, but I would walk there.
Get the bikes off the sidewalk

Again, nothing between me and traffic.
Too narrow
"Lots of trees, so visibility is compromised. sidewalk looks worn - nothing between you and the car on the street
Nice for strollers
Looks too much like the street and it is too narrow. Cars might mistake it for the street, especially at night and/or if the street is poorly lit.
These are prone to damage by tree roots. Pavers pop up, making them hazardous. Uncontrolled growth of moss on the surface makes them slippery
Sidewalk is too narrow and lack of barriers between traffic and pedestrians, i.e. street trees, etc.
Too narrow and no barrier between sidewalk and moving vehicles.
Too narrow for family
Curb not high enough!
Too narrow.
Too narrow and not smooth.
Looks flimsy and poorly designed
"I hate asphalt, it is always bumpy as the earth unglutes which make swells and depressions along the path.
Looks a little narrow. however for a non arterial that would be ok
The city is the city. You should not ghettoize neighborhoods because sidewalks have long been ignored. Build real sidewalks to city standards.
Still close to traffic, but this looks like lower-speed road
Not wide enough, with a lot of spaces for muggers to jump out at you.
Curb looks very low and is right against street, trees not cleared to 8 ft height required over sidewalks.
Narrow, uneven, close to traffic and >>overgrown<<
Depends on lighting. What happens to neighborhood parking?
Narrow width of path makes me uncomfortable walking with my child. Does not look different enough from the road. Drivers at night, dark rainy day, or intoxicated on marijuana, or simply careless would be more likely to drive on the sidewalk.
For same reasons mentioned before.
Concrete. Concrete. Concrete.
Speeds need to be slow
Encroaching vegetation.
Looks too narrow
It looks narrow and sort of like the road in color
Too narrow/close to traffic.
It's a narrow walkway, with no room for someone coming in the opposite direction or wanting to pass without endangering the person who is forced to step out into the street. Also, looks like there's a high traffic volume with most of the parking spots taken.
Its too narrow, two strollers cannot pass each other
Too narrow; looks like it'd fall apart in a decade
Not comfortable because I do not believe this surface would remain in a comfortable state, given the issues with asphalt and tree roots.
While economical, asphalt quickly degrades, resulting in high-maintenance and unsafe conditions over the long term.
Need durable surface like concrete to make a good investment

It is too narrow and right next to traffic. It looks like someone's side mirror could take you out.
Don't know - I need to experience an asphalt sidewalk first.
It's hard to walk side by side with someone
Trip Hazards
This looks like it's too hard on joints - raised curb may be OK
I would feel vulnerable to injury by poor drivers.
It's cheap and of poor quality.
Visually too similar to street. Easy for a car to drive on it.
Too narrow
Narrow road, probably usually has slower speed - this is fine.
If speed are reduced and shrubs do not grow out over path pushing pedestrians toward the roadway and on both sides so one can walk against traffic
"I see motorists drive in bike lanes every day--on Columbian Way, and Rainier Ave. S (between Seattle and Renton). Motorists would easily drive over this bump too.
Doesn't matter what you stain it or stamp it with, it's asphalt. And I doubt it would be very durable over the long-haul in our climate.
Same comment as previous: material OK, adjacency to traffic NOT
Too narrow, and too close to traffic - no offset from traffic.
Looks like bicycle tires could get stuck in cracks
The curb is very low and the continuous concrete color makes the side walk difficult to distinguish from the road.
Not in crown hill
Better to have a margin before the street, but I'd take it at this point.
See previous note
One stumble and you're in the street. Drivers think kids are on sidewalk so speed by.
This looks narrow so if more than one person is walking on it, someone is going to be in danger of having to step into the street.
Needs to be wide enough for people to pass each other and still have some space.
Not enough of a barrier
It looks like a part of the road and drivers might drive up on it.
Note: Walk will need to be repaired.
Tree overhangs cause visual barriers.
Too narrow
Narrow path close to the road. Because it's one way, you can't see what's coming behind you when you walk in a certain direction, making it uncomfortable to step out into the street to get around someone.
Too close to traffic
Too narrow. No buffer from traffic.
See comment on previous question.
I have little kids. Too narrow & too close to cars.
A little narrow, and close to traffic.
Stop painting asphalt sidewalks to look like concrete. Looks too skinny for people to easily pass one another. Landscaping encroaches the sidewalk, too, making the walking experience "tighter" than the width provided suggests.
OK but would prefer parking or landscaping adjacent to sidewalk
Seems too narrow and right on top of traffic

People will park on these especially evenings and weekends when parking enforcement is not out. Ok if plastic tube posts would be put up to discourage parking.
Not enough buffer from road
Too narrow and basically provides no buffer. We have these along 3rd Ave NW and it's still terrible to walk down that street.
Narrow and not enough curb height to feel safe from a driver swerving to avoid something in the road.
Too narrow.
"This is better, but it's still difficult to get to and from the sidewalk, and there's insufficient space for passing. Also, shade would probably be variable, and there needs to be continuous access to shaded areas."
If it was wider I would feel more comfortable, as a mother who often uses a stroller to get around a narrow walkway is challenging because not everyone moves over to for you.
I do not feel that a sidewalk this narrow sends a message that I'm welcome.
I do not support asphalt sidewalks because they will not last as long as concrete. Maintenance is already a big issue for Seattle.
There is very little visual distinction between the road & the walking path.
City doesn't maintain asphalt walks as far as I can tell. Cement lasts longer with fewer problems.
Because it's ugly and whatever is selected should make the neighborhood more beautiful
Pretty narrow
This type of sidewalk was added in our neighborhood and it doesn't seem to last very long. Pieces of the curb are crumbling. Maybe there are ways to improve this method.
Not wide enough.
If they are level
Again, there's essentially no barrier between traffic and the sidewalk.
The idea is fine but this sidewalk is way too narrow in the example
Too narrow. Only two people could walk on this sidewalk. Not crazy about the raised walkway. Does it serve a purpose?
That seems narrow. I would be in the splash zone.
Hard to see, looks narrow and easy for a home owner to block with their trash bin
No separation, narrow and vegetation appears to hang over sidewalk,
Sidewalk is too narrow and seems too low next to the roadway pavement.
Pictured sidewalk is very narrow.
unmarked curb looks like part of the street at night
It is too narrow. Two people may have difficulties to walk side by side.
No physical or visual barrier, and it looks too narrow as shown
If no parking on same side of street, you lose that protective barrier of parked cars.
It looks tacky and would probably be an eye sore in the future.
Concerned that asphalt would quickly break down especially near tree roots
This is not acceptable. Way too narrow. Two people can't walk side by side here, the vegetation will quickly overgrow it and make it impassable, and the grey color makes it look visually like a part of the street. If you can't communicate visually to drivers that it's a pedestrian lane/sidewalk, then forget it. It needs to be painted red, yellow, or green--or maybe use red brick instead.
Little designation between road and sidewalk, but cars only on one side, so somewhat safer
The sidewalk is too narrow
Again, the path itself seems okay (though not as nice as the previous one) It seems very narrow and would not accommodate strollers, wheelchairs, or several people without someone having to step into the street



This does not address unsafe street crossing.
Is it paved?if I were pushing a stroller, in a wheelchair or vision impaired I would want pavement. It seems too narrow.
Feel hemmed in
See previous response
This appears in this photo to be concrete, a much more permanent solution, not asphalt. If so, that would be fine.
It looks very low to the street, but maybe the picture is deceiving. I feel like there should be at least 6" or normal curb height for me to feel comfortable. I've seen cars jump sidewalks in my neighborhood which is scary.
What is the difference between that and the last ? stained gray?Asphalt does not last says the City when asked for "quiet streets"
Too narrow
Tree roots will raise these sidewalks easily!
Same complaint.
The sidewalk looks too narrow and not maintained, thus dangerous.
Too close to the street. Pedestrians need some buffer, or a wider sidewalk.
Seems too narrow and too close to moving traffic.
Too narrow, so people spill into the street when they are walking in groups and no buffer at all
In the photo the sidewalk appears too narrow to allow two people to walk side by side, or for a wheelchair or double stroller. This sidewalk is also not maintained, so stones and vegetation make it narrower in places than it should be.
Looks like Seattle streets I'm used to. There are some parts of the sidewalk that need fixing.
No space between cars and pedestrians
It is not even and might overturn a walker that I use.
Once again this is cheap and it looks cheap, I do not want my taxes wasted on asphalt sidewalks.
Too narrow and too close to traffic.
Asphalt is more comfortable than concrete, due to lower hardness factor.
This looks too narrow.
Again where is snow clearing buffer?. Otherwise design is fine.
This sidewalk is pretty narrow. On garbage days, add collection bins to the sidewalk and you have people walking in the street again due to the barriers.
Narrow
Not enough cushion-factor in the material (i.e., too hard)
People can trip and fall
I would be comfortable if it were gray but not stained red. Different gray from street would be okay.
Your pictures are not consistent with the question, and will skew results. the first question (stamped concrete) showed a MUCH WIDER sidewalk. this sidewalk here is uncomfortably small, although the MATERIAL is irrelevant to comfort.
"Again we would lose parking
Hard to see at night; unevenness
Impervious surface is bad for all life on earth. Stick with gravel.
Cars can too easily go over the barrier.

Can't tell the height of the curb from this photo and the sidewalk looks narrow. Why has the City been whoring itself to developers in Bellow and South Lake Union when it should be providing sidewalks for everyday citizens. This screwed up city believes only people ST or District or Cap Hill etc walk? It's dangerous to walk on my street. Promises broken from decades ago. The City of Seattle has lost its way, will strangle itself on its own silken sash.
Too close to traffic
Too narrow.
Prefer a barrier between walkers and movers.
A bit narrow, but still a great option for where there are no sidewalks.
Narrow, and not much different between sidewalk and street. Just the edge doesn't make it safer.
Again, I know that this information is for proposition 1 - Move Seattle - and I do not want to get taxed out of our home here in Seattle. Our children and grandmother, as well as my wife and I, would like to stay in Seattle as middle class residents. Over taxation will force us to leave. Please help.
Looks pretty narrow to bicycle on. Also doesn't look very well maintained. How many people could walk side by side.
Depends on traffic on road.
The issue with this option is maintenance. Doesn't it break down more quickly than concrete?
Too narrow and not much differentiation from street
It looks like it's too narrow and might be missing a curb ramp at the end.
Assuming this is (as it looks in photo) a lightly trafficked residential street.
Too narrow
No barrier to cars
Too narrow and close to the street.
Depends how fast the cars are moving on the street.
Cars often jump short curbs like this and park on the sidewalk, limiting pedestrian use of the walking path.
As long as it were wide enough
The walkway needs to be twice as wide.
Too narrow
Too narrow, surface looks iffy and very likely that shrubbery will soon intrude
On slow streets, a low curb is okay.
Not sure if bikes would still use this sidewalk
No separation, sidewalk too narrow for stroller and kid.
The picture shown looks quite narrow. However, a wider sidewalk such as this would be very comfortable.
Its not separated from the road.
Would motorists park on the sidewalk? Better if curb painted red or orange, but of course, wouldn't show up at night.
Too narrow
Depends on durability. Not sure about asphalt.
It's pretty narrow
Is this really raised? Hard to tell by the photo, looks like part of the street. Because sidewalks haven't been for years, drivers may not notice the difference between the street and sidewalk if they are the same color and drive pedestrians off the street as they do now.
Again, there is no parking strip and no drainage. If this building material would not preclude those crucial items, I don't see any reasoning why this material would necessarily be worse than cement.
Not sure if cars would see the difference between road and sidewalk

The surface is fine, but again, there needs to be separation between the roadway and the sidewalk. Requiring cars to park on the sidewalk side would work fine- anything to create space between moving vehicles and pedestrians.
Too narrow, no promising places to cross, bad views of driveways. I'd rather have no sidewalk than this.
Picture as shown has low curb, meaning drivers will park cars on it.
If there is traffic, especially if it is over 20 mph, no way. These pictures don't make it clear how fast and how much car traffic is involved, which affects comfort.
I like the color differentiation of the other one - feels safer somehow.
Too narrow and too close to moving traffic.
Very narrow with no buffer
This depends again, on the traffic that street carries, but sidewalk looks too narrow for even 2 ppl.
It is UGLY
Too narrow
Look at ADA. How would someone with mobility issues maneuver here?
Too narrow, not enough of a buffer between pedestrian and traffic.
"Somewhat uncomfortable because it's not easily distinguished from the road for drivers.
"The level of the sidewalk and the color are too close to that of the street, making for a more confusing demarcation between road and pedestrian path (for a moving vehicle)
The path is nice, but it's narrow and there's no buffer.
Narrow sidewalk and no barrier
It's narrow as is the street, thus making the chance of a vehicular collision higher than if the street and or sidewalk were wider. If a bad driver comes up onto the curb, there really is no place to go/dodge.
Not enough visual contrast difference in car and pedestrian path
Narrow
Hard to tell how raised it is--could drivers mistake it for shoulder?
Residential quiet street with sidewalk? Yes please.
Again depends on speed of cars and trucks.
It's narrow appears to be kinda low
I would be uncomfortable walking with kids here. Looks narrow.
Not accessible enough. Too narrow, too close to traffic. People drive very fast at night down residential streets, so being so close is scary.
Narrow.
The walking path is too close to moving traffic. It's not wide enough and there is no buffer to provide safety for pedestrians.

HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOURHOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (CURB-SEPARATED WALKING PATH AS THE SAME LEVEL AS CARS)? OTHER:
Cars could swerve
This is not much better than a penciled in line.
No real barrier between street and sidewalk - also looks like a speedy street.
This feels cheap and unsafe
Absolutely not. I can just see all the kids falling down on their bikes hitting that raised curb. Would also be a huge pain to lift stroller over it. Worse of the 4 options.
But curb needs to be higher to reduce risk of a distracted driver jumping curb
The left option is "Not comfortable," the right one would be okay. The difference is the degree of color difference between the driveway and walkway.
There is not enough separation
Water would likely pool along the continuous curb and get splashed onto pedestrians, or would run over the sidewalk on the one with staggered curbs (which is more preferred because it is more of an impediment to drivers)
I would be NOT COMFORTABLE walking on the path on the left that isn't paved, because it's more likely that cars pull over to use as temporary parking. It's too similar to being part of the road.
As long as cars can't park on this type of walkway which would mean walkers would have to step out into the street.
The typical asphalt treatment at grade does as shown in top photo does not cumotorists to the presence of per facilities. In our neighborhood they often park directly on the path.
Curb doesn't look like it provides enough of a barrier and it is ugly
It is too easy for a car to hit a pedestrian
Not a safe enough barrier
Curbing along street still needs more definition.
That raised barrier could actually be a tripping hazard for folks not paying attention.
I think cars see same-level paths as part of the road and are way more likely to veer onto them.
Still no defined curbing or reinforcement on greenery side.
If that is dirt on the left hand it would get muddy.
I would prefer having a height advantage to moving traffic, which a raised sidewalk would provide.
My kids would see those ledges as something to walk on.
Expect SUV type wagons to 'breach' the line.
Comfort level is highly dependent on car speed in this situation.
Need more of a barrier from cars
Sidewalk is only on one side of the road.
It's better than nothing, but dangerous for kids on skateboards.
Only not comfortable with the photo that depicts no color differentiation between the street and walking path. If this solution is to be implemented, the walking path and barrier should be a distinctly different color--as in the photo on the right.
On a very rainy day this might funnel water down the path.
As long as it was well lit
Drainage, and if it's gravel or sand, it won't work as well for wheelchairs or walkers.
I have a preschooler and walk would want more separation between me and the street.
Looks like an accident waiting to happen and would end up as parking strip!

Kids and older folks trip on these
Depending on the speed of the cars moving past, this could be fine or it could be unnerving.
Much of what makes a sidewalk safer than no sidewalks is the physical barrier between car and pedestrian. For the example on the left, that asphalt covered bump between an asphalt road and asphalt path is essentially invisible at night. Quit being cheap, Seattle.
Not enough separation between cars and people...we live near a curb separated bike trail and see cars driving in the bike lane all the time.
These don't have the look or feel of a proper sidewalk, more like the shoulder of a road and wouldn't feel that safe.
Lot of careless driver in Seattle
Not enough protection from traffic. Accumulation of road debris and flooding.
I have small children, not necessarily a clear enough division for them.
These roads look like they might need a protective barrier for pedestrians
"From these pictures it seems that this road could be a busy road and the low curb does not create a safe walking environment.
I would choose "somewhat" but the two pictures show scenarios that are very different to me. The version on the right - with light grey path and sectioned curbs appears more deliberate and safer. The version on the left is harder to tell what is the road and the path. Maybe that is just the photo, but if it's at all accurate, it feels less comfortable because the division between path and road is less stark.
Not much of a barrier between cars and small children
Only if speed for cars was lower in this area.
I'm very comfortable with it as long as it includes storm drains so the walkway does not become impassable with rains that flood the streets in West Crown Hill.
Would lobby for sidewalks on both sides of the street :-)
These are both terrible. The curb separation is a good concept, but having the walkway immediately adjacent to the driving lanes and at the same elevation creates a sense of insecurity. Drivers on these roads will perceive a wider roadway and are likely to speed. There needs to be a buffer between the pedestrian and the moving vehicles.
Too narrow, too risky for oncoming traffic to jump curb into pedestrian lane.
The left looks too much like street to people in cars
Too close to oncoming cars appears to risk cars jumping into pedestrian lane. Poor visibility of curb definition.
Not enough separation, visually or physically.
Still looks narrow. Nice surface, curb is higher, but separation distance still somewhat low.
There's no real barrier from traffic going 20+ on these types of roads
The barriers on these paths tend to break down faster over time. The one on the left is similar to 3rd Ave NW which is extremely dangerous.
Drivers will feel too comfortable in popping right over that.
The asphalt color matches the roadway color and appears like the shoulder of the roadway rather than a pedestrian walkway. This may result in cars parking in this area or travelling at higher speeds if the roadway looks wider than it is. Also, concrete wheel stops are a tripping hazard and do not allow space for wheelchairs, strollers, or kids on bicycles to move from the roadway onto the sidewalk, or cross the roadway
The bottom picture is fine, but the top one is like walking on the shoulder which feels dangerous if it's alongside a busy street.
It doesn't even feel like a sidewalk. It's easy for cars to go over this kind of curb. I like the color distinction better on the right photo but it doesn't make me feel safe.
Without speed reduction measures in place, this seems too dangerous. No real barrier between the road and walkway.

27th Ave NE would still be too narrow, & dark, plus cars can easily still run you over
Being at same grade as vehicles just feels dangerous
Still a lot of trees and shrubbery for people to hide behind.
The picture on the left is uncomfortable because it's hard to tell the difference between the walking path and the shoulder of the road. The picture on the right is comfortable because it's clear that's a walking path and not the road.
I'd feel too close to cars.
This looks like a wide shoulder for cars and bikes, I would worry that they might drive off the side of the road or try to pull over onto this sidewalk. I prefer a raised sidewalk or at least separating the sidewalk with some landscaping to ensure cars don't try to pull onto it.
Still too easy for a car to jump the curb
Looks like traffic may travel a bit fast on this type of road. But better than nothing.
Because someone could trip over one of the curbs and fall into traffic. especially kids while playing and perhaps not paying as much attention to surroundings.
The incentive to "cheat" in this space for vehicles becomes stronger when there is less risk of damage. If you have two wheels up in the air on a raised sidewalk, you're probably having a legitimate emergency and not just frustratingly cutting through the bike lane. Plus, water buildup and pedestrian splashing would be very common on rainy days.
Narrow and no buffer from the moving traffic
"No barrier
Comfortable if the curb is high enough to provide some level of protection.
Again - AOBVIOUSLY because it is LEVEL with the road.
You could easily get injured if you step in the crack or don't see the curb.
Looks like cars would be going very fast on this road - not much of a buffer. I would use it but I wouldn't feel safe.
These sidewalks are narrow, with no outboard street trees no intervening parking. The modified curbs look straight and orderly now, but over time they'll likely crumble or get knocked off center.
I was taught to walk facing traffic flow. This works well for areas like this. Are people still taught to face traffic so they can see what's oncoming?
Too narrow for speedy traffic
As the curbs degrade it seems easier for cars to accidentally drive onto the walkway
#6
Needs to be a strong color difference. Afraid of rocks flying up and hitting me as the car drives by.
I am concerned that cars and bicycles would mistake the sidewalk for part of the roadway or a bike lane so they would feel they could drive on it without regard for those walking.
People don't pay attention when driving and I would feel unsafe on a path at the level as the road.
Only on low speed roads
Cars may drive fast too close to pedestrians
I would say the picture on the right makes me more comfortable than the one on the left, the one on the left looks like a gravel pathway, which to me doesn't feel like it would be much of an improvement over what is already there - in neighborhoods that don't have sidewalks (particularly Lake City - where we lived for several years).
Comfort depends entirely on the traffic speed and volume
Depends on the speed limit on the street. If speed limit is low, might feel ok
Too close to traffic-the image on the right is better but not attractive and the curb can move if a car hits it
Depends on speed of cars

Slow down cars
The top and bottom photo are different..each should have their own set of options. Top photo not at all comfortable..no lighting or curb
I would only be comfortable with this if speeds were way reduced and actually enforced. In my neighborhood, speed is not enforced despite multiple accidents and request to SPD to patrol w speed traps
Freight will just drive over this. No regard for pedestrians in Georgetown.
Too close to just walking on the road.
No barrier
Sidewalks too narrow and too close to vehicular traffic.
The path on the left would get muddy in the rain. the curbs feel like it would not protect pedestrians from cars, and each are too similar in color to the road. there is also a lack of street lighting.
It looks like the road for the cars, not pedestrians
These look like fast roads and the pedestrian space looks narrow without a good buffer. The image on the right side looks slightly safer and more pleasant but neither one is great.
If it were in a place where there isn't much traffic it would be ok, but if it were in a place where cars line up it would be an invitation for the car to use as a go around.
Again, better than what we have now
Too easy for little kids to get into street
Too close to the street, needs buffer between sidewalk and road
Just too easy for cars to veer into people.
Same level does not protect from water splashes and can become a channel for water. Raised walks are designed to shed water and are preferable.
Again, depends on the speed of the traffic.
UNSAFE! People can't drive in this town and I would not trust them to not go over that little tiny curb. Also, is not enough separation from fast moving vehicles. Basically it would feel almost as vulnerable it does now in my neighborhood without any sidewalks.
A car could travel right over the curb
These don't feel as separated from traffic as a regular sidewalk.
These are tripping hazards, if you are running or not watching closely you will fall into traffic
Again, better than walking in the road, but more separation would feel safer.
The white is more visible and there is a bit of a defined shoulder giving the feeling that we'd be buffered from traffic
"Small barrier
The walking Soave is too connected to the busy road
Just keep the bike riders away from me--they're dangerous.
Seems like there is not enough of a barrier from cars
Unpaved sidewalk is difficult to use with a stroller and in wet weather.
As long as cars or trailers can't park on the sidewalk.
Too close to traffic
Not comfortable with the image on the left where the sidewalk is the same color as the road, harder to see in the dark and rainy weather.
OK if paved & smooth & not covered in ponds or big puddles & not having water splashed from passing cars
I would like a barrier between cars and bikes
Does not feel like a safe enough barrier. cars can cross over too easy

It would be OK as long as the barrier wasn't worn down over time, but it seems less durable than a proper curb.
No barrier between street and walk way, more vegetation should be planted, especially along the ditches in the second picture.
Picture at left appears poorly paved. This would be dangerous for some members of my family (trip/fall hazard)
I do not feel cars would respect these areas and it would feel unsafe
Non comfortable with asphalt curb - would likely flatten if car hits them. Seems like maintenance needs would be high.
I feel cars are going fast in these road. Asphalt paving makes it feel pedestrians are secondary (left).
I feel like I'm walking on the road, and more likely to get hit/ have the car make a mistake.
Lack of permanent looking buffer.
At night cars would have a very hard time seeing this type of walking path. Is also limits Parking.
Please! Design the street to reduce traffic speed instead of relying on curb bumps. Add trees and narrow this street. Allow parking.
Still too close to cars
As long as it is maintained. Debris and seasonal litter make walking a problem during the gloomy months.
Not enough barrier from cars. Seems too easy for cars to veer off to the side and hit pedestrians.
Not because of the sidewalk detail but because the road looks fast / stroad on the top image.
Not clear what point is, could be more risk of puddles and flooded path
Seems unsafe. Not enough of a barrier for cars.
Like being above street level. Seems like water would pool
Not too visible by the car, may risk accidents!
Cutouts at all intersections would be required—a family member cannot step over the curb in order to cross a street.
All of these answers depend on the speed of traffic!
Looks scary
Sidewalk looks too similar to roadway (only in the picture on the left)
It does not feel safe.. I see some cars park on it in an area that has it.. feels like the cars can go over it
Resembles parking lot too much. Could be too tempting visually to cars to be too close.
Too close to speeding cars
No separation from traffic
While there's a barrier, there's nothing that encourages drivers to slow down to remain safe.
This would be a major problem with water puddles on our rainy days.
I perceive this as less safe. Of course, I don't know whether it is or not.
Uncomfortable if cars are present. The one on the left in particular looks too much like part of the road and drivers will "wander" over or park here unless adequately signed for no parking and adequately curbed (maybe like the picture on the right) to ensure this is NOT for cars.
Texting drivers can swerve right into you
It depends on the speed. This looks like the potential from someone to speed plus it would be easy for a car to cross the curb (the only protection for the pedestrian).
The left and right pictures are VERY different - I'd be fine with the one on the right, and really not fine with the one on the left.
These streets are way too wide
Too easy for a car to wander over the line and be in the pedestrian area.

I would feel like a target for cars.I don't trust the drivers to be aware.
Depends on traffic level... not busy I would be comfortable.... high traffic use... if fast speeds... not comfortable...
If they are properly maintained, but cars could dislodge the barriers.
This type of walkway might retain puddles of water, and may not be clearly differentiated visually between the roadway and the pedestrian area.
I would only feel comfortable if the cars were going slow.
Ugly; could cause tire damage; drainage problems?
Looks like cars could drive by at high speeds with no real protection for pedestrians.
The sidewalk needs to be raised in order for me to feel more comfortable to walk. This looks to me like sidewalk-lite, and less safe.
Too much splash from cars except in greenways or where little or no traffic and then sidewalks may not be needed.
Separation is necessary to protect pedestrians for car wash. Anything less is ridiculous. The issue is not how comfortable a person is walking on a particular type of path as it is what does it do to the neighborhood. These questions are provided to serve the city on selecting cheapest approach and it will look just as cheap is it is. Not in my neighborhood---thanks anyway.
Appears too open to cars
I would not walk here with my child or a stroller.
Picture on left looks unsafe. picture on right looks ok
Speed limit of the adjacent roadway is a factor here... the image on the right looks better because the barrier between walkway and roadway is more definite. The one on the left looks too narrow and might not be seen by the drivers. Also the difference in color between walkway and roadway helps to differentiate the two and feels safer.
I don't like the trip hazard aspect of this design.
Too narrow or non existent.
"Very accident related environmental concept/
Too easy to cross over to pedestrian domain.
It seems likely, in my experience, that drivers would confuse street-level sidewalks for additional parking.
Photo on left NOT Ok (cars will use) ... photo on right, much better ... looks like a sidewalk ... still cars will drive on it
Better to have a real looking sidewalk as on the right.
In both of these pictures there is no separation between the path and road. That is more of a problem than being elevated or not.
Speeding cars could still climb a hump like the asphalt on in the left picture. The parking blocks on the left seem to be a safer/slightly more desirable alternative.
Asphalt lane appears to be part of the roadway...confusing for drivers, especially in the dark - and unsafe for pedestrians, as there seems to be no street lights. White walk is visible, so OK.
The photo on the left doesn't look separate enough. Should be a different color, or with different treatment. Looks like part of the street with a very low barrier separating the road from the path.
The barriers are really really ugly, can we achieve the same cost with better design? I'd rather wait for a real sidewalk, but there should be something like this that looks better.
I'm more comfortable with the one on the right, which looks more "legit". The one on the left gives me the feeling of walking in a dirt afterthought. I also wonder if leaves and water would collect against the curb and make walking uncomfortable.
Worst off all options little kids trip on these raise barriers and fall into the street.
Needs more separation, whether by lighting or signage to keep cars from pedestrians.

The different color one looks more comfortable.
Too close to the cars
Comfort depends on speed of traffic.
What would keep cars from parking?
Now that is good raised borders
Too easy for cars to jump the curb.
The curb shown is not a good barrier to an inattentive motorist. A sidewalk at a higher level has a cliff affect that may deflect an errant car. These are less likely to do so. The picture at the left will keep street drainage on the sidewalk where it may freeze and in any event may lubricate the surface, especially if fallen leaves accumulate.
In the picture on the left, I worry that it is less clear to kids that there is an absolute and critical distinction between where we are to walk and where the cars are - I would feel much more nervous that my young kids could suddenly dart into the street as we are walking.
I don't find this option particularly attractive.
No buffer to street
Doesn't feel as safe, definitely not as aesthetically pleasing
If its not paved it will be mud around here 9 months of the year. The olne with the parking stops lined up is unsightly.
Parking barrier or slight curb is not a replacement for safety.
The concrete divider is nice but cars are probably driving 50 + mph
Not comfortable, definitely not, if there is high volumn traffic with speeding cars, and trucks; definitely not if I stand at a bus stop for any length of time waiting for the bus. The curb-separated walking path with a curb barrier would be the preferred alternative.
I think the one on the left doesn't look like enough of a deterrent to cars, ie without the color differentiation, and at the same level as the road--would be 'Not comfortable' on that one but 'Comfortable' on the white one on the right.
On the vehicle level, your brain takes over and senses are very heightened. Now you're paying more attention the traffic, because of sound, sight and feel as the cars whip by you, redirecting your attention. The chances of you tripping increases because you're preoccupied.
This should never be allowed if there is not a substantial curb separating the sidewalk from arterial traffic lanes. A good example of where this was a problem was on NE 125th Street, east of 35th Avenue NE, in Cedar Park, before a sidewalk was installed on the north side of the street. Prior to the construction of this sidewalk, there were often parked cars and deliverly and service vehicles that forced pedestrians to walk into the street.
I would prefer the one on the right because it looks like a sidewalk, whereas the black asphalt won't hold up and I know cars will drive over that barrier to park.
With one caveat: Speeding and Texting Drivers.
We'd be comfortable on the image on the right, as it is poured/paved. We would not be comfortable on gravel/dirt, which will get muddy starting in October and develop low spots in time, resulting in puddles/standing water.
Could you paint the path to distinguish it more?
The sidewalk is hard to distinguish from the road. At night it would not be an improvement.
No bikes
Not enough visual barriers to separate traffic from pedestrians. A truck or bus could come over that "barrier" quite easily if not seen.
Not comfortable on the left one as it looks like a car shoulder

These curb separated sidewalks are very dangerous for cyclists, especially if the curb is the same color/material as the street/sidewalk. A wide white fog line with buttons is better.
But better than nothing!
Not enough barrier between cars & pedestrians
Not enough color differentiation at the asphalt walkway, not very pleasant sterile
Only works when paired with separate, well-marked bicycle right-of-way to avoid pedestrian-cyclist conflict.
Feels like you are walking on the street, not enough separation from cars
Hard to tell the sidewalk from the road.
The two pictures show very different things. I don't want to walk on a dirt path when it's raining, which is 75% of the year. the picture on the right is fine, but it's ugly. If you're going to spend the money, let's also invest in the quality of the neighborhoods. Having the pathway stained red, maroon, or any other color that demarcates the walkway clearly as different from the road is important, so that drivers don't mistake the sidewalk as part of the road.
On the one that looks like dirt, I would say "Not comfortable" because it is dirt and would be messy. The other one with the curb blockers looks safer.
The one on the left is dirt. we have enough problem with mud. the one on the right would flood when it rains.
First it does not feel safe when walking directly adjacent to traffic. Need separation from fast moving cars. Second there are not enough amenities to make the pathway feel like a pleasant place to walk. Long, straight stretches of roads also encourage drivers to drive too fast.
Better than no sidewalk. But with no barrier between sidewalk and moving traffic would feel like you are walking on the shoulder of the road.
Too close to traffic!
Depends on how much traffic It's better than nothing in a less busy area
Why not have me walk in a ditch. Curb not high enough. Right option is better than left
It looks dangerous--too close to passing cars. I worry about children walking along this type of sidewalk.
Can't tell what it's made out of, is it concrete or sand?
It would depend on how fast cars were driving.
Cars often cannot distinguish between the street and this type of sidewalk.
Easier to trip on the separator than it is to fall off the curb
Only Not comfortable with the left hand photo/example because curb seems low, and tall shrubs would make the path very dark at night. Right hand example, curbs seem higher, better.
Too dangerous. How would cars park? Drivers could not tell where street stops and sidewalks begin.
It depends on the speed of the traffic and the shape of the road-also how wide the path is.
"On an arterial, they are way too close to the cars. A residential street would be much improved, just to have the sidewalk. Our street, has been rejected for sidewalks because it is too narrow. It occurred to me that having one side of the street with this sort of improvement, would slow the traffic down a great deal because drivers would have to go more slowly just to navigate the road.
Same level is ok but curb must be higher and very visible (painted, reflectors, etc).
The image on the left shows little distinction to drivers of the road/walkway. The image on the right with a different color has a greater visual distinction. It appears more like a sidewalk and less like a shoulder. I would be more comfortable with the greater visual distinction.
Generally poorly maintained and full of debris
These are more for bikes, not pedestrians
Less comfortable as the curb looks low and the street looks wider so I would imagine cars are moving more quickly
"Tripping hazard and hard to maintain. BUILD TO CITY STANDARD.

A car could easily jump the curb with no grade change - and there is no buffer between the walk and vehicular travel lane
It's so unappealing to look at
As an adult I would be fine walking here, but depending on if it's an arterial I wouldn't let me kids walk without an adult
In arterials, OR if the sidewalk is very narrow the curb-separated walking path is not sufficiently safe.
Not enough separation from cars
Looks to similar to street, looks to be easy for cars to "Jump"
Concrete is more long lasting than asphalt.
In the picture on the left, the walking area could be confused for a shoulder and have cars drive on it. A different surface for walking would help greatly, like the picture on the right
Depends on street--traffic and visibility.
The curbs will break down as people run their cars next to them (parking, drivind). The curbs are easily overlooked by drivers because they blend visually into the road surface.
It is often difficult for bicycle riders to see this type of curb and therefore the cyclists could ride into it and crash, especially if it is the same color asphalt or cement as the roadway.
Picture on left is not comfortable at all considering one can misstep and break an ankle or such. the one on the right would be fine
In the top photo I would be less comfortable because there is minimal color differentiation between the road and the walkway. I would worry about drivers thinking that the path is a shoulder.
Cars can jump this. No. Not enough distinction.
Cheap crap. Concrete sidewalks, with planting strips, with curbs. Fix the drainage while you are at it. This junk is exactly that: Junk.
The path on the left has no visual barrier like the right.
Speeds need to be slow
Most walking paths are muddy, sag and make mud puddles, and/or don't drain well
Better than nothing, not great.
The one on the left isn't a contrasting color which makes it easier for drivers to ignore. And both options need to be wider to shield us from cars.
Looks like traffic would be going 35-45 mph, which is intimidating.
Why are there no cars driving in any of these pictures? Doesn't seem to paint a realistic picture.
Not a big enough visual distinction between road and walkway. Impaired drivers or drivers at night might mistake it for wider road.
Depends what speed limit is & how high the curb.
My mom tripped on exactly this kind on walkway and broke her shoulder. Maybe if it were a different color, like in the second pic, and better lit, it would be safer, but I prefer other options.
Only if car speed is low
Doesnt feel safe.
In the example photos the car lanes are very wide and the sidewalk is narrow. It feels like cars would speed on this kind of street with no protection.
The raised curb will undoubtedly degrade quickly to leave absolutely no separation for the walkway.
Doesn't look like it provides much safety.
It looks like a lot of rain in the grass would cause the path to flood
Not comfortable because this will not remain ADA accessible without significant maintenance (which SDOT frequently fails at following through on).
Same level as cars is psychologically the same as no sidewalk, in my opinion. Feels temporary, at best.

Wider lanes encourage vehicle speed.
The bump between the walk and the motor areas is helpful. Would be vastly preferable to have trees and other both physical barriers and visual cues. Trees would also help slow motorists down (strange but true)
Not enough separation from cars
As long as speeds are not too high.
Trip Hazards?
It doesn't seem to be safe. Too close to road and not enough of a difference for drivers to notice and give space to walkers.
Too close to traffic.
Drivers don't necessarily view this as a sidewalk. Too easy for a wayward driver to go over the raised barrier.
The left is less comfortable than the right, if not only because there is very little difference in appearance to give drivers the visual cue that "this is a sidewalk."
If speeds are not reduced and only on one side. Especially in dark very unnerving to have speeding cars and trucks approaching too many distracted drivers who swerve in their lanes
"Construct traditional sidewalks! Period! These are too easy for cars to drive over, and do absolutely nothing to separate pedestrians from bicyclists!
It feels unprotected and the delineation is not well marked.
Depends on drainage - looks like all the rain water would run off the street onto the walking path.
TOO NARROW, for MY wheelchair to NAVIGATE; and mine is smaller, than most.
The principle of a raised barrier is good; but it needs to be taller or wider, say twice as tall or three times as wide
Depends on traffic speed and volume and vehicle type
Must add reflective strips to separators to increase visibility at night.
More substantial and more vertical barriers, at least intermittently spaced, are needed between the road and the sidewalk.
No buffer, narrow
Looks like a street to a car. No great barrier if distracted driver drifts
If this was a busy street or arterial I would not want my child walking it to school. Large vehicles like delivery trucks, garbage trucks and distracted drivers make this unsafe.
This seems like it would provide the same amount of protection as an elevated curb. I am assuming there are not major drainage differentials.
Better than nothing. But we need to invest in proper SIDEWALKS. It's crazy to say that this is too expensive.
I think an elevated curb gives slightly better visibility
If it's gravel, then it will fill with potholes and water when it rains, and can be very dangerous if poorly lit (not enough separation from cars)
This is where bike lanes conceptually make good buffers. Instead, wider sidewalks are a simpler, but also costly, solution, so that people do not need to be on the inside part of the sidewalk
But better than nothing
Doesn't feel as separated from cars (by height) as the first two types of walkways are.
I live near the prototype example on N 97th. It is just fine. But I always wondered why it was not built on N 100th-- this is the busier pedestrian path as people (and cars) cut through on N 100th between Greenwood and Aurora. (There is a signal light at 100th on Aurora, so people can cross Aurora at N. 100th)
Concern that cars would drive over it easily so it would be easily broken and would not provide enough visual separation
Cars could easily go over the barrier. Would depend on how wide it was and how fast cars were going. However, I'm adventurous and walk wherever I can.

This would be OK for corridors with low speed limits. for high speed corridors, this puts the pedestrian at too much risk.
If this is busy street or 35+mph = not comfortable. Put in some speed bumps to slow cars down then comfortable and maybe paint the barrier something bright.
Cars are too close!!
The picture on the right looks safer but on the left the color of the sidewalk is the same as street. making it more dangerous
Very comfortable if the difference between walking and driving spaces are made extremely obvious (i.e., difference in color/material) to drivers.
Not enough separation from vehicles.
Blends with road too much. Lots of people walk for pleasure and these two examples are too utilitarian and do not appear to have as much structure to stop a car if it swerved.
Not enough of a buffer from traffic
Not enough barrier to cars at higher speeds
Not enough differentiation between road and sidewalk
On my street, cars always park on this kind of walkway
Looks like a shoulder and not clearly a sidewalk for cars to stay off of.
Sidewalks should be paved and reasonably well lit; the one on the left appears to have no pavement and no lighting
You are showing two different paths not one.
No protection from roadway.
No barrier between walk and road.
Not enough of a definite barrier between sidewalk and street
To close to traffic
Clearly cars could "jump" this type of barrier, so it would be better than nothing, but not as good as a raised walkway.
The option with the bumper between lane and path looks safer than the option with the gap
Depends on the speed of traffic and amount of traffic.
See comment on Question #4
Not enough clear separation from vehicle traffic.
The image on the right is aesthetically not great, but I can see that it may improve safety
Don't like the idea of being on the same level as traffic.
Somewhat uncomfortable to the picture on the left because it is an arterial.
Street looks very wide open & could have fast traffic. Include landscaping or parking adjacent to sidepath if ROW width allows.
In Georgetown, with truck traffic, we would probably get run over. Trucks already park where ever they want. You would just give the port more free parking in Georgetown if this was created.
Tripping would be an issue especially in the dark
It's okay, but I'd like a better barrier between people and cars. Perhaps an accompanying bike lane?
This kind of path is harder to distinguish for drivers and pedestrians as a walking-only path
Depends on traffic volume and vehicle speed
Good. Cars could not park and block these walks.
Not enough buffer from road
Not enough barrier from street - gives false sense of security
Only uncomfortable if it is on an arterial. If this is used on a residential street, then "very comfortable."

Looks like it would promote falls
I would be comfortable, but likely avoid it. This would only make sense along busy streets. Is there no one in city planning that is overseeing the appearance of the city?
In the photos, there's no buffer with the streets, and the street width to sidewalk width ratio is way too high. I can tell it would be loud and unpleasant to walk on those.
Even though the curb separates the walking path, being at the same level makes it feel less guarded from the road.
It would probably reduce incursions into the walkway--but where is the shoulder for disabled vehicles? Also, there's still not enough shade, and the curbs are not high enough to lean on.
It looks more like a bike path than a walkway for pedestrians.
This doesn't look as comfortable as the first two, but I think it because it seems like cars would be going faster on this road because of its width, straightness and no on-street parking.
The one on the right looks great, but the one on the left doesn't look safe at all. the color of the cur seems to blend right into the road.
There is plenty of room for a planting buffer, why is the street so wide?
Looks like it is too accessible to wayward cars
This looks more like a bike lane than a sidewalk. If either option were accompanied with speed humps on the street, my mood about walking in places like this might change.
Open straight lane encourages high vehicular speed, same level is false illusion of safety
"This is not a pleasant walking experience that will encourage more people to walk instead of driving.
However, this does seem like it would make a good bike path."
Feels to close to vehicle traffic
I bet that drivers will park their cars on this type of sidewalk.
Two different pictures. I would be somewhat uncomfortable on the one on the left and comfortable on the one on the right. with very limited light, the concrete curbs and surfaces might be more visible to drivers
No barrier to cars.
I would be more comfortable with the lighter colored path. The dark colored path looks too much like a shoulder where cars can pull over.
Not much protection from bicycles and distracted drivers
High speeds with no barriers. I imagine it much worse when it is rainy and at dusk.
Just as ugly
Looks too close to traffic. Not much of a separation
People will park on it
Insufficient barrier between cars & path
I've walked these - people drive too fast for comfort
I'd feel comfortable walking on this and the other option but there needs to be clear parking rules. On narrow streets the city may need to consider making some one way. Making no parking isn't realistic, people have cars, have guests etc and they need to park somewhere but if there are trees or some sort of barrier they will just pull up onto the sidewalk
Still not enough separation between the road and the sidewalk. Also the one on the left looks like a dirt/gravel path, which isn't conducive to our wet weather, and will absolutely be a waste of time and money given that's what is essentially what is there now.
Barrier on right photo -- looks temporary and not effective
If material/width as in first pic
It would feel unsafe, also very unattractive.

Effectively no barrier between traffic and sidewalk. Because the sidewalk exists on only one side of the road, it's impossible for a pedestrian to always face into traffic, which is essential for safety.
Curb trip hazard
I do not like the curb-separated walking path. Just put in good old sidewalks with a curb. Those curb-separated walking paths seem very dangerous to me.
If a distracted driver jumps the curb he may not even realize that he is driving along the sidewalk. Make the barriers MUCH HIGHER if you are choosing this approach. Make sure the vehicles are "high centered" to discourage them from passing other vehicles by using the sidewalk. Otherwise this solution is a deadly hazard for pedestrians.
When it's raining, water flow through breaks in curb would be significant disincentive.
Seems unsafe and likely to have drainage problems.
The white walking path would make pedestrians more visible to drivers.
Not enough of a barrier to the roadway. Not visibly marked so that cars know to watch for pedestrians and whatnot. Looks like just walking on the side of a road. I often feel like cars are too close and fast when on the type of walkway.
Seems too easy for a car to jump the low curb....
Some people are short, or in wheelchairs, or happen to be children, and some cars can be tall, so having a raised walkway makes you more noticeable (in theory).
I don't feel very separated from the traffic. If this was on a street with only slow speeds, I'd feel comfortable.
These look like 2 different types of walking paths. One looks like gravel and the other looks like a sidewalk. If it's the barrier we are looking at then that should be noted.
I'd be much more comfortable with the version on the right because the different color helps distinguish it.
Seems like something you see out in suburbia, not a real pedestrian friendly city.
There is no grade separation between the user and the vehicle. There is also no vegetation buffer. We can do better!
Needs a planter or buffer between the roadway and sidewalk.
No buffer
No separating barrier - I would worry about getting hit by a car. Drivers are too often not paying attention - especially with cell phones/texting while driving.
Wide street seems to invite higher speeds. Would want more of a buffer along these roads.
I can just imagine the speeding cars on these lonely roads
Depends on the speeds of the adjacent traffic. I'd be comfortable if this is only residential streets and not arterials.
These appear to be busy roads. While I like the curb barrier. It looks like cars could drive very fast.
Makes you feel too vulnerable to speeding motorists plus you are more exposed to cars splashing you
"We live in a very wet environment. Since it's not raised, the path will get and remain extremely wet, which makes it quite dangerous. If it's raised (even raised a few inches, like in Europe), it will be less likely to accumulate, reducing risk.
With a walker or wheelchair, going *up* is very difficult or completely impossible for some. (Some folks are unable to raise their walker enough.) If the pedestrian needs to move out of the way of some oncoming threat (a bicycle, someone/thing threatening, a vehicle out of control, a car backing out of a driveway, etc), the pedestrian sometimes needs to step or jump into the road. Often there is something along the non-road side of the path (a fence for a yard or hedges in a residential area or building), so that side is blocked. The raised barrier in the example will block the road-side as a means of escape for many with mobility aids. (Effectively, it's a giant fence.) Imagine going down a path with a hedge on one side and a giant fence on the other. Now imagine that a bicyclist is coming toward you quickly. With a raised path, at least the road is still an option for escape.
Psychologically, having the path raise -- even a few inches -- gives you the feeling that you are removed from the street."



Too close to vehicles traveling on roadway.
Fine for pedestrians, but seems like a hazard for bicycles.
It looks tacky and the separation in the wheel stops/curb will invite weeds to grow which will be difficult to remove.
Being on the same level as cars does not feel safe
This is not acceptable. 1. It's ugly. 2. No space for parking strip trees (???). 3. It's not visually distinct enough from the road. If it's grey or black--forget it. Pedestrians on an arterial as shown should be walking on a CLEARLY delineated lane to drivers. It needs to be red, green, yellow, and ideally have much higher protection between the sidewalk and street. 4. When you put sidewalks in that look like this, it says "the property in this neighborhood is low value." You'll probably lower property values putting this crap in. It has to be DESIGNED in a prettier way, even if the basic idea is the same to keep costs low.
This is very scary when cars are traveling at speed
Ok only if traffic is slow, not too busy
It's not safe to walk so close to a busy road, especially with children, and you're also very close to car emissions. I've done a study on the vehicle emissions that you breathe that close to cars, and if you could build walkways that protect pedestrians from that kind of exposure, it would be preferable and a sounder long-term investment.
Same reason as previously stated.
This does not address unsafe street crossing.
Wish there was a planting strip between the walking path and the road.
Cars still go fast with less room for bikes, and the curb traps leaves+garbage
If this is on streets with fast moving traffic, as appears to be the case here, I would be uncomfortable without additional barriers to traffic.
The barriers are more hassle for people with 'wheels' like scooters, wheelchairs, strollers
The right is fine, but the left is a tripping hazard, especially if you are walking side-by-side with someone
Not easily recognizable as a walkway. First image looks like the side of the road.
This type of curb would provide even more opportunities for tripping than a raised curb and sidewalk.
For the reasons I just mentioned. I've seen cars easily jump sides like this one.
Do cars know there is a curb separation from the sidewalk? doubt it. All of these have the same thing in common taking land separation away from the sidewalk-land-street safety net, people are in more danger now.
It would depend on the speed and quantity of traffic. Fine for low traffic areas.
OK only on a street with a low volume of cars using it. Typically this would not be OK on a street with a yellow line running down it which tend to have more car traffic.
The first image is terrible. Wouldn't feel comfortable at all. Feels like a shoulder and minimally protected or safe. Also it's difficult to see for drivers. The second is better. Looks intentional with a bigger buffer and more visible.
Depends on the width of the walking path.
However, it appears that the speed of traffic in this location with an open roadway could be unsettling.
Probably no drainage, so it would quickly get clogged with plant debris, making it hard to walk -- maybe slippery.
No real safety from cars (ie: no curb)
Same complaints
Keep in mind, I'm an able-bodied adult who uses lights and reflectors when walking at night, so while I would prefer this to no sidewalk, I can't say others would feel the same for themselves or their kids. The lack of housing, businesses and other people on these roads is disconcerting.
No buffer between us and cars
Cars drive too fast!

These barriers, while better than nothing, give a false sense of security to pedestrians. Better to put some attention to designing for visibility and a grade level change (real curb, raised sidewalk).
"These 2 images look completely different to me. The one in which the walking path and curb match the color of the road seems less safe. Regardless of the level, the one with a clear distinction in surface and curb color seems more noticeable to a driver, particularly in low light conditions.
If this is put in front of a home, where would people park?
Not enough of a barrier
This one is confusing because there are two pictures showing two DIFFERENT walking paths. I would not be comfortable on the dirt path right a few inches lower than the asphalt. NO protection at all. The path on the right (with what looks like the bumpers you see in parking lots looks ok.
No barrier between pedestrians and cars and roads seem like they would be busy streets.
As long as there is a buffer and it would be nice if there were not too narrow
No space between cars and pedestrians
Cars could easily jump the curb and I would not be able because of my walker to get out of the way.
Too easy to get hit by car
Those barriers are tripping hazards: provide no room for multiple people, bikers, and dogs on leashes to navigate around each other while crossing paths.
Too close to traffic and just plain ugly
Different color pavement helps
Line between sidewalk and road is harder to distinguish for cars in the picture on the left.
Cars can drift over to walk zone too easily
Looking for preferred unpaved gravel path similar to inner one at Green Lake. Like the raised path as in previous options.
This isn't a sidewalk- it is a paved ditch.
Again where is snow clearing buffer? Example on left is still a bad semi-soft shoulder even with raised curb. Striping and definite color of concrete/asphalt change from road color would help to delineate boundary between path and road.
Seems vulnerable to a car jumping the barrier.
It just doesn't provide enough of a barrier from traffic. Still exposed as a pedestrian, walking children and/ or pets.
Trip hazards
Does not feel well enough separated from the street, especially with the asphalt being the same color as the road
People are going to park on these despite curb. Why do your artist drawings not show cars now parked on sidewalk easement parked correctly on street surface ?
Not enough barrier to prevent cars from driving on the path
The upper picture looks like it is lose gravel in a portion of the picture, this would make using a walker or pushing a wheelchair difficult. The lower picture would be comfortable.
Option depicted at right much better than option depicted at left. Right has both wider sidewalk and higher/wider curb which can be seen much better. I would feel very comfortable with right option. Left option seems dangerous given the arterial nature of street.
The curb is a dangerous trip-hazard, nothing more.
For all of these, cars need to be ticketed or towed if parking on the sidewalk
"Lose parking
I would be more comfortable with this type of walking path on a residential street but don't feel it's appropriate for an arterial where traffic flow and speeds are higher.

No more impervious surfaces! Creates runoff which kills marine life!
Too easy for car to cross over.
The first (black) one makes me very uncomfortable. The second (white color cement) makes me very comfortable.
CHEAP. REAL CHEAP AND TRASHY LOOKING.
I would say somewhat depends on speed and visibility. It's better than no sidewalk
I'm sorry but this is pathetic. If you truly want a walkable city then make it a priority over the car roads. Invest in a real walkway that is large and wide and raised. Any walkway you build should be extra large, because the reality of the situation is that bikers have no safe roads either, so pedestrians will have to share there already tiny space with bikers. I understand sidewalks are expensive but this city dumps way too much into roads only favourable for cars, and pedestrians/bikers are treated as the minority. This type of design thinking that still favors car roadways is obvious above.
Too close to traffic
Needs a barrier of trees, planting strip or cars between moving vehicles and pedestrians. The type of construction materials is much less important than having that separation.
"Very comfortable! I don't have any issues with 'being at the same level as cars' What is it a 6 inch difference if raised anyways?
Only thing is that, it's not very aesthetically pleasing...I would think this would lower property values for an indefinite time until when/if a more 'normal' raised sidewalk appears."
At the same level as cars. Need the separation.
These roads seem to have faster speed limit. Those sidewalk needs some kind of fence.
In the picture where the road is a simple drop to the ground, and if the path is considered a sidewalk where I would be expected to walk with the traffic, I would be concerned about how easy it is to drive off the road and hit me. I would be more comfortable with the concrete bumpers in the other picture.
Depending on the speed of the road, a curb does not provide enough visual cues to the drivers that the sidewalk is not part of the road.
All of these options are dependent upon proposition 1 passing and I am uncomfortable with such a large tax package as I am concerned my family will be priced out of our home via over taxation and I am also worried our current mayor and head of SDOT and city council will waste our precious tax dollars on rainbow crosswalks, or \$78M over budget Bertha type projects, or the \$71M to \$110M seawall project, or the streetcar implementation and inability to get the First Hill line running. Please don't tax me and my family out of our home and please don't waste anymore money on bad design/bad management projects. Please.
"Doesn't look safe. doesn't look like it blends with the neighborhood either
The curb doesn't feel safe and I think it would be a signal for drivers that it is ok to drive faster.
"People drive too fast around here now. Drivers are too distracted. Many drivers are regularly
Doing illegal driving maneuvers on streets in Northeast Seattle."
How safe I feel is going to really depend on the traffic. Having a raised sidewalk feels safer for busier traffic, if the road is quiet enough I'm quite comfortable walking in the street so it doesn't matter.
You are taking away legal neighborhood parking that will quickly become illegal neighborhood parking. Do Sidewalks Right the first time.
I feel that the raised curbs and material distinction of the sidewalk make it seem safer.
Assume you are referring to image on right. Although this street looks like cars are more likely to speed -- long length between intersections.
Looks unprotected
The one on the right is too narrow
These survey questions have been carefully designed by someone who probably made a load of money from the City of Seattle. How stupid do you think you citizenry are?

Prefer a raised style sidewalk so cars don't cheat and park over the curbing blocks.
I would rather not walk on a gravel path. Seems to be less divided from the actual road. Not as safe.
I don't think the drivers would realize that this "walking path" is not the shoulder of the road in the example that looks like dirt. The one with the raised curb would be better. Maybe a distinct color would help.
The pathway needs to be somewhat wider. If there were lots of cars on this street, there would need to be a strip or buffer between the walkway and the street.
No grass strip between sidewalk and street
They don't look accommodating for wheelchairs but if they are, then they should be comfortable. Higher speed (30+) streets need better buffers.
Sidewalk is too narrow, on two lane street, but it's better than nothing.
Depends on surface. Gravel surfaces are bad for strollers, kids on trikes, bikes or scooters.
Roads designed for excess speeding.
Not bough visual separation for that cars to see when they should not go...
Depends on quality of separation. Asphalt curbs are weak and fall apart.
Would need to be distinctly colored to visually separate from road.
Looks like it would flood with runoff.
"The road in the second picture is too wide, and speeds would be very high.
Both would be better raised.
The barriers will collect debris and plants will grow, and not be maintainable."
Peds an afterthought. Fast traffic
"Doesn't ""look"" like a sidewalk, will be abused by cars, drivers.
Not comfortable with picture at left, but OK if a residential area with no high speed traffic. Comfortable with the curbing in photo at right.
Too easy for a car to jump over.
The differentiation between the sidewalk and the road is virtually undistinguishable. In the image on the left, it basically looks like a shoulder. On the right, it's very narrow. I would only want to walk against the traffic on that path so that I could see what was coming at me.
It is disconcerting walking along a path at the same level as cars. Additionally, the image to the left looks more like a street or parking strip than a sidewalk.
"Left: Not comfortable- no difference between this and no sidewalk.
Right: comfortable though this is seriously unattractive and drivers will drive over the curb and damage it. Seems like a temporary solution.
There are not the same, why are they grouped together in this survey?"
Too close to traffic
I've seen cars swerve and even go over the curb, just doesn't feel very safe.
I would feel "NOT comfortable" on the one on the left, where it is harder to distinguish the street from the walk way. The color contrast of the light gray concret with the dark asphalt would be "somewhat uncomfortable".
These are better than nothing, but they wouldn't make me feel very separate from the vehicular traffic and I don't think they would keep cars from driving onto the sidewalk (at least not in the all-asphalt picture on the left).
Better than nothing
This type of walking path would make it easier for cars to ramp over and potentially hit people.
Sidewalks at the same level as cars get parked on often. The top image is a sidewalk style used in Kenmore and plenty of drivers simply ignore the curb.

This type of "path" exists on NE 95th St and is scary for walkers, bikers, and drivers. It's a heavily-used arterial with lots of cars rushing past and entering and exiting the arterial. Does not provide the same sense of separation as a raised pathway.
The curb is good, but there still needs to be space between the curb and the flow of traffic. You know kids will want to walk ON TOP OF the curb as a balancing act.
The one on the left looks like a road shoulder. The one on the right is better.
How safe is this surface in the rain?
The two picture are very different to me. The one on the left is a gravel path that will be soggy, slippery and dirty when it rains. Weeds eventually make it to this type of path. It is also difficult to see branches and rocks at night because of the dark color. Not safe at all.
Things at the same level as the car street end up getting used as parking. I would be comfortable walking on it, but would prefer raised walkways.
Depends on how fast the cars are going.
Without extensive staining or stamping, it looks like that sidewalk is part of the road and that I might get yelled at or run over if I walked there. What it says to me at best is "separated bike facility", not "sidewalk".
If there is traffic, especially if it is over 20 mph, no way. These pictures don't make it clear how fast and how much car traffic is involved, which affects comfort.
This looks really cheap. And like it could easily be confusing for drivers.
Too close to moving traffic.
Very narrow with no buffer
Put reflective paint on barriers. Drainage issues could be a problem.
No buffer between peds and cars
Would feel risk from cars.
Look at ADA. How would someone with mobility issues maneuver here?
Ugly, seems unsafe
Not enough separation between cars and people
We have this on two streets in our neighborhood (Haller Lake). It is commonly used as street parking.
There MUST be a difference in color so drivers can clearly see where they aren't supposed to be.
This configuration looks to me like it would encourage high-speed driving. The curb barrier does not look like a sufficient barrier to prevent pedestrians from being hit.
A vehicle can take the wrong angle and jump that curb, then not be able to return to the road.
There needs to be more of a barrier between the road and the walkway.
"I would feel slightly uncomfortable on the darker path on the left. I would feel fine on the one on the right because the ""dividing line"" (cement ""bumper"") was more clearly visible to the driver because of its lighter color. If the photo on the left had a painted white cement ""bumper,"" I would feel comfortable (and more importantly, I would feel more comfortable with my child walking home on it).
I don't like that the sidewalk isn't raised. It feel like there's a lack of hierarchy and visibility.
If car speeds are high, this would feel unsafe.
This is such an attraction to young kids who love to "balance" on raised objects. In my opinion this is not safe enough to protect against distracted drivers.
While this is better than no sidewalk, it still seems too easy for a car to breach this curb.
Too many drivers drive too close to paths like this.
"Not the dirt path but the sidewalk is better
Depends how high the curb is...
Too narrow and without visible signs to drivers that it's a pedestrian path.

Fine for me on a straight road, but as cars come around a curve, it feels scary. This seems akin to Ravenna Ave NE leading toward Nathan Hale. Despite the separated sidewalk, it FEELS like cars are coming dangerously close. Distracted drivers are completely unaware of pedestrians and the walkway at the same level as the street gives the visual impression a safer, wider driving zone than really exists.
Not enough of a barrier
Not like a sidewalk but better than nothing
Depends on the street and speed/amount of traffic
My comfort would be increased if the barrier were painted a bright color to make it more obvious to drivers. However, even without the paint, this is still much better than no walking path at all.
Barren environment
This looks like a place cars would go fast...
I think a raised sidewalk is more safe.
These are tripping hazards and dump bikes peds and running children/adults into traffic
Although both of these roads are very wide, street trees would go a long way in making it feel more comfortable and enjoyable
The first picture does not look paved. Paving walking paths is vital.
Comfort is very dependent of road speed. Picture on left shows an arterial where some drivers are going 40 and 45--not comfortable at all. Picture on right has a traffic circle, so some street calming and hopefully lower speed increasing comfort zone.
Those buffers don't look like they'd keep someone from swerving onto or parking on the sidewalk.
Layout doesn't give the feel of adequate separation from traffic. Planting strip or something similar between walking path and traffic would be significant improvement.
People drive too fast and there isn't enough protection from traffic.
I want sidewalks that are above street level so any water from cars doesn't easily flow onto the sidewalk.
Too easy for drivers to cross into walking space.
Depends on the quality/size of the curb. The left image of an asphalt curb doesn't seem like much of a deterrent to a car hopping.
I don't think there's enough protection from someone driving, not paying attention or texting. People can easily lose control and run into people walking next to them.
Just looks ugly, not very safe.
If not the different color than the road way and with substantial, noticeably visible barriers, drivers could easily end up driving up onto the surface of the walking path or parking on it.
At car level
Walking path looks nice, but adjacent road is too wide and will likely have fast traffic. Narrowing the road WITH one of these walking paths would be bes .
These both look like busy streets with no buffer between cars and walkers. Some green space (trees or plantings) would make these much more comfortable for me.
Not enough tactil information, not safe for wet conditions, dusk, night and lwo vision etc

**HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOUR HOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (SHARED WALKING PATH WITH TRAFFIC CALMING FEATURES TO SLOW CARS)? OTHER:**

Because Seattle drivers are mean
You said shared roadway, I would want to have separate sidewalk with curb on that roadway
No distance between pedestrians and vehicles.
Not safely separated from traffic. Especially a problem after dark.
Unsafe!
I still see a lot of cars on the greenway on Fremont Ave N.
Drivers would not likely yield to pedestrians, unless there was a lot of signage and enforcement to discourage reckless driving
Dangerous
People walking in the streets is not safe. That shouldn't even be an option and areas where that is currently the situation should be addressed immediately.
The features designed to slow cars in our current neighborhood have not been effective in doing so.
Arterial traffic is so bad that many people use neighborhood streets to cut through. Even with traffic calming, vehicle speeds are generally quite high--in some cases maybe even higher than they would be without traffic calming, because drivers speed from one speed bump to the next and then slam on brakes, then accelerate away.
People driving too fast, parked cars, too many hazards
Great idea, but I would appreciate a sign that tells cars that this is a shared road and that different rules apply
No visual protection, people walking wrong way, can't see people all the time when dark and in street, my pet doesn't like no path...so, pets wander and harder to control when walking. As a driver, walker and pet owner, I dislike no sidewalk immensely.
There are no safety features or lights
Cars clearly still have priority
Cars don't really slow, streets already narrow, creates issues
Pedestrians should not be forced to "share the road". Personally I have enough of a hearing impairment that I do not hear cars/bicycles coming up behind me.
Need separation from cars, clamming wont slow the distracted driver
Still not safe because it's not a designated and protected walking space.
This could be difficult for kids under 10 yrs
Too many drivers driving too fast and not paying attention
People drive too fast on these types of roads.
This option is called "do absolutely nothing to help pedestrians but make drivers hate going down this street" speed bumps just cause cars to fly through the air or continuously speed up and slow down . they are merely annoying and don't make it safer for pedestrians.
No protection from drivers.
The cars in our neighborhood do not seem to pay attention to "traffic calming" features such as traffic circles.
I live on 13th Ave NW that has this and it doesn't matter -- I don't feel safe sharing the road with cars. ALso, our streets are not lit... so at night is is especially dangerous.
They don't work very well. People who want to speed down 27th do so regardless of the bumps or the damage that doing so could do to their cars.
Afraid of fast cars and not seeing them

Only the first of the example images is visibly distinct from most "standard" streets, and narrow enough to keep car speeds down.
Cars pay no attention to pedestrians and kill.
I would be considered about blind spots
Traffic calming measures are often ineffective -- people just speed up in between them to "make up time". And in general, drivers do not expect to see people walking in the street, so I don't view it as safe.
The area that I live has very long roadways where drivers often drive too fast. We currently have cars and pedestrians sharing the street. Not a preferred situation.
"Drivers don't want to share the road with pedestrian's. And pedestrian's don't want to share the road with drivers.
Too much potential for accidents, as evidenced by bicycle-pedestrian clashes on the Burke-Gilman Trail.
This is what we have in our neighborhood in Jackson Park and speed bumps do not slow traffic that much. And especially where the road is full of potholes and the surface drainage makes rivers run down along the edges of streets and huge puddles spanning the road making it impossible to walk at all!!
Comfortable if there are enough of these elements
There is a street like this in my neighborhood and all it does is slow traffic making drivers angry and drive more iradicly. As a pedestrian I feel like bikes and cars try to hit me on this street all the time
No separation between car and pedestrian. This is not safe for either driver or pedestrian.
Confusion to the right of way causes poor decisions to be made.
Speed bumps don't change the fact that you're still walking IN the street where cars and bikes are traveling.
Depends on traffic, these pictures only show walkways with no moving vehicles, which makes them seem relatively comfortable. I know from experience, when cars are moving in one or both directions, pedestrians have to be extremely cautious, especially at night.
Difficult to see at nighttime; proximity to cars.
No buffer between cars and pedestrians
Impossible to have kids walking in this space. I'd be constantly terrified of cars. As a driver, it would slow me down to the point that I'd rather take another road. If I lived on a street like this I'd be angry every time I had to drive anywhere.
Roads are for cars and bike. Paths are for people. At a minimum, there should be a physical barrier (curb or blocking) to separate the road from the pathway. Ideally, there is ALSO an elevation change.
They are roadways, not pedestrian paths. Pedestrians walking on a rainy night are not very visible to drivers who could likely hit them. Seattle has adequate ROW for separated sidewalks and is not Copenhagen.
Wouldn't use a stroller on this - not safe for infants/strollers/pets
This is what my neighborhood has now, and it feels unsafe when there are cars coming.
No separation from traffic
This is the same thinking as those stupid "sharrows" for bicycles. They don't work. And they give bicyclists/pedestrians a sense of entitlement and false security. People still need to be able to move around the city in cars and pretending that cars are just going to disappear is naive and ridiculous on the part of the city.
I see how cars use these areas in reality, and they are not pedestrian-friendly.
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.
Only in low traffic areas
Shared space doesn't work in my Maple Leaf neighborhood (8th Ave. N of 95th). It's fairly busy and cars go fast. From what I've seen, speed bumps and curved roads don't slow cars down and walkers would have to be going over speed bumps too. Difficult for some folks I'm sure.
Pedestrians always lose if a driver makes a poor decision. At least some curb or separation is important.

Does not provide separation from motorists. These types of streets are particularly challenging for walking with young children.
I don't like sharing the walking space with cars. It's not safe
Walking on streets is not a good solution. I moved to Seattle to get away from this in the suburbs.
Pedestrians shouldn't be directed to walk in areas of potential vehicular traffic
Drivers do not always yield to peds and cyclists (and other cars). The risk of a reckless driver exists and at night, this is a major risk. The best policy is to have dedicated spaces for different users. I've seen some insane drivers on residential streets including two back to back cars flooring it on a quiet residential street getting up to 60mph or so. A collision between a car and Ped will always end one way.
Feels safer because cars will expect people and go slower.
The marking are confusing to drivers and pedestrians and there's nothing to ensure an automobile can't just run a person over.
There is always some distracted yoyo (auto or pedestrian) not paying full attention to what is going on around them.
Still need to be alert for traffic
Drivers don't look for pedestrians
No way to know whether cars will slow down.
I have a baby and would not feel safe without separation from cars. People have been hit and killed close to where I live.
Mixing vehicles and pedestrians is simply a bad idea. Too many bad drivers and handicapped or inconsiderate pedestrians. All it takes is either a driver or pedestrian who isn't paying attention to cause a tragedy.
It's hard enough to drive in Seattle-no more " traffic calming"
Unfortunately drivers often see these types of elements as frustrating and instead of just slowing they go more rapidly, don't wait for pedestrians, etc. I would not let my children walk alone in these areas
It's not very safe
I prefer having separation of some sort, even if just visual (clear distinction between sidewalk and road).
Cars aren't always watching for pedestrians in a shared roadway.
There is just not enough space to share and even if you reduced the speed limits, it doesn't mean people will obey it.
It is very difficult to share the road with cars, especially when walking dogs or strollers and in the dark.
I am not enjoying this 'shared walking/driving space " already. It's a competition between moving vehicles & pedestrians.You must be joking; come look at NE 130th between 15th Ave NE & 19 Ave NE.
Too dangerous
You are walking in the road. There is no parh
Calming features have been built as part of the 22rd Ave Greenway (in the Central District) with little calming affect along that street. In fact, there is a Stop sign at Columbia and 22nd Ave that people rarely stop at despite the existence of a traffic circle. Cars tend to travel travel too fast, at least along the 22nd Ave Greenway, and in many parts of the Central District to make sharing walking space with cars feel safe. Especially for someone who is also walking with young children.
The speed bumps which are showing up along with unnecessary signage are a complete waste of resources. When your budgets are cut who will maintain them. When it snows who will pay to fix our cars that are damaged because the bumps are no longer visible. In 30 years I have NEVER seen a snow plow in my neighborhood. I also do not need a sign telling me that I am in my neighborhood. And lastly I do not need these passive aggressive signs telling me the speed limit. Three different signs in a one block area. Nonsense and really wasteful spending.
This is what my neighborhood is like. No where for pedestrians to go when cars are driving too fast or not looking out for them. It's unsafe for my children to walk to the bus stop.

This is not ideal, but it would be an improvement on the Northend. These features do not always slow cars down.
Poor visibility on curves. Also would not feel comfortable traveling at dawn, twilight, or after dark.
Cars still speed and don't see pedestrians in main roadway.
This is what we have now in the areas without sidewalks and it is clearly unacceptable. This is not a solution!
On residential streets, I like this option.
Only one parked car pushes pedestrians to the middle of the street. As well, it is dark so early that it is often hard to see pedestrians--therefore, it is hard to know that I, as a pedestrian, am seen.
Autos and bikes don't yield to people walking
I would like this, but speeding would actually have to be policed better
There is no separate walkway for pedestrians
Would need to be wary of cars which might come. Also would be concerned about having a leashed dog needing to be brought in closer when cars go by. Would feel need to squeeze over as cars passed or approached. Also seems less well maintained --more potential for litter and trash.
I live on a street with curved roadways and traffic circles to slow cars, and it is incredibly dangerous for walking at night, in the rain, etc. This is not enough.
I think this is fine in the daytime, and de-facto what people have to do on streets without sidewalks today. However, the images of walking down the middle of the street aren't something I'd feel comfortable with - I'd walk on the side. And at night, especially when raining, I really try to avoid these streets altogether. The addition of a "share the road" sign wouldn't change that.
There's no sidewalk whatsoever.
Drivers and cyclists think the road is their property...
Pedestrians should either have a separate space on the street or cars should be removed from some streets. Combining the two does not work.
Cars and pedestrians should be separated. Too many idiots both walking and driving that don't pay attention.
Ridiculous option, cars should not share with pedestrians. period.
People just drive faster to get through before they get blocked in. Also, increases driver frustration, especially when pedestrians refuse to share the road.
We have this now and it limits walking and increases risk to pedestrians
Calming features do not work, if anything is causes more erratic driving, slow then speed up to make up the time. Very dangerous.
Curved roads & speed humps will not slow down drivers (seen it firsthand) and seeing the rate of accidents between cars and pedestrians/bikes I don't think it's worth the risk - needs to be elevated or separated walkway.
No signage for non English speakers, too many multi-families in cars who do not obey signs or speed limits.
No separation between cars and pedestrians
Big bumps ruin comfortable walking pace, and difficult to navigate. Keep roads/ sidewalks open and smooth
Where in Seattle is there this little traffic?
This is how my neighborhood looks and I do not feel comfortable walking
Main concern is LIGHTING - to me walking down this kind of path at night would be the same as walking through a park, alone, at night. I *should* feel comfortable/entitled to do so, but in practice I fear for my personal safety.
I want to be out of the way of cars.
As a driver I feel this makes for an unsafe situation for both the pedestrian and the driver. Rainy nights in Seattle are particularly difficult to see pedestrians, especially on poorly lit residential streets. Shared roadways are only feasible in suburban development type of communities, not tight city/residential streets like in Ballard.

Sharing with cars not safe. Even if sharing with bikes is better, it still is not safe.
I feel like cars would assert their dominance and push pedestrians off the road.
I really don't want to share the road with cars. Walking and driving speeds are just too different, and the possibility/likeness of fatal accidents is just too high.
Cars and pedestrians do not belong on the same roadway
Cars should not share a path with pedestrians.
I never want to share with cars.
NO SIDEWALKS!
Not all drivers will share the road respectfully with pedestrians.
Because cars will zoom around slower pedestrians.
I don't want to share the road with cars with my baby
I don't think it would be safe with small children.
Those features are not always effective for slowing down cars and sharing the road makes me nervous because of experiences in the past
There is no separation from cars
I don't move that deftly, and I don't feel safe sharing walking space with cars.
Mixing people with cars in anything but low traffic dead-end streets is absurd and puts people (and bikes) in conflict with cars. This conflict isn't resolvable in any way but by separating cars, bikes, and pedestrians.
Not safe for walking with kids and strollers. No buffer with cars
These already exist around the city. They're called streets and not walking paths. There's no indication to cars in these photos that the road is to be shared with pedestrians. I can see cars swerving around traffic calming devices (which have value), but still not looking for pedestrians in the roadway.
Drainage issues, parked cars and speeding make this option a deal breaker.
Accident waiting to happen, need segregated walkways
Too dangerous
Dangerous to share road with cars
I have a pretty tough time believing that traditional sidewalks are that much more expensive than some of the more elaborate pseudo sidewalks that are shown here.
Seattle drivers are idiots. I don't want to share any space with them, regardless of speed-reducing features.
This is the easiest way for your kids to get hit by a car.
Some of the calming features are excessive.
Too easy for a distracted driver to hit someone.
Because I'd be scared of getting hit by a car. This is the same set up I have at my house and it's not safe-feeling.
We have two young children, ages 6 months and 2 years, and for us to walk with a stroller in the road with no sidewalk is dangerous and difficult. We live in the Broadview neighborhood.
Currently in my neighborhood and feels unsafe. Cars go too fast and not safe for children.
If speed limit was 20 or less
No boundary between cars and people
Too much for pedestrians of a residential neighborhood, the first picture. This isn't an easy question to answer with so many photo variations. Rather than speed bumps, traffic circles and twisty roads, I'd rather see occasional stop signs every few blocks to slow drivers down.
People in cars WILL NOT slow down for nor watch out for pedestrians
Does not seem efficient for cars, drivers may speed to make-up for their extra road time. Cars speed by pedestrians and kids on our street that look like these images.

This is the worst possible option. It slows cars unnecessarily and doesn't provide any protection to people. People end up walking in the middle of the road which is both unsafe and further annoying to drivers.
No protection from motor traffic and cyclists.
As a mother walking with children, I worry about drivers seeing pedestrians on streets with shared walking space.
You are walking in the traffic lane
Afraid of getting hit
Drivers have many things to concentrate on, and it can be hard for them to see a person, especially at night. It's nice for a pedestrian to have a little dedicated space, particularly if they need more room because they're pushing a stroller, walking a dog etc.
I have small children, don't think it is a safe option for little ones.
I want my 4 year old to be out of traffic when he is walking/riding a bike. I see cars speed up & drivers behave very aggressively in between "calming features." It's even less safe in my opinion
This is what it is like where I live and I would never walk after dark with my kids on a shared road like this.
I have seen too many distracted drivers in a hurry on small residential streets to ever be comfortable with this.
No separation between people and cars
There are no direct signs of a pedestrian walkway which may cause hazards.
You already have that in place in certain areas and they don't work.
It's not as safe as a sectioned off pedestrian only walkway. Why do a half ass job?
In the Blue Ridge neighborhood, it is fine, except along Blue Ridge Drive, which is curvy, busy, speed zone, and hard to navigate. It would be great to have a walkway on that road. Other residential roads in Blue Ridge are quite quiet and are fine without sidewalks. Outside of Blue Ridge, the roads are busier and there is less calming landscaping, and folks drive faster, so these roads are less safe and could use sidewalks.
What walking path?? That's a road
Car speed would need to be SUPER slow.
I am often walking with a large stroller and a toddler(s). Sometimes with a kid(s) on a bike. I feel cars and my children need more defined individual space to insure safety.
This type of shared walking space is not safe, especially for children and people with mobility issues. It doesn't provide an area for walking that is separate from cars.
Vehicles do not slow down.
Drivers have enough distractions as it is with their cell phones, Facebook, texts, and Twitter. I shouldn't be one of them. Sorry.
Would prefer to have walking separated from driving - to make it clearer to children where they should be. With separate paths, I would let younger children walk more.
You are mixing cars and pedestrians on the same path with no barrier. Not safe!
I have young children in my family, and it is difficult for them to understand where it is safe for them to walk.
Too congested, too risky for handicapped mobility devices to navigate
Not safe for kids
Cars still speed through and have priority. Frightening for children to have to jump to the side when a car is coming.
It's also a driving path
There needs to be some degree of separation (physical/visual) between cars and pedestrians before I would use with my small children or stroller.
This is how my neighborhood is now- I live on 31st Ave NW, which has speed bumps between NW 85th St and NW 90th St. Cars still go very quickly between speed bumps. If two cars are passing me from opposite directions, I often have to dash between parked cars to give them space to go by. It can be scary, especially in the dark or when I'm with my small children.

Shared has sucked for bikes; it will be worse for peds.
Especially with a preschooler, I don't want to share space with cars.
Those islands or speed bumps in neighborhoods help nothing, causing more angry drivers and making it more dangerous for pedestrians.
In Japan I'd be more totally okay with it, because they're used to it. If I know the traffic patterns in an area, or if it was obviously quiet from a traffic standpoint, I'd be fine. (My area is like this.) But in a strange or possibly-high-traffic area? Not so much.
Where bicyclists feel like they own the path walkers are endangered
When I'm on foot going anywhere, if I have to share space _at all_ with cars, I do not trust drivers to look out for pedestrians. Many will but some won't, and all it takes is one driver not paying attention to what they're doing to result in somebody getting hurt.
If there are parked cars on a narrow street, there is not room to get out of the way of a moving vehicle
Cars are reliably too fast on the roads in Seattle. Also, as a parent of young children I enforce that they stay out of the street
Traffic is not usually a problem with pedestrians. You have speed bumps that keep the speed slow and traffic circles as well to keep slow.
Can't believe this is even an option. My 2 year old can't walk/play here. Seattle must do better!
I'd be walking in the road that I often see people speeding down. My street looks like this and despite the features to slow cars down it doesn't happen very often.
I teach my children not to walk on the road. Traffic calming features need to be combined with a separate pedestrian area.
Sharing with cars is too dangerous for all pedestrians. period.
I do NOT want to walk with traffic. No matter how slowly a car may be 'calmed' or impeded, some drivers cannot be trusted and I won't know that until they 'nudge' me, or the children/seniors with me.
This is the unsafe 27th Ave NE, put a couple cars in those photos & that's what we already have.
This is how my neighborhood looks now. It is not safe for walking!
Don't like sharing road with cars.
Too dangerous for children. They don't pay enough attention to get out if the way when cars are coming.
"I wouldn't trust kids
To be aware enough when cars & pedestrians share the road"
We can't walk around here safely, no matter what you build, until street crime is controlled.
Anytime you add cars and pedestrians you introduce added risk, even with 'calming' features.
It seems obvious that people wouldn't want to walk in the street with traffic! This might be acceptable in quiet suburbs, but certainly not for a city. There are too many distractions for drivers and I wouldn't want to put so much trust in the possibility of them seeing me.
Car drivers do not look, unsafe in the dark or rain
When dark it would feel very unsafe. Would not let kids go without adult.
Too many people walking, running and even biking are using headphones these days and can't hear approaching cars.
Cars can't really see you sometimes and they sneak up on you. Walkers need protected space.
Too many drivers use these types of paths as cut-throughs to avoid traffic lights and traffic signs. I would prefer a dedicated sidewalk or path.
No protection from cars
I have a four year old. I'd never teach her that it was ok to walk in the street.
Pedestrians need a walking path that is separated from cars in order to be safe.
Not separated from traffic

Prefer to have some separation between cars.
Speeds are too fast and I am uncertain if cars will see me.
People still drive too fast.
Cars & pedestrians sharing the same path is not a safe plan. Cars will usually try to speed up or go around pedestrians.
Cars claim the road and would treat pedestrians as people misusing this road as a walkway.
People and cars don't "share" well. I don't consider these paths at all safe to walk in the daytime. In rain/low-light conditions they are downright deadly.
Do not want to walk with cars.
Traffic calming features rarely work in my experience. If cars slow down at all for the obstacle, they'll speed up in between obstacles to make up for perceived lost time. SPD needs to come down harder on distracted drivers, such as people using cell phones, as those are the people killing the kids in the streets.
I think it's unsafe
Are you kidding? It's hard enough when you put pedestrians and bikes on the same path, now you want cars too?
Drivers don't like sharing the road. I would feel more comfortable if there were alternative separate walkways
I'd be very afraid of cars striking me from behind. I would rather walk in the grass than on the street.
Comfortable if there is not much traffic.
As a pedestrian, I'm uncomfortable because some people just speed between speed bumps and circles; As a driver, I'm uncomfortable because people wearing dark clothes in the dark (low visibility) are a danger.
Dim lighting and night time creates a very unsafe environment to walk.
Even with safety measures put into place, drivers will still try to rush through/find ways to cut time, which makes it unsafe for pedestrians. Also, even with signage stating the roadway is shared, people may not see it or ignore it, and not really be looking for people who are walking on the road.
That's a road, not a walking path
Way finding would be critical in these conditions to inform drivers that they are sharing the street with pedestrians. This is especially critical when these changes are first implemented. Traffic calming (specifically speed bumps) are also essential.
Cars don't always watch directly in front, especially near turns. they are looking for pedestrians trying to cross the street from the side.
Clearly a residential area with little to no traffic
Seriously?
I don't trust drivers to watch for pedestrians
In my neighborhood, roundabouts and other traffic slowing elements do little to slow people down. As twilight approaches, it is very hard to be seen, as a pedestrian. During daylight hours this would be an acceptable option.
This is stupid it is fucking obvious WHY this isn't safe. If you need me to tell you why you're an idiot.
It totally depends on the amount of vehicular traffic on the street.
Separation is needed for safety. Not enough enforcement for speed limits (tickets with points not just fines). People speed over speed bumps or go around them.
Drivers are not paying attention (on cell, laptop, makeup, shaving, reading, etc,) so I would not want to share a roadway space with them.
Does not feel safe.
Really depends on how motorists adjust their behavior.
Drivers might drive too close and hit pedestrians.

Generally OK. It frankly depends on the relative volume of pedestrians to cars. The higher the ped:car ratio, the more likely it'll work. Chicken and egg for you.
Depending on the neighborhood...
It would depend on active enforcement of drivers' respect for these shared spaces.
There should be a separate space for pedestrians
It just puts you out there in the street with the cars! Feels dangerous.
Drivers don't recognize this as shared space
I've lived in this type of neighborhood and I it was a close call between me and vehicles on a daily basis. It is not an exaggeration. One reason I think is because drivers are conditioned to expect no pedestrians will be on the street. And again, drivers don't look in front of them or around them in a vertical fashion, thus putting a certain population more at risk of getting struck.
Not safe
It's not clear that pedestrians can use this space
Landscape elements would make it even harder to see pedestrians during the day, much less when it's dark. Any sidewalk like this would have to be EXTREMELY well lit, especially considering how short the days are in winter.
If this existed on a street with even moderate traffic, it would be dangerous in my opinion.
Too dangerous is there a lot a lights.
I don't trust that drivers will respect pedestrians, especially children
Would not want to walk here at night or in the rain.
I have small kids. They need to be physically separated from cars.
I am concerned that older drivers would be confused given all the new symbols and signs. In addition, the line of sight (especially lower right photo) would be an issue if drivers were speeding (they would still do it regardless of the tactics used to slow them).
Sharing with cars is worrisome
People drive too fast and don't pay attention.
I wouldn't feel very comfortable because of the high car culture that exists in Seattle. Cars believe they own the road or that they come first so they are not always on the lookout for pedestrians or even cyclists.
No markings for cars to indicate people may be on the road
There are four different examples here. I don't understand the questions.
I would be afraid of people driving cars not paying attention to pedestrians.
I would not feel safe sharing the roadway with cars. I have a small child and people speed or drive while distracted no matter what traffic calming features are in place.
Would be more comfortable with a dedicated walking lane or sidewalk.
This discourages walking, people do NOT want to "hope" that a car slows down to not run them over. Plus children need to learn from an early age to stay on a sidewalk and NOT run into a street by 'sometimes' having it be okay to walk on a street.
People in cars will still go fast and walking after dark in these areas would be very high risk.
I never want to be mixed into the traffic. People drive waaay too fast, even on residential roads.
I feel safer in a pedestrian designated zone.
Cars think they own the road. Though I like the idea, I feel like we would get hit, or would have to be constantly on the look out for cars.
People in cars can get pretty irritated when people or bikes slow them down.
I would not feel comfortable unless the pavement was a different color or otherwise made clear to drivers that pedestrians should be expected in the "street".
I don't like sharing walking space with cars. Cloudy, rainy Seattle makes visibility too bad

There should be separate spaces for pedestrians and cars. Too many drivers are unaware of pedestrians, especially in the winter when people are walking to/from school/work in the dark.
Maybe ok, if traffic truly slows down. But at night this wouldn't seem safe.
I would have to be constantly on alert for cars. People with hearing or sight problems would be especially worried.
This path style assumes that both drivers and pedestrians are respectful and aware of the other. This is often not the case in Seattle, look at crosswalks as an example. Cars consistently breeze past pedestrians waiting to walk, or nearly clip them while they are mid crossing. A totally unstructured path seems like a disaster.
No sidewalk, where do we walk? Speed humps are not good at all for pedestrians or cars. Some car's under-side snag some speedbumps. Also if one is pulling or pushing something, speed bumps can be hard to cross. People don't know how to turn in roundabouts.
Speed humps don't work
Don't trust drivers to pay attention
I don't trust most drivers. I live in South Park and must walk on the roads all the time and have had close calls.
Drivers have shown time and time again they do not respect pedestrians. Sharing a space will not make me feel comfortable.
Cars , bikes and people need separate tracks.
Drivers might not be looking out for pedestrians.
Drivers are too concerned with navigating the barriers to notice pedestrians. We live and walk with a road like this nearby and it is not safe/comfortable, ESPECIALLY after the sun sets.
Depends on buy in from drivers
With those guys? Just kidding. Wheelchair and walker access still important. (Are those paid models?)
I do not trust cars to avoid hitting me, even with traffic calming features. The features can also block visibility making things worse. They also provide places for malicious people to hide at night.
Yes! Woonerfs!
Cars often don't view this as shared and grow angry at pedestrians taking up "their" road. I also wouldn't feel good teaching kids it's okay to walk in the road.
Easier to get hit by a car unless you are walking towards incoming traffic
Cars and pedestrians should NEVER share the same space.
Creates ambiguity in the minds of drivers, which I believe is dangerous.
The shared roadspace isn't clear who gets right of way or where the safest place to walk is.
Traffic calming is often not 'bike calming,' I've had more issues with bikes than cars in Seattle
Not interested in doing all of this change, due to the fact that it increases taxes.
Are you kidding?
Want sidewalks, no safe barriers between cars and people walking
We have zero industrial buffers in Georgetown. It would be nice to have freight a street over from residents. If that happened then this would be fine.
So called "calming features" create confusion and irritation.....and not much pedestrian "comfort".
Too dangerous on Rainier Ave S
I walk my daughter to school and share the road with cars that don't slow down to pass us. I will never let her walk this alone even when she is older. Cars should slow down but they do not.
Would need to be vigilant about any approaching cars.
Because there is no clear right of way, and cars become impatient and pass pedestrians unsafely.
Our neighborhood has no sidewalks. The speed humps slow only some drivers. People speed by, nearly grazing us. Very unsafe, but we have no alternative.



This seems like a disaster waiting to happen. Both pedestrians and drivers can be very irresponsible.
Cars speed thru these wo care for bikes or peds
Are you kidding? It's too dangerous for pedestrians to share a road with automobiles. The chances for automobiles striking pedestrians is astronomical; especially at night.
No no no no no no, cars and people cannot share roads. They are two different types of transportation users. Drivers will get annoyed they have to slow down for slow pedestrians and pedestrians will get annoyed they have to breathe in smog and loud exhaust from cars. It's a no-win situation
Walking in the street is never safe for pedestrians.
There needs to be a safe buffer between the cars and pedestrians. We live on Rainier Ave S and never walk bc the sidewalk is so bad and the drivers are fast and reckless. I drive to Seward Park if I want to walk.
Waste of space, though
sharrows for pedestrians? need mode separation for kids especially.
While it looks like the speed is reduced in these areas, cars still dominate this zone. the curved entrance helps a lot (4th pic), and i would feel comfortable walking on that one but not the others.
These are nice environments. The traffic seems slow, good visibility and nice landscaping in the bottom right image. I like the orderliness of the parking on the upper left image and the street paint since a pedestrian walking here has a clear path and would know immediately where the car space is. The image with the speed bump doesn't look very safe to me (looks like cars would drive fast there.)
I do not want to share the road with cars - not safe, and cars do not slow down or look for pedestrians on these types of roads, in my experience.
This is what I live on and cars park all over the road and you have to walk down the middle of the street. Where cars should be parking parallel to the road - they do head in parking and back out onto street. Also, people have put fences on city right of way so cars have to park IN the street.
It's too hard to differentiate between roadway and walkway.
No cars!
This would not work for our neighborhood.
Not realistic.
Doesn't seem safe for little kids
There is little to no safety to walk.
It doesn't work. I live on a residential street in Greenwood and people still speed with roundabouts. There's no sidewalk and it's very unsafe.
No buffer
I would always be worried that drivers might not see me or my children.
This requires a lot of faith in the driving ability of the people who are operating cars on these roads. I just don't trust drivers enough to risk my life sharing space with them.
Roundabouts don't seem to work, same with speed humps to a lesser degree (speed humps seem more effective when their are more than one in a series)
The need to be hyper vigilant about cars coming. Too often they are not watching for pedestrians
I live in a neighborhood where this is common, and I am not at all comfortable with it. Theoretically, it should work for all parties easily. But on stretches of side road where there is not some kind of road landscape element (curve, round about, speed humps, etc.) at least every 100 feet, too many cars accelerate between them and I don't feel safe walking on the shared space at all. I've been 'buzzed' at a high speed and swerved at, while walking my daughter in her stroller. Her stroller!
The curved roadways are not helpful because your only choice is to walk where a car could possibly be coming, even though there are speed bumps cars can still speed up past the speed bump. Not a safe way for a child to walk from school.
Pedestrians should not share space with automobiles under any circumstance.

I do not like to have myself, my children or my dog share streets with cars unless it's a very low-volume street. Some of these images look OK, but the straight one with a speed hump is not enough. Sidewalks and designated walking spaces are safer and preferable.
You're kidding, right?
Peds needs a dedicated sidewalk. Anytime you mix peds, bikes and cars into using the same road, it automatically raises risk and certain drivers (and bike riders) will get frustrated. It's just human behavior. As a bike commuter, I don't think sharrows provide anything except a cost for painting the symbols on the streets. Just build the sidewalks. Every seattle street should have them...period.
Drivers still speed on roads with traffic calming devices. Especially on 105th on the east side of greenwood ave n
Drivers swerve around obstacles as if playing a video game. The novel obstacles consume their attention and they're less likely to notice pedestrians
Lots of drivers assume they have right of way, harass and intimidate pedestrians in shared space using their vehicle - have experienced this in Belltown, Greenwood, Queen Anne, any parking lot.
dont trust drivers to be careful or paying attention
Mixing cars and bicycles onto/into pedestrian walkways not a good idea. Bicyclists especially are not mindful of people that are slow, handicapped, hard of hearing, etc.
This is dangerous. There are some intersections with poor visibility due to trees and shrubs that this does not address. I want my child to be safe walking to and from school by himself.
This not an improvement to walking conditions, its simply an inconvenience to cars. Your goal should be to improve walking comfort.
Drivers not used to this, so would feel very uncomfortable.
Buffering of planting
Really?
You are walking where there is car traffic.
Safety changes significantly after dusk and is off the chart with opposing vehicles and rainy windshield glare.
Because there are inattentive drivers everywhere, and these walking paths put you in their way. Especially at night.
On dark, rainy evenings when most commuters (both vehicle and pedestrian) are active, this looks very dangerous!
Our neighborhoods are becoming too dense for shared pedestrian/car space. Without sidewalks, I feel less safe as a pedestrian with traffic circles and features like the one depicted above because when I have to walk around these things I am even more in the path of cars.
People do not obey speed limits as it is. If this were in my neighborhood cars would be speeding and taking up both sides of the roadway. It happens on the roads we have now. Fortunately we have sidewalks on 1 side of the street. :-)
Have been doing in north Seattle and you end up having to keep moving for bikes and cars
Ridiculous. Do something right for once Seattle!
Drivers will still assume right of way.
I do not like shared walking space with vehicles even with elements to slow down the cars. I prefer a physical barrier.
Don't like walking in same space that cars are driving in.
I prefer to walk with some separation between me and motor vehicles and bicycles.
This is what we have now (where sidewalks don't exist) and it doesn't feel safe. There would need to be LOTS of traffic calming, signage, and education so that drivers would slow down and keep eyes open.
I might chose to walk alone in the street but I'd look for a different route when pushing a stroller

Well duh! Because forcing pedestrians onto streets (unless it's a woonerf) is inherently uncomfortable and unsafe.
When I'm walking I usually have my dog on leash. Looks dangerous for a somewhat disabled person tending to a dog.
Don't trust all drivers. Can't walk at night
Lack of separation and conflicts with speeding drivers.
Drivers often overlook the 2,000lbs of metal they are in can still do a lot of damage at slow speeds. Alternatively, pedestrians overestimate their visibility at times. Shared space users make too many assumptions about the other users actions, abilities and expectations. It's best to separate like with like to minimize 'user' error
DUH How is it safe to have cars and pedestrian sharing the space? It isn't
Depends on how busy the street
Drivers and walkers on the same path is always hazardous
Dangerous
These already exist, to some extent, in places where there are no sidewalks and it doesn't matter. Pedestrians are forced to step into ditches and bushes on the side of the road to feel safe. Its better if there is some time of physical barrier/deterrent between traffic and walkers. Also, better for drivers to understand, psychologically, that there is a space for pedestrians to walk where drivers cant go.
I have tried walking in existing neighborhoods with these features and they were not effective enough, especially combined with on-street-parking, to provide safety. The drivers don't pay enough attention to the pedestrians.
I absolutely don't think Seattle should expect people to walk when cars drive! This would encourage jay walking as well which is a huge unaddressed problem in Seattle. Bad idea!
No separation from the traffic in a city where police enforcement is minimal.
Need speed bumps and things to slow drivers down but even that is not enough!
Not safe
I live in a neighborhood like this. Cars drive too fast and too close to people walking down the street. It's difficult to see pedestrians at night or in the rain. It's unsafe.
Sharing walking space with cars and small kids doesn't feel very safe.
I feel fine about it but my 2 1/2 year old son makes me carry him if there is no sidewalk and he doesn't want me to use the stroller on these types of roads.
Not in the city. Cars don't pay attention to pedestrians at all. This is like the shared biking markings, and that is a joke.
Comfortable only if this is on residential streets that are not busy with cars.
I wouldn't feel comfortable knowing that cars could come by at any time who might not be aware enough to know that pedestrians are sharing the road, or who just don't care as long as they can get to where they're going as fast as possible. I ESPECIALLY would never be comfortable pushing a stroller on a road like this.
That is not a sidewalk. Pedestrians already give up too much to vehicles.
Too close to traffic
Cars are dangerous
Some speed bumps cause stroller to bottom out & can't completely go around them
Absolutely not. People try to run me over on the sidewalk. Slowing cars does not work
Walkers need a separate space to walk. it is not safe for children
This is OK as long as the road is super narrow.
Because people should not be walking down the middle of the street.
One would have to stay extremely alert for idiot drivers yakking on their cell phones.

One would need to stay extremely alert for idiot drivers yakking on their cell phones.
It's what we have now and it's not safe for families
This arrangement can work for mobile adults. It is not safe for children.
I don't trust drivers to actually see me as a pedestrian and bike rider.
Many drivers do not respect the current rights of pedestrians in cross walks. The speeds difference is too great between walking and driving to mix those modes of transport.
This looks like walking down the middle of the road.?
I prefer to not walk in the street. A lot of people drive badly in South Park. I once saw a guy hit a tree in a roundabout and just keep going. I want to be out of that mess.
The space is clearly built for cars first. People speed.
It would be fine if traffic really is calmed, but I don't think you can guarantee that.
It's not a walking path if cars share the roadway space. "No matter whether the pitcher hits the stone or the stone hits the pitcher, either way it's bad for the pitcher."
Not good for cars or people.
Dangerous to pedestrians and drivers in such close proximity, increases drivers' frustration, intimidating to pedestrians to have cars so close, wastes fuel in slow-moving vehicles, increases wear and tear on cars
Kids and cars sharing a path is a recipe for disaster because kids are unpredictable
YES, SEATTLE SHOULD BE BUILDING THESE! I was in Vancouver, BC recently, and they had some wonderful walking paths weaved in-between auto streets. Broke the city up, making it feel very manageable and friendly.
Cars don't like to share; as a pedestrian - too scary
Drivers are not trained to share roadways with pedestrians. They have a hard enough time sharing the road with bicycles, pedestrians would fare worse.
Visually, it looks like a street to me and I wouldn't feel like I belonged in it.
This is a fine and necessary solution for cyclists, but pedestrians (especially those who move a little slower) will feel uncomfortable being in the street due to cars, even if they are infrequent. Plus, there is a cultural aspect to walking in the street - it seems like our cultural values in the United States don't encourage walking in the street.
There is no designated walking space - relying on landscape elements and curved roads actually decreases pedestrian visibility and makes it even more dangerous.
People do not belong in the road. They are hard to see at night and in my experience, tend NOT to move over for cars feeling like the road is also theirs to block from you. I don't think it is a safe alternative.
I have young children and don't want them walking in the street.
We have a small child. While we can be proactive in avoiding cars, he needs a clearer path. This type of path depends on drivers sharing the road. Many drivers feel the road is first and foremost theirs, especially if there isn't a divider. If a driver is assuming control of the full road and visibility is reduced by rain, dusk or the driver is distracted, this would make this type of path EXTREMELY dangerous for him. It takes time for attitudes about sharing the road to change, and even if attitudes locally change, not all drivers are going to be from the area.
This would be plenty comfortable if a true shared street with calmed traffic.
No real sidewalks
Drivers still drive too quickly for these. e.g. race up to the hump or landscape, break hard, and accelerate away again.
Unsafe
The idea of pedestrians sharing space with cars seems dangerous to me. Automobile drivers sometimes circumvent features intended to slow them down and may not pay enough attention to avoid pedestrians.
I firmly believe that cars and pedestrians, for safety, should be separated. Some of these traffic calming features actually get drivers to drive faster. Like in the fourth picture.

Sharing space between people and cars does not provide a safe walking environment, especially for children.
Dangerous
Speed bumps and s curves don't instill much confidence as a walker. The combined walk and parking picture above however is interesting. It's design appears to limit traffic flow.
As long as traffic is low and slow these are great
An inattentive driver is a much more dangerous threat to pedestrians on intersections with these features
Drivers are not alert enough to avoid dangerous pedestrian interactions. I have seen many many cars drive the wrong way around roundabouts, and have had many difficulties on this type of road. Often there isn't enough room for cars alone, much less cars and people.
Drivers are inattentive, pedestrians can't hear cars approaching
I would only feel comfortable on paths such as these in certain neighborhoods. There are some hoods that this would be a bad idea due to bad residential elements and the propensity for negligent driving.
Unsafe to mix with vehicles.
Having pedestrians and cars share the road is not safe.
Would depend on the speed and frequency of traffic. At dawn, dusk, or night time would be dangerous. When the weather is bad there is no buffer between you and the car. Cars cannot see you.
All this does is slow car traffic - but it doesn't make it any more comfortable to walk.
Seems obvious--how could anyone feel comfortable walking in a road?
Too dependent on drivers' alertness and willingness to adhere to speed limits and cautionary driving around pedestrians. Leaves pedestrians, especially younger ones, too vulnerable.
I don't want to walk in the road. it is not safe. We have traffic calming features on our block (chicanes) and they are a joke. Drivers speed to get to the chicane so they can get through first.
Not in Seattle -- too many drivers are oblivious of their impact..
This would have bad visibility at night and we can't trust all drivers to follow the rules.
Confusion of car drivers. Competition of drivers and walkers.
This makes no sense.
Cars do not pay attention to pedestrians
No real designated area...If it's not busy, this is a nice area to walk dogs because of the extra room...but there should be signage for cars explaining road is shared w / pedestrians
Can't relax. Must constantly scan for cars.
Could work on roads with low car traffic, but people still drive too fast
Cars don't necessarily look, slow and such. Too much texting, phone talking, running late so they are speeding, and too many Peds walking and texting and not paying attention as well.
Basically, you're saying walk in the road. Doesn't look or sound safe to me. I want a clearly defined barrier between myself, my family and motorists.
This is not safe for kids.
Because it is not safe for families, specially for kids, kids should learn to walk to places at an early age
I wouldn't trust vehicle drivers to share safely with pedestrians.
I don't trust "traffic calming features" to keep some drivers from being unsafe and injuring pedestrians. Especially drivers who are not familiar with these types of features, they would most likely be distracted and/or ignore the features while pedestrians develop a false sense of security.
Not comfortable walking in the same traffic lane used by cars. Even on a lot of residential streets, being in the same space as autos is dangerous. Walkers need separation from vehicles.
Not all drivers pay attention. uhh, texting?!
Too little space for everyone to share the road: automobiles, bikes and people could be cramped. Not well enough lit, low visibility at dark and around corners.

If drivers don't understand that they're sharing a space with pedestrians, it wouldn't be very safe for the pedestrians.
No separation between cars and walkers - cars not slowed much
Wouldn't be able to relax, always looking out for cars
I have small children, and it's hard for them to understand how to share the road.
Motor vehicle drivers are often distracted. Without a clear barrier between cars and pedestrians, the risk of accidents would increase.
Killing pedestrians is not a crime in Washington state.
Shouldn't be on same area as cars
Need a separate space especially on busier roads.
Are we a civilized city this looks like rural to me
Fear that speeding, texting distracted drivers would plow me over. Not designed for a busy city. Maybe a small Midwest town.
Your constantly getting out of the way for cars.
This seems like a nice idea for a more rural area and not appropriate for a major city that is aiming to be the most walkable city. Drivers can barely yield at a crosswalk.
There's absolutely no barrier to avoid possible collisions with pedestrians and any impact, even at low speed, can cause serious injury. There is also no shortage of careless or substance-impaired drivers so this is a recipe for disaster.
Not comfortable sharing same space with cars, these features don't really slow cars down, but can make it harder for pedestrians to be seen.
You're always going to encounter speeders or cars not deferring to pedestrians. This is a BAD idea for people that need assistance walking, etc.
I don't want to walk where cars are. Need to always be wary of incoming traffic and dodge out of the way. Some cars are very quiet and can come up behind you, too.
Cars are bullies
It's unclear where pedestrians should be vs cars.
I have a two year old and I do not want to be walking on a road with a stroller or holding his hand where there are cars also driving.
Not comfortable because of anticipating cars going too fast.
Afraid of cars that aren't paying attention
Because drivers go too fast and are many times, unfortunately, distracted. I don't trust them to share the road with my children.
Traffic calming does not work well.... I live in the area of 85th and 105th Greenwood and auraoa.. The side-walks help it the most but bumps NO they do not work.... I am a homehealth nurse and for 15 yrs have traveled throughout king and NSohomish county.... traffic bumps are a bit of a joke.. they are NEVER high enough to slow down the traffic.....
Cars will drive into walking space and vice versa
Not comfortable walking in driving or biking lanes
Lack of dedicated area makes it a car zone where pedestrians are low priority, no matter how calm the traffic
I prefer actual sidewalks.
I have a baby who I take on walks daily in a stroller. I do not feel comfortable sharing the same space with cars.
Small kids
That's just people walking in the street. I'd probably just walk across people's lawns instead.
I have small children and these roads are usually too narrow for all at once

It's a road for cars. Scary!
Extremely poorly suited for dog walking, given that they can be unpredictable and would be sharing space with traffic that could easily injure them.
These look like roads for cars, not people. I would feel unsafe as a pedestrian.
You can called it shared but to drivers it looks like a regular driving lane with people walking on it. I wouldn't feel comfortable, especially when approaching a corner or curve or in not-perfect visibility.
People will still drive too fast and not be alert to walkers.
I would not feel comfortable without delineations between the cars and pedestrians. It is unlikely that cars would be going fast enough to seriously injure a person, but at night or other situations with poor visibility it would be a problem.
Cars could still go fast enough to make me uncomfortable
We have the worst drivers in Seattle, not a good idea at all. Someone is going to get seriously injured or killed with that dumb idea.
I'd always be looking out for bicyclists barreling down on me.
Looks like a street.
These types of roadways turn into vehicle vs pedestrian. Sometimes bicycles don't share the road well with pedestrians, either.
Reckless drivers will ALWAYS insist you are in their way!
Many drivers are simply careless- I would feel very vulnerable walking in the same space cars drive
I don't trust drivers to share with pedestrians.
Uncomfortable if cars are present. This city gives cars the right of way. Hit a pedestrian and what is the repercussion? To make this a pedestrian friendly city, the message needs to be given and heard that drivers yield the right of way when pedestrians are in the crosswalks, when pedestrians are walking down these kinds of streets, etc. The primary message in this city is for drivers to be aggressive against each other and against pedestrians and against cyclists. That has to change fundamentally for Seattle to become a pedestrian friendly city.
I have to walk the stretch of Queen Anne Boulevard along Bigelow where there are no sidewalks or paths. Everyone has to share the road, and cars are parked on both sides. It is very dangerous for anyone not in a vehicle - not safe to share the roadway with cars when you're a pedestrian.
When there's inclement weather, if it's dark or when there are curves with trees or blind spot pedestrians can be very vulnerable.
Those are roads. Cars would never slow enough to make those spaces safe, no one knows what to do with spaces like these except treat them like roads. Wheelchair users cannot safely use these spaces.
Ideal. More of this please!
This is currently what we have in our neighborhood and cars typically do not respect or understand that these are a shared roadways. This is not a safe option and my family does not feel safe walking down these streets.
Cars
Let's face it: drivers will not slow down & the pedestrians & bicyclists would be in danger in this scenario. And if people had canes, walkers, wheelchairs? Disaster!
That's what Broadview has now, excluding the traffic calming features, and every day I see near misses of cars and bicyclists and walkers.
Again depends on amount of traffic and speed of traffic.. also is there a good sight line to see cars coming and a good place to get off roadway to let the cars pass.... all issues in making things more appealing to walking... I have walked on all the surfaces and they make me feel comfortable... BUT I would not feel comfortable in the dark on a wet and rainy commute at this (Nov) time of year..
As long as there was signage educating drivers that this was a shared space with pedestrians (maybe paint on the pavement) I would like this.

These shared walking spaces are not safe. There is no designated space for pedestrians who are not visible to cars, no matter how slow they are going. Traffic calming features do not always slow cars down!!!
These are okay except I do not think making the streets one lane only is a safe idea.
Cars could hit me
Cars often don't even look for pedestrians. I think this is an accident waiting to happen.
No matter how slow you make the speed limit or how many speed humps there are, people will speed through these areas.
I would still have to watch out for cars as a result of feeling less protected. It wouldn't stop me from walking but I'd be on more high alert. :)
Too dangerous.
Cars will hit the people
I don't care how slowly the cars are driving, they're not going to be able to see my toddler.
No separation from cars
Asphalt cracks and rises to create tripping hazards due to extreme weather conditions.
Your sharing the road with vehicles
I would feel very comfortable IF the traffic calming was adequate and there was significant pedestrian or bicycle traffic. Otherwise, you wouldn't know if a car would come speeding through.
It's like walking in the street
Too many drivers fail to see pedestrians sharing their space. Encouraging pedestrians to use this kind of path puts them in greater danger than they'd otherwise be in.
I have a toddler and would feel more comfortable with space between us and care.
"Irregular surfaces and poor sight distances are very bad.
Broadview's population has resided here the longest of any in Seattle and this should be considered in selecting appropriate sidewalks. No irregularities as asphalt would provide and adequate site distances."
"These items are a hazard to pedestrians as surface is uneven, sight distance is limited, etc.
Walking on neighborhood roads with little or no traffic is fine without sidewalks. Concrete sidewalks do raise property values. Asphalt sidewalks reduce property values."
You want people to walk right middle of street where car is traveling?!???
I cannot share the road with cars!
In my opinion, it's as if I'm walking in the street - as there is no delineation between which area is meant for cars and which area is meant for pedestrians.
Automotive speed is the major threat to pedestrian safety. narrow streets, speed bumps and traffic calming encourage slower driving and safety.
It's a ROAD, not a place for people to be walking!
Would be ran over in my wheelchair.
Too many drivers do not slow down for pedestrians even when there are traffic calming features.
"Several problems here: 1) speed humps that cross the entire road are a bad for older folks walking
2) Need ""Shared Roadway"" or some such sign to alert motorists that pedestrians will be legally walking there
3) Speed limit should be no more than 20 mph on these kinds of streets (and posted as such)."
No place to avoid cars
No separation from traffic; walking in the traffic zone
This feels like walking in a road. I prefer a raised separated space for walking.
You must be joking. Even with calming devices in place to increase awareness, you will have the inattentive elderly or impaired drivers, paired with pedestrians who feel "safe" or "entitled" to the space and will be putting themselves in danger.

This is very case-specific. Some situations would be fine and some scary, especially for smaller children.
Cars still share the road, not safe
There's no way I'd push a stroller down the road with cars on it. Also, people talking on cell phones or texting while driving - I don't care how much "traffic calming" there is, it's too risky.
Sharing wide streets with cars is scary. People will drive too fast, too impatiently, and feel like only cars have a right to that public land.
High risk for accidents
I don't imagine drivers would appreciate pedestrians on the roadway. I would be scared of aggressive or care-less driving.
Because it causes friction and irritation for both Pedestrians and Drivers. Putting in speed bumps just causes frustration for drivers and pedestrians then feel no obligation whatsoever to look out around them. All around it breeds a bad environment.
People should not have to walk on the same paths where drivers also use their cars.
With light, slow-moving traffic only
Speed limits are far too high and too loosely enforced to make this a comfortable option for pedestrians.
I do not trust people in cars while walking.
Too many inconsiderate and careless drivers
The chances of an inattentive driver hitting a pedestrian in a shared space is much higher than if pedestrians have a separate space. Because of this, a pedestrian can never really relax and has to maintain constant vigilance for cars. The pictures show people walking in the middle of the street. What if you were blind or deaf, could you do that? Even if you are normally-abled, you'd have to be watching and listening for approaching cars so you could move as far over to the side as possible. We have a neighbor who is known to imbibe and drive. Sure it would be nice to permanently get this person off the street. Since it is impossible to get all unfit and/or distracted drivers off of the street, it would be far preferable to not have to share the street.
Cars on the path
Most drivers go too fast on residential streets;all of these options pose dangers to pedestrians who have to constantly watch out for cars
NO! Quit the war on cars and stop taking away car lanes, parking, etc. to please your 3% bike people.
"Distractions happen with both parties. More likely to have accidents.
"Cars still whip through these calming features as fast as they can. Also, it's not clear to little kids where the safe walking area would be, because it's all supposed to be safe...and it's usually not.
I don't think those features make a significant impact on drivers' behavior
Cars will still drive too fast.
Pedestrians sharing the road with cars is not a solution. The cars insist that the pedestrians get out of the way, the pedestrians end up at the edge of the roadway, being passed by cars without enough room. And cars coming around corners will hit pedestrians. Don't go there!
They look like roads people drive on
Too dangerous and those bushes can be used for people hiding
People use side streets to avoid traffic jams and often speed through residential neighborhoods.
This is what we have in the neighborhood now. I feel unsafe sometimes since there is no separation from cars. The street itself is sloped on both sides which makes walking/running more difficult on the ankles and knees.
I don't think drivers are expecting to see people walking in the middle of the street and might not react in time, even with the traffic calming features.
Cars still drive way too fast in these types of "shared" roads. i live in an area with a few speed bumps, and cars drive way over the speed limit.
No barrier, and unsafe when dark and raining

Like some car is going to want to drive down the street at your walk pace. i almost got run over twice this weekend by drivers that thought the walkers were taking too long to cross the street in a crosswalk. Share space spells injury for the smallest/slowest.
Depends
That is what we have and it is NOT safe. Drivers come much too close to pedestrians
It depends upon how much traffic there is. I live near a street that has a speed bump, and it does not deter traffic, nor slow it down much. The land-juts, if we have to walk around them, are difficult to circumvent. My daughter lives on a street with these, but they are in addition to sidewalks, which are in the original, straight line. If the street is forever off-limits to developers, who have to put in sidewalks when they build a multi-family structure, and therefore a low-traffic street (one or two cars an hour) then these are fine. I lived in a community where people chose to not have sidewalks when it was built, and everyone walks in the street, and it was fine. But it was a cull-de-sac type development on the East Side, with very little traffic.
Unpleasant to have to worry about cars who don't slow down.
Not comfortable sharing the road with cars. Seems hazardous for young children and other aged pedestrians. Visibility is compromised and distracting for drivers to navigate the road safely with pedestrians. Unsafe!
These conditions are common in areas in Seattle north of 85th; the city promised we would receive sidewalks when this area was annexed in 1954-55;
I think there needs to be a way to separate the pedestrian path from the path that cars use.
Traffic calming? Doesn't work well that I've seen. But if cost is an issue, please do try that on 100th.
Drivers can't be trusted
I don't like to walk where cars drive. My kids absolutely cannot walk to the neighborhood park as we have no sidewalks. When people walk on roads they are at risk, but when driving on the road where people are walking, cars are at risk. Often I have to drive on the wrong side of the road to go around pedestrians who seem oblivious to how they should walk into traffic. When close to a corner or on a curve, being on the wrong side of the road is especially hazardous.
Depends on speed of traffic.
I live on a very active residential walking street, with no sidewalks. It is a route to neighborhood amenities. There is space for pedestrians to walk off the street though. As a driver it is frustrating to work with pedestrians who choose to walk in the street. Additionally, sharing walking space with other walkers can be frustrating enough (people don't pay attention to providing space for other walkers passing by), many pedestrians may feel entitled and not SHARE the space.
Cars drive these streets. Cedar Park -> is North Seattle whom has no sidewalks!
Not a good solution and big compromise to "check a box"
"Would need more of a clear separation between cars and walkers.
Cars still speed up where there are not bumps etc.
Remember save \$\$\$ so other can have. Beautiful but not necessary in my opinion, unless there are more than 10 people walking at the time, this is more like the downtown sidewalk. Not appropriate for residential.
Drivers will still go too fast despite efforts to slow them; more likely to be sprayed or splashed by passing cars
It's essentially walking in the street--cars would make such walking dangerous.
T depends on how much traffic is on the street. On some residential streets with low traffic the oil road with out sidewalk is fine. If there is rush hour cut through traffic it is not fine, these areas need some sort of safe walkway with traffic calming that works. Residential areas near dense traffic arterial and highways need more infrastructure.
I live in a "speed bump" street without sidewalks and it is very unsafe
This is what we have now and it is busy and dangerous especially in the dark. The Cedar Park neighborhood is getting heavy cut-through traffic from commuters going around the north end of lake, avoiding traffic on Lake City Way. Sidewalks or paths would be safest. Eliminating bridge toll could be useful too.

Cars are always driving too fast, regardless of the posted speed. Cars do NOT stop for pedestrians at cross walks.
Sharing the roadway with cars is what I have now in my neighborhood, and it is quite dangerous. Traffic does not slow when there are walkers, even with speed bumps.
This already present in neighborhood and is to dangerous due to traffic and speeding through residential areas
I walk on these anyway, because for the most part, it's the only option in my neighborhood
This is what we are living with in north Seattle right now. It is dangerous. Even in broad daylight cars get too close and drive too fast. In dark, rainy or foggy conditions, it is extremely scary. I wave a flashlight at drivers and wear reflective clothing, but still feel threatened by drivers (and by cyclists on BG Trail).
The pedestrians are walking in a roadway for motor vehicles. Schools have long taught children to avoid doing so. Accidents are frequent when motorists are not alert.
I do not trust that cars will see my kids. It would very much raise how old they would need to be to walk even a block to a friend's house alone.
Cars often do not slow down for pedestrians walking dogs or with kids.
It looks like you would be walking on the street with vehicle access.
This is essentially what we have now and we haven't had any problem but night time, winter, rainy days seem more potentially dangerous
Don't mix the two together. I don't even want bicycles in the walking space; they often fly through and with poor hearing, I can't react fast enough.
This is a safety concern for people that travel with wheel chairs. I think it's safer to have a separation between pedestrians and cars.
"I live on 37th ave NE. Speed bumps don't protect pedestrians, sidewalks and buffers do. Speed bumps are a helpful tool for reducing speed, but not for the overall safety of pedestrians.
Unless you mean on residential streets - but no way on arterials
I would not feel safe as a driver OR pedestrian.
Unsafe because drivers don't always pay attention.
Ok with very low speed limits for cars.
Santa Monica photo illustrates a street that is landscape. If streets are aesthetically more pleasing and at a more residential scale and narrower, cars would be more likely to drive slower if there are pedestrians.
I am skeptical that people will responsibly share walking space (as you call it)
You are still walking IN the road. Roads are for cars. Sidewalks are for pedestrians.
These are streets and the way cars are parked forces people to walk in the traffic zone. The presence of multiple cars suggests these are not all quiet streets
I don't feel safe walking OR driving in these situations. The "traffic calming features" don't always work as planned - sometimes drivers speed ahead to get around obstacles before someone going the other direction. I want roads less constrained, not more.
Cars are parking on the side, which reduces the area to walk and drive with a safe distance between car and pedestrian. Drivers are looking for cars to avoid and do not see people when it is dark.
Depends on the speed of drivers and visibility of pedestrians. would prefer defined path for pedestrians.
Car drivers do not expect pedestrians to be in the street
No pedestrian safety
I live on a greenway....still dangerous...no sidewalks on either side!!!
No barrier between people and cars
I live in a neighborhood like this, we have speed bumps, and if you think drivers accept that pedestrians are supposed to be sharing the road with them, think again. Commuters cutting through pretty much expect walkers to leap to the patchy edge of the road.

"Subconsciously (both as a driver and a pedestrian), road space is for cars and walk space is for people. Plenty of people drive with their brains ""off"" and don't even *look* for pedestrians unless there is a sidewalk, because they're on the road and why would a pedestrian be there, too? That's what sidewalks are for. All it takes is a moment of inattention for a driver to hit a pedestrian, so it would be extremely uncomfortable as a pedestrian to be forced to walk in the ""car"" space.
Also, traffic is bad enough that we don't need to slow it any further. Sidewalks and dedicated lanes are clear indicators of ""people without a giant steel shell might be here"" and they work *with* the traditional flow of traffic and not against it. In addition, areas where pedestrians are rare sights and not a steady flow (which, again, leads to drivers not expecting to see them) don't need to be slowed down when there are no pedestrians there"
Cars do not yield to pedestrians, and pedestrians do not get out of the way of cars.
Prefer walking path separate from cars and bicycles.
Because in winter when visibility is low, the cars can't see the pedestrians and they can get hit.
These are already in place in some parts of North Seattle where I live, and they are NOT effective.
This is a road. Not a walking path, if we build bike lanes on roads for bikes. Why would you want people walking on a road???
The speed humps are not safe for bicycles. Wheel chair users must feel uneasy in this situation, with no place to get out of the way of cars.
With one caveat: Speeding and Texting Drivers.
I know that's a greenway, but it is still a street! Does the city really expect its residents to walk down the street? My family is not comfortable walking down a street that has traffic, even if the traffic is calmed.
You mean how comfortable am I walking in traffic with all the cars zipping around? Streets are for cars. Build some damn sidewalks! The streets in my neighborhood (Greenwood) are already so narrow only 1 car can drive down them at a time. The narrow streets should be one way with a walking path on one side.
"I live on a small street with a stop sign at either end of the block. People still speed (~30 mph) between those two stops. When I walk on the neighborhood greenway (without sidewalks) near my house, people speed by, or drive far too close. I do not feel comfortable walking on these streets. I feel most comfortable on streets with dedicated walking space for pedestrians.
You must be kidding. This is a definite safety problem for definitely pedestrians, but also for vehicle drivers, We have more than enough of those in the Wedgewood neighborhood; and unless pedestrians have learned the safety rule of walking on the side of the road to face oncoming traffic, it is always a disaster waiting to happen. Many times, as I drive on these roads, pedestrians do not know that they need to be on the side of the road where they can face the traffic, so that both pedestrians and vehicle drivers can avoid each other and prevent accidents.
I think that traffic calming features should be used in conjunction with dedicated walking space for pedestrians. "
Driver impediments take focus away from looking out for pedestrians. They also adversely impact emergency vehicle access.
No bikes , no cars
I'd prefer separate walking and driving areas.
No separation of traffic and pedestrians
I'd be more comfortable if there was a sign at the start of each block saying that it was a shared street and drivers should expect and yield to pedestrians.
Traffic may be calmed, but not every driver. And I'm in the same space as that un-calm driver.
Pedestrians and vehicles DO NOT MIX. I can't believe you're even asking this. Holy crap dumb. Dumb in the daytime, TERRIFYING in the rain or at night. Dumb dumb dumb.

Cars and people don't mix well, no matter what traffic calming features you introduce. It isn't the cautious, sensitive drivers that I have been troubled by, it is the distracted, careless and/or aggressive ones that ignore or blow through traffic calming features at great risk to pedestrians. I have to be extremely vigilant in my neighborhood, especially when walking up over hills. Drivers speed through the neighborhood and don't see someone walking at the side of the road until the last minute.
Not comfortable on the last one, too small; does not feel safe
Not safe. drivers would still have a hard time seeing kids, people in dark clothes, etc.
Cars are bigger and faster than pedestrians or cyclists. And drivers are aggressive. This would not be safe for pedestrians. At all.
Depends on traffic volume. Streets with an odd car here or there would be OK, but every conflict is risky.
People and cars sharing a roadway is not safe or smart
Pedestrians are in the road with traffic, or on someone's property to avoid traffic.
Would feel more comfortable depending on the specific traffic calming features. If the road width is narrow, and if there are lots of traffic calming features, then I would feel comfortable. Top right photo = would not feel comfortable.
Automobile drivers do not respect pedestrians in the middle of the road; they don't look for them. or prepare to stop when they see them . Drivers expect pedestrians to be off the road.
Directly in the path of cars.
People will still walk in the middle of streets where cars need to pass
I think this would cause a fair amount of confusion. Also, relies on being able to see and hear cars coming.
There is no where safe for pedestrians to walk, kids, seniors, and everyone else that would like to be safe from the danger of being struck by a vehicle.
These streets are too straight for pedestrians to share right of way with motorized vehicles. I would feel comfortable walking on a road where cars also have right of way ONLY IF the road is very curvy to the point that cars cannot drive faster than 20mph. Drivers can still blow through the chicanes at 25+mph. (They take it as a challenge, not a deterrent.)
We walk in the street now, because the street is too narrow for a sidewalk.
Because there is still no sidewalk.. to provide the safety we need. Also it teaches children in an indirect way, you can walk in the middle of streets. May work for adults, but not a good teaching example of road safety.
Drivers don't know to share the road and signs won't help
When walking during high-traffic times or at night (which much of the year is at 5pm or earlier) I would feel unsafe because cars would not see me very well and we are sharing a road.
"While traffic calming improves safety on streets without sidewalks, in no way a long term solution. Near my house speed humps were recently added to two streets (a greenway & neighborhood connecting arterial). While the speed humps slowed the average drivers (the 80% that are cautious), it did little to control the behavior of the problem drivers, who do everything to dodge the speed humps.
When a car hits a person, the person always loses."
I walk on one of these. Speed bumps do not do much to calm traffic speed. There is no shoulder and it is very dangerous, especially when dark.
Cars and pedestrians don't mix. I don't care how many phony-baloney studies you may have saying it's okay.
Too great a chance of being injured by a motorist not paying attention -- or by a child not paying attention while walking.
For adults this might be ok, but for small children I would be very concerned. The traffic "humps" and obstacles to help, however. Especially to slow or calm traffic.
Pedestrians and cars sharing the same roadway space??!! Ridiculous! Only in Seattle... The traffic calming features just aggravate drivers. The safety of such an idea relies on drivers following the rules -- and that doesn't always happen.
Drivers are not careful enough for this.

Drivers are still going to go too fast to avoid hitting pedestrians, and those same pedestrains will not have nay where to avoid the cars.
Again, it very much depends on how much traffic. These are fine for very low traffic areas
The wider the road, the less comfortable I would feel.
The traffic calming features such as the roundabouts and similar devices are dangerous. Especially when there is landscaping. You cannot see the pedestrians. Especially if is dark or raining. I've experienced this too many times as a driver and as a pedestrian. I've almost been hit as a pedestrian in one of the intersections where there is too much landscaping. There needs to be other devices and other options for protecting pedestrians.
Way too easy for a driver or even walker not be paying attention and get into an accident with each other.
Too dangerous, especially at night or in low light conditions, especially for old folks and children
Pedestrians and cars do not mix!
There needs to be a separation between cars and pedestrians. My street currently has no sidewalks and I'm uncomfortable walking on it because cars zoom along, even though a speed bump is only 4 houses down.
There's no dedicated space for walking, and it makes it seem like I shouldn't be walking there since there is no infrastructure for me. I would only feel comfortable in this environment if cars were not present at all.
If you are letting a car down the same road I say no way.
The drivers will run over the pedestrians and then claim they didn't them.
There is no separation of roads travelled by cars from where pedestrians walk.
I don't trust cars to see me walking in the middle of the street. I would prefer some kind of separate walkway.
These types of paths do not provide a safe zone for children or elderly to walk without constant fear of automotive traffic.
Cars can easily hurt, maim, or kill even at low speeds. It is a distraction to have to constantly be looking and listening for cars.
There is no designated place to walk. I live in Maple Leaf and there are many areas without designated walking areas.
My experience is that many drivers will not slow down when passing pedestrians. Some will not pull further into the center of the lane. Many will not yield to pedestrians.
Many drivers treat chicanes and speed humps as slaloms and jumps, trying to see how fast they can take them rather than slowing down to a safe speed. And SDOT's insistence on planing vegetation in traffic circles and chicanes also means reduced visibility of peds, cyclists, and other vehicles. Few drivers seem to care about other road users, but they definitely won't yield to traffic they can't even see. Safety should trump aesthetics, especially since SDOT lacks the money or will to actually keep the vegetation maintained so that it doesn't affect sightlines.
Drivers seem much more distracted now than ever and I am not comfortable in walking in the road. I would like sidewalks in my neighborhood.
Would always be looking over my shoulder.
Plantings obscure roadway. Cars wouldn't necessarily slow down.
Oh, boy. It seems as if it might be all right, but I don't know. Will the drivers be aware that they are sharing the road with pedestrians? I am hesitant about this idea. It might work on our street, but il don't think it would, frankly.
The neighborhoods I frequent have too many blind turns to be walking in the street. Plus grey, rainy Seattle makes visibility poor.
Great idea, and I support it. but need very good signs, lots of public education, and some level of police enforcement (if neighbors say drivers aren't slowing down, driving safely)
Not safe for our children
I disagree with cars and pedestrians sharing the road where children need to walk to school.

Because sharing space with cars isn't safe for pedestrians
Pedestrians can never safely share the roadway with cars. This especially pertains to my neighborhood, where there are several blind hills
Comfortable only if cars were crawling along
This is dangerous for children who have to walk to school
<b>BUILD TO CITY STANDARD</b>
Driver rage seems heightened by the presence of pedestrians.
I have an infant and I don't feel safe walking with her sharing the street with cars that could hit us.
People speed like crazy even on speed bumps. I walk with a small child - 5 years old - and don't feel he'd be visible or quick to move if needed.
Sharing pedestrians with moving cars is unsafe. A certain percentage of drivers will not respect pedestrian safety. (PLEASE don't pursue this.)
Cars still hurt, and here the drivers would be distracted by the "calming features".
Walking where cars drive? Not good.
With a 5yo, a 2yo and a dog frequenting our walking lives, having a defined area on the side - even if a dirt path, is better than having to walk in the roadway. Trying to get any one of the three (dog or two kids) out, quickly, is difficult and, as such, we avoid roadways without a safe edge to walk along.
The top left one feels more pedestrian friendly but the others aren't clearly for cars or for pedestrians, and the speed hump with no clear path for pedestrians feels very unfriendly. There ought to be a path that goes on the back side of the chicanes in the lower right...
There is no delineation between foot traffic and vehicle traffic.
It looks too much like a road. Cars will try to use it.
We have some off these features close by and it doesn't work the proposed way. Cars don't slow down much and road is so narrow so there is no way for car and walker to fit there. No space on sides to walk around. Car don't stop for pedestrians. If in up hill area walkers are very slow and drivers impatient.
Cars do not share space with pedestrians well
Drivers can be aholes who don't treat shared space as such
Walking in the street is not acceptable. Cars do not see pedestrians.
Thats how it is in Hallerlake and it feels unsafen and so uncomfortable
Again,it depends on the traffic load of the street. If it's a residential area, it would be OK. Arterial, no. I've been on roads where "traffic calming" features seem to do the opposite - incite some people into a rage. I'm thinking specifically of NE 85th St west of 35th Ave NE.
Not safe...esp at night
Well- I'm walking in the street now so addition of calming features such as traffic circles and adequate lighting would be an improvement.
In North west Seattle trying to walking on the road speeding cars have almost hit me on multiple occasions. A car has even flipped in an accident related to speeding on a residential street near my house.
Peds and cars are using the same path.
"We have some of these and are walking in street with speed bumps and circles, Not Safe!! esp. if one is walking a dog, using walker, stroller, can't move fast enough, too much room for error
Cars don't often slow down enough and without a space for the peds it's like having no walkway at all.
Well, we do this now on most residential streets. However, we don't walk in the middle of the street but on the left side facing traffic, like our parents taught us...
Because there is not a separate walk way for pedestrians creating risks of car-ped accidents.
As long as cars are driving slowly
People would still drive fast and act as if they have the right of way.

This option does not do enough (anything, really)to protect pedestrians, and definitely not safe for kids walking to school or people with limited mobility. Drivers will still speed over the bumps and through those curves - I have seen drivers go right over those curved sections, and a double set of speed bumps as shown here on the block next to mine has done nothing to slow people down.
Too many options here to give one answer. Also depends on visibility and traffic levels.
I don't want to share physical space with cars on the road no matter how quickly they are supposed to be going. Walking dogs on a road with cars is difficult, dangerous, and stressful. Space is necessary, not just slower cars.
Drivers can't see pedestrians ahead of them on curved roadways. Drivers passing pedestrians on straight roadways often don't much room to pass (especially with oncoming cars up ahead), so get too close to the pedestrians.
I'm sure local drivers would expect to share the road with pedestrians, but one person speeding through carelessly can make the situation dangerous really fast
At night, I would not trust cars to see me and would end up walking along the edges of neighbors yards. I don't think a communal walking and driving path makes any sense at all, seems like a great way to go increase pedestrian injury.
Drivers and peds do not watch carefully enough - and really should not be required to - for this to be really safe. At best it is better then nothing, but don't call it safe.
Pedestrians are not separated from cars AND CYCLISTS.
No separation. additionally, these kinds of obstacles encourage some drivers to drive recklessly (perhaps due to aggravation)
Speeds need to be very slow
Some areas look like they have no verge to get out of the way of vehicles
Pedestrians and cars should not be moving in the place at the same time.
(This depends on the amount and speed of traffic -- that's really true for all the ones where you're very close to traffic.)
Traffic calming seems to make some drivers angry, and they start driving aggressively. I wouldn't want to walk on that kind of street.
Dangerous; people would still speed.
Drivers won't be expecting us to be in the street and there aren't enough barriers and environmental signals to tell people that this isn't a through street this is a shared street. I would only feel comfortable if the speed limit was designed to be 15-20mph. At these speeds drivers are more likely to stop in time, or their car's automatic emergency braking system is likely to stop (assuming they are in a newer car).
No safe way to share the roadway with bicyclists
I worry about people hitting my dog, even on a short leash, because he is lower than a windshield, dark colored, and people pass too close going too fast.
Especially with roundabouts.
Too risky
Except in cases of residential streets with extremely good visibility and very slow speed limits, it is simply too dangerous.
Not if cars were on the same road at the same time.
I think this is the more sensible option adding sidewalks that are dedicated in crown hill residential area removed parking and also narrows the street area for people to bike on making it more dangerous as cars pull out.
You're still walking where vehicles are, with no barriers, seems dangerous.
Wouldn't trust cars to stop/ yield for pedestrians. Particularly unsafe for kids.
This is better than what we have in our neighborhood now. I wish we had speed bumps everywhere.



It only takes one driver in a hurry to wipe out several people ....Also has limited sight lines.
What?! Are you crazy! Cars are weapons.
It would be walking on the street.
This would not slow some of the drivers taking side streets and in a hurry to get there!
You need to wake up to the need to calm bicyclists - we walk all over. Literally - from Cap Hill to NE Seattle, from QA to Fremont, from downtown to Wallingford... etc. Bicyclists are just as bad as drivers.
There is little penalty for drivers who hit and injure pedestrians.
There are too many drivers not paying attention or speeding with existing traffic calming features. I am always on the lookout.
I don't trust that drivers would actually drive slowly enough to feel comfortable sharing the same space with cars.
This does not work- people advocating for this are trying to save parking by using human speed bumps. It is anything but comfortable, and drivers tend to go too fast around pedestrians in the street. I avoid walking on streets like this.
Any "shared" roadway means that the road is for cars and would be unsafe for pedestrians, families, pets, kids.
There is not a designated space for people walking. Drivers will still see the roadway as their space
Walking in the road is not safe. The road is for cars. Pedestrians belong on sidewalks. Too many opportunities for collisions.
Come on.
No one slows down in my neighborhood along paths like these
I don't trust cars not to speed and/or drive while using smartphones. The only way I'd feel ok walking in the street with cars is if there was video surveillance of drivers and tickets were issued to those going over the reduced speed limit.
This sounds frustrating for both walkers and drivers
Lacking separation of vehicle & pedestrian. Methods of reducing vehicle speed have impact for only a very limited distance. Sometimes driver seems to hurry to get between speed inhibitors.
Don't trust distracted drivers. Need physical separation from drivers. Too many people texting, on cell phones. Even being hit at 10 miles/hour hurts. Especially with so many people in huge SUVs. Also, people in big cars don't see kids.
Even after applying these minor traffic calming features, drivers would expect to receive priority, leaving pedestrians at a disadvantage when forced to interact in a shared space. More significant traffic calming solutions would need to be proposed in order to ensure priority and safety to pedestrians.
We have the speed hump calming features on our road but they do not substantially slow cars.
I do walk alone on roads like this, sometimes even at night, but I'm always looking over my shoulder for a car (and the new electric cars can sneak up on you). It's mostly visibility that's a concern. Occasionally I'll even have to go a block or two carrying my daughter, and that really doesn't feel safe. I can't see my mother-in-law, who uses a walker being able to use these streets at all. She currently doesn't live on one of these streets, but it limits her choices since even houses that are a block or two away from grocery stores or parks have this kind of street. I do support the traffic calming measures for designated greenways, but I don't think they work as a solution for all roads. An at-grade sidewalk/barrier combined with traffic slowing equipment would be comfortable for me.
Not safe for parents walking with small children
This slows vehicles but mixing pedestrians and bikes within the path of vehicles is dangerous.
In theory i love it. i don't trust drivers...you can't tame a bull in a china shop, can you?
I have kids. The calming "features" do not solve the problem since we live in a city with lots of rain and little sun so visibility is a problem
"Do not trust drivers esp in day and age of inattentiveness

It is dangerous being on the street on a bike with some drivers"
I think without sufficient messaging to explain that the space is shared, cars will still drive as though they should only be expecting other cars on the roadway.
Even at 20mph, the death rate is 10 percent when pedestrians are struck by motor vehicles.
It is dark much of the year here in Seattle and yet we still need to go places. Shared roads make me uncomfortable unless the lighting is good and there are lots of other people walking too.
Is this the "do nothing" option? where is the separation between pedestrians and cars?
It depends on the speed of vehicles. Pike place market is fine. Bigelow is ok, but sometimes dangerous due to speeding vehicles.
What are you thinking! I can't imagine sharing walking space in the street with cars and other roadway traffic. Bicycles are bad enough. As a pedestrian with a cane, IN A CROSSWALK, I have been almost run over several times by bicyclists who do not stop.
This is a common walking path type in my neighborhood and it is absolutely horrible. We avoid streets like this in favor of the ones with sidewalks.
Prefer some type of separation of cars and pedestrians. Even with traffic calming treatments, there aren't many other cues that indicate drivers should expect pedestrians.
I don't trust drivers and if there are blind spots, I would fee very uncomfortable walking on shared roadway.
People tend to spread out based on how wide the area to walk is. These can lead to people walking (or biking) a few people across and blocking the area for cars, bikes, or other walkers
Need to share the road with vehicles is unsafe, especially during competing high traffic volume times.
Hard to explain to kids where they should be. I would also need them to be close to me at all times, because it is harder for drivers to see them, on a proper sidewalk I can give them a bit more latitude.
The examples are not clear to me. Two show people walking in what looks like the street. One shows directional arrows in what looks like a street. And the fourth shows a very narrow path that looks more like a curb.
No protection from care
Too many irresponsible people for this method. Drug / alcohol or unwise drivers can hurt walkers.
Seems to mix traffic/cars and pedestrians
Walking in the street is not safe. (This is a ridiculous suggestion.)
Unless cars are banned from those streets, then it is completely unsafe for walkers.
This is the current problem - no sidewalk
These 4 methods are very different and should not be included in the same slide. The "woonerf" type street on slide 1 is very comfortable. Slide 2 looks comfortable, with it's park-like atmosphere, but in the rain or dark would not be comfortable at all. Slide 3 looks like a highway with a speedbump - not good at all. Slide 4 has good traffic calming and would be okay.
Oblivious drivers are ramped!
Too vulnerable
I don't feel this would be effective in any way.
It still makes me a target for cars. I got hit as a pedestrian in a crosswalk at a traffic circle.
This is a difficult one b/c our culture is auto-centric. The design of the street needs to clearly communicate "woonerf" to drivers, like it does on Bell St.
Kids are often unaware of space and have less control on bikes so shared space likely to conflict.
I don't like cars, bicyclists and pedestrians sharing the same space.
These are streets for cars, not people. Given how dark Seattle is much of the year this is a recipe for disaster and injury. DO NOT attempt to mix people and cars.
Distracted drivers and in winter with poor visibility would be caution unless experienced drivers acting responsibly

Effectively what Seattle has right now. The curved roadway on 43rd Ave. S near Rainier Community Center snarls up vehicular traffic, and often confuses the pedestrian crossing adjacent to it, making it very unsafe for pedestrians.
Pedestrians and cars sharing the same roadway is not a solution. And these options don't provide the same physical and psychological barriers to drivers so they'll actually pay better attention and/or slow down.
Drivers cannot all be trusted to slow down.
Bad idea. Cars won't yield to pedestrians.
I like the mixed use and it could be attractive, but the traffic calming features need to be well marked and effective.
I walk with young children and prefer to be separated from cars.
From experience of walking in this scenario, drivers speed up between bumps, even when those bumps are frequent - especially in larger wheeled vehicles.
I walk a dog~
Although I don't live in an area that physically could not support this type of shared walking space, I would not feel confident that drivers of vehicles would consistently share the roadway.
TOO NARROW! NO SEPARATION, between the ROAD, and INDIVIDUALS.
My experience is the roadway is banked probably for water run off. Therefore it's uneven and it can be very uncomfortable even painful to walk on. And the barriers don't necessarily make the car is totally avoid the pedestrians.
Walking in the street is dangerous
Don't like to be in a place where vehicles seem to have first priority.
Vehicle traffic; much more dangerous without a sidewalk.
None of these proposals utilize the key element required when combining walking and driving in the same space: use of a clearly PEDESTRIAN PAVING Material. See the entry drive plaza circle at Fred Hutchinson or the entry drive plaza I designed at Skyline Tower in Bellevue. Clearly pedestrian spaces where it's ok to drive if you're careful.
Many vehicles already do not give the right of way to pedestrians. I don't see this as a feasible option given the attitude of drivers and difference in speed between walking and driving.
Cars that are going too fast can't always see kids. Difficult to see people in dark clothing at night. There should be sidewalks.
Walking with cars is stressful because cars always win
It's walking in the street! Why would that be comfortable?
I want all those features on all residential roads, but it will be a few years before I'm comfortable given what I observe of drivers in Seattle. Maybe enough of these would make a difference- many many blocks of these with no alternative roads that don't have them.
Sidewalk doesn't even exist, would be unsafe at night
Roadways in these pictures are too wide, it needs to be one narrow lane to allow, so that cars can only pass oncoming cars using clearances. That's the only way speeds will be low enough for it to be safe to walk on.
Do not trust drivers to see pedestrians -- or fear drunks/meth addicts driving into pedestrians on street.
No buffer between pedestrians and cars.
Cars don't pay attention these days
Cars do not slow down for pedestrians. I know this because I walk lots of places. Cars are not paying attention and drive way too fast. Scary for adults. Horrific for children
With speed humps, it's hard to go over them sometimes in a wheelchair.
Physical separation (raised curbs or planting areas) should be provided for the most comfortable feeling. No feeling of safety at all when walking on roadway shared with vehicles despite attempts to slow traffic.
We do this now. But it is not ideal. Especially considering that residential streets are not lite all that well.

Not safe for small children. This is what we have now and we never walk in our neighborhood because of it.
If it looks like a street, cars will claim it as theirs. All of these still look too much like streets for me to walk down the middle of them and expect to be recognized by drivers as though I belong there as much as they do.
It would be ok in areas with low traffic as long as there are both traffic calming features and lowered speed limits. In prior places I lived without sidewalks drivers still sped through neighborhoods -- even with speed-bumps.
"Traffic calming features" are BS. I hate that this is what the city offers us.
This feels unsafe for kids even with traffic calming measures. I'd steer my kids to the gravel before walking in the middle of the street, but really I'd just avoid walking here. I'd feel like the cars can't see us, or that they'd still be looking for us to get out of the way.
No separation. Could get hit
Those don't really work to slow cars down, and again - lighting is the most important factor
I'd feel very vulnerable, cars go too fast even if I were to be at the edge of the road. If I had a child with me ,it would be even worse. No this situation is very unsafe.
Pedestrians should NEVER have to share roadway space with cars.
Too confusing, difficult for both driving and walking, bumps are hard on people with bad vision, can't see round the treed protrusions when walking.
More things like this, provided there is sufficient enforcement when cars offend. Bikes should also have some priority over cars.
Too vulnerable
Because in my experience, cars will still use these streets as "cut-throughs" to busier streets when there is traffic...and they can still speed/drive recklessly in these environments. These situations put the pedestrian in a position to enforce drivers being responsible/safe...and if the driver is hostile it becomes very unsafe for the pedestrians.
No separation between peds and cars. Don't care if this is a low traffic, residential street, just doesn't feel as safe (because it isn't).
This could work in low-traffic areas. However for roadways with higher traffic, sidewalks would provide a more clearly defined, protected path.
Too risky for accidents/injury
Curved roadways including re-channelization are fine. Landscape elements like roundabouts do nothing in my neighborhood to reduce auto speed. Speed bumps without sidewalks adversely affect pedestrians and cyclists if they extend all the way to the shoulder and are ineffective if they do not.
Walking in the street is dangerous for children, especially. drivers are distracted and in a hurry. the bumps and traffic circles mitigate this, but not enough.
There needs to be clear separation between modes of transportation. This isn't Asia.
I would feel like cars would hit me.
Don't trust drivers to be careful
This has no pedestrian area.
Speed bumps are distracting and dangerous for bikes
Cars don't share well. This is basically walking in the road and Not Safe. Could wheelchairs and elderly people with walkers get over speed humps quickly enough to get out of the way of a car? I wouldn't want my mother to chance it.
You're not showing the cars along with the people, or on a gray rainy day. Not safe for kids. People don't always slow and go around. Fine when they do but it makes me nervous every time a car is coming.
That describes my neighborhood. I have to be so on guard that it detracts from the pleasure of walking. Although cars are not supposed to go fast, some people speed through. It's also not safe at night. I do like the rural feel of my neighborhood. It also depends if the street is wide enough to accommodate both pedestrians and cars.

Even with traffic calming, many people in cars are impatient and in a rush. the traffic calming measures may be counter effective and actually irritate the driver. pedestrians need their own dedicated space.
Walking in the middle of the street that cars drive on? I don't understand these pictures.
Does not properly address the traffic separation of bicycles pedestrians and vehicles. Landscape elements which are often not maintained actually increase danger and raise serious line of sight issues. I myself have nearly hit a pedestrian on the street while driving around overgrown "landscape elements".
Cars could appear suddenly from behind
Dangerous. I bought my place with a sidewalk so I can walk at night with the dog or child even in rain and not fear for my life
Totally depends on the volume of cars on the road and visibility. Speed humps are no detriment to cars, as evidenced by the ones on my street that don't slow anyone down for more than two seconds. The only photo above that I feel would be a very comfortable walking situation is the one at the top right, due to there being no barriers to visibility (no cars parked along the road, foliage somewhat set back from road) and it appearing to have little traffic volume.
It is unsafe. This is what is in my neighborhood and it is dangerous. People don't know which side to walk on and cars drive too fast.
Cars don't slow down that much
I walk with small children. Clarity about where to walk helps them learn to stay safe.
I live on the NW 58th Greenway and those burms don't do much to slow people down. I prefer to be separated from traffic up on a sidewalk.
We have that all over our neighborhood, it does not work. Under maintained and does not help with safety.
There are cars and trucks using our residential street without sidewalks to dodge an arterial between Lake City Way and NE 125th St. They drive too fast and are often rude to residents. We have children, elderly and two home-based day cares on our street.
As a lifelong pedestrian [27 years in Seattle without a car] my experience is that in any situation in which there is no specific provision for pedestrians, people who drive will absolutely drive as though pedestrians have no right to be in that space.
I have a small, erratic child. Any separation makes me feel much safer. Also, I think drivers speed from feature to feature.
Does not appear to have any protection for the walkers. Would not want to be out here with a child in a stroller or have my children walking in the street to get to school.
I have this situation currently in my neighborhood and it is not safe for young toddlers. Many cars do not drive slowly and the hills make it difficut for drivers to see there are children. At the bottom of hills.
"Some car drivers are too aggressive. Poor lighting would make this hazardous
"People drive too fast regardless of traffic calming features. Even with real sidewalks, I would love more traffic calming features because both residential and arterial streets are impacted by drivers that are going too fast and not paying attention.
Sharing a path with cars does not feel safe in any way
Cars and pedestrians should not have to share the road in the city. In a rural setting, fine.
No divider for people and cars
Drivers aren't perfect enough to share space with pedestrians. Just one absent minded driver can kill in this type of path.
Pedestrians and cars should not mix in the middle of the street.
Mixing pedestrians and cars is a HORRIBLE idea. Especially with Seattle drivers thinking they own every inch of the road!
This is currently the case in my neighborhood and as I get older I would prefer the separation. I often have to step in the adjacent gravel or grass to get out of the way of a car. Also at night the lighting needs to be really good for this to work.

Would much prefer to be separated from moving vehicles
These are only marginally effective at actually slowing traffic. People and cars sharing the same roadway is asking for trouble.
No safe space away from vehicle traffic.
I would feel unprotected from car traffic.
The traffic calming features especially the curved roadways and landscape elements can actually make it more uncomfortable by forcing the traffic to maneuver as opposed giving a driver an option of moving over further to allow more room.
Walking in the same place as cars is quite uncomfortable. Despite speed bumps and roundabouts a lot of drivers go faster than necessary.
Cars are bullies
I would not be comfortable walking with small children in a shared roadway.
I don't trust drivers to go slowly even on roads with "traffic calming features". I live in a residential area of Ballard that has narrow streets and landscape features in many intersections, and I still see many aggressive drivers.
Walking down the middle of a street is not comfortable no matter how much "traffic calming" you add.
Not in an urban environment
I don't see where there actually is a walking path in these pictures. I would not walk there...don't waste money on this at all.
Just not safe nor sensible to walk on the street where there are cars, trucks and bicycles rushing along.
There s no barrier between cars and people. After dark in a tree-filled, often overcast city in Seattle (where it is dark at 4pm in winter!) it is very dangerous. There is not enough visibility of pedestrians, it is not safe to cross streets, and there is little guarantee that cars will drive slowly. It is especially not safe for kids.
Traffic calming doesn't work, and walking in the street is dangerous.
Autos and pedestrians MUST be separated! What we have in my neighborhood is third-world, and this must change!
No barrier/division between cars and people/bikes.
I am "not comfortable" with just speed humps. Drivers just speed up in between them.
I'd worry about us being visible enough after dark or in the rain.
Because drivers do not always see pedestrians even when they're going slowly and in some of the photos there are places where the pedestrians wouldn't have enough space to be off the road if a car comes, especially at night this would be dangerous
Looks like these are roads only. Would feel very uncomfortable sharing "path" with cars.
The car will always win.
This isn't a walking path, it's just a street.
Distracted drivers, duh
Wouldn't want to walk where cars/bikes are especially with children
Too dangerous
Pedestrians should not have to share the space with cars - they'll lose.
I don't think cars would be deterred from driving quickly through these types of environments.
These seem to be streets rather than paths
No separation from vehicular traffic
"Sounds unsafe no matter how it is presented. Too many inattentive drivers
It's not the cars you need to slow down, it's the bicyclists!
Don't like to share with traffic.
Cars mixed with people--would not want to walk on a street with my small children.

We've already got this and don't love it. As a jogger, it's so/so in terms of safety and as a driver, it sucks.
Very exposed to safety conflicts in low-light conditons
This one really depends on the street. Is it a narrow, quiet residential street - then comfortable. If a quiet, remote street - then comfortable. If a quiet residential street with speed bumps - then somewhat comfortable. S-curves - somewhat comfortable.
I like the options in the upper right and lower left photos. This is like my neighborhood and we like it.
If drivers actually understand the concept, then yes!
At risk of being hit by car---not enough time to move over, and some cars are now quiet so can't be heard approaching.
"No separation between pedestrians and vehicles
This is what we have now, and it's awkward, confusing, and at times, dangerous, especially when pushing baby strollers.
No separation from vehicle traffic.
Too many distracted drivers.
Too many possibilities for accidents
In the middle of the road... with cars and no sidewalks? This is how half the city currently exists. This is a do nothing a approach to a major issue with this city.
These are people walking down the middle of the street. How are these 'walking paths'? A chicane is a traffic calming device not a 'walking path' as is a speed bump. These pictures are unclear given the question being asked.
1) makes it unsafe with cars mixed with bikes and pedestrians 2) slows traffic way too slow
People drive way too fast on neighborhood streets to share
Not ok for children unless vehicle volumes are very low and mostly local access.
That looks great but not with the freight master plans proposal to put heavy truck traffic in front of residents homes. We will get run over.
Too dangerous sharing a walkway with cars.
We will just get mowed down by cars
Drunk drivers!
Despite traffic calming measures and speed limits, someone will always be driving too fast to stop in time, particularly at dusk/in the dark.
This looks like a street not a path
This option is completely unsafe for children and people with slower reflexes/limited vision/mobility impairment.
I have small children. This doesn't seem like a safe option. I know that sharrows do little for bikes, so why would they help with pedestrians?
Dangerous
Cars don't look for pedestrians, unsafe
Heck no - this is what we have now and it's not fun. Cars still drive too fast, and if it's too wide cars will always dominate. If it was a cute little lane, maybe.
The obvious danger of being hit by a vehicle
I don't trust the cars to not hit me and my family if we are on the same road
Pedestrians need a separate space to safely travel. Sharing space with vehicles in the city is not an acceptable option.
No separation between cars and walkers
Calming features make the roadway impractical for cars. It benefits both walkers and cars to have safe sidewalks instead of an obstacle course.

Pedestrians and cars *must* be separated. There is no excuse in a major city like Seattle that vast areas and large numbers of citizens have no access to safe pedestrian travel because the city has not invested in safe solutions for walkers. This does *not* have to mean sidewalks everywhere - as you have shown in this survey, there are many other methods to provide some semblance of safety for pedestrians, but the city has chosen to not prioritize these methods. Yet. This survey gives me some hope.
Speed bumps are annoying and they are easy to fall over
I don't think that traffic calming works well. The curved road ways cause a distraction and very often view of pedestrians is obscured. Speed bumps may work, but wouldn't enforcement be key? If it is determined that there is need for traffic calming then it is likely that your solution should be a sidewalk.
We have those calming features in our neighborhood and people still drive way too fast for me to let my kids walk any distance away from me. The residential roads are all lined with parked cars that limit visibility, often require cars to wait turns to pass through individually. If you add walking pedestrians to that equation I foresee road rage behavior from drivers (as my family has received when on bikes on these roads).
Depends on traffic volume
This can work (cf Pike Place)--but it has to be made very clear that these are WALKWAYS, on which motor vehicles are allowed by sufferance only, and that pedestrians have ABSOLUTE right of way.
I typically walk with my daughter and having to keep an eye on her as well as vehicles that would share the rode as us is not something I like/want to be doing. Though people may slow down though those traffic calming features once through I know they will speed up to make up that time. People barely stop at flashing cross walks where we are clearly walking across.
Totally depends, I like shared spaces and think design elements like the above can help, but speed humps alone don't work.
The road is for cars. It shouldn't be shared with pedestrians. My father is blind and gets stuck at home due to lack of a sidewalk. Not cool.
The absence of sidewalks in these photos is my current situation. I'm not comfortable walking this way and I certainly don't let my children walk on these type of street. I'm comfortable with designated/semi-protected walking zones for myself, children and neighbors.
I don't like that I have to watch my back constantly or worry that two cars are going to pass each other by me.
These features do little to slow traffic and, in fact, may make walking more dangerous. Curved roadways make it hard to see pedestrians. Speed humps can cause cars to speed up after.
Traffic calming measures that depend on drivers' attentiveness and patience will kill anyone who tries to share the space.
Pedestrians do not belong in the road. Encouraging people to walk in certain streets may make them feel entitled to walk in streets that are not meant for pedestrians.
Can't mix people and cars. Separation is the key
Traffic calming measures would help an already present sidewalk feel comfortable. This is what our center city streets should all look like + sidewalks.
Clearly prioritizes peds
Walking in the street would confuse my four-year-old, who we've been training *not* to walk in the street except when crossing with an adult, etc. Also, I'm concerned about safety sharing the street with cars in the dark and/or rain.
This is not a walking path.
Depends on amount and speed of traffic
Don't like walking on streets
People drive too fast regardless of "traffic calming features" and the space is simply too narrow for both pedestrians and cars.
Those are roads not pedestrian paths.

It depends on how well traveled the road is. I walk in the street all the time (to the left, facing traffic) when there are no sidewalks.
There is no dedicated space for walkers, and obvious evidence and signage or street painting that it is shared space, not at all comfortable walking down the middle of the street.
It all depends on lighting and traffic speed and volume.
I am wary of sharing road with cars, mostly because people aren't accustomed to it. Especially here, where there are already plenty of curved roads & landscape elements, drivers may not realize walkers could be using the road around that bend they are taking at speed. It might be ok if blocks of streets were 'resident access only', so people who lived on the streets could park at their homes.
Too dangerous
The majority of drivers speed regardless of where they are/what deterrents may be nearby. I would rather drive to a more safe space than to risk my being injured (or the kiddo I'm walking as I am a nanny), which would only be a matter of time.
Bicycles use these as speedways. Not comfortable at all.
I don't want to share a walking path with a car.
These are not walking paths.
On the Ballard Greenway, we have speed bumps like those. The people who don't care still accelerate quickly between speed bumps. I don't trust that I could move myself and my toddler out of the way fast enough. And, if cars are parked on the side I may not be able to move out of the way.
Could get hit by inattentive driver
Bad idea, does not allow pedestrians and cars to co-habitate. Pedestrian paths should not reduce car access.
Drivers not safe
People routinely drive too fast for the road/conditions; these have not helped as they should.
If the drivers are actually being slow and paying attention to people walking (and tolerant of people who choose to walk there), this can work well. If people don't walk there often enough for walking to be an accepted, expected occurrence, this might not be an ideal solution.
The whole idea of sidewalks is to designate a place for pedestrians that is away from cars. Aside from some limited areas this is unacceptable.
Many streets in my neighborhood are like this, and it feels as though cars may not see me - we are actually sharing the same space. It would be safer if cars and pedestrians each had their own separate space.
Risk to pedestrians too high - we already walk in the streets in Meadowbrook.
You might not see a car coming
I am never comfortable sharing walking space with cars.
Pedestrians sharing space with cars means the pedestrians lose.
There's no freaking way I would walk here because of all the raging drivers on the roads nowadays.
Too many drivers don't pay attention to pedestrians and with longer, darker, rainy days, lack of visibility can be a big problem
Still likely to speed up-and do, after passing bump or curb bulb
So long as they were sufficiently uncomfortable for cars that volume was exceptionally low, it wouldn't be a problem.
It's not a walking path
People are walking all over the middle of the street. There is no place for them to walk. Do not like humps because drivers don't very often use them. Landscape elements get run over and are a nuisance to cars. If the 'roundabouts' were repaired in a timely manner that would be one thing, but at N. 92nd and I believe Palatine Ave. N. there is a roundabout that is so damaged, twisted, and falling apart that the city has not done anything about for years. Cars don't always slow down at the roundabouts and they do not know which direction they should go around the round-about.

Sharing a roadway with a car at all would worry me.
Despite traffic calming, speed differentials between foot and vehicle traffic make road-sharing somewhat dangerous during the day, and totally unacceptable at night/twilight, or when it's raining or at any other time of poor visibility. Road sharing is acceptable ONLY in limited, dense/narrow precincts, with cobbled/stamped road surface AND enforced speed limit of 10 mph or less.
Would you want your children to be sharing the streets with cars in this way? This is the predicament we are in throughout North Seattle. My children cannot safely walk to their friends houses even a block away.
Roads should be used for cars, sidewalks for pedestrians period! There is no reason to mix the two and curved roadways do not calm traffic but rather ensure that when the speeding car comes your way it will be that much harder for them to navigate to avoid you. This is not only an unnecessary idea, its just plan bad.
Cars are crazy and will kill me...
Sharing walking space with cars seems dangerous.
No separation from cars. Dangerous at night.
Still sharing the road with cars; unsafe for children.
Concern over lack of pedestrian and automobile traffic separation
Cars & pedestrians on same space
I would not want my children walking in the street shared by cars.
Cars do not "share" the roadway, even when slowed. They often honk, yell, harass, etc until a pedestrian gets out of the way. Sharing with bikes ok.
As an adult- fine- but would not feel comfortable with my children walking that route....
Cars can run you over.
Drivers still won't pay attention
Cars drive too fast on our streets and are typical rainy and dark weather also causes big issues with visibility.
One might worry about being killed, however the possibility seems unlikely and you must accept risks like this everyday in today's modern world, if you want to get by.
Not enough barrier between pedestrian and vehicle
This would totally not work. Cars and pedestrians are not compatible. There needs to be clearly marked pedestrian walkways.
I trust this more in city areas like Pike Place Market, where the sharing seems to have become the norm. But in residential areas where pedestrians are not always expected... Well, no. I just do not trust drivers that much. That would require a culture where there is a truly built in respect or reverence for pedestrians. Which I just have not really seen here.
No protections from traffic or indications for pedestrian right-of-way
If you could ensure that cars really would go slowly and there's a shared understanding that it's ok that pedestrians are in the road, I'd feel comfortable.
Although I appreciate the concept of "traffic calming", my own experience as a pedestrian is that many drivers *still* drive aggressively and recklessly in between the devices, or more specifically in the case of traffic circles (which is the calming device I encounter most on my regular walking routes) is that drivers with small enough cars will zip around them, often actually crossing into the pedestrian crossing path at street corners, where in the case of a traffic circle being absent at the particular location, would likely not result in that happening, due to the fact the driver would be going due straight, as opposed to veering to their right. A particular hazardous example of this, if SDOT wanted to take a "field trip", is the traffic circle at the intersection of 17th Av SW & SW Barton St in the S. Delridge/Highland Park area of West Seattle. Even a totally conscientious and safe driver is veering *well* into the pedestrian crossing path.
I just don't trust drivers to slow down and/or pay attention. I have young children, and this would not be safe for them to walk in -- a driver might not even see them.
Cars wouldn't necessarily see the pedestrians.
Don't like walking on roads

Pedestrians needs their own space and not sharing with cars. This is a city, faster pace of life, not a rural road.
I like this option the best because it makes the whole street slower and changes the dynamic of the street, making it a place for people.
Drivers are not paying close enough attention or looking for pedestrian in the street
Narrow small streets seems pedestrian friendly like a woonerf where cars are slowed down b/c of the speed bump and streets are infill with residential activity.
Too many people don't know how to share.
Shared road is dangerous.
I do not like a mix of cars and people i the same space no matter how "calmed".
I ride my bike down one of these streets daily, and the cars don't slow, they race for the green light in the distance. With no enforcement, they see the curved roadway as a challenge to check their skills.
Out in any traffic is dangerous
Those aren't paths
I am never comfortable walking in the car roadway. Calming makes driving very inefficient but does not stop cars from speeding in between the calming elements
It's not safe - there needs to be some sort of separation between cars and pedestrians
Definitely not comfortable walking in the street -- no way around that.
Two are not just walking paths
This is not shared space, this is car space. People driving are very unaccommodating to pedestrians on all of these types of streets.
I would feel very comfortable with the exception of those giant speed bumps. Again, for someone with a stroller, a cart full of groceries, a sprained ankle, a bum knee, or someone a little unsteady, many with a walker, and many in a wheelchair, those speed bumps are GIANT BARRIERS. For me personally, that would make the path unusable. (Go ahead an put a sign next to them saying "NO Mobility Impaired Allowed")
Bad drivers who dont pay attention are not safe to share with.
No clear separation between vehicles and pedestrians makes for lack of clarity of where vehicles may travel ... and could impinge on walking space.
Not effective on streets where I've seen this design such as 25th Ave NE north of Dahl field. Moving cars, parked cars, un-level yard surfaces - too many obstacles for pedestrians, who still have to walk in the road.
Very narrow, not very visible
I HATE SPEED BUMPS! They hurt cars and distract drivers and do a bad job controlling speed. The mini-traffic circles don't work because people turn left without going around them--no one is sure of the rules, so you can't be sure what a car will do.
I do not want to get run over. All it takes is one driver out of a thousand who is texting, inattentive, intoxicated, careless, etc.
I would prefer this and it is probably much cheaper than the other options.
I do not feel people walking should share space with automobiles. It is just going to tick off drivers. Do not take more roadways away. Make walking space that is dedicated walking space.
Even with traffic calming features, I would be uncomfortable walking with my family in such circumstances. Drivers are too unpredictable and cars and people should not share space.
Drivers seem to be more irritated with these types of "features" and they don't seem to make it any safer for pedestrians
Come on pedestrian competing with cars for right away?
Depends on the time of day, speed of cars, weather and lighting.

Vehicles do have the right of way and should have the right of way on city streets. it's bad enough Seattle hates cars and the roads have become so narrow so that the 10 bicyclist in our area get a path and they follow no rules.
I don't see a walking path in these images.
I don't trust that cars would not hit me if I'm walking in the street. I want to have a separation from cars to be safe.
I absolutely do NOT want to share the path with cars. It is just too dangerous.
There isn't a good way to alert drivers of this. In many neighborhoods its pretty safe but not having a designated pedestrian area is always dangerous especially since Seattle drivers aren't conscious of pedestrian rights in general.
It's over the top - cars need to get people places - I can't walk to work, and all the cozy walking environment you come up with will not change that.
Drivers have a weird sense of entitlement over pedestrians like they are superior in their armored chariots. I don't think they can share very well.
"Seattle is too dense a city to have undesignated pedestrian paths.
The alley/woonerf shown here may be acceptable in some situations, e.g., at existing alley ROW."
This is the current situation in my neighborhood and it is not safe. It is very hard to see pedestrians at night and any walk through the neighborhood is always a risk. I never allow my older kids to walk alone.
This is akin to what we already have in our neighborhood. It does not feel safe, particularly at night, when pedestrians or bicyclists are forced to the side of the road (where there are cars blocking the way &/or uneven terrain as the road meets gravel).
Truly depends on to which extent the traffic is calmed and speeds are reduced. No speed limit signs are shown.
That's what I'm living with now, and it means that I don't walk or bike after dark on that street. I just moved here and had never (in 50+ years) lived in a place where I couldn't bike at night. It is very limiting and really restricts the physical activity I can get during the week.
"I can already walk in the street in narrow areas in my local neighborhood. I don't need barriers for cars. It does nothing to really improve pedestrian safety and is a waste of money.
These photos show what are sometimes called "woonerfs," or Dutch mixed-use spaces. These photos are very poor implementations of a woonerf, with the exception of the top-left (first) photo. The only way a woonerf really works well is if drivers become "confused" about whether it is a road or a pedestrian zone. That required "confusion" causes them to slow down and pay attention. That's the whole point to a woonerf/ shared space. The top left (first) image kind of achieves that, but it would have been better if the asphalt were replaced with the same cobblestone as the parking spots on either side. (And better yet if done in red rather than grey or black stone.) Speed bumps don't slow people down that much; typically people just speed up again after they clear a speed bump. You would need speed bumps ever 50 feet to really keep traffic slow. Bumpy cobblestones actually slow cars more because they cause bumping that makes drivers instinctively slow down (a true woonerf would use bumpy cobblestones to this end). Chicanes do help slow people down, but Seattle keeps putting in wide chicanes so firetrucks can still drive through, and so they aren't tight enough curves to really keep speeds down. To summarize: true woonerfs/shared spaces would be a GREAT idea in Seattle, but you have to implement them properly, otherwise don't bother. If you don't understand how woonerfs work (or are supposed to work), you have no business toying with this concept like amateurs because it'll be a lot of money spent for nothing. IF, by contrast, you DO have a solid understanding of woonerfs and have personally observed well-executed ones in London, the Netherlands, Germany, Denmark, Japan, etc., then by all means. But do you really have that expertise? I'm worried.
We have this now in north Seattle...it's called no sidewalks and it means people and cars share the road and IT IS NOT SAFE!
Sharing the space with cars is not a good idea. I live on a residential street, and some cars speed on this street. Extremely dangerous.
This does not address unsafe street crossing.

People driving can not be trusted to "share" the road--Even if it's slow.
I have a kid and I don't trust a toddler to know when to get out of the road and if we're walking, I want my kid to be as far away from the cars as possible.
People stil drive like idiots. We also have small children.
My neighborhood has some of these. Doesn't seem to slow cars much. Not good for kids when teaching them how to be safe around roads.
I do not trust drivers.
Our family of six currently lives in a neighborhood (on Alton Ave NE) with a shared walking space and it's regularly a scary and frustrating experience. Children have a hard time understanding how to "share" the road with vehicles and vehicles are often impatient with pedestrians on the road.
Not enough separation between cars and pedestrians. You're still walking in the street.
Don't want to be hit by a car -- even if it is going slow
We currently have curved roadways like picture 4 and they do not slow down cars.
With all the narrowing of the roads, when 2 cars are crossing, a car is parked, there is NOWHERE for pedestrians to be safe. We've got bike lanes, how about walking lanes?
Bad idea. Pedestrians need to be kept separated from cars. This method bets on good will of cars and cars will often speed through such streets, even with speed bumps.
Sharing the roadway with cars is dangerous, especially at night or during the dark rainy days. Persons in wheelchairs, children, or others with walking difficulty should never be asked to walk in the roadway. The north end is mostly this situation and it causes people to have to drive places or otherwise stay home because walking is unsafe. The quality of life for those of us living in the non-sidewalk areas is substantially reduced causing health problems from stress and sedentary lifestyles due partly to the inability to safely walk out our front doors and to nearby stores, public transportation, or parks.
Feel too exposed to traffic.
Traffic circles that are not maintained by neighborhood volunteers block a driver's view of children.
Do not trust drivers
I see 4 images, so not sure what is being asked
This is not a "cultural" norm in the city. This will take time for drivers to better understand how to share the road and be aware of these types on streets. This will be a new and unfamiliar concept to most people.
Traffic calming features may slow down drivers but do little to make pedestrians safe from cars. I walk on streets like this almost daily and must constantly watch for drivers who cannot see around an obstacle (e.g. hedge on the corner, traffic island, chicanes), or are distracted with something else. It's dangerous and uncomfortable.
Why mix pedestrians/bicycles with cars? 'Shadows' are stupid and dangerous. Stone Way be damned!
Has it been proven these actually work? Drivers slow down for the "calming feature" then resume speeding. Some of the designs can't be seen by drivers when it is dark or they are hidden by leaves. Since money is an issue, perhaps there are more important needs.
Makes it unclear what drivers should do, therefore unsafe.
Too many additional obstacles for a pedestrian to focus on. A pedestrian would always have to be looking down to notice all these changes when they would be better off, for good posture and good exercise, to be looking ahead.
I walk on these types of streets today in NE Seattle. What you don't show are parked cars and overgrown vegetation on calming devices (circles and S-curve devices) that make it less nice to walk.
Cars would still find ways to speed through the area. It is just not safe to walk on busy streets with cars. If we lived in a smaller populated area, it would be okay.
If cars are few, that may work. In our neighborhood, there are lots of cars, so I don't see this working.
Distracted drivers means pedestrians must always be alert for car dangers, especially with child pedestrians.

Can you pull your walking partner in figure 1, out of harms way if a car comes fast enough?
You're sharing the street with cars. . not safe.
I do not think the "shared" mentality is a safe solution. Many cars continue to speed over these, the best solution is a raised sidewalk.
It depends on the traffic level.
It's a road, not a path
This is only ok on streets without a lot of car traffic and streets that have a shoulder of some sort a walker can easily move over to, in case a car comes along.
There's no way I would want to walk this with my baby or dog. I feel safer because there is traffic calming but there's hardly anything to actually make me visible or to ensure I won't get hit. What about elderly and people with disabilities they would be out in the middle of the street. Seattle needs traffic calming and sidewalks. Not one or the other.
Crazy drivers
My neighborhood currently has this approach. it's fine in the day, but in the dark / winter it's incredibly hazardous.
I WOULDN'T WANT MY KIDS ON STREETS WITH CARS.
"Texting and speeding and otherwise distracted drivers are still a hazard to walkers if no curb barrier is present.
The same goes for bikers. Simply painting a white line on the street provides little protection from cars for either bikers or pedestrians. i am a strong proponent of physical barriers separating walkers and bikers from cars, such as in Amsterdam and Copenhagen. Streets such as Interlaken and through the Arboretum between the University and Leschi should have separate bike/walking paths carved out to protect them from cars."
Depends on the volume of traffic in the neighborhood.
I would feel better if the traffic speed in this style of walkway were posted at 20mph or less....
I don't trust sharing the same bit if roadway with moving vehicles - it feels very unsafe
I live on a street with these features, and they do not considerably enhance pedestrian safety.
Need sidewalks!
No no no. Our roads are for cars and trucks. When you start running roads through our parks and along paths we can start to talk about "sharing". Which won't work.
Sharing the road even with "calming features" is a very dangerous situation for pedestrians. What protection do walkers have from distracted or inattentive or speeding drivers, or limited vision from rain or snow or fog?
We have a toddler and thus this is not safe for us when walking with my child.
I expect cars would still force their way past non-motorized travelers.
Cars don't respect people on foot. Pedestrians need to be separated. It's dangerous
Slowing cars is best!
Too easy to get hit by a car. Drivers speeding and not paying attention.
I am most comfortable with the second photo above because i would walk on the gravel. The other streets do not have an escape zone to get out of the way of an oblivious driver
ok in daylight and with enforced slow speeds. Not ok in lower light or in areas with a pattern of cut-through or speeding traffic. Curved street is better than straight unless street is wide enough for shared space. Pic at upper left ("Ozone & Longfellow") looks like an ugly version of a woonerf!
Some drivers are distracted and also drive too fast.
Walking in any street is uncomfortable as drivers so not want to share the roadway. Constant vigilance by pedestrains is required, which diminishes the walking experience.
I don't think car drivers would understand that pedestrians are allowed/intended to share the road.
Pedestrians and cars need to be separated for me to feel comfortable.

This still requires avoidance measures from pedestrians. My children aren't yet able to do that.
This option DOES NOT work, and is a huge waste of money. It does look or feel safe. We recently had "traffic calming" speed humps installed on our street, and because there is no curb or sidewalk, the drivers just veer to the side of the road to drive around them. MUCH less safe for pedestrians. Don't know whose idea this was, but they really should be fired. Very bad idea. when I walk I do not feel safe, and when I drive, I do not feel safe having pedestrians in the road!
People drive too fast, too many kids
Does not seem safe at all
Needs to be a separate space for me to feel comfortable walking with my child. Sometimes, even the Burke Gilman (which is shared with bicyclists going very fast), makes me uncomfortable.
This is the same as no sidewalks. Which is what we are already complaining about.
It's much safer not only for pedestrians to be separated from the road, drivers of cars know where pedestrians are and it makes "sharing" the road easier
"There is no separation from the cars.
Cars will still speed
Some drivers go too fast in these conditions
I would only feel comfortable if it were such a "sleepy" street that it averaged fewer than 5 cars per hour (passing by), but in general, cars find it confusing to "share" the same road-space with bikes or pedestrians, and the confusion creates unsafety to me as a pedestrian.
Too dangerous to share road with cars
Too close to cars
Are you kidding! Of course this one is ridiculous.
No separation from cars, dangerous for children, have to walk around parked cars.
Drivers will not recognize a "shared space"
Too easy to get hit by car
I walk streets like this all the time in my neighborhood and it is not as safe as sidewalks. I am always having to watch for cars not paying attention and bicyclists acting like they own the road.
Sidewalks with a buffer are ideal.
Depends on the level of traffic.
Always a car danger, but not a bad way to go
Depends on traffic and visibility
Cars may not know the roadway is shared and may not be paying attention or looking for pedestrians. It seems dangerous
Depends how well lit the area is for dawn/dusk runners etc.
This depends entirely on how much traffic the street has. If there is are a lot of cars using the street, even slowing them down wouldn't make me comfortable. However if there are few cars this would be fine. It has the additional advantage of slowing cars which improves the neighborhood overall
As long as this type is in residential areas only.
"Somewhat comfortable" >> visibility when dark... however, when distance running this was chosen path (with reflective vest at night)
There is no separation between cars and people
This is a road, not a walking path. It is inappropriate for cars and pedestrians to share the road. Fantasies about being able to do so leads to automobile road rage due to self-righteous pedestrians who refuse to get out of the way.
Cars and bikes are not careful with pedestrians condistrntly
DO NOT TRUST DRIVERS

Young children are harder to see from cars. unpredictable
No curb, no side walk, no gutter. Separate colored pattern of bricks, concrete or thicker wider striping is needed in all these examples.
Sharing a street with no path to separate the walkers from the cars leaves me very uncomfortable
I live in an area, and on a street exactly like this. I regularly see cars blaze around the roundabouts or curved landscape elements. There is a curved roadway at my corner and the street lighting is TERRIBLE, which actually makes the feature WORSE. I have had to jump into landscaping multiple times due to cars taking the turn too fast and not being able to see me.
I don't trust cars to be safe around people walking. I would always feel like I had to stay to the side or be looking behind me.
I walk with my children, and they do not have adequate awareness for road sharing.
Too dangerous - Drivers are not used to sharing the road with pedestrians
This doesn't work now. Try it yourselves on a pre-daylight rainy morning
Too dangerous, cars are parked blocking paths and sometimes you have to dodge cars when walking.
I nearly put somewhat uncomfortable because it would depend on the amount of traffic and the general level of speed. Many drivers ignore speed bumps.
Pedestrians should never have to share walking space with cars. It is just not safe enough.
Not safe enough
This isn't just about walkers and cars; what are you going to do with all the bikers?
I would not like my children to walk there. I would be comfortable.
Because you are sharing the road with cars, you are at the mercy of crazy drivers and bicyclists - "traffic calming features" don't calm everyone.
Don't want to share walking space with cars and bikes
Because it's in the same space as cars. DUH
I don't believe these things actually slow traffic.
No visual cue to keep toddlers on the side of the road.
No buffer from traffic-especially bad when visibility is low.
Still difficult to see and people treat those shicanes like a racetrack
Features will not "calm" drivers.
This is a cop-out. Get actual sidewalks, please
Too dangerous!
Because cares are not used to having to look for pedestrians in the same space they are driving (I'm not talking about crosswalks). This would be dangerous.
Drivers aren't expecting pedestrians in the roadway under any circumstances. Look at the hostility towards bicycles. Operators of motor vehicles think they own the roadways, under all circumstances
Not safe for children
Dangerous due to irresponsible drivers.
Speed bumps don't always deter speeding and there's no barrier between cars and pedestrians.
This is bs -- just another way of not putting in real sidewalks.
I have been hit by a car in similar situation.
I don't see how that is any different than walking down the middle of a road. Maybe you manage to slow the traffic a bit around the calming features, but in my experience cars speed up as soon as they're past those. And you're still dependent on drivers noticing pedestrians and avoiding them since everyone is sharing the same path.
Today's driver is distracted and I have children when we walk. We would not walk a straight like that.
Do not trust drivers to pay attention



Not safe for walking with young children who are less visible and don't always walk in a completely straight/predictable path along the edge of the street (especially young children on scooters or bikes)
This is what we have in my neighborhood now and I am concerned about my visibility to cars especially at night. It's also awkward walking around parked cars in places.
Better than building more sidewalks & streets that create more runoff which lead to floods.
This is similar to the situation you already have...cars still drive way too fast off of 35th ave ne
Always some drivers unaware of pedestrians, have been nearly hit several times when forced to walk in actual roadway.
Too dangerous with vehicles
Cars would run over my children
My neighborhood does not have sidewalks and I feel comfortable on the residential streets. It's the busy arterials that are crazy and not safe. You have to walk in the street on a main arterials and that is not comfortable.
Drivers too distracted/ not paying attention
In my neighborhood, people drive way too fast and do not share the road with pedestrians. I am not sure if 'traffic calming features' will make the roads without sidewalks safer for pedestrians in Maple Leaf but these sorts of improvements would be better than nothing.
Drivers get impatient when pedestrians are on the street.
I can't imagine that drivers would honor pedestrians that were sharing their space. That just seems dangerous.
Seems to dangerous as some drivers would still be seeing how fast they could get through the area and not heed the features
I don't like sharing space with cars. This will work if pedestrian density is high enough that cars pay attention, but these pictures don't give the impression of nearly enough pedestrians to force that.
You are joking aren't you? You're going to send us walking on the streets after installing some speed bumps? Jesus, f Christ. This Vity has its values so flicked up.
I am low vision and low hearing... So no way for me alone.
Those 'traffic calming' features do NOT slow are down. They just make those cars less likely to see pedestrians!
These are clearly roads build for cars, not pedestrians to walk on!!
People are too vulnerable to cars.
If mixing with bikes and/or cars, I would have to be on "super high alert" if I had my children with me or my father (who has dementia). It is preferred to be in a pedestrian environment. Not all motorists can safely or comfortable share space.
In my opinion, 'traffic calming features' do little to raise confidence walking alongside vehicles.
I don't think that you will provide enough traffic calming to make this option feel safe. You'd need to make it more traffic calmed than any neighborhood greenway I have seen.
Seems silly that Walker isn't aware if something dangerous is near. If people would pay attention you wouldn't need this survey! This is totally ridiculous!
"Shared" sounds nice but there's nothing nice about it. People and cars (and some speeding bicycles) should NOT share streets.
It really depends on if the speed is actually slowed by these features... some roads people drive as if these are intended to be a race course
I have a small child. I would not feel comfortable letting her walk beside me in a situation where she doesn't have a boundary of some kind separating her from cars and bicycles
This is what we have right now. It is terrible. I don't feel safe as a walker or as a driver. I'm surprised there aren't more accidents than there are. My neighborhood greenway needs a sidewalk as soon as possible.
Does not feel safe. Cars speed or do not pay attention and accidents occur.

This is the situation in my neighborhood right now (Olympic hills). I do not feel safe and I particularly don't feel that my children are safe.
My kids are little and want to ride bikes to school, but it's very difficult when there's no boundary to prevent cars that are not paying attention from hitting my kids!
No dedicated walking space
All proposition 1 funding and I am not interested in proposition 1 passing. I am worried about getting priced out of my home via over taxation and I am also concerned about the apparent incompetence of the city of Seattle's mayor, the city council and the head of SDOT. Please don't tax my family out of our home, please. As members of the middle class, we would like to stay in Seattle.
Cars tend to speed at those roads in my neighborhood. I won't be comfortable not knowing where the car might be coming from and how fast they drive.
ANGRY DRIVERS ARE EVERYWHERE!
Would be run over by inattentive motorists
Need a barrier and that provides some redirect of cars going offtrack (i.e., high curb)
I feel comfortable with the first the bit as soon as cars are serving and their sought is blocked by vegetation, I get nervous.
"I feel very comfortable on quiet streets and having no sidewalk makes it clearer that it's jointly owned space rather than owned by cars. It really depends on street design and it's more complicated than just adding calming features. Of the above pictures I like the upper right one best. I'd feel very comfortable in the upper right picture. I think it's because it looks like an environment where I could easily notice traffic (quiet and with great visibility), where there's unlikely to be much traffic and where cars could easily see and avoid hitting me and I'm probably also biased because I'm seeing other pedestrians walk in the center of the road. Both the upper and lower right picture have a lot of parked cars along the roadway. In the lower right one the curved planters are lovely but it feels like I'd have to be extra aware of cars coming when walking around the planters and I'd also have to walk around the planters. I'd like the planters better if there was a pedestrian path that went through them so they didn't act as an obstacle to pedestrians as well as cars. The lower left picture looks like the hump would be annoying for pedestrians as well as cars as it almost entirely crosses the road. Make speed humps so that pedestrians and cyclists aren't impacted.
These do not work now
It is still a street with potential hazards abounding...cars bikers cara opening doors and delivery trucks
Would need very good lighting so cars can see pedestrians.
Risk of me or my dog getting hit by a car
Not safe
I really prefer the landscape elements
You are basically sharing the road with cars.
I don't like walking on roads.
Not enough different from what I have now with no sidewalk
No separation from cars
The danger of being hit by a car, especially at dusk or night, is still present
From what I've observed, drivers in Seattle would not yield to pedestrians in these types of roadways. They barely ever stop at unmarked pedestrian crosswalks.
Assuming it is a lightly travelled street as it appears in these photos
I walk with a stroller & a dog. I don't trust that cars see us until they are right upon us.
Too many idiot drivers ignore this features
I don't think anyone would feel comfortable walking in the same lane as motorized traffic. Too big a learning curve for both drivers and walkers.
Too easy to get hit by inattentive driver.

Looks like a street to me
There is no barrier, these are in busy areas that cars still drive on.
Can't rely on cars to be careful or drive in low speed. Kids also not great at knowing safe distances from cars (walk on side of road).
This is not an improvement, think of school children!!!
Stay on the sidewalks! Avoid interaction with cyclists who often disobey traffic laws with impunity and official sanction.
Most cars are cautious but some aren't. I can't see what's coming behind me.
Cars don't always listen to signs. It could potentially be a hazard for small children.
We have this in our neighborhood and students are forced into the street while trying to get to school. A serious accident waiting to happen, in my opinion.
Cars and pedestrians don't mix, why slow down cars so walkers can use the roads? Make them separate so everyone can go appropriate speeds. I'm not walking down the middle of the streets, ever. And cars shouldn't have to slow so I can walk down streets.
This is literally the same as it is now, so is this option to not do anything? It annoys drivers to share space with bikes and pedestrians, and bikes and pedestrians also feel uncomfortable. So I would definitely not vote for this option.
No safe pedestrian only place.
Too many drivers do not realize this is shared space and drive dangerously, even when we are walking on these shared roads.
Would feel totally vulnerable. would have to be looking over shoulder constantly. no faith that drivers would see me and avoid.
Drivers, even though slowed down, would not always see people walking, especially at dawn/dusk and night-time. Looks too dangerous to me.
Because bikers very often don't obey traffic laws and cars can't see small people or at night, people dressed in dark colors. Very very unsafe.
This would feel comfortable if there were very few cars. I notice that these pictures have no cars. Sure. If there were NO cars, I'd be happy to walk anywhere. Maybe we just need to somehow get rid of the cars.
This is pretty much what we have in our area now (NE Seattle, Lake City), and people drive too fast, even with speedbumps, and they feel like pedestrians shouldn't be walking on the streets, but there's nowhere else to go.
It looks like the cars and pets are using the same path
We have this. I've been hit by cars walking on this three times in 10 years. Drivers are too pressured and impatient to deal with this. Unsafe at any speed
These appear to be shared with motor vehicles. With the amount of distracted driving today people and vehicles should not share a roadway. Pedestrians do not provide enough mass to be noticed compared to the other surroundings
Traffic calming features do not prevent inattentive drivers from potentially causing injuries.
Drivers are not careful enough to share space
This is how it is now in our neighborhood, cars still go fast and most often do not give the pedestrians the right of way.
Not safe to be walking where cars drive. Drivers do not expect people, strollers, slow walkers as they drive variable speeds on any residential street. Not enough time for a slower pedestrian to move out of the way to avoid a speeding driver, or a driver not paying attention.
We are presently walking in the middle of the street because we have no sidewalks. Speed bumps does not slow down traffic.
Visual barriers in landscape elements can make it difficult for drivers, cyclists, and pedestrians to see each other.

I do walk on this type of path, and it is little better than having nothing at all.
Danger of being hit by cars.
No protection from cars! This is a no brainer...
Cars not likely to give way to pedestrians
Pedestrians need dedicated space for safety. Bikes could share that space if it is wide enough to accommodate both side by side.
Pedestrians are not safe sharing pathways and road ways with vehicles.
Should include signs that it's a pedestrian street especially since there are no sidewalks, but at least it seems like a low speed low traffic area
With street parking, some streets would be left with enough space for only one shared lane. I would say this is uncomfortable. For two lane streets (not counting lanes for parking cars) this solution would be less uncomfortable. Again, the issue is also safety when it is dark (winter...)
Traffic calming features do nothing for all the ridiculous drivers on the road (I wrote "ridiculous" because I'm being polite.) Good intentions aren't going to keep jerks from being jerky.
We already have a lot of this in our neighborhood, cars do not slow down, cut corners at traffic circles, etc. I walk it but don't prefer it.
Completely unprotected from cars
I'm most concerned about children walking to school and I live on a street with some calming features and it isn't calm enough.
Unsafe, even with traffic calming features
This still puts children in the same space as cars, which means we are hoping reduced speed will prevent collisions. I am much more comfortable where cars and peds are physically separated.
Totally going to get hit. Especially at night.
I feel fine about walking in the streets as a fully functioning responsible adult, but I do not feel it is safe for children, the elderly, or the disabled, who may have slower reaction times to cars, or lesser abilities to make good decisions about how to behave around cars.
Late night drivers can be dangerous in such situations
woonerf retrofit all of north seattle. just do it. no sidewalks necessary.
Cars may not stop in the dark.
You are asking people to walk on a road with cars. Seattle is a city! I've never been to another CITY that has missing sidewalks, where people are force to walk on roads. Ridiculous. Maybe okay during the horse and buggy days but so much money is being spent on bike lanes and road diets when we are missing the basic infrastructure of a city this size: Sidewalks!
Cars and Pedestrians in too close proximity
Seems like a poor solution for both walkers and drivers.
Depends on volume and speeds of cars. Challenging with children if drivers are not driving very slow.
Cars can still hit pedestrians. Also police don't know how to do or don't do enough traffic enforcement on these streets.
Drivers in Seattle are not cited frequently enough for violation of posted speeds, no turn on reds, etc. for these pathways to feel safe.
I'd prefer clearly demarcated car vs. people zones
We walk and bike to as many places as possible. My 3 kids (ages 5-10) bike with us. These features help improve traffic speed, but do nothing to increase visibility, decrease distracted driving, and keep pedestrians away from cars.
Don't trust drivers to look for pedestrians.
No physical protection. One drunk/distracted driver is all it takes.
I much prefer a separate walking space for pedestrians to account for distracted drivers.

I have small children so I do not feel comfortable taking them walking when there is no clear space for them to walk in separately from car traffic.
This slows down emergency vehicles. I prefer fast fire trucks and this inhibits fire and ambulances from moving fast.
Sharing walking space with cars is not a good idea. Many cars ignore calming features.
There will still be people in cars who do not slow down even with these traffic calming features. The potential for those folks to be present on any street makes it uncomfortable to walk in the same space as cars.
There are four pictures. the woonerf looks good. The road with no sidewalks looks terrible. The speed hump is ok. The traffic slowdown weave is ok also.
No sidewalk. No sep between ped and traffic. Afraid of traffic injury
You g kids and drivers still go too fast.
Pedestrians and cars on the same space is a baaaaaad idea. Plz raise taxes to cover separate paths!
Cars use neighborhoods to speed through to avoid traffic lights when in a hurry. This may work on suburb neighborhoods, but not in city neighborhoods
I'd worry drivers weren't paying attention.
I already walk on these types of surfaces in N Seattle. Try doing so on an evening on streets with no/little street lighting. I often have on a bright coat AND a flasher light on my walking stick and it still feels unsafe.
No barrier - no go.
Drivers in Seattle grow more inattentive by the day.
Pedestrians and cars should not share the same space.
There's absolutely no accommodation for pedestrians. Pedestrians can't share the road in the same way that bikes do.
Doesn't help in our case, for instance. Limited sight distance due to hill and curve make this unsuitable. Rent-on Ave S and S Lucile.
You're assuming cars actually slow down for these. The slalom course on the lower right is typically seen as a challenge by drivers, who will gun it as fast as possible. Speed bumps are not noticed by drivers. And I don't want to share my sidewalks with drivers! This is a TERRIBLE idea!
Drivers can still be inattentive or careless.
No change here. This is what we have today + is very unsafe. We need sidewalks.
Peds need separate and defined space from cars.
Don't feel safe sharing walking space with cars.
No sidewalks
"I don't feel comfortable walking in the same path as cars as I have been hit by moving cars twice while I was in a crosswalk.
No barrier from cars and cats are often not expecting pedestrians in the road.
I've almost been hit on areas like this. Traffic "calming" doesn't work.
That is no sidewalks, which is what we have now.
I walk with my infant in a stroller and it is very scary to have to move quickly out of the way of cars who aren't paying attention to pedestrians
Cars and bicycles are too hazardous to pedestrians at any speed.
I don't trust drivers to treat pedestrians with respect. It's one thing on busy pedestrian streets like in Pike Place Market, but on residential streets, drivers will get annoyed if there are pedestrians in the road. I wouldn't want my children walking in the street.
I don't want to actually walk in the street with the cars, and I think those slow-down features are a nuisance.
People driving cars are not paying attention. A 20 mph car can fatally injure a child. Full separation from cars. Period.

It is dangerous, especially when it is dark out.
There needs to be a separate path. Walking in the roadway is dangerous. Pedestrians can be hard to see when there are parked cars, and some drivers drive faster than they should. Also, adults may be able to walk defensively on a road, but children who are walking do not know how to be safe.
Feels unsafe when no division between cars and walkers
Kids and infants in strollers in the streets is never a good idea, no matter the speed of traffic.
Too easy for cars to hit me.
I don't want to walk where cars drive. Drivers are not careful enough or considerate enough.
This is not a "walking path." This is a road that cars and buses drive on quite rapidly. My street looks like the lower left picture with the speed bumps. Drivers speed in both directions, come to a lurching halt for the speed bump, and then zoom down to the next bump.
Visibility for cars is bad, not enough protection for drivers who are driving too fast. Generally does not feel safe.
While there's some attempt here to mitigate bad driver behavior here, there are invariably who want to blast through shared spaces like this in a hurry. They tend to view pedestrians/cyclists as obstacles and ignore signage directed at them. A prime example of this would be Bell street.
"Traffic calming" features discourage, but do not stop rash driving.
Sharing space is always dangerous for the pedestrian, especially in the dark or rain.
Even with "traffic calming" features, I'd need to stay alert for any approaching vehicles and get out of the way when they come. I'd probably be looking over my shoulder every minute.
Drivers yell at you to get out of the road, and speed around you in these situations. Also, I think these pictures are misleading, some are obviously worse than others.
Looks very unsafe. The pedestrians are walking on the same area that cars and cyclists would be moving on. If they are turning a corner with some speed, pedestrians are a perfect target. An accident waiting to happen.
Cars take up excess space, making this unsafe and discouraging walking
Pedestrians and cars sharing the same space doesn't work - the pedestrian _always_ loses.
I don't trust drivers anywhere near me. That said, if it were a well-marked greenway with significant pedestrian and bicycle presence and *extremely* aggressive calming features, I might prefer it to a regular sidewalk.
This photo may be taken in the street I live on. Cars still fly down the road. I never walk anywhere unless it's to the sidewalks 1/2 block away.
I live in this kind of neighborhood now and I do not feel safe. Cars still go too fast and I get nervous allowing my older child to walk in the neighborhood because there is nowhere for her to step off the road if a car is coming too fast.
There is no barrier between pedestrians and cars.
Some physical or visual barrier between traffic and pedestrians is essential.
I do NOT trust car drivers to respect the traffic calming devices. 99 will indeed, but there will always be one who won't, with dire consequences for the unprotected pedestrian or cyclist.
Again, hard to say without knowing what the traffic volume is and how drivers actually behave versus how they are supposed to behave.
I don't think this would work in NE Seattle -- the drivers are too crazy, and use too made residential streets for shortcuts.
The circular landscaping/traffic circles are an absolute nightmare. Drivers do not know how to navigate them, consistently fail to signal where they are turning and people park cars at edge of intersections so there is no safe crossing for pedestrians without going into the circle of traffic. As a pedestrian, I ALWAYS wait/wave drivers through the circles because of their unpredictability and wait until there are no cars before crossing. It gets exponentially worse when multiple cars are trying to get around a traffic circle.

You don't show cyclists in the picture, but I'm sure that this would cause too much confusion on the road. Is this safe for children?
Separation necessary.
Don't want to share path with cars
People should not be sharing the same space as cars. Even with traffic calming features, walkers should have a dedicated space separate from motor vehicle traffic.
Cars, bicycles and pedestrians cannot be safe sharing the same road.
Too much room for accidents. Speed bumps and traffic circles just make things worse.
Speed elements can just make speeders more out-of-control. Also, this would be a horror at night.
I certainly would not be walking in the middle of any road where cars or bikes regularly travel.
Drainage issues when it rains. You are forced to walk in puddle when car passes.
Curves and speed bumps don't slow drivers that much. And I think curves would make it MORE dangerous because it would be harder for drivers and pedestrians to see each other.
Traffic is horrible all over the city- and makes drivers aggressive- even when they are in non traffic areas. So sharing the road with rage-y drivers, sounds like a bad idea. Spend money fixing traffic issues so we have less angry frustrated drivers.
Enough speed humps.
These situations already exist in the City and I have almost been run over in these situations. Once it's dark they are incredibly unsafe. And since the City doesn't do an adequate job of maintaining the roadways they're usually filled with potholes, loose gravel, puddles - etc. Drainage usually doesn't exist in these situations. When a car comes by there isn't a place to get out of the way since the vegetation/drainage ditches/parked cars are usually in the way. They don't meet ADA. The situation shown in the photos existed along 30th Ave NE where it went from 55th down to U Village for years. It didn't work there so stop suggesting that this is a great alternative.
Unsafe. Would NEVER feel comfortable walking with my children.
Not enough separation between traffic and pedestrian. This is NOT okay, build sidewalks.
This is not used in this country, so the novelty will probably cause accidents.
This path would only work if motorists paid attention. There is no guarantee that they would.
I do not feel comfortable if there is no area on the path that cars can't get to.
In our neighborhood (again, Haller Lake), drivers simply do not recognize the right of pedestrians and cyclists to share the road. I have had numerous close calls with inattentive and/or uncaring drivers on such shared roadways.
Too many drivers are using mobile devices and may not see me amidst cars, trees, etc.
Don't trust car drivers. They will feel like it's all theirs and not a shared space.
It is unsafe to mix pedestrians with traffic. It is unfair to taxpayers north of 85th that there are well-maintained sidewalks on all sides of the streets with handicapped ramps and traffic calming devices south of 85th. How can the city continue to make expensive investments like ramps in areas where pedestrian-safe sidewalks already exist, while taxpayers north of 85th have none of these things or investments?
C'mon.
To me, the type of path pictured says to drivers and pedestrians, "You are on a roadway designed for cars. All others (bicyclists and pedestrians) are interlopers."
These are pretty varied, but what they share is that two cars cannot pass leaving safe room for pedestrians. My experience is that cars do not stop in these areas, but try to squeeze through and avoid stopping at all costs. You have to make cars stop, or provide a safe walking zone.
Once a person driving gets in their car, the outside world is abstract. There are no longer people walking, there are obstacles. There are no longer people riding bikes, there are obstacles. Anything and everything seem to be obstacles that are impeding forward movement of their car.

Woonerfs are not a large-scale substitute for sidewalks or even the other alternatives you mention. Only in specific circumstances do they work well...unless one is in the Netherlands.
Putting pedestrians in the path of cars where people are looking at their phones is not safe. People drive too fast in neighborhoods trying to get around congestion on the main routes.
Is this a joke?
There are no sidewalks and, especially, at night, drivers may not be looking for pedestrians.
This is how it is in my neighborhood and cars do not respect pedestrians
I'd probably still walk on it if it was the only option -- but I don't see why this would be an acceptable choice. It would be irresponsible of me to trust that the drivers would see me if I was walking in the street. In our neighborhood, many drivers are using the side streets to cut around traffic on the arterials. They are in a hurry and I do not like to share the road space with them.
This really does not provide space for pedestrians.
Sharing the road, pedestrians and vehicles, just isn't a good idea. And I can tell you that, living in an area without curbs/sidewalks is a serious challenge in raising children to be safe and smart with vehicles.
Totally comfortable with the top left photo - I would love that. The others seem too wide and I think cars would go too fast. There's no signage or indicators that this is a shared road. The bottom right has traffic calming that blocks visibility.
Cars do not respect the calming features. Children have trouble figuring out where to walk separate from the cars.
Pedestrians and cars should be separated always. I wouldnt feel safe walking my dog.
Walking in the street = bad
Constantly looking out for drivers if walking here. Insecure of drivers see me, I would feel like I have to get out of the way.
No way to trust cars will respect, or expect, pedestrians.
Still unsafe
No separate walking path. I would never walk with my child on a shared road
Curved roadways and landscape elements decrease visibility.
Too many drivers have demonstrated disregard for human life and the right of pedestrians or bikes to share space. It's as if they have a god-given right to drive as quickly as they want. I think in the modern American context, this is a horrible idea. We would not feel comfortable, especially with children on foot or bike.
This is fine if speeds are low, but some cars careen through these areas anyway.
It's dumb to walk in the middle of the road, and dumb to teach people that it's okay
Children need a safe space to walk that is clearly defined. Sidewalks and barriers achieve this
Don't trust my five year old or drivers
Our street (14th Ave NW, north of 85th) currently has speed humps. This does not alleviate the speeding issue, and in fact sometimes makes it more dangerous for pedestrians as drivers try to avoid the humps and will swerve towards the sides of the road to do so.
"We have it on our street, and it is still very, very uncomfortable and dangerous to walk, especially after dark
Drivers almost never pay attention to traffic calming features.
Looks like a road. Might get run over by cars.
Not safe for cars and people to be on the same space. Speed difference is too great, and a driver could miss a pedestrian by turning her head to look at something (outside).
"No enough separation between automobiles and people/kids/scooters etc.
Not safe for young kids to do any walking.
Because cars can park in the path of pedestrians, we need to constantly jut out into traffic. This is the arrangement on our current street and it is stressful to make sure the kids and dog get around parked cars safely.

Even with traffic calming measures, it's scary to walk with children in these environments, and pretty much all of my walking is done with children.
Drivers *find ways* to speed around traffic circles and between speed bumps. I do not like being in the road, in dark and wet conditions with moving vehicles. I'm a regular dog walker all winter long.
I don't think traffic calming measures work well enough
I don't want to be walking in the road with cars.
No separation from cars
Drivers don't slow for pedestrians. I would not let my children walk in the street.
No separation of vehicle and pedestrian space
I could get run over by a car, that's "why."
In our neighborhood in north Greenwood cars constantly try to avoid traffic lights by cutting through our minor streets and speeding through. I don't know that this would be enough to make me, children, and our pets safe. There is plenty of room to build real sidewalks or pedestrian paths.
No separation between vehicles and pedestrians. Walking surfaces like this typically have crowns for drainage which are a challenge for people with hip, knee, ankle and foot problems (hint this is most people over the age of 50)
"Worried about unexpected cars or bikes
Daytime walking might feel fine in this situation, but night time walking, or walking with small kids in a shared space with cars is nerve wracking. Great for our bikes, though!
We currently have something similar in our area and we continue to see cars speeding on the road and pedestrians and bicyclists almost hit by the cars.
This is our current reality and is DANGEROUS
No designated walk space
Cars and bicycles run you over. Not at all safe with kids or in darkness.
No separation from cars
People do not slow down and it is dangerous as the weather changes (its dark at 7 am and 4 pm when walking from the bus stop) and you are walking on these roads. While I always try to have high vis flashers when I'm walking cars still drive amazingly fast.
Depends on traffic
Even if the cars' speed is slowed, the lack of a barrier between pedestrians and vehicles makes this feel unsafe.
Don't want to walk in traffic.
All Seattle neighborhoods deserve sidewalks. Calming features are a poor substitute and cause their own problems.
Cars would go quickly anyway; worried about safety especially after dark
Frustrating for all.
Really depends on the traffic flows. If it's a lot of traffic or they drive fast, this would be scary.
Drivers will not slow down. This looks very dangerous for someone like me who needs clearly defined walking paths due to vision.
There should be separate facilities for pedestrians.
Speed bumps would be nice in our neighborhood but the traffic slalom does not slow down cats in our neighborhood on 115th and I would feel extremely uncomfortable walking on that road.
There is no path!
Sharing the same space with cars is scary.
I live where this is prominent(west seattle) and 2 cars coming at each other with people walking, pushing stroller or walking a dog makes that combination horrible.

Not friendly to people with mobility issues. No divider between traffic and human beings.
Cars and pedestrians shouldn't "share" the same space, it makes no sense and is inherently nonfunctional for both modes and unsafe.
Drivers don't give a damn about sharing road space. Hell, they barely cede crosswalks.
What's the point? You're still walking in traffic
Depends on how much traffic is on street but generally, no
Sharing spaces with cars puts pedestrians at risk.
I feel much more comfortable being off the road when walking...I don't trust the distracted drivers
We already have this in NE Seattle and it is a hazard. Sidewalks are needed as drivers often ignore speed limits and don't pay sufficient attention to the roadway. This solution is NOT good for families with children.
People drive too fast on residential streets.
Sorry, but that's just walking in the road, even with attempts to calm car traffic
This would be quite awkward in practice- essentially walking in the road. It feels much safer to have a sidewalk of some kind.
The first picture would be fine--narrow street with somewhat constrained space. The second picture is completely different--a wide street surrounded by open space. That's a dangerous combo.
These are nice. I especially like the way that they show a defined space for vehicles to park. Often on the streets without sidewalks in north Seattle cars park hap-hazardly and make the walking path impossible to find and always changing. These options do a good job of defining the space for parked cars so pedestrians always know where to look. I also like the emphasis on plantings to make it a pleasant experience. The use of paint (in the upper left image) and the use of curbs (in the lower right image) does a good job of defining space and I think would slow down traffic for Peds.
Obvious issues for blind, elderly, safety, various conditions and a loser for the pedestrian if car moves out of assigned lane

**HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOUR HOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (TRADITIONAL CONCRETE SIDEWALK WITH CURBS ON ONE SIDE OF THE STREET ONLY, WITH RAIN GARDENS)? OTHER:**

Active maintenance of rain garden vegetation is essential.
'Greenery' is idiotic
I would not want my small children walking along a path like that w/ places for people to hide.
Only safe and aesthetically pleasing option I've seen so far on this survey.
How do you cross the street safely to houses on the other side? Do homeowners help pay for the rain gardens? Great for water issues, but how are they funded?
Not in favor
I would LOVE rain gardens!!!
The swales are dangerous because they tend to be deep and they are extremely hard to walk near in the dark without turning an ankle or falling in the damn thing. They also tend to be an eyesore because the majority of households that have these imposed on them do NOT maintain them and they turn into ugly weed pits.
Only comfortable if vegetation is not overgrown onto sidewalk and if plant debris (leaves, soil) are cleaned from walkway. I found this is often not true, causing the walking path to be significantly narrowed.
"Rain gardens might look nice, but they are trouble! They need maintenance, inc trimming and weeding. People step or fall into them and get hurt! Don't like mosquito breeding zones. Roads are narrower. Street parking becomes very limited and restrictive. Some areas become attractive for parties or camping.
Not comfortable in first picture, more comfortable in second picture. It depends on how wide and sting the barrier is with cars
We don't need rain gardens.
Really somewhat comfortable but shrubs are a good place for "bad guys" to hide and wait for opportunities.
Slowing down traffic is NOT an option.
Means a lot of jaywalking.
Too many blind corners
It requires crossing the street
Fremont Ave greenway still has so many speeding, aggressive cars. Not very safe yet for cyclists or peds
You have to cross the street unnecessarily to get where you need to go.
Yes to one on the right but again... for left nice to have buffer between cars and sidewalk
Over grown landscaping and cars not being able to see very well.
It really depends on the area. For a busy arterial, you need sidewalks on both sides otherwise people are going to end up walking along the side of the road anyway. for a residential street, this is probably fine.
Sidewalks on just one side of a street in N Seattle would be a dream compared to the current situation
Although this may improve walking conditions, no one wants to live on a street that looks like that. You've completely cut out the ability to park publicly. Most households average 3 cars per family and WANT that parking space. You are just creating a different problem.
The areas in Broadview where these are located are planted too heavily. Drivers cannot see around corners. The walkway shown on the right is too narrow.
The picture on the left looks like a street by my house I'm not very comfortable on walking on as it's so curvy drivers will hug some of the curbs really close to the sidewalk. I'm only comfortable with the picture on the right with trees and shrubs around it.
It is harder, as a pedestrian, to change sides of the street to the sidewalk side or back to my destination.
What's rain garden?
Too many places for people to hide, even in broad daylight.

The path is narrow
But vegetations must be well maintained. Some encroaches into walk way.
Left is too narrow. No street trees. If the block were shorter, then drivers would likely travel this stretch more slowly. Right is much better, given the buffering.
Too many places for perps to hide. Also, this look more like it belongs in suburban areas, Gig Harbor, Redmond neighborhoods, etc., and not an urban setting like Seattle. Who's proposing these kinds of ideas for inner-city?
I love the rain gardens. But I also prefer when there's a sidewalk on both sides of the street.
Currently have issues with overgrown bushes forcing pedestrians off sidewalk and onto the street
Too many places for criminals to wait in ambush and engage in "street disorder" types of crimes.
Those are different pictures. Having separation between the sidewalk and street is a huge driver of comfort. The first picture seems the same as some previous questions. However the significant separation in the second picture would make for very comfortable walking!
People will still walk on the side without sidewalks if that is more convenient for their destination
Shrubbery is encroaching
Not ideal, provides places for nefarious people to hide.
Looks like a single lane for pedestrians. Not good for wheelchair s or walkers.
The shared roadspace isn't clear who gets right of way or where the safest place to walk is or how car traffic is supposed to react to walkers.
Abductors could lurk in shrubs or behind trees.
Cost prohibitive !
Huge rain garden as buffer would be better then what we have now.
As long as there is adequate lighting and maintained vegetation.
Too expensive though
With image on the right
I love these images- nice landscaping and they look like slower roads. I'd definitely feel safe letting my kids walk here.
But not necessary
It's not as good as sidewalks on both sides, but it's better than no sidewalk at all.
As long as it was raised and wide enough for a couple of people to walk without once feeling like they are going to fall into the street or the garden.
This is a great idea and the only reason why I chose somewhat uncomfortable is it's only on one side of the street.
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.
The separated walk would be fine
Again, photo on the left sidewalk is too close to roadway with inadequate barrier to feel completely comfortable.
For the picture on the left, the speed limit would have to be reduced (20-25 mph) for my comfort.
Very comfortable on the path with separation between the road and the sidewalk.
Ok as long as people could hear you if you fell or had a bad encounter
This option seems silly. There should be sidewalks on both sides of a street unobstructed by foliage
Sidewalks need to be in place where ever street/curb parking is available. Many of the "rain gardens" require maintenance, I've noticed many of them in my area have been put in, then are forgotten and not maintained. They turn ugly looking quick.
Rain gardens are fantastic! We need more of them in more places.

Too narrow. We have the narrowest sidewalks in Seattle. In some other cities and countries, the sidewalks are 15+ feet deep, allowing enough room for a cafe AND 6 people shoulder-to-shoulder walking. Along Queen Anne Avenue, there are points so narrow that people must walk single-file. Yet, there are 4 lanes for cars. It's no longer sustainable or sensible from a community-building standpoint.
Yay SeaStreets
Looks like it encourages drivers to have fun thru the curves (I would) with no worries of interacting with peds/kids in street because of the high contrast led separation
"You are taking away car parking spaces, and we know we don't have enough spaces for all
Those cars people own/park, to go to the mountains on the weekend...."
Sometimes one needs to cross the street and walk to avoid a mean dog or a scary person
I think this is very inviting.
Pedestrians deserve sidewalks on both sides
Cutouts required.
Again.. I don't care what te sidewalk is made of.. just enough space between me and the car and enough curb to make it clear where the road ends.
Problematic when pedestrians need to reach addresses on the non-walkable side of the street, especially given that we'd be crossing through rain gardens, which would reduce visibility to oncoming traffic
In the picture on the left, it is clearly marked that the pedestrian side is a No Parking area. And the picture on the right appears to be only a walkway unless I'm not understanding the photo.
As long as width is ADA compliant/wheelchair accessible.
It is too limiting. Forces pedestrian to utilize only one side of the street. Walking paths tend to be meandering instead of direct.
Sidewalk with swales and a roadway bordering them is hazardous. If cars come, there is no place to get out of the road as the swales are there.
Comfortable only if the street has little or no traffic. bad for sight distance and no where to go with ditches beside the sidewalk if cars come.
As longs as the sidewalk is wide enough.
"A sidewalk on one side of the street is fine. I don't see the need for rain gardens.
You are showing curving sidewalks. That's not a good idea. For some people, all they do is look at sidewalks as esthetics, but as someone who lives in a neighborhood without sidewalks, I look at their functionality, which is mainly to carry stuff to and from my car, which can be several blocks away, due to the city allowing developers to not build enough garages, and therefore creating a parking disaster.
So I look at those streets and say, ""how would I like to be carrying a armload of groceries and purse, or a potatoes au grauting cassarole in the dark, walking on ice, for three blocks?"" No thanks!"
Much prefer the option on the right that provides a barrier between sidewalk and road. Need to consider what type of plants to plant as you don't want them too high as to cause lack of visibility when turning into driveway or when kids, or anyone for that matter, need to cross the street. Need good sight lines to traffic.
I like the rain gardens.
This arrangement requires (and my response assumes) regular pedestrian crossings to get to the other side, where necessary.
Gorgeous for sure, keep in mind the budget
Very comfortable as long as there is not a lot of distance and shrubbery between path and street (dark streets and separation from activity can be dangerous in darker
The pathway needs to be wider. Typically, these narrow paths have encroaching vegetation so that pedestrians have to dodge branches or get their legs brushed by wet growth.
This looks the nicest as long as it was fair to both sides in terms of parking
No buffer to street

Only if two people with wheelchairs can pass.
Pervious surfaces are great!
Feels less safe. Less visible walking path makes it seem more prone to assault.
Not, in the example on the right, if there is inadequate street lighting!
With one caveat: Speeding and Texting Drivers.
Sidewalks on both sides of the street are not necessary.
Could be wider, but needs texture for better footing.
No bikes
Looks narrow, overgrown
As long as the rain gardens don't host unsanctioned tent campers and such, this would work just fine for us.
I love this block it is heavenly, I know the city was trying to retain water, so the design is specific to this street (one of my garden buddies lives on the street) If which side of the street is well thought out with pedestrian traffic patterns, I think I would be ok with a sidewalk on one side of the street
It's better than nothing. Prefer traditional sidewalks. With street trees.
These meandering sidewalks are often obscured by overgrowth and crowded by the parked cars. I am familiar with several of these in the Broadview neighborhood and they feel dark and dangerous at night. They are far less than desirable, in my opinion.
The rain gardens are nice but I would be more comfortable with sidewalks on both sides of the street.
The option with a buffer planting between street and sidewalk is preferable. Who cares whether it is a "rain garden" or not.
Make the curb higher
Too narrow and overgrown.
Pedestrians are obscured by plantings
Beautifies neighborhoods, helps water quality, calms traffic. Perfect!
This is a better option than the previous. but still - optimal is to build to city standards. Rain garden type walks are very nice.
The walk is a bit narrow, but the change in material and separation on the right hand image is good.
As long as plants don't grow over sidewalk, narrowing the walking area. This happens in many places. Need maintenance of plants
But sidewalks on both sides of the street would be great :)
You seem to have hit the nail on the head. I am familiar with this project, great work. The other asphalt stuff you are trying to build is junk.
Very comfortable when sidewalk is buffered... If not speeds need to be slow
Depends on how tall the plants are...visibility of people lurking in bushes
The one with the path in the middle of the vegetation looks fine, but the other one looks too exposed.
Fine on a quiet residential street. Unacceptable if there is traffic and one must cross the street to walk along it.
Again, why two different photos? One shows a sidewalk butted up directly the street (not comfortable); the other shows a sidewalk separated by landscaping area (comfortable).
Again, possible trip hazards over time.
The lane curves aside from landscape (left picture) - not safe. Picture on right looks a lot safer.
Fact that it looks like a traditional sidewalk provides added measure of safety as drivers know to stay away from it.
Again, very poorly designed question, with one answer demanded for two very different designs. Number one sucks and number two is great.
Feels unsafe, people could hide behind bushes.

With my 'low vision', I would have a problem, seeing where the sidewalk, curved --- even slightly. If my wheelchair LEFT the pavement --- I would get STUCK, in the 'Rain Garden'.
Concrete is not healthy for runners
Putting the rain gardens between the road and sidewalk is key. It also promotes better collection of rainwater from the street into the rain garden
The problem with a concrete sidewalk that's all connected in one piece is that you have to repair the whole thing if one spot has a crack. Repairs will always be needed over time and will be expensive. If you use pavers, it will be easier and cheaper to replace just the broken piece. Concrete also has a lot of runoff.
This looks good. People will have to cross the street though so it is best for residential areas with slow traffic speeds -- perhaps of the types shown above.
Assuming lighting quality is good at night.
I still would prefer sidewalks on both sides, but in places like north Seattle without any sidewalks, this would be an improvement.
The landscaping/rain gardens are encroaching on the sidewalks.
Let's try for more landscape maintenance to prevent encroachment.
However, (again, I live near the Sea Street shown above and have walked many times) the residents are not maintaining their gardens properly. Did they receive proper pruning instruction?
Plant growth would block path when maintenance lapses
Would depend on which side of the street I lived and where my children's friends lived. How visible would some one be who needed to cross the street?
This is better than no sidewalks. If you live on the block at some point you need to walk on the other side of the street. If possible provide a 3' shoulder to walk on the opposite side.
I'd rather sidewalks on both sides of street and no rain gardens though.
Maybe not comfortable. If the bushes were maintained it would be fine
Why does it need a rain garden? Wouldn't that just add to the cost?
If bicyclists either didn't use them or rode fairly.
Equally comfortable, but much more attractive with such amenities!
I would only feel comfortable with this if it were a one-way residential street with a very low speed limit.
Rain gardens are FLOODING in Broadview - they are not working. Home owners on NW 120th have recently had water in their basements due to the brand new rain gardens (between 3rd NW and 2nd NW) -
"It's not clear what other people will do and when. Basically, depending on all drivers following the rules makes me quite uncomfortable.
Just please make it wide enough to walk dogs!
It's necessary to be able to get to the other side of the street as lighting changes, etc. Out of curiosity. what are 'rain gardens'?
Very comfortable I love that extra barrier that is created between myself and vehicles. I'm lease likely to worry about my child walking a little ahead of me.
They look very nice, but there's nowhere to go if you cross the street to avoid perceived, oncoming trouble.
Very comfortable on the one on the right.
I suppose first it would depend which side of the street you were starting from/ending up at and how safe it was to cross mid-block! Rain gardens or other plantings are fine *as long as traffic can see you at cross walks*.
B
Rain gardens are uneven and hazardous to disabled. Prefer traditional level turf parking strips.
It's nice to have sidewalks on both sides of the street so you don't have to cross the street when going to a block where the sidewalk is on a different side, but overall this is much better than no sidewalk.

Would appear to cost a lot of maintenance to keep vegetation from infringing on the walkway.
And one side of sidewalk is a great idea
Beautiful!
I wouldn't be comfortable at all in the left-hand situation (with essentially no barrier between traffic and sidewalk and a sidewalk only on one side of the street). However, I would be very comfortable walking in the right-hand situation (with a barrier of trees and other significant landscaping between the street and the sidewalk).
Traditional concrete sidewalk with curbs. Yes. But the sidewalk should be on both sides of the street. Forget about the 'rain gardens'. Who is supposed to maintain these gardens? The taxpayers? Forget the rain gardens.
The curb seems way too low. The plants and trees are a beautiful idea but will create traffic problems and parking problems in North Seattle. Our neighborhood has new sidewalks around the newly remodeled Cedar Park School. Unfortunately the sidewalks are way too wide and there have been several fender benders and blind-zones that are extremely dangerous for the school children. The streets are not wide enough for two lanes anymore and our neighbors are constantly struggling to navigate who is to pull over while the opposite traffic passes through.
I find that this type of path makes street crossing overly difficult.
I don't mind sidewalks on only one side of the street but these rain gardens are rarely maintained and grow over onto the walking path. They also seem to be collection points for trash.
This is fine as long as there is sidewalk to any bus stops on the other side of the street.
If the rain gardens buffered me from the road, I'd like that best.
Yes to rain gardens- we need more in this city it would help with sewer overflows
Windy roads slows car traffic and a sidewalk with landscape buffer is very pleasant to walk through.
Comfort is not the issue, does the sidewalk go where the walker needs to go without many street crossings?
Photo on the right appears safe, one on the left not so much
I don't need a rain garden to walk comfortably, though.
The further from the road the more important it is to have lights along these walkways.
Winding paths are very annoying when you're in a hurry
Where there are residences or business, there needs to be sidewalks on both sides. I'm fine with this if there are only dwellings on one side. Only one sidewalk encourages risky behaviors between pedestrians and traffic - jaywalking and the like.
These seem fine, but the left image (first image) doesn't have space for parking strip trees.
Sidewalks that are on one side of the street are GREAT - it allows space for parking and for driving and you can see where people are.
This does not address street crossing safety.
Regular maintenance or plantings would be important for vision impaired folks. I like the curves but wonder about vision impaired. If sidewalk is only one side maybe make wider for two way stroller and kids on bikes traffic.
I often walk with a baby stroller and a dog. It is nice to have sidewalks on both sides of the street in case I need to cross over to avoid other pedestrians with dogs, who would try to play with my dog and get tangled in the baby stroller if we met on the same side of the street.
These photos contradict what is stated. One is along a curb, the other separate and away from the road. Your survey is flawed.
As long as it's made of a long lasting more permanent material like concrete.
How's the drainage?
Should be wide enough for two, or a passing bike.
This is the best walking path option. I would pay more taxes to get this option. It is more affordable over the long term and it is safer as well as makes our city a nicer place for all.



Sidewalks on both sides of the street are preferable.
I do dislike it, however when the greenery is overgrown and spilling out into the walk way.
Comfortable as long as there are safe crossings
Vegetation should not be allowed to grow into the walkways.
Really! lets spend money on something else
Grassy parking median is "very comfortable" path.
Again no snow clearing buffer. But example on right is fine if actually too wide.
I would feel more comfortable with the scenario shown on the right.
Dumb use of private property
Sidewalk too narrow! with two of us walking our dogs we would walk in the middle of the street as much as possible in this scenario.
Rain gardens block the view from the street and make the walking paths less safe. More personal crime can occur in these blocked areas. Grass in the parking strip would work very well.
Lose parking with this
I like the rain gardens in my neighborhood. But to hell with impervious concrete which nullifies the benefits of the rain gardens.
Need curbs on both sides. But this is definitely preferable to no curbs at all.
Why do you mix types? You won't get a true answer. Is this survey rigged? Look, I may not feel comfortable walking right along the street but would with the buffer. Impossible to answer this rigged, useless question.
If the rain garden was between the sidewalk and the street on a curvy road, I would feel safer. Curving roads without a buffer between the sidewalk and the street are less safe.
Fantastic!
Comfortable if I am on the side with a sidewalk!
You have to be kidding!
All proposition 1 funding still. I do not want to get taxed out of our family's home, not interested. Plus, local leadership cannot handle the responsibilities that they are assigned now, i.e. seawall, Bertha, rainbow crosswalks, streetcars, loss of parking, etc.
The street on the left looks quite wide. I think the street would be better if it was narrower. The sidewalk on the right is off the street so it feels quite safe. A bit narrow to walk several people in a row. Cycling on it would be less smooth than the road and with no pedestrians or sidewalk on the road the road may be faster and less safe for cyclists.
<3
Can be hard to keep the path clear for accessibility.
Make it wider and it would be OK.
Rain gardens are BS--more PC crap from the City of Seattle & loaded survey questions
Comfortable, but why only one side? What if you need to be on the other side? People will be crossing the street all over the place. Also looks weird.
Sometimes pathside vegetation overgrows and blocks walking path
I like the curves. If there were curves, the cars would likely drive slower.
Why not save some money and not go overboard with the rain gardens? The water drains somewhere now, doesn't it?
Plant overgrow is a concern for tripping hazards and blind spots conceal dangerous people or animals that may be lurking.
The second picture is too narrow, too much vegetation between road, and too windy.

There needs to be sidewalks on both sides of the street. In residential neighborhoods, small children need to be able to walk to the neighbor's house down the street without having to cross the street twice before getting there. There also needs to be more distance between the sidewalk and the street.
1 side of the street is better than what we have now. Please!
Looks too narrow
Fine with this as long as adequate crosswalks provided.
As long as there are materials (e.g., rain gardens) in the planting strip to prevent cars from parking on the strip and/or blocking the sidewalk, I think this is fine. But if it is just grass or worse (gravel), drivers will park their cars on the planting strip and potentially block the sidewalk.
Could be improved with street parking or street trees between pedestrians and traffic. 2nd picture better than 1st.
Raised sidewalks on both sides of the street is preferable.
How do you get to a house on the side without a sidewalk?
Very comfortable on the right, less so on the left photo. Cars should park on the sidewalk side only to provide the space buffer between pedestrians and cars. Switch the no parking signs to the other side.
I've seen the street that your photos portray. One of my absolute favorite sidewalk treatments in this city. Awesome.
If there is traffic, especially if it is over 20 mph, no way. These pictures don't make it clear how fast and how much car traffic is involved, which affects comfort.
Rain gardens seem great until you need to get to a parked car or need to move household waste to the street. These have not been well thought out.
Really look at the safety issues. Think about walking in these areas in the dark which for most of us occurs for 6 months out of the year when we're going home from work. Is there a location where someone can hide in the vegetation. There are places in the City with this situation where I'll walk in the street rather than walk in the dark along vegetation where someone might be hiding. As an example of what can occur one night I was walking home and saw someone walking off the sidewalk several blocks ahead into the adjacent vegetation. Rather than continuing walking down the street I went 2 miles out of my way to get home by walking on a busy arterial.
Great for pedestrians, crappy for people who live here. Build sidewalks on BOTH sides. Allow property owners to access their lots. This is also difficult to navigate in a vehicle, because hello, people park/live here.
One side of the street sidewalks is a great alternative to "full-coverage" sidewalks
It would be better to have sidewalks on both sides.
Excellent idea to provide safety for pedestrians while lessening cost to build. I would feel sad to be on the "no sidewalk" side, but I'd deal with it! :)
SEA streets are the best! I love one block away from the Broadview Green Grid; I wish it extended to my block.
The meander would slow traffic to the lack of a buffer on the left feels comfortable.
Would force walkers that start on the unpaved side to cross the street twice just to walk somewhere on their side of the street.
Children need to be able to walk safely without ever having to worry about crossing the street first
"Fine if path stay clear of debris.
LOVE the swales in the Pinehurst neighborhood! Attractive, pedestrian friendly, bird and environment friendly.
Landscaping will eat away at walking space over time. See: Westlake north of Galer
When cars park with on the same side as the sidewalk, our comfort level with walking skyrockets!
Sidewalk on one side only is just fine! Any sidewalk is good; I don't mind crossing the street to use it. And the rain gardens look lovely.

Would worry about distracted drivers hopping that curb.
Only if this is an option for streets that are not busy.
The rain gardens in our neighborhood get extremely overgrown and are unattractive and not as safe
I like the one on the right (w/the buffer) most.
We have some of these in our neighborhood (Pinehurst), but I'd love for there to be more!
Why would I pay for a rain garden? What is a rain garden? More taxpayer waste of money. Just build the sidewalk! Unbelievable!
Always better on both sides of street, but workable
Narrow the street with a walking path on the other side to make it even better.
Lovely. The image on the left looks like cars would be driving slowly so the lack of buffer is more acceptable. The image on the right is beautiful. What a nice place to walk, push a stroller, walk with your kids. It's nice a protected with nice landscaping.

HOW COMFORTABLE WOULD YOU AND MEMBERS OF YOUR HOUSEHOLD OR FAMILY FEEL WALKING ON THIS TYPE OF WALKING PATH (WALKING PATH AT SAME LEVEL AS CARS, SET BEHIND LANDSCAPING-NO CURB)? OTHER:
As long as it drains well
Maintenance of vegetation is essential, to ensure pedestrians can see out, and drivers can see pedestrians at crossings.
Same as previously for children in the one on the right. The picture on the left is good.
Provides protected enough space for walkers. Its not like curbs will stop a car from hitting someone on a sidewalk..
Curbs add a safety net
Curb and/or elevation change is better.
Drainage / water issues plus no protection from cars
The wide area between the street and walkway clearly denotes an area of separation. This is better for families with young children too. Young ones sometimes yank away and this gives families and cars a better chance to react in time.
You have to ask this? There's nothing to ensure safety from an automobile whose driver has a moment's lapse from driving, while checking their cell phone, or dealing with the effect of tires on wet pavement.
Bicyclist would appear out of nowhere at any turn!
Would put the sidewalk to close to the houses
Cars at same level as pedestrians not safe. I see little in the way for water runoff.
The landscaping is unnecessary and wouldn't be maintained. Especially grass more recently installed in the neighborhood by the city now looks nasty
Flooding would be greatest concern here.
Comfortable assuming these are low volume streets as shown.
No barrier for cars, not safe
Landscaping is nice for the day (trees, bushes, etc) but can make me uncomfortable at night (for people to hide behind).
Why are we even talking about this kind of investment when both kids and adults get jumped shot and occasionally killed while walking? What are the "leaders" thinking?
Winner!
These photos look pretty clean. Without a curb, cars are much more likely to park in the planting strip and create a muddy/graveled mess.
Depends on drainage situation
Even though there is no curb, there is a clear distinction what is road and what isn't.
This is getting a little ridiculous--these photos show completely different configurations/scenarios. (And it should read: "How comfortable would you feel walking on THESE typeS of walking pathS?" Who's making this survey and what's your intention? It seems like you have a single idea already in mind. My trust is diminishing.
This survey is too long. Added difficulty: It doesn't say how many questions are left
Too many place for criminals to hide in ambush or engage in street disorder crimes.
Great!
No curb tends to make the buffer zone into a parking area with vehicles crossing into the pedestrian area.
The one where the cars can pass over the sidewalk very easily is quite different than the other two images. The one with the ferns is best.
Barriers!

No landscaping or very low plants only so as not to obstruct vision.
The Cost!
We need curbs that are raised in Georgetown. It would take a cultural shift in MIC thinking to train their workers that humans matter.
This leaves nothing to stop speeding cars from careening onto the 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.
Too easy for cars to veer into people on the sidewalk. Drivers are so distracted- grass is not enough to prevent an accident.
As long as it had real landscaping and not just a narrow strip of dead grass separating it from the street.
This works as long as the space between the walking path and street is big enough.
This would be good in combination with rain gardens. There would need to be some plan for the landscaping strip, or people might start to park there.
Separation, not quality of material is more important
"Add a curb so when idiots are texting or otherwise distracted from
Driving they have a little bit of a barrier to hit before potentially hitting folks walking. "
Due to more space I like this more than the little barrier for sidewalks at street level
Comfortable only on residential streets.
Ok as long as you could be seen if you fell or had a problem
This only works where lots are large with extra green space, inside the city limits this is generally not an option.
I think this is a good idea for drainage purposes because one who walks a lot has to keep in mind the best routes to keep your feet dry. Many areas have poor drainage and then you end up wading through huge puddles or having to walk into traffic to go around the puddle
See above, need the parking....can still plant in green strip
Looks attractive, but no barrier between autos and pedestrian
It would have to be far enough and an understanding that cars etc do not park on the greenpart.. cars will appear there and I am not sure it it would work... cars wil be right next to the path
No curb is a problem - taller plants and berms DEFINITELY help.
Degree of comfort would depend on how big the barrier between sidewalk and cars.
Comfortable but unsightly as asphalt is used. the use of asphalt degrades neighborhoods. If asphalt is selected, it will be in lower end neighborhoods and these are neighborhoods that should be lifted up with concrete sidewalks.
You are asking the wrong questions. Asphalt is ugly and decreases value of property. If you want Seattle residential areas to look like slums, use asphalt
Cars maybe going to fast and come up and hit someone
Except for the walking after dark. Too many creepers
If this example only refers to residential streets, very comfortable. If an arterial with no curbs, then not comfortable at all.
The raised curb is an important barrier for longitunal traffic and it serve to alert motorists entering a driveway. The picture will have the right roadway accomulate ponding and splash pedestrians onthe walkway.
This could take up a lot of my front yard if this is what is chosen in my neighborhood
With one caveat: Speeding and Texting Drivers.
Lower left path appears to be inadequately drained.
No bikes
Perfect. Do this.

Would be better if there was a line of parked cars between the road and the vegetation
Space between the walker and car is always nice
Prone to flooding
A curb or some sort of barrier is necessary or drivers will park on the grass and crowd the sidewalk.
No curb
"This is what we want, but you are telling us that we can't have it.
Better than previous but preference is still for city standard walk.
Asphalt is junk, sorry.
As long as vegetation/planting does not hinder visibility.
Somewhat comfortable, assuming the walking path is concrete with sufficient subgrade to reduce impact from roots rather than asphalt.
The landscaping provides me possibly false confidence and comfort that motorists will figure out where to be, and that will not be on top of me.
I can't tell what the surface is.
Same problem - different examples that require different responses. Who devised this survey??
Does not allow any protection from cars - too easy of an accident on rainy / bad weather days.
No perceived safety barrier. Worried about being hit by inattentive driver.
As long as it doesn't make the street more narrow for cars
There's a "ditch" between the street and sidewalk for rainwater to collect. This is much better than the other street level option shown in previous question.
I see the water, ON the PATH. Slippery for my wheelchair. Also, the PATH, ITSELF, is NOT wide enough.
Trees, large landscaping rocks, or poles would be needed also, the pure grass version seems like an invitation to park there.
Lovely and safe
This is very comfortable to walk on, you just have to make sure the grass and dirt level is maintained. If the grass starts to sink in, the wheelchair will get stuck.
Ok on lower speed residential roads.
That way signs and lights end up in the landscaping instead of on the sidewalk, causing it to narrow
If the buffer is large enough it might be only somewhat uncomfortable but the lack of curb means you need more buffer.
These are even better than traditional raised/curb sidewalk that has no landscaping or other buffer area between street and walking area.
Nothing keeping the cars from being parked on the grass or from hitting someone on the path. More pleasant for a stroll but not as safe for children.
The only reason is the traffic circle. They tend to distract drivers and they give a driver fewer options to avoid a pedestrian. For instance they can't give extra room for children because they must move closer to the children to clear the circle.
Needs good lighting
Again, as long as the bicyclists either went a decent speed or rode out in the traffic.
In Georgetown, with trucks parking where ever they want, there would have to be signs that said no freight parking. I don't see you folks doing that for residents down here.
Again drunk drivers!
Would need to assess on a case by case basis depending on visibility.
Car can easily drive up on sidewalk
No barrier between pedestrians and cars

All these photos show no traffic. That is not the case in my neighborhood
Still not enough shade. and no railings. Also, the pavement needs not to be uncomfortable to walk on.
Again a least there's a barrier between us and the vehicles, though it's just grass its at least a distance created between the road and sidewalk.
I would actually rate this as being somewhere between "Comfortable" and "Somewhat Uncomfortable."
Depends on how wide the City makes the landscape buffer.
No where to go in my wheelchair when bicycles hurtle down the path. Bigger hazard to me than cars.
A curb is needed or people will just pull up onto its grass to park making a mess and fights between neighbors as we are expected to take care of the area in front of our property but there often isn't clear whether on parks on the street or your neighbors lawn
Cars will park on the grass, the city won't maintain the grass and weeds. It will be an unsightly mess.
Again -fine if vegetation maintenance does not eat up material savings.
For our Cedar Park area of North Seattle, please avoid this design. The high curb is much safer than creating unsafe two lane roads that are too narrow and can jeopardize the safety of children and pedestrians.
Don't mind walking at same level as cars, but there must be a curb. The curb serves as a buffer between the car/driver and pedestrian on the sidewalk. No landscaping either. Give us wider streets.
Only okay if landscaping was trees and rocks and could prevent car from hitting pedestrian.
I like being farther away from the cars.
Depends on the amount of overgrowth on the non street side. The more there is, the less comfortable i feel.
Again, further from the road means needs more lighting.
I would be a bit concerned that the paths would be too wet since their not raised any. If they're raised just a bit so that water would flow off of them to the sides (enough for the physics even if not enough to be visually obvious), and raised enough so that the effect would last more than just a couple of years, I'd be very comfortable.
The asphalt is ugly, but otherwise these are "fine." The wide-wide-wide planting strip is of critical importance with an implementation like this.
Cars will park on grass turning it into mud.
There is no safe way to cross the street. The problems listed above would still exist.
As long as rain water runoff is well managed so that sidewalks are not covered with standing water in heavy rains this could work well.
Easier for cars to run onto sidewalk
"Deceptively safe.
Easy for cars to cross into walking space"
It is critical that drains be used. Not just plants to slow the rain. Seattle can & does experience dangerous flooding.
It needs to be made of cement so that it is more permanent and won't require being redone again within 10 years.
As long as landscaping is large enough - I'd say 4+ feet
Walking against on coming traffic
No curb for divider
I still prefer a physical barrier (curb, posts, etc) vs. landscaping, although this is better than nothing.
The addition of green space in a walking space contributes to a higher emotional well being
A curb and traffic enforcement would make things better.
The curb hardly matters. What really matters is enforcing laws against irresponsible drivers - texting, DUI, etc, and speed reductions.
Looks good too!

Lots of breathing room and separation for pedestrians and cars.
Depends on the width of the path, not the distance from street. in neighborhoods similar to ours (currently no sidewalks, nice residential neighborhood, not tons of traffic), the main problem when you add sidewalks is that there is not enough space to add a wide-enough sidewalk for it to be comfortable. 6' wide is the bare minimum. looks like some of these examples are less than that.
"Lose parking
Fine except for dark color
Impervious surfaces equal runoff (and slippery ice in winter).
I prefer a curb to redirect errant cars, prevent mud and carp from cars moving onto the grass. This is a recipe for cheap, disintegrating greenery. Stop giving developers tax breaks and do the basic stuff. Like decent safe sidewalks. When my friends from out of state visit, they are aghast at how tacky and lopsided Seattle is.
"Needs a curb for pedestrian safety.
Because of the landscaping between cars and sidewalks, this is also aesthetically pleasing, looks good!
Look I was a victim of Ted Bundy! I am always aware! I am shocked!
More proposition 1 dependent sidewalks. My family cannot handle too many more tax increases before we need to start thinking about leaving Seattle and we are good members of our community. We volunteer at school, coach sports teams, take care of our children and our older people. Please don't tax us out of our homes. We are voting no on proposition 1. We do not trust the current mayor of Seattle, nor the head of SDOT.
The one on the upper right looks lovely. Very comfortable for the upper right and the lower left. The lower left picture I'd be comfortable walking in the street.
"Comfortable only if the vegetation is cared for and the path is visible, not overgrown with grasses, blackberries, etc.
See previous comment about vegetation
Whatever is the least expensive! And remember, we are talking pedestrians - not ALSO bikes! Just pedestrians.
Very nice place to walk, especially with very few cars using the street.
Again, landscaping costs money and creates maintenance costs. This SHOULD be about safe walking paths.
Are these pedestrian only?
Roads still designed for excess speeding.
Depends on car speed limit somewhat
Depends on a amount of landscaping. A little strip of grass would be uncomfortable while trees and plants would be comfortable.
Curbs are ideal, but this is better than nothing!
Needs to be raised. Needs to be straight.
It's not that I feel unsafe. I think this proposal is a bad idea for a number of reasons, including long-term maintenance problems when you don't put curbs on the street. I suspect you'll put down asphalt, which will result in heavy cracking and crumbling along the periphery. It also transforms front lawns into parking strips -- and you do already know that cars will just park on the lawn. This proposal is a terrible idea.
That's fine, it separates us from the street. Even better would be to plant trees between between walkway and street so there is more of a barrier and it is beautiful!
Again, there needs to be something to prevent parking on the planting strip. In practice, I don't ever see this design looking like in these pictures.
Cars often park right on the landscaped green space unfortunately--
Depends on width of buffer. Drivers will park on path if the buffer is narrow.
See previous note.
Cars need a physical barrier on dark rainy days.
Doesn't seem to have drainage issues

I'm not clear if we lose parking in exchange for this "rain garden"...
You must ticket those who will park on grass
Look at the drainage issues.
YES.
Starting to get warmer.
Note: in my neighborhood, cars park on the landscaped area, crushing whatever plantings are made. Theoretically, this would work; in reality, it won't work without aggressive enforcement (which we do not have money to pay for).
Only when landscaping is wide
Convert grass to bike path
This would be my highest preference. It provides a high level of comfort and visual interest, as well as handling runoff and increasing tree canopy
Depends on the level of landscaping
First picture needs vegetation trimmed. Third picture has too wide a street and is too open.
Wonderful. Very nice buffer between cars and pedestrians. Nice landscaping. Looks like a pleasant place to walk.

**PLEASE TELL US MORE ABOUT WHAT YOU DO OR DON'T LIKE ABOUT THESE LOW-COST WALKING IMPROVEMENTS**

I don't feel safe walking with my kids on a sidewalk that is also a road. I prefer a barrier (grass or concrete) between the sidewalk and road, especially on dark nights near bars (I had a friend killed by a drunk driver while walking). My kids want to walk or bike to school but there is no sidewalk, not even a shoulder, on our very busy street 100th North.

I think these lower-cost options sounds great! I love the idea of incorporating landscaping/greenery/ rain gardens as a buffer between cars and people. In all cases, it would be important to consider people with mobility limitations so that you don't have pedestrian spaces that aren't accessible to all. In slower neighborhoods, sharing the road with cars is not a problem at all, but it must be made clear to cars (via signs, or painted symbols on the road) that they should expect to see pedestrians. For some reason, drivers in cars tend to get angry when they perceive pedestrians to be walking in a space that they think they shouldn't (even if there is no sidewalk). Same goes for bikes - it's always nice to have signs/symbols telling cars to expect bikes, since cars aren't often watching for them.

As long as it is a space set aside from the cars, I would be fine with it.

I think that providing some option, even if low-cost and innovative, is more important than not having anything at all.

Stamped stained asphalt with curbs looks good and can be done faster and cheaper

Sidewalks on one side with rain gardens also good for specific drainshed reasons

Don't like shared roadway

Shared spaces are scary for cars moving fast especially around the north precinct police station and North Seattle Community College

I like them, just concerned about safety, durability and aesthetics

Asphalt sidewalks the same color as the road surface need to be separated from the roadway -- especially on dark rainy nights drivers may mistake the sidewalk for the edge of the road.

Anything that separates vehicle and foot traffic is essential.

I want to be safe first. I want the surface to not be slippery when wet. I have no issue with using non concrete materials as long as the surface is free from unevenness.

Concrete slab would be my preference. Asphalt tends to buckle and break becoming more hazardous over time. However, there are NO sidewalks in my neighborhood so anything is better than the mudholes we have now. It makes me cringe to see children walking in the street with speeding cars. Speed bumps would be helpful as well.

I do like that they visually separate cars from pedestrians. I'd like to see more residential streets used just for residents and service vehicles to reduce speeding and traffic from cars cutting through neighborhoods to avoid traffic on arterials.

Like the idea of having an interim solution to make equitable improvements in the near-term

better accessibility for wheelchair users and small children riding bicycles

If we don't prioritize people walking, the bikers and drivers won't either

No barrier between sidewalk and street is very dangerous

I like the fact that it makes the city greener
The lower cost walking will save money and is good for the community
Need lower speed limit
I think their great
I honestly like the improvements
City is doing good
I think sidewalks should be more space so all people can walk together
Any low cost improvement will be helpful
I'm seeing more improvements and I will like to see more
Please include all the zipcodes. include also more about around school/church and mosques when many people gather
Any kind of improvement is good
They never get done correctly
It is focused on the northern part of the city, which I think is selective and unfair
Make safer for kids
The best sidewalk
Lower cost so that you can concentrate on crossing of busy arterial streets that create a barrier for pedestrians in the street grid.
These are all great options except for walkers sharing the road with drivers. That doesn't seem safe at all.
I'm all for lower cost alternatives, as long as there is some buffer from car traffic, such as a raised walkway with a curb, or a landscaping strip.
Any of these options (with the exception of sharing the same path at cars) would be a vast improvement to current conditions in places of Maple Leaf where there aren't any sidewalks.
Anything is better than nothing, so I think it would be great to build anything that the City can afford. However, maintenance cannot be overlooked and needs to be part of the ongoing budget, particularly if improved vegetation is part of any of the improvement plans.
I don't like shared space with cars and bikes. Too dangerous for my kids
It's fine as long as there are clear laws and education (for drivers and pedestrians) about shared roadways
They don't appear to be long lasting. Put in sidewalks that will last 100 years. Do the job right.
Greenways do not work. I live on one. Doesn't work for the driver or the walker.
1. Some ambiguity as to access by cars and pedestrians. No signage, barriers, posts to keep cars from intruding on pedestrian areas. Are some of these shared--it doesn't make it clear
2. Uneven paving and possible tripping hazards.

I like that these are lower cost, so we can build more of them for the same money. I like the separation of vehicles and pedestrians, and the opportunity for pedestrians to walk on a path that is planted on each side.
Missing significant elevational changes
The first option is ok. Asphalt deteriorates rapidly though, it's short sighted. We need real sidewalks, not shrubbery
Each option will need to fit the type of street, width, topography and most frequent type of traffic. I love the concepts of at-grade sidewalks separated by a barrier or landscaping where the streets are wide enough. Drainage and parking will also need to be taken into account - especially on hills and in watersheds. On some of the narrower residential streets it may be more practical just to have a walkway on one side of the street and parking on the other. I'm very excited about the neighborhood Greenways initiatives that give cyclists the option to ride on slower speed residential streets.
Safety is compromised without a raised surface and curb and gutters. Also what about drainage? But they are better than no sidewalk at all!
It's very dark with fast moving cars in many north Seattle neighborhoods. It's scary to walk outside at night when you feel like a car is going to hit you.
Traffic continues to move too fast and children walking to school are in danger. Speed bumps help somewhat. 100th NE has become a speedway in spite of having a school on it due to drivers using it as a shortcut to Ravenna.
I think the options that keep cars and walkers apart are best. Also providing safe ways to cross large streets!
I feel with all the pedestrian accidents that happen and increased speeds that cars are traveling these days. We need to focus on having true curbs and barriers to roads most traveled by people so that they feel safe and can get where they need to go
Exactly, what is the difference, as labeled in the reasons for not doing so. These seem to be similar...? Does lower cost mean that it won't last as long? Why not invest in something that is going to last long term? Are Capitol Hill, Downtown, University District the cities main concern (as suggested in some of the questions). Why not invest infrastructure improvements to neighborhoods that need it? Are "lower-cost walking improvements" for lower-cost neighborhoods?
We just need some kind of protected walkway so that we who live in greenwood can push a stroller, walk with our dog or kids, or just stroll solo without the real danger of getting hit.
The path would be a bit dangerous
Plants as buffers! more plants always!
I prefer detached sidewalks under all conditions. Even better if they are rain gardens
I appreciate the cost savings and efficiency in reaching more neighborhoods sooner.
I feel this survey is skewed towards safety and not towards BEAUTY.
I really love Olympic Hills because it does NOT have sidewalks, and thus there is that more greenery and spaciousness and a feeling of rural Whidbey Island.
I support lower-cost alternatives to traditional sidewalks. Among the options, for me the difference between comfortable and slightly uncomfortable is directly related to whether there is any barrier or height/level difference between the surface cars are on and the surface my kids and I would be walking on.
That they aren't in my neighborhood

I see many cars parked on sidewalks so that doesn't make it very friendly to walk
Separation and barriers between cars and pedestrians is the most important thing for walkability.
We live on 27th NE in Lake City. We love the "Greenway" but... And it's a big BUT...SDOT didn't finish it. There are NO MPH signs after the one on 127th and 140th. Cars turning off LCW at 130th or 137th heading WEST and others coming off 15th NE heading EAST do not see the only other place there is a MPH sign on 135th. SDOT should have at least painted the 20 MPH signs on the street at each speed hump. Unless you live on 27th NE and have been involved with the "Greenway" you have no idea what the hell a "Greenway" is and that the speed limit is 20 MPH.
I prefer better separation between cars and pedestrians, preferably with a curb. Concerns include unclear delineation between road and sidewalk particularly during inclement weather, darkness, etc. Additionally, paths level with the roadway tend to be used for parking - e.g., 1st Ave N near Northacres Park is a very busy arterial where the road-level walking path on the west side of the street is used as parking, particularly every Sunday when there is no parking enforcement, forcing pedestrians to walk in traffic. There is no path on the east side of the street, where the park is located.
I love the red one; all are nice except pedestrians sharing with cars. Unless the traffic calming features have more penalties, i don't see these working on a consistent basis. I also like the garden features.
Need crosswalks in school zones, especially at JAMS school student safety is key!
I wonder if the wide parking strips need to be so wide and if homeowners will object to potential loss of their land and how such strips affect our run-off problems. You didn't say which of the alternatives to concrete is most durable. If I say, brake make them to last under the use of pedestrians and kids on skateboards, etc. Where cars drive by pedestrians and cyclists these need to be a clear-cut dividing barrier easy to see day and night and no places with streets and sidewalks at the same level with only a break in the surface or a barrier surface that won't be clearly seen.
I don't really care much -- I just would like to have sidewalks in Crown Hill, where I live so that I and my wife and kids can walk safely. Also, we are having a crime spree in Crown Hill -- and I suspect in part it is because very few people walk these streets.
Curbing of any kind separating driving space from walking space would be effective, especially down 30th between 145th and 125th. There is so much foot traffic on both sides but no sidewalks and anywhere there is walking space people usually park cars or allow bushes to overthrow into the walking space making it dangerous for pedestrians to have to go around in to traffic. It is also very poorly lit. Plus the speed limit in 30th is largely ignored. If nothing else, a 4way stop at 137th and 30th would at least slow the traffic down but some sort of separated walking path would be so much better.
They are all good except for the paths that are also open to cars.
I would like my boys to be able to walk down their own street safely. Right now the lack of sidewalks on most of the street including the north side where our house is, impossible.
We should have more stop signs along with these sidewalks. I think we should have them New Holly neighborhood because we have many young children around, and there are parks.
"Anything that provides a supported walking area is great.
Even if it means reducing roads to one lane."
Any improvement that gives pedestrians separate space is good.
Most are fine. The one with a sidewalk at the same level as a long straight arterial separated by a raised curb is probably safe, but the speed of the cars allowed to travel on such a road would be uncomfortable.

The stamped and stained paths look cheap, and like they will not hold up over time.
Low cost designates walkways that separate walkers from traffic.
I have used these sidewalks in the past and they deteriorate rapidly.
I live in a neighborhood with NO sidewalks. And my family like to walk to at night. Tonight and most nights, we remind our kids to stay to one side and not walk in the middle of the street. If there were sidewalks, we would say the boundaries are the sidewalk, and they would get it.
I like anything that provides any semblance of a sidewalk...right along the road, removed from the road, same level as road, curbs/no curbs. Walking down NE 135th from 11th NE to 15th NE to the bus stop is SO DANGEROUS! Any provision for walking in our neighborhood is an improvement...especially if it does something to deal with rivers of rain eroding the gravel alongside the roads, creating potholes, making walking very hazardous and unpleasant.
All of the options except the shared paths seem to provide enough safety.
I'm all for lower cost walking improvements as long as there is enough visual separation and/or good speed reduction features (simple speed bumps are not sufficient)
There should be a clear division between where cars and pedestrian traffic lanes are.
I really don't like the option of sharing the road with cars and bikes. I always feel unsafe doing it.
I like any lower cost option, even the lowest cost option as long as walkers are allotted some sort of space distinct from car traffic.
The ones with the buffer are better than just a curb. The plants can absorb rainwater and provide a pleasant walk.
I think they are a realistic alternative to the higher spec sidewalks that cost much more. I don't think sidewalks in residential streets need to be so high spec. It is more important to have a separated space that is not muddy. Build more, cheaper sidewalks.
Just do it already
I liked any options that separated cars from oedestrians...more separation made me more comfortable...and I really liked the later options with lots of green between the road and the walkway. Those are the ones that really get me to think of walking not driving!
I think the lower cost improvements would be a good solution. Please do not delay. At the very least we need to slow drivers down.
Sometimes cars park over the grass if there is no curb and they often park right on the side walk.
Like: they mostly looked great, as good/better than "normal" sidewalks, especially if 1/3 of the cost.
We need real cement sidewalks with drainage in all of our neighborhoods north Seattle needs them ASAP
I like the separation and greenery
I like pedestrian separation from traffic.
Any curb or barrier between pedestrians and vehicles is better than walking with my children on the street with the cars.

Landscaping does provide a buffer, especially for families. Kids can understand 'don't go off the grass' and stay safe.
1) any side walk is better than none
2) any height or setback from the street is better than level w/ cars
I prefer in order: 1 - elevated concrete sidewalks separated from roadways by landscaping and curbs; 2 - elevated asphalt sidewalks separated from roadways by landscaping and curbs; 3 - co-planar concrete sidewalks separated from roadways by landscaping and curbs; 4 - co-planar asphalt sidewalks separated from roadways by landscaping and curbs; 5 - elevated concrete sidewalks separated from roadways by curbs; 6 - elevated asphalt sidewalks separated from roadways by curbs.
I think it's really important to have a clear designated separation from the street for our kids to walk to school. I'm OK with the lower-cost improvements. Anything is better than what we have right now, which is nothing.
Vehicles need to be spacially separated from pedestrians. Changing the color of the pavement and/or putting dirt or planting between the two is not enough. There should be some physical barrier (curb and/or elevation change) between vehicles and walkers.
Just keep walkways drained and maintained after 5 years
With stroller and a dog, you need at least some width/space...But ideally you also have a little 'buffer' between you and cars. When I sidewalk is right up next to a street with no buffer, I feel vulnerable with a baby and would probably avoid. Same with dog on leash.
The low cost. With low cost it seems they are more likely to be constructed and more sidewalk can be constructed with less money.
Concrete sidewalks are not necessarily long-lasting, they are subject to cracking and damage from street tree roots buckling the walkway. "
Height matters, if the pedestrian is on same surface level as cars the safety of the curb is gone.
With a curb a car will hopefully hit that and bounce back thus avoid hitting a child or walker. "
I like a distinct pathway, with a clear separation from the road.
Sidewalks are very important on all arterial streets, medium importance on residential streets.
I do not like swales or sharrows. Cars should have priority on streets. Bicycles and pedestrians should have their own sidewalks/paths that they can share. It rains here 6 months a year and it's stupid to think that more than 10% of the population is ever going to become commuting bicyclists. I hate what the city is doing to our neighborhoods as far as traffic revisions. What SDOT did on 15th Ave NE between Northgate Way and NE 125th St. last month is a good example of how to completely fuck up a neighborhood. The daily traffic jams you have caused are unacceptable and the whole area is pissed off. If it continues, I am planning on leaving Seattle after living here for more than 30 years. The "zero" plan or whatever you call it is completely unrealistic. No matter how hard you try, people will get hit by cars (or bicycles) occasionally because they don't pay attention when they are crossing, they jaywalk, etc. It's truly believe it is not always the evil car's fault. People need to take responsibility for their own safety and stop expecting the city to babysit them.
"The only one I don't like are the road-share options, because I have one in my neighborhood and the fact is that the ""traffic calming"" features are often ignored. They're fine in theory, but combine the inconsiderate/distracted driver with the low lighting these areas often have and the glare of reflection on a wet road, and in practice, they're not very safe for pedestrians.
I'd take ANY low-cost sidewalk/path, over no sidewalk.

I think many alternative walking paths are very good solutions and can even be done in a way that looks nicer than a traditional sidewalk. I think it is important to select alternative pavement materials that are still durable and easily and affordable to repair.
I'm a parent of elementary aged children who do a lot of walking, to and from bus stop and around our neighborhood. We enjoy visiting other neighborhoods. I used to work downtown for the Seattle Public Library and managed programs in branch libraries in all regions of Seattle, so I am very familiar with almost all neighborhoods in Seattle. I was a regular bus rider. I live in Maple Leaf but have rental properties on Beacon Hill and White Center, so am aware of residents in multiple parts of the city.
Sidewalks separated from cars as often as possible.
Anything would be an improvement. I understand the cost is high, so having a lower cost alternative is great. Some would probably work better in some situations, so hopefully whatever you decide would not be a one size fits all.
like the cost difference
Lower cost improvements are fine as long as they are engineered properly to ensure proper drainage.
No sharing between cars and pedestrians. I would also like bike lanes incorporated for biking safety. Perhaps bike and pedestrian funds could be combined? Ensure points to cross the street if barrier is landscaping-mid block destinations are harder to reach if dense shrubs are blocking.
"Even though they aren't traditional raised concrete sidewalks, they still create a pedestrian specific area of the roadway. This help signal to drivers that pedestrians could be present at any time. Also, by providing a safer place to walk, more people will choose to walk than drive, creating a beneficial feedback loop.
If there is no dedicated pedestrian space, it is very difficult to walk with small children for any substantial distance. Childr don't comprehend how far out of the travel way they need to stay and they don't reliably watch for vehicles mid block. At grade treatments do not provide the visual separation for motorists and retain a "wide feel" to the street which promotes higher travel speeds on the adjacent street. Without curbs, vehicles will often park on asphalt paths and block access for pedestrians.
Anything is better than walking on the streets. The only one I don't like is the simple slowing of the traffic, but still having pedestrians walking on the streets. That's not a good solution. I look forward to more sidewalks in Seattle, as this is absolutely crucial to getting people out of their cars and using mass transit, walking, reducing traffic, etc.
I think we should priopritize creating sidewalks
Flooding and Drainage issues
Asphalt is a fine alternative, although admittedly less durable. It would best be used away from tree roots. The landscape options should be cognizant of that and use plants that wouldn't disturb it. The stamped asphalt option seems excessive to me. I like the coloring option but the extra texture could prove less durable and not so convenient for strollers. Have you explored the all weather track surface? Crushes granite pathways could also prove viable in some residential areas without sidewalks and are a permeable surface.
"1) I think the last one is the best for residential areas because you have space between you and the cars. You are less likely to trip or get bumped off a sidewalk instantly into the path of a car or bike. The car also has space to pull over in emergency without having to jump a curb in an effort to pull out of a lane of traffic.
2) Having the option to set a mini pea patch between the street and the walk would be nice.
3) I like the clear definition between street and walk.



In our graying weather, most curbing would be better defined if highlighted with a paint. Even still, cars and walkers are very close together with very little room for error.
Reduce noise and make people feel safer with plants and curbs and trees.
Most of them are essentially, the same as walking in the roadway.
Pedestrians must not share routes with motorized vehicles.
Anything would be an improvement on what we have now which is nothing! We have a child with special needs and an elderly person living with us and its not a safe street to be on!
As a single older woman, I'd feel uncomfortable walking in an area where there is a lot of vegetation (""rain garden""?) surrounding me, especially in the dark. The path should be close enough to the street - and streetlights - so that women wouldn't worry about their safety (i.e., being attacked personally - not hit by a car).
Also, please put more street signs at intersections. Many intersections have only one sign, and that is often unreadable at night! (This is also hard on drivers.)
Please also think hard before you put any sidewalk on just one side of a street, especially if it's at all busy. People could endanger themselves crossing the street to get to the path or sidewalk.
I'm not so concerned about whether or not the sidewalk/path is raised, just so long as there's some kind of barrier/curb between it and the street (especially on busier streets).
Thank you.
Love the stamped asphalt. Quick to implement and looks good. As a resident of meadowbrook, the stamped asphalt on 105th NE is fantastic. The "brick" look adds a feel good element to it.
Must be visually clear to drivers and pedestrians.
Like the ideas of having a buffer between walkway and traffic.
I need space from cars, mostsidewalksare to close to moving traffic
The features intended to calm traffic on shared roads either obstruct vision or only briefly slow traffic. Obstacles often divert cars and walkers into a shared single narrow path
Just fix the broken streets AND sidewalks - too many places in Seattle have dangerous uplifts between sections of streets and of sidewalks, many not visible at night. Many of the trees that Seattle city gave away to plant in parking strips were the wrong kind, or SOMETHING, because, not many years later, these trees are tearing up the sidewalks and making formerly safe sidewalks dangerous! I know, because you gave them to our street!
They are a great step forward and need to be implemented as soon as possible. I don't think we can afford sidewalks everywhere. I am not convinced of their necessity nor do I think they protect historic neighborhood character.
How durable are they compared to concrete/cement? Do they have the same life expectancy as concrete/cement? I don't want us spending our money only to need to have them replaced in a couple of years.
Clearly delineate walking paths so motorists are very aware
Any type of separate walking space from the road with cars is better than none. Green space or trees would be preferred.

I prefer an option that has some sort of separation from the street, i.e., the walkway is not directly adjacent to the street where cars are driving.
I like all options except the curb only options. They don't appear to separate vehicle traffic from foot traffic to the same degree as other barriers (or a raised path with curb).
I really like the last example that clearly has a good separation between the traffic and the pedestrian.
If having this kind of walkway means more walkways for pedestrians rather than many of our area (Wedgwood) causing us to walk in the streets, I would accept just about any kind of walkway. It can get scary walking in the streets. I try to choose a time of lesser traffic, but that's not always possible nor predictable.
No asphalt sidewalks & no more traffic/Parking restrictions. Some of us have to use cars & poor transportation management in Seattle is decreasing quality of life & ability to travel for business in a timely fashion.
Having a physical buffer between the street and pedestrians is paramount. Some of these options are better than nothing. I don't agree that vehicles and pedestrians should share the same path
I live in a neighborhood (lake city) that has not enough side walks. As long as they are safe I, I'm all for them
The city counsel should not have left \$2billion on the table for corporate taxing. That could have fixed a or if these issues.
Variety is nice as long as there is a separation
Most would too easy taken by bicyclist to they were made for their use, not pedestrians.
I like the separation, I especially like the ones that seem to fit in really well with rain gardens. I prefer there to be a clear divide between the road and the sidewalk.
If very close to road without separation, it's not great for dog walking.
There just isn't enough space, especially when cars are parked on the street and you have to maneuver around them. Sidewalks that are wide enough and/or that have buffers are highly important.
Any thing that provides designated walking space is a real improvement.
In the NE where there is no sidewalks I like the speed bumps. I would like ways to slow traffic down and if there are sidewalks makes minimal impact on peoples property.
They are fine. There are defined spaces for vehicles & pedestrians, curb or no curb. A curb does not make me feel safer; space between me & a vehicle does, landscaped or not.
I would like almost anything that would improve walkability in the residential neighborhoods with no sidewalks. I think right now cars see those roads as for cars only and they do not feel safe for walking--- and I would LOVE to feel safe about walking in my neighborhood. Please--do ANYTHING for our residential streets without sidewalks.
Width and keeping the sidewalk clear of plants, etc, is important. Well lit is important as well, especially if there is no elevation difference and/or close to the road.
I like when there is a defined barrier, even if it is low.
The curb seems to offer some protection from vehicles. Does data support that? Or do the other non curb options have good safety records. Roadway speed might be a factor in my perception of comfort.
There needs to be more of a barrier between car and pedestrian.

Almost anything is better than what we have now in Olympic Hills, which is nothing. There are more families coming to this area, and sidewalks are needed.
I like narrower sidewalks next to the curb (or no curb) on both sides of the street so the sidewalks will not be too close to the houses.
Most of the ones I felt comfortable with have either visual (colored pavement) or physical (barriers) cues that will hopefully help both the pedestrian and driver delineate the paths dedicated to people and the paths dedicated to cars.
I think I have been clear. Responsible spending-smarter use of budget. And stay out of Olympic Hills.
It's nice to have some shared space and groomed looking areas for people to walk.
Anything is better than nothing on streets that have no sidewalk. More barrier is better on busy streets like where I live (30th Ave NE). Currently we have no separation on our "sidewalk" and people drive so fast, don't stop at crosswalks, and park on the sidewalk. Even so, 30th has heavy pedestrian traffic.
Just need any sort of barrier between cars and pedestrians. Walking in the street is dangerous.
I feel the safest with a curb, green strip, then a sidewalk. None of these replicate this.
Not enough of a tactile definition on either side of the walkway in most cases, not physical barrier between people and traffic.
Please build some sidewalks on the North End
Creating separation between traffic and pedestrians is critical, be it rain garden or mixed material, there still needs to be a safe place for children, people with disabilities, and people accessing public transportation to walk.
I like them because we might get walking improvements faster in our Lake City area. They are as safe as walking on a sidewalk and we would not be walking around cars (which we do frequently in this area).
I like them, where traffic isn't too heavy. In my neighborhood, installing sidewalks would be cost-prohibitive and damaging to our neighborhood (loss of landscaping and trees)
I prefer raised, curbed, or separated sidewalks without landscaping. The landscaping takes away street parking.
The un-curbed sidewalks near our neighborhood (we have no sidewalks IN our neighborhood) have become overgrown with vegetation, are falling apart, and/or are being used as parking spaces.
I like the lower cost most of all as I feel there are more safety issues that are a bigger concern, like increasing police presence and the general condition of ROADS within Seattle.
I want to be treated as equal, I am paying taxes as other people, why my sidewalks should be inferior to sidewalks located in more fortunate neighborhoods?
It is about not only SAFETY, but equality and dignity
Anything is better than streets without any sidewalks!
I just need some separation from the cars (wider is better, but a curb alone is at least something) so that cars know not to drive where I am walking. As a mother of children I prefer a gap between the sidewalk and road because it makes walking with them easier (I'm always afraid of them veering into the road). But even without that some separation is the most important thing.

My neighborhood has a lot of streets without sidewalks, or with narrow overgrown sidewalks, but I don't mind walking in the street, so it doesn't really bother me. If other folks are bothered, it would be nice to improve these sidewalks.
The lower cost sidewalks need to have a buffer separating them and moving traffic. They should also look aesthetically pleasing, and have at least a curb to prevent vehicles from roaming into the sidewalk.
I feel most comfortable when there is a buffer between the sidewalk and street. I also really appreciate traffic calming bump outs. Speed bumps are helpful as a deterrent to drivers using residential streets as a short cut, but when they are spaced far apart on the street people seem to speed between them rather than slow down. So I would hope that the city would implement an adequate number per street to truly make it safer.
They need to be maintained. I assume lower cost means equal or more expensive maintenance. As with any infrastructure that people rely on, it should be repaired and updated regularly. Why should car lanes have all the updates?
Anything without a curb or a physical separation feels less safe for pedestrians.
"A curb helps drivers park consistently at the edge of the street. It's particularly critical on angled streets to reduce uncontrolled parked cars rolling off the road should their brakes fail.
Preserve a sense of comfort for pedestrians through sufficient sight-lines for them to see both vehicles and muggers/etc.
I'm left wondering where the street-width for sidewalks will come from; some of the streets without sidewalks don't feel wide enough to add them.
I suspect not all neighborhoods *want* sidewalks. Prioritize ones that do.
Like separation from traffic even if it is just a curb or raised elevation. Like landscaping to make it more pleasant or even park like. Although more about street layout than walking improvements the ones with curves are more aesthetically pleasing and it seems the curves could also slow traffic.
Like anything that increases safety for pedestrians and decreases speed for cars.
Don't like when the barriers between traffic and pedestrians are thin or low. "
I think they are all fine, except for the same level separated by a curb only.
They all look good.
I do like the use of traffic slowing devices more than taking a lot of land to add sidewalks which takes away from yards. Please do not put raised curbs on the edges of sidewalks. That is just an invitation to kids to walk right on the edge of the road.
Two worries: A.) The at grade and the vegetation barriers (and swales) seem to attract 'Hunter' types who park, spin out tracks, and seem to feel a need to 'mark territory'. (Maybe generous concrete pylons would help?) B.) What is the long term maintenance plan for these? E.g., asphalt doesn't last as long as designed concrete. Will such walkways get the same respect as established sidewalks?
For higher traffic streets, I prefer grade separation - it feels more protected.
I like that they're lower cost. I'm curious about how they'll deal with tree roots. On residential streets, crossing the street to go to a sidewalk that's only on one side is totally reasonable. Depending on the level of landscaping in the rain garden option, I'd start worrying about the lighting at night (i.e. shrubs casting shadows).

There must be a clear--to drivers and pedestrians--delineation between walking space and driving space. Most of the improvements seem to accomplish this, but some don't.
I'm okay with all of these ideas. The problem is with drivers, some of whom drive 35-40 mph on residential streets. Slowing down these drivers is vastly more important than any kind of sidewalk. Build speed bumps and roundabouts instead.
As long as there is a clear pedestrian path I would feel comfortable.
Lower-cost options that also provide another useful function, such as rain gardens, give the city more buying power and decrease our environmental impact. And traffic calming devices could ease the speeding that some drivers do on residential streets near to arterials.
Any option where you are separated from the car traffic is best. Even if only on one side of the street, but marked cross walks should be present in this case.
They put you closer to cars and/or remove the pedestrian from the businesses and activities that line streets.
I don't like things that impede the flow of traffic
There needs to be physical separation, either height or barrier. a visual separation isn't good enough, especially in winter when there is little daylight. and, the suggestion of sharing the space between cars and pedestrians is terrible and useless.
The ones with plants, large ones between the road and the street allow for hiding places. I would never walk down such a path in the dark .... Or 9 months of the year here.
Would like to see sidewalks that are separated from traffic in some way (including a curb) that provides increased safety for walkers
Not having sidewalks on any city street is unacceptable, be it low cost or not. It is not only dangerous but lowers property values and the area's livability index.
Landscaping adds nice aesthetic, more pleasant to walk through than just on concrete. But just grass is not enough to separate pedestrians from cars - too easy to drive over. Adding multi-layered rain gardens and height would be an adequate separation.
In some areas only one side of the street has side walks and some places didn't look well lit. I do like the landscaping...makes walking a pleasant experience. Narrow sidewalks would not accommodate disabled elderly with canes or walkers.
Like the possibility of increased coverage, dislike the lack of plantings and curbs
The roads are in worse shape than our sidewalks. I'd rather see the roads being repaired.
Easier to install-cheaper.
Watch out for too much overgrowth-it will happen soon. Only plant compact. LOW greenery for safety of sightlines. avoid adverse conditions before you plant anything."
As long as there is a clear separate space for pedestrians and for vehicles, it should be fine
Generally they all look like pretty good options to control cost.
Seems like an effort to reduce incidents of walking in the street (what I do now to reach the bus stop). I do not care for shared sidewalks/streets.

Anything would be a massive improvement where sidewalks don't currently exist. We have a lot of walkers in our neighborhood, lots of bus lines and homes close to arterial roads with no protection for pedestrians.
Surfaces cannot become slick in the rain, nor covered with standing water. Make sure there is adequate lighting (more than currently available) so that a walker can see the ground and drivers can see walkers. Skip the gardens and other things that add cost.
Other improvements: Residential neighborhoods need better street lighting in winter months. Overgrown bushes and ivy block sidewalks unnecessarily.
The very skinny paths get easily overgrown with shrubs and trees. If people were to be made to take better care of these spaces, that would be cool.
A separated walking space is a good option no matter the cost
The ones that are very close to traffic and are completely level with little to no barrier are a little unnerving.
Plz include lighting, especially at night, as a priority item kthx
My concern for the paths that are same level as the road is that if speed isn't lowered it could be just as it is now fast cars while pedestrians are walking in the street due to no sidewalks.
Providing enough contrast, whether it be the color of the pavement, raised pavement, or landscaping between the driving path and walking path would be key to feeling safe as a pedestrian.
I like the creative thinking in terms of lowering cost so that more sidewalks can be built. Current standards are inhibiting much needed walkways--as is the case in my neighborhood, particularly on the stretch of Roosevelt Way North between Aurora Ave N. and 1st Ave NE. Calls to SDOT about getting even an asphalt path put in on the shoulder were met with answers saying that doing so was not possible because any sidewalk put in would have to meet a various amount of codes and jump over many hurdles to the tune of an exorbitant amount of money. And because of that, people still have to walk on the street along with arterial traffic--which is so very dangerous. Any creative thinking that would allow for us to have a viable, affordable pathway there would be so welcome!
Sidewalks in any form are necessary. Please bring them to the north end. Walking in the road is unpleasant and dangerous.
Using asphalt sidewalks in lieu of concrete makes a lot of sense, especially for the climate in Seattle. The old concrete sidewalks are in very poor shape in most neighborhoods. Repairing and maintaining asphalt sidewalks is much less costly than concrete (no more cracked and spalled concrete panels heaving from tree roots). The time to construct asphalt sidewalks is exponentially quicker than concrete.
Low cost sidewalks are better than none. Further away is better. I would prefer a buffer, but am not a fan of a lot of greenery. Plants/trees require more maintenance. If they are not maintained, light can be blocked from sidewalk which is not safe and invites crime. I'm a neighborhood walker. I only walk close to traffic if I have to.
These are fine in residential areas. More concerning in higher speed arterial environments
I like when there is a visual barrier, and where it is inconvenient/impossible for irresponsible drivers to drive into walking space or park within it.
I like the ideas described in this survey; however, I would like to see more lighting on dedicated walking/running trails.
Most of these look good. My only concern is crowding on some of the narrower, plant encroached walkways. Seattle has tiny sidewalks, and crowding is becoming a thing where I walk.

I like the fact that we could at least have something in place in areas where we currently have no sidewalks. I don't like it when they don't have at least some minor elevation (i.e., a curb) between them and the street.
The lower cost walking improvements also do improve the aesthetic value of neighborhoods and keep streets from becoming people's personal parking garages."
I think a real separation between walking routes and cars is very important. It's too dangerous for pedestrians to share the same path, or one without a definite division of use.
Too many ways to slow traffic on streets that are the only through streets for cars does not make it safe for pedestrians. Just makes it harder for cars to drive.
Outside of the one option of pedestrians and automobiles sharing the same space I did not see any traffic calming or safety measures in place. The same level options with a low concrete barrier or grass to separate pedestrians from car traffic seemed especially hazardous.
All I care about is safety. Many people don't take care of their leaves and I have fallen on wet ones. Best separation and lower speeds between cars and walkers. Crosswalks r no guarantee cars will stop.
Don't like the idea of sharing the road with cars, seems very unsafe. Others look feasible
We are desperate for ANY improvements. Having lived in Maple Leaf for 13 years without sidewalks I struggle that we still need to debate this. I'm trying to make it to our beautiful park with my small child, and I hate the idea of having to walk on the street. Please get us sidewalks soon!!!
They don't provide enough room for both pedestrians and cyclists, and they seem to degrade faster than concrete sidewalks.
I live in Crown Hill and work from home as a journalist
I like any improvement that will allow me and my small child and our pets to walk safely separated from traffic or that will slow traffic to twenty mph or less on our residential streets.
Let me cite an example: There is a crosswalk near the Seattle P.I. building crossing Elliott Ave. There are flags for pedestrians but flags don't help at all. I was nearly hit by a car when crossing this street when I driver failed to stop. It is a 2-lane street. One lane did stop but the driver in the other lane didn't "fail" to stop, he intentionally ran it. In fact he sped up. My coworkers witnessed this and will back me on this. Stop lights are the ONLY way to get drivers to stop for pedestrians.
Anything to get pedestrians off the streets is better than nothing. I feel that it's uncivilized for such an advanced city to not have sidewalks anywhere in the city proper. And that is my opinion as someone who is able to walk around. Think what physically handicapped pedestrians might feel like.
Anything would be an improvement over the situation in my current neighborhood in Crown Hill north of 85th St. and west of 8th Ave. The streets have lots of traffic, are only going to get busier with the increased housing density in the neighborhood will only make it worse. You take your life in your hands to walk through this neighborhood.
I like all of the ideas except for the super narrow side walk. I worry about strollers, bikes and scooters on those. I think you should also consider giving taxpayers a chance to help pay for sidewalks through a long term investment through their property taxes.
I like being away from the cars. I'd most prefer pedestrian/bicycle-only streets.
Anything is better than what we have now (which is nothing).
Fix the existing sidewalks that have been landslided over or overgrown and blocked by fallen trees for decades. Ex: Rainier Beach to Renton.

In in Greenwood which is a "Walkable" neighborhood yet much of it lacks sidewalks. I'd be totally fine walking in the street (as I do) if there was more room. Currently cars park on both sides of the street so only one car or person can pass at a time. With so much traffic in the area it makes it difficult.
If it doesn't work for drainage *and* to keep slipperiness down (ice), and if it doesn't work for the elderly or impaired, it doesn't work for Seattle. We can do better.
I like the more visibly separated options because they provide a better cue to drivers to avoid those areas.
1- drivers view this as parking areas. If not separated from the road, people tend to park there.
2- pedestrians have no additional protection or time to react if a car was to drive up on the ""Sidewalk""
3- if you're going to spend the \$- do it right. As a property owner, I pay a heap of taxes and don't see my money going to anything significant...the schools in my area stink, they don't even have playgrounds, let alone sidewalks."
In Greenwood, we have many large roads that cut through East-West across otherwise calm residential roads locking sidewalks. I would add a bunch more calming circles at those intersections. They're often blind corners or areas where people drive too fast.
Drivers who cut through our neighborhood, including police cars, cause much more disruption to safe walking than anything else.
Having a planted strip buffer between the sidewalk and car traffic is certainly a benefit.
I like that they would be implemented more quickly, especially in high traffic areas.
With the stamped textured material, I worry that it might cause painful vibrations for stroller and wheelchair users.
Otherwise, any solution with some kind of visually clear buffer should be great."
Walking spaces that are lower than the road are a bit uncomfortable for me because the perception that a driver could drive into the sidewalk is larger.
The most important aspect for me is to have a designated space that is separate from the path that cars will travel. I'm less concerned about cars running off the road into the path than with cars not watching for pedestrians that are walking in the road itself. So long as the walking and driving spaces are clearly understood to be separate I will feel much safer
I love the beauty and interest and usefulness of the rain gardens.
Love landscaping adding interest to walking paths for enjoyment by self and children. Love addressing groundwater drainage with permeable surfaces and rain gardens.
The no-curb idea might cause a drainage problem in the rain season and mud and grass would over grow onto streets and sidewalks. Who will maintain it? Some residents might maintain it, but some won't at all. Also where do cars park, on grass or on the paved street? It's hard to know the boundaries without a curb.
That said, in my neighborhood I'd welcome any type of sidewalk so that my kids can be safe walking to a neighbors house or to school or to the bus stop or to the stores. People can walk their dogs safely. I can get to public transportation or the store without having to walk in the street, especially dangerous in the dark!"
I think the sidewalks need to be separated from traffic. It would be great if they include ecological features (plantings, rainwater swails, etc).

I like separated sidewalks, whether it's by curb or by a bit of landscaping. I don't feel comfortable sharing a walking path with cars outside a public park.
I like the ones that make it physically more difficult for cars to enter the walking space if the driver is texting or drunk.
Major problem in North Seattle is more traffic on arterials with insufficient buffers between vehicles and pedestrians. If a street is treated as an arterial people have to be protected. We are as important and pay the same taxes as people do in the favored areas of the city.
Anything is better than no sidewalks at all. We would prefer them to be not too narrow and for areas to be well marked and defined. The arterials with none are extremely dangerous and the new crosswalks on them are a long overdue improvement!
1) I'm concerned about lower cost sidewalks being perceived as second class infrastructure for less well to do neighborhoods.
2) I'm concerned about alternative format sidewalks being mistaken more easily as roadway and parking simply because it ""doesn't look like a sidewalk""
3) I'm concerned that some lower cost sidewalk alternatives may not be as robust and long lasting as traditional sidewalks -- I don't want my neighborhood to have faded, bumpy, crumbling asphalt sidewalks 10 years from now.
4) I'm concerned that lower and more rounded curbs will be easier for vehicles to accidentally (or intentionally) cross. I'm concerned that surfaces that don't look like concrete can be more easily mistaken for roadway or parking."
I like a space between where cars and people walk. Concerned about space when walking with my kids.
If it means being able to provide more "sidewalks" in residential neighborhoods, I am in favor.
All options are great. They all provide some type of barrier between the road and sidewalk. Often, the biggest problem with pedestrian walking is no sidewalk or blocked sidewalks due to cars and debris. Having any type of curb would alleviate most blocking issues.
Changing the grade between street and sidewalk is important. Minimizing the # of driveways that come off of an arterial is important. I feel like I'm taking my son's life in my hands every time we walk on N. Greenwood from 145th heading south. Even where there is existing sidewalk. Only about 1 1/2 blocks of a 10 block walk feels safe. This is an area rich with bus lines (for the outer edges of the city), but one of the most unpleasant places I've ever walked. I feel much safer walking on a quiet residential street with no sidewalks than walking on an arterial with no or substandard sidewalks.
Integrated bike lanes between pedestrians and traffic would also be safer
Separation between cars and pedestrians. More rain gardens and established sidewalks please!
I think there needs to be a designed pedestrian walkway, especially with the short rainy days in the winter when visibility and traction is poor.
I walk every day and the only problem I have is short (not enough) timing for lights to cross busy streets. If you STOP with the road diets cars won't drive on residential streets as much. Right now there's no choice- the gridlock is ridiculous! Meanwhile ridiculously expensive bike lanes sit empty except for the occasional leisure riders on the weekend. Hello!!
Able to feel distance or barrier from cars is important, especially when cars are moving fast.

Paths and walkways are good options to actual sidewalks provided they are defined as separate from the roadway. They also need to be free of parked cars or other obstacles that might hinder the safety of the pedestrian.
I walk/ run/ walk my dog on Fremont and other residential streets in north Seattle that don't have any type of sidewalk--it's really not safe, despite the road calming features. I would be happy with *any* kind of walking improvements out here (that is something other than road calming, which helps, but not much).
All are good , except the raised curbs
Most of them are short sighted and being cheap for cheap's sake. Make it easier for residents to pony up some of their own money, let the city match, provide access to zero interest loans, allow local taxing districts, etc. and build something the neighborhoods want that is actually safe. How about asking spec developers to kick in a reasonable fee toward the neighborhoods they're razing and building out of scale homes in and use some of the ideas outline above to let willing homeowners help pay for some of the costs of real sidewalks.
I am very supportive of cost-effective measures that provide safe walking spaces! I dislike shared roadways, even with calming measures, because people in cars tend to mid-judge the amount of space and speed that feels comfortable/safe for a pedestrian or cyclist they pass.
Currently, in Broadview there are a number of streets with ditches and no shoulders that are extremely dangerous for pedestrians (such as 120th NW from 3rd NW to 9th NW). ANY IMPROVEMENT WOULD BE MOST APPRECIATED. 3rd NW from 145th to 105th is also quite hazardous as well. It's hazardous for bicyclists as well. Any improvement for both would be greatly appreciated. Anything would be an improvement over what is there now.
I don't like the ones that give idiot drivers an easy means of hitting me.
If streets with low traffic density (look at the housing density) are doing fine and safe without sidewalks, then don't screw the pooch and spend tax dollars where they are not needed. Have you seen San Francisco--way too many concrete pathways, streets, etc.
No sidewalks is not good. All of the options except shared road space are good. North Seattle needs sidewalks.
The only thing I wouldn't like is when the walking space is not obvious to drivers or too narrow next to drivers. Most of the lower-cost walking improvements would be preferable to traditional sidewalks than nothing. Also, I don't think these lower-cost walking improvements are needed on both sides of a busy arterial IF there are sufficient safe places to cross the street.
If the sidewalk is on a major arterial, speed is a concern when I am out walking...barriers are important on these types of streets.
There needs to be side walks on both sides of the street. For example on N 100th street to walk from College Way to Oak Tree Plaza, you walk 2 blocks and then have to cross the street because the sidewalk ends then walk 2 more blocks and cross the street again to get back on the other side. People don't use the sidewalk because of this and when I am driving, especially at night, it is very difficult to see pedestrians walking in the street.
I think we need bare minimum walking areas on 20% of our residential roads, but not all residential roads need the walking space and its just fine the way it is, sharing the road with cars.
I like a curb so if a driver is distracted the curb will alert them that they are going off the road.
I like the combination of a buffer separating traffic from the walking path with changes to the street to slow traffic.

They seem great except the one that shares the path with cars. Anything's better than what we have now; nothing.
I believe the main imperative is to put sidewalks where there currently are none and it is presenting a real, documented safety issue. For that reason I think whatever option is low cost AND provides some separation of people from traffic is preferred.
Any improvements in our neighborhood would bring safety and value to our community. Broadview is under served without sidewalks on residential streets and I'd love to see this addressed in the upcoming plans for improvements.
I do like the asphalt walkways with calming curves and plantings to slow traffic. It would be a boon to have any kind of walkway on my street. I have lived here 21 years and we as a community have put energy into getting some kind of walkway several times even with the Ballard city council saying this portion of 13th ave nw between Holman and 85th was a priority in 2010/2011. There are children here, a resident confined to a wheelchair, a youth home and the pre school small faces have used it to walk their children. Also kids from Whitman Jr High walk down this street in the afternoons. Several of us have lost pets to speeding cars. Please give us some sort of walkway that is safe. Thank You
The key would be that the parking (including parking in driveways) doesn't block the pathway and force you into the street.
Another aspect is that the ones at grade with no separation are less acceptable on arterial streets than on residential streets."
Some sidewalks are better than nothing, which is what I have in a lot of my neighborhood in N. Seattle. Lots of families & middle schoolers walking on busy neighborhood roads with no place to safely walk.
Mainly proximity of sidewalk to the street.... We have a dog and it would seem too close to the cars to walk with her beside one of us on some of those sidewalks.
Neutral, they all seem fine.
As long as there is a barrier between cars and people
A standard sidewalk with curb, not as wide as the one just put in by Viewlands Elementary so cars can still comfortably park out of the road and leave room for their doors to open. It's a little narrow for parking and getting in and out of the drivers side in front of Viewlands with that much traffic. The sidewalk could have been narrower to accommodate both parking and walking. In general enough for two people to walk side by side, probably prefer a small planted strip or parking lane between it and the road depending on how busy the traffic is in that area. Most important, when putting in sidewalks, keep the parking in the residential areas so that people don't end up parking in the street. So many residents in the north end have started to plant their parking strips with trees and or landscape with rocks so "others" don't park by their properties which causes both the residents and visitors to park in the actual roads. This causes two lane roads to become one lane. It's not safe for pedestrians or drivers.
Lower cost is OK, as long as it is reliable and long lasting. I have a family and I have to walk on the busy streets in my neighborhood without sidewalks - makes it difficult for me to teach my child the difference between when it's OK to walk on the street and not.
As long as there is separation maintained between cars and pedestrians, they are fine.
No comment

Anything that separates vehicles from pedestrians is ok. Obviously there are some sidewalks that are ideal and some that are just adequate, but all of these are acceptable to me. When you don't separate vehicles from pedestrians and just use traffic calming devices and so forth, you change the safety factor in a very significant way. Streets and roadways are the domain of motor vehicles (unless blocked). Pedestrians - especially children, elders, people with disabilities or injuries, etc. - need to have a separate place to walk.
I like that we'd possibly get more infrastructure for similar cost. I dislike the likelihood they will not be as durable, safe, or well maintained as those in other parts of the city.
I just hope to see sidewalks of any type in North Seattle. People are always walking in the side of the street and it is not safe!
My daily commute to the bus takes me through city streets with no sidewalks. I've almost been hit twice. Likewise, I had been surprised by pedestrians while being a driver.
I like all of the options that give pedestrians a clear, dedicated space. I think that is safer than sharing the road with cars. As someone who walks pets around the neighborhood, jogs, and walks to the bus, it would be nice to have a safe walking area so that I'm not in the way of (or endangered by) traffic.
I think anything is an improvement, we can't walk on the street unless the kids are in a stroller and even then it's a little uncomfortable. I would hope that whatever is decided can be improved upon, and addressed as a phase project.
It was not possible to see what these paths were like at night. please consider appropriate night time lighting, especially in areas where tall foliage is near the path and at intersections
Any of these options that separate pedestrians and motorized vehicles would be such a vast improvement. Please do something soon!
I prefer the job be done safely and correctly the first time. Side walks are a necessity not something to be skimmed on.
As long as there is a walkway that is separated from cars in some manner, I would feel quite a bit safer than I do walking out on the road.
Arterials need to have decent sidewalks with curbs on at least one side of the street. not too upset about no sidewalks on residential/side streets. another big issue in my neighborhood, Broadview, is the continued presence of open ditches for storm drainage and the difficulty of maintaining property where the edge of the street is not well-maintained or defined
I feel comfortable with many sidewalk solutions but I think the divide must be very clear and also dissuade vehicles from parking in a way that would block the path. In residential areas near me (Pinehurst), where there are no sidewalks and a lot of street parking, the cars are the biggest issue for visibility and continuous (safe) walking.
See previous comments.
Any improvement of having a walk way in the neighborhood will greatly improve safety.
I like them all except the one where pedestrians are expected to share the road with vehicles. This type of situation is dangerous especially in areas with hills. A speed bump is not going to slow down a distracted driver.
Lower cost and maintenance are great and I do hope they will do it in my neighborhood too.
Drainage can be a problem on the walkways at the same grade as the street. Loose gravel is awful to walk upon along the street, especially on hills. when the sidewalks constrict the road too much for drivers, it makes drivers more aggressive and that area becomes less safe.

Shared space (pedestrians and vehicles) is the least desirable. Same level separated by a curb is OK, but still not that desirable. Same level separated by landscaping is better. Raised with curb is the more desirable.
Walking with small children, I significantly prefer sidewalks that are physically separated from the road with something like a strip of grass, provides a nice visual barrier for both cars and my children.
I like that it gets sidewalk faster to neighborhood (especially in North Seattle) that really need it.
It is difficult to walk with kids in the option where the streets are shared with cars and pedestrians even with traffic calming measures being taken.
The ones that are on or right next to the street with little barrier would like to have low speed limits for cars.
Otherwise the raised ones feel more like regular sidewalks.
I feel very comfortable with lower cost options that define safe spaces for pedestrians that is separate from vehicles.
I am glad that the city is looking at ways to reduce the costs of walkways and that it appears more walkways will be put in. In West Crown Hill, where walkways are desperately needed for access to Marcus Whitman Middle School and Soundview Playfield, any walkway solution needs to include drainage or the paths will be impassable during rain, given pre-existing storm drain problems.
Don't forget about crosswalks. Not sure if that's part of the plan but if you can't light the street/sidewalk, then well lit motion sensor crosswalks are great and help cars know that people are crossing the street, especially in (believe or not) residential neighborhoods.
All are fine, to the extent that they separate walkers from cars. Next concern is appearance - sidewalks look more inviting, and do a better job defining property boundaries.
Some are too narrow for pedestrians to pass, too close to oncoming traffic, too risky to walk when traffic is fast moving. Raised walkways are safest, wide walkways allow oncoming pedestrians to pass safely allowing for enough room without having to step into traffic lane.
"What I do like: getting more walkways built sooner, which is generally good.
But what I don't like: asphalt paving material will degrade so much sooner, and we know the city will not come back and repair them. Please use durable materials. "Dressing up" asphalt with stain and stamping will only raise the cost on a lower quality, less durable material."
As long as there is a clear path, easy for both pedestrians and drivers to know where each party should traverse, I am comfortable with these options, and in fact would be thrilled to have any of them (except the shared roadway) in my neighborhood in Crown Hill. Please give us something soon!
We moved from a neighborhood with sidewalks to one in North Seattle without sidewalks. the amount of time we spend outside our house and the connection we feel to our neighbors has dropped exponentially since moving all due to missing sidewalks. I don't feel safe with my young children riding bikes/walking along busy residential streets without sidewalks. Any improvement would be much appreciated.
Anything too close to oncoming traffic and too closely colored to the street color. a higher barrier would be better
Only concerned about cars drifting unintentionally onto sidewalks; and no buffer for any sort of accidental situations.
Anything would be an improvement in Pinehurst where there are NO sidewalks or paths at all. I'm particularly worried that there are no sidewalks near the new Hazel Wolf K-8 school.

I'm all for lower cost options as long as it is clear to cars with visual cues or physical barriers that the area is for pedestrian traffic.
The lower cost improvements I think would be fine if the speed limit was lower. I am in a neighborhood with limited sidewalks and cars are routinely going over the speed limit even with kids around.
You're CHEAPING OUT.
The City has an enormous backlog of no sidewalks, in the north end, where I live.
I am fine with lower cost walking surfaces. I DO NOT WANT SPEED BUMPS AND LOWER TRAFFIC MPH IMPLEMENTED, AS YOU HAVE ALREADY SCREWED UP FAR TOO MANY STREETS, AS IS!
Anything that provides a barrier between cars and peds, even if it is just a curb, is good.
busy streets need some sort of barrier from traffic for pedestrians, especially near places like schools and libraries.
"It needs to be a space where cars cannot park, eg landscaping rather than grass. I live on 3rd Avenue and cannot comfortably walk to the grocery store 1 mile away for lack of safe walking spaces.
The sidewalks need to be installed to that the tree roots don't buckle them, or if there is buckling, there needs to be adequate light. If it is a sidewalk level with the street, the curbs need to be painted brightly and maintained.
Anything off the street is an improvement; I'm not picky. Teaching children about street safety is a lot more difficult when you always do have to walk on the street in your neighborhood. Not to mention that people go so fast when they go by, they hardly slow at all. It's dangerous.
I like separation - some room for error if my child strays from the sidewalk, or a car loses control. For that reason, I like a curb, too. But honestly, in those neighborhoods in north Seattle that are missing sidewalks (especially around parks!) I'd take anything.
Safety is the most important, pick the cost effective option that protects the people.
I like a buffer between walker and road. i.e curb or vegetation
I like any designated walkway that can be provided for our streets in North Seattle. Anything is better than what we have
The low cost options presented are fine, but I do not want to share a walking path with commuting cyclists. They go very fast, and don't have time to compensate. If for example, I take my disabled mom for walk to the library, and she needs to move to the side of the path to lean against a tree for a moment, cyclists get very nasty at her for crossing the path. She shouldn't have to deal with that.
They all seem fun except sharing the road with drivers
Either changes in elevation _or_ some form of clear visual separator is really necessary to keep drivers from thinking they can dump their cars there or just go straight on it. It's not so much about me walking; it's about not trusting the people in the vehicles.
I like when there is a curb, and the sidewalk is a different color than the street (particularly if it's at the same height). I'm not crazy about all the shrubbery between the sidewalk and the road -- while it's pretty and useful, it would require a lot more awareness walking alone. I prefer to walk on streets when drivers can see me -- if I ever had an issue, I would want traffic to be able to see the sidewalk.

I just want safety from cars and bicyclists, places where it is not a considerable risk to walk down the street. I live in Lake City and usually get in my car to drive to a place where I can walk safely. Kids going to school (and there are lots of families, lots of schools around here) are not safe!

I'd be in favor of any option that provides separate space for pedestrians and cars, and gives enough level space for people with wheelchairs or scooters as well. I like options that involve landscaping barriers, just to add a visible boundary between the sidewalk and the street.

I'm currently in a shared traffic neighborhood with a first grader that I walk to school daily. We need options to get people off the street as cars do not yield to walkers. I do not think I should have to move into the mud every time a car goes by.

Please make the sidewalks as wide as possible, some of these looked far too narrow to allow two people to walk side by side, or allow a wheelchair and another pedestrian to pass one another.

Any separation between cars and pedestrians is an improvement.

The lower-cost improvements are too close to vehicles. A barrier is needed: Either raising the sidewalk with a curb, adding a green space, or planting trees.

DO LIKE Green Space with trees, shrubs, and grass to make the walk better and to cut down on erosion (i.e. mud) and standing water in puddles (i.e. a major inconvenience to walking to work)

- DO LIKE affordability of these improvements, not all roads need to have large concrete sidewalks placed down and if the bar for walking paths for residential streets are set too high, then little improvements will be made"

Priority for sidewalk improvements should be given to downtown and high density urban developments.

Landscape between pedestrians and moving cars provides me with a little more comfort than the sidewalk where cars are buzzing right next to you. A curb is better than none. I think drivers would be a little more cautious not to swerve close to pedestrians in the sidewalk. Aesthetically, I like the "red brick" look and it would also provide contrast that helps the driver visually.

Separation from potentially dangerous vehicular traffic.

Just build sidewalks.

The clear visual separation between walking space and driving space is important, and more important the busier the road is.

Most of these lower-cost options are the same kind of dilapidated sidewalks that are already in place. Assuming that drivers are going to keep speeding in these areas, I don't see how some of these could be any safer option. Also, no where was the issue of lighting these streets, as many of the lower cost options that are in place already don't have much lighting for a high visibility of the pedestrian. I even live on a street that has NO LIGHTS down a very steep hill that I have to walk in the dark and there is not a sidewalk (Sturgus Ave S.), so there's many improvements that need to be made.

Same level walkways in high speed or high traffic areas makes me not want to walk.

I think many of the ideas are quite clever, and even attractive. All of them are improvements on nothing at all.

In most cases safety seems compromised. All options presented underutilize bright paint/markings to increase visibility. As a parent with multiple small children, walkways directly adjacent to the road feel significantly less safe.

The separation is not clear . I like some landscaping between the path and walkers. The whole notion of sharing ped. paths or street with peds. appears dangerous. The walking path at Seward Park is safe because there are no cars even though it is street width.

I don't like the idea of taking private property to widen the pedestrian path to include natural barriers. I understand that traditional sidewalks are expensive, and I'm glad SDOT is considering non-traditional options. However, please don't raise the burden on property owners to provide sidewalks.

Walking on the street makes me nervous as there are a lot of distracted drivers. I do like the walk paths set back off the street with a planted buffer.

I like incorporating rain gardens wherever possible, since these are an important environmental buffer

Low cost walking road is NOT AN IMPROVEMENT, It's what we already have on 27th Ave NE & 30th is worse with faster speeds.

I don't think that the material used for the pathway would significantly effect how comfortable the walking experience is. In my area of my neighborhood, the most significant issue is the lack of any designated space for pedestrians so that either you are forced to weave in between vehicles and other obstructions that push you too far onto a neighbor's property, or graze the side of parked vehicles and jump out of the way every time someone passes by. Since two cars usually cannot drive opposite directions simultaneously, adding pedestrians and dogs and such into the existing street congestion is an undesirable idea.

I like a separation of cars and pedestrians, with either a raised walking path or green space between pedestrians and cars.

Green , plants, etc. is best.

Dislike no separation between cars and pedestrians

Walking will never be a priority for many in this area until it's safe to leave the home / car. Let's invest in stopping the violence in this area.

It would be nice to have these type of walking paths. Some type of emergency alert buttons would be great to feel safer.

I like any improvements that can be made to accommodate pedestrians in the city.

I'm leery of anything that doesn't provide a clear visual indicator for people driving cars that the space is intended for pedestrians.

As long as there is a small barrier between the walking path and the street, I'm fine with any option. I think it's most important to have some kind of sidewalk, a low-cost option is better than nothing.

"The intersection of E Thomas st and 12th Ave E is very dangerous and need to be converted to a 4 way stop. Cars drive very fast between John and Thomas even though it is just one block

Also 10th Ave E between Boston and Ravenna is safe for pedestrians but very unsafe for bike commuters, I end up going on the sidewalk on my bike....have been hit by a car twice in 20 years on 10th when a car did not see me,last on 11/6"

Plans that require cars and pedestrians to share space are less ideal, even if the cars are traveling at low speeds.

The 2 most important things these paths should have: 1. Smooth surfaces good for wheelchairs, etc. that will not need repair often. 2.Clear separation from the vehicle part of the street - curbs, planting, bollards (one option you didn't provide).



The safety of the walking improvements is what I like.
Promotes space for more walking and biking
Anything such as curb or line that segregates pedestrians from street traffic will be suitable.
There are not enough options for slowing car traffic down. Elevated crosswalks like the one on MLK, just north of Yesler, would be ideal all along Rainier Ave S.
The walking path needs to be visually marked in some way. I love paths specifically for walkers and runners!
Not only is the infrastructure important but it needs to be implemented in a way that drivers don't use spaces as private parking spots or shortcuts. Without barriers people in cars do whatever they want. It doesn't matter who is outside the car. Put barriers that make drivers have to think.
While slowing traffic down is essential for improving walking, having some kind of tire-stopping barrier (a curb or landscaping) is important. Elevation from the roadway level is not as crucial but it does offer a sense of visibility that makes walking more stress free.
More likely to be the places of minor to major accidents, accidents should be prevented the best that they can be!
I prefer walking improvements that separate the cars from the pedestrians. Paths shared with cars are simply not safe.
Just build something where there is nothing!
Anything would be an improvement over no sidewalks and crumbling street edges
I strongly prefer low-cost options that do not compromise the safety of pedestrians or our environmental sustainability priorities. We should implement the cheapest sidewalks that fulfill our walkability and environmental goals.
I'd like a green space buffer between the road and walkway. More distance between pedestrians and vehicles feels safer.
Different color for pedestrian walkway would help make it more obvious that its a sidewalk rather than an extension of the road. When the sidewalk, curb, and road are all similar in appearance its more likely a mistake can be made which might endanger a pedestrian.
Anything would be an improvement over no walking paths!
Most seem functional and aesthetically pleasing. I do not like the stained asphalt.
As long as the pedestrians have a barrier to separate them from vehicles, I am supportive (like curbs, grass, etc).
They remind drivers to slow down and stay in clearly marked areas
The stamped sidewalk might be hard for the elderly, people with disabilities or mobility impairments.
You're spending money, but people are still uncomfortable. If you're going to spend the money, spend the little extra you need to do it right so that you don't have to keep conducting surveys to make sure people's needs are met. You don't want to be thrifty to a fault.
Concerns about storm-water runoff and too close of proximity between cars and peds, particularly in areas where a lot of road calming is needed like Rainier Ave.

The options where the street & the walkway are at the same height seems dangerous as cars can easily 'hop' the nonexistent curb. I liked the options that were raised, had a curb & were buffered from the roadway.
I like many of the options. I do worry about the ones where the sidewalk looks similar to the roadway, and particularly the one that shares the roadway with motorists because obviously people text, don't pay attention, etc. and this can cause some issues if drivers can become disoriented and don't know how to stay in their lane (or they are texting, etc.). There may be some pedestrian human factors research that provides insight into whether or not one is safer than the other.
I really don't mind the type of materials or structure used for walkway. What worries me is when cars are passing through just feet from where I'm trying to walk. Can't really be too confident on how safe drivers are being. Especially at night or when its raining.
I prefer the walking paths with clear separation. Either by raising the beds or by separating the path from the road with landscaping.
There is still no barrier to the road, and unless cars are going very slow through these streets, It would not be good.
Using concrete blocks (#6) was not as attractive as the other options. The other options make for a more pleasant walk as your surrounded by greenery.
I walk with my two year old every night. We live in crown hill where there are no sidewalks. He has grown accustomed to the rule of staying on the inside and heading my command of "stop" when need be. He runs in and out of neighbors front yards with great exploration, because he has no path to follow.
These all seem too easy for a car to jump the curb, no physical barriers
Any solution that offers pedestrians a separate space to walk away from cars (and bikes!) to good. Trying to share the space with cars and bikes are the ones that don't work.
It all depends to me on how busy the road is. The busier the street the more buffer I need particularly when walking my dogs. There are still numerous trip hazards with existing sidewalks too.
I prefer space between the roadway and the walking path due to bad personal experiences involving accidents. So I always want as much space as possible.
Cars should not be able to easily hit pedestrians. More "calming" efforts need to be made too.
I don't like chipseal at all. Many of the streets in my neighborhood of Broadview are paved with chipseal. It's very rough and too porous for skating and scootering since many of the streets have nonexistent sidewalks. It's low cost approach that is unattractive and doesn't last as long as normal pavement. I would hate to see similar solutions for walkways. Spend the extra money to do it right, and less often. If I'm paying for it with my taxes, I want it to be done well with good quality materials.
Mainly the barrier between pedestrian space and driving space needs to be clear and intuitive. If I or the driver has to spend any time evaluating who gets to use the space, it's a non-starter for safety concerns.
Side walks shared among pedestrians and cars will impose danger to both. On a speed reduced road, even at the speed of 25 mph the impact of car accidents can still be big to anyone.
Building sidewalks in places with more traffic also require the roads to be well maintained with good lighting where more people will opt to take the sidewalks instead of other transportation methods. "
They seem fine overall. As long as it's obvious where the walkway starts and the road stops, I don't have an issue. I figure most drivers would rather be on the road. Curbs are actually a hazard for my stepmother, who has a hard time distinguishing height differences in dim light and sometimes falls.

I don't feel that residential streets impact enough pedestrians to warrant spending a significant amount of money to improve.
I like the idea and I hope it works out well for both parties. As long as safety risks are not higher than before
I like the landscaping one the best because it provides a buffer between the pedestrian and the cars, but really any kind of border or raised surface helps me feel safer when cars are speeding by.
I like the improvements that provide some kind of visible barrier between the roadway and the sidewalk, be it grass, a raised edge to the sidewalk, etc. This makes it easier for drivers to see the divide, and gives some buffer between pedestrians and the street. Buffers also make it safer for pedestrians to stop, bend over to pick something up, recover from a fall as they won't risk being a stumble out into the street.
I wish the survey were more transparent to why it would cost the city >\$3 Billion to add sidewalks.
The offset sidewalks, and the distances shown should deter vehicle/pedestrian conflicts. I would want to see performance data in areas where these measures have been implemented before they are executed more broadly. Barring that, pilot programs should be introduced to gather data on safety performance.
Looks too inviting for dogs to piss and shit on.
As far as barriers between the road and sidewalk i haven't noticed an issue. There are however several sidewalks that due to several circumstances have large deformations which then become obstacles on the sidewalk. One such example would be a tree lifting the sidewalk. if one was rolling a stroller or running on the side walk it could certainly be viewed as a hazard
Are they really needed? We should be working on transit systems, and poor traffic. Residential districts aren't seeing the kind of traffic or speeds for this to matter.
I think using a lower cost walking improvement in more places versus a high cost in a few is better. The only areas I might prefer a buffer or traditional sidewalk is on a super busy arterial
I think they are great options to maximize the moneys we have to provide designated areas to walk. The traditional sidewalk is too costly to construct and maintain.
This is a stupid survey
People will still try and park anywhere they are not obstructed from accessing.
They are all fine. . I did not like the one with the speed bumps.
I think the majority of the options are great because they are less expensive and many are visually more appealing.
As long as there is separation, I like these options
I say beggars can't be choosers. In many Seattle neighborhoods, more sidewalks are needed than the budget allows. I'd prefer to see more lower-cost sidewalks placed than a few higher-cost ones.
the more space--both in terms of buffer and barriers--between me and cars, the better.
These options work great for residential areas, but not for arterial and connector streets
I don't know enough.
I answered these questions when walking in the daylight. Nighttime walking might change some of my answers. I'm concerned about strollers, wheelchairs, and other equipment needed for some folks to get around.

I don't think we need to pay a lot to improve things. Lowest cost is best. Sidewalks don't need to be huge and take up current driving areas making traffic worse causing potential accidents.
These are great as long as traffic is calmed and they're not used on arterials or side streets where cars are speeding and going over 30 mph
If they're on only one side, be aware of why/where people might need to cross in the middle of traffic to get to businesses or other destinations.
All for them, seem great to me. Honestly though, I'm not sure if improvements in sidewalks will make people walk around more. Many people are too just lazy and would prefer to drive everywhere.
How are we going to pay for it?
These are generally fine. If the alternative is no sidewalk, then I fully support the lower-cost separated paths, and only somewhat support the mixed-user alternative (although I support any traffic calming measures on residential streets).
No problem
I don't like that the options are not presented together. I'd like to see separated sidewalks AND speed bumps.
It's a question of greatest impact achieved through a limited budget. Maximum sidewalk coverage is fine, but not at the expense of quality, lasting pedestrian infrastructure in locations where pedestrians will actually take to the sidewalks.
I would rather see some measure taken than none at all. I don't feel comfortable walking on Renton ave s to light rail because I have almost been hit several times by unaware drivers.
I appreciate the city looking into innovative and more affordable ways of improving pedestrian access.
I would prefer side walks to be raised, but if there's a greenery barrier between the road and the sidewalk it seems to make up for it.
If they are lower cost to construct and to maintain, then perhaps we can build more of them to increase foot traffic (safety), and reduce car use.
I like the options where pedestrians are provided a walking space that is clearly separated from the road. At the very least, an elevated sidewalk- although frankly, I still feel a bit endangered if there isn't some kind of physical break between the road and the sidewalk- it'd be easy enough for a car to jump the curb if the driver wasn't careful.
I prefer a wider sidewalk that allows two people to pass each other comfortably. I appreciate the various options to install sidewalks on streets without them and think most of the options look comfortable, but the durability/maintenance of the options is not clear.
Please include South Seattle not just the known walking neighborhoods like Capitol Hill.
Any space that is set aside exclusively for pedestrians would be great! We have nearly zero walk ability in Skyway section of Seattle.
Walking paths need to be clearly visible to drivers. Pedestrians need a safe place to jump out of the way of dangerous drivers.
To close to bikes trying to stay away from fast cars.
It seems like there's a hidden agenda here. And the questions are mis-worded.

I don't like the one that just adds barriers for drivers to slow down. There is no guarantee that drivers will.
"Some of them look fairly safe for people with mobility issues, some look a little terrifying.
Aesthetics aside, one concern is the difference in sidewalks according to funding will create a visual reminder of the haves and have nots, so to speak. "
I like the landscaping between the walk and the roadway
I do appreciate wider paths and separation of street and path by using garden features.
I would be happy with going as cheap as just plain dirt. What I don't like is when there's no sidewalk at all. I sometimes walk in Bellevue in neighborhood with no sidewalks and it feels very unsafe. I hate Bellevue.
They seem to be an attractive, cost-effective and safe way to improve safety in a timely manner
A concern would be a higher cost of repair compared to traditional sidewalks that might require less repair.
I'll be nice have more lights the path on the side off the street is green.on the ground
Some drivers lack awareness of how fast they are traveling or the rights of pedestrians. Another issue is bicycles who are quiet and don't announce they are coming up behind you and almost knock you over when they whizz by. Very scary. Please keep cars and bikers away from peds.
They just need to be lit for dark and rainy nights.
I think any style or improvement to give a designated area for pedestrians would be appreciated. It'll take all kinds of styles to accommodate different landscapes
Separated by a barrier or greens is best; I like when it's colored in a way that is clearly not road. both sides of the road is ideal.
"I think that the options that require cars and pedestrians to share a roadway is not a good idea. Many drivers (and even bicyclists) do not yield to pedestrians now. I've nearly been run down walking on the edge of the Burke Gilman Trail and in the Arboretum (not to mention while walking on Cap hill and downtown).
I am concerned that the option where the sidewalk isn't raised and there is only a speed bump looking curb that separates it from the roadway will be misread by drivers and cyclists as a bike lane or the shoulder of the road way. The options that separate the sidewalk (at the same level of the street) with plants or grass, help reduce the confusion. But at what cost? "
Same level makes me feel less visible
Sidewalks at street level without a significant barrier or poor visibility
They need to be open and well lit. Many of your pictures show an ambush waiting to happen or lots of places for drug use, prostitution, and petty crime.
I am ALL FOR lower cost walking improvements because it will improve quality of life and safety for more Seattle residents. Until ALL families live in neighborhoods for walking, we should not consider higher cost options that are aesthetically more appealing or require us to split neighborhoods into safe and unsafe. Fewer students have access to busing, and more must walk. Please increase access to sidewalks to all students (even 5 and 6 year olds) can walk to school relatively safely.
A curb is preferable and also the greatest possible separation between cars and pedestrians. But some if the alternatives seemed reasonable.

All side streets and high pedestrian walking areas in Seattle would benefit from more police patrolling and punishment of speeding or otherwise unsafe drivers.
I prefer the lower-cost option that removes the industrial, mid-century design of straight sidewalks.
I like when there is a buffer between cars and people. Especially when it is dark and rainy it is hard for cars to see pedestrians. A all lit walkway close to traffic could help this. Also the green buffers provide a nicer place to walk.
I mostly like all of them except one. As long as there is a dedicated pathway for pedestrians that divides them from roads, I'm happy.
? longevity
"For example: N 145th Street -- terrifying N 143rd Street -- OK the way it is Roosevelt Way (Aurora and west) Needs full sidewalk on at least one side (wider if only one side)"
There needs to be space between cars and people but not so isolated and dark that pedestrians are a target of crime
It seems to me that there are a lot of speeding distracted drivers out there, who probably would fail to notice things like that little ribbon that separates cars from pedestrians, for instance.
If cars can't tell where the street begins and ends, especially seniors with not good eye vision who might drive over the sidewalk.
In my neighborhood lighting is an issues. Street lights have been removed in alleys and along parts of streets. We have intersection island plantings but drivers drive around them VERY fast.
Visually there must be distinct breaks between car lanes and walking paths. Barriers such as curbs or other raised barriers would be best of all.
I don't mind any of the lower-cost walking improvements which do not include sharing the same space as vehicles.
As a mother, I think it is very important to have separation from the cars. I like the plans with either a curb or landscaping to provide that. I do not like the idea of shared pathways because I would worry about children not paying attention. Regarding sidewalks on one side of the street, I live on a street like that and I don't think it's a good solution. I've noticed that people that live on the side without the sidewalk often walk up the street, or have to cross in the middle of the block. It does not feel safe.
I think these are good ideas. One downside to durable concrete sidewalks is how they get heaved up by tree roots. I think asphalt may flex more and buckle less in this application.
Clear the sidewalks! I walk down S. Brandon St between 48th and 51st and the sidewalk is blocked by bushes on both sides in some spots. On the south side of the street the bushes even go out into the street!
These are all fantastic alternatives to traditional sidewalks. I know many of us in Mid Beacon Hill would appreciate any of them where we do not have sidewalks.
Create a block to prevent cars from swerving. Deploy ample safety lighting.
Curbs seem important to prevent inattentive/speeding drivers from going on sidewalks.
Most look like viable options. The bigger the buffer from the street, the better.
A curb is nice because it makes it obvious for cars to know not to park on the landscaping or walking path.

Well, hopefully you read my feedback about the 'shared roadway', that's ridiculous. But the other options are nice. Again, where I live there are lots of improvements needed around sidewalks and improved walkways because it is so busy.
Like the ones with barriers between sidewalk and cars.
The bicyclists believe that they can go anywhere. They want both cars and pedestrians to give them the right of way. And they don't stop for stop signs or obey other rules like weaving in and out of traffic, then jumping up to the sidewalk to go thru cross walks instead of staying in the bike lane. Also, there are so many bike lanes that never ever get used. A lot of the time, they are totally empty. I would rather see money go to improvements for pedestrians than for more bike lanes.
Anything is an improvement over nothing
I don't like the idea of gravel paths.
As long as there is a dedicated space for pedestrians, I am fine with any of these options.
They're all better than nothing!
The lower cost improvements don't feel quite as safe as the more separated solutions, but I do think they would be better than no improvements as cost saving measures.
A good compromise.
Separating the sidewalk from the street is a huge driver of walking comfort. Also structures such as trees, poles, bike racks, etc. create a much safer environment, because it is a visual as well as a physical barrier for vehicles!
See potential for tripping over raised curbs.
Curbs and sidewalks are important to me.
As long as there are separated areas for pedestrians and cars with some sort of barrier (either curb or space), I'm down with lower cost walking improvements. Also, I think that there should be bike lanes on the INSIDE of parking - another barrier between them and cars.
I like when there is some kind of visual buffer - low growing plants in particular - between cars and pedestrians.
They sound good, and I had not hear of these lower cost options which can be completed in less time, with less disruption during construction.
The cars and ped. sharing the road. It feels like a disaster in Seattle.
Lots of future maintenance - overgrown plants/trees
Continuation from houses to transit and schools is most important, for the handicapped, elderly and children. Great drainage is key, as well. Options that have both of these are fine.
All are valid EXCEPT sharing the roadway with traffic. Most drivers know pedestrians have the right of way but don't act on it. Its just the nature of automobile isolation. I believe sharing will only work in short stretches of roadway with zero thru traffic.
Curbs are a great barrier but your alternatives sound practical too.Of course, drainage is also a problem at surface level.

The meandering path is preferred to the straight path, greenery add between the traffic and pedestrian path is great
For me the ideal walking improvement would be a walking path that is separated from the road by a rain garden or other barrier, the next best would be a raised sidewalk. If there is no sidewalk or walking path, it would be helpful to have a traffic circle in busy intersections such as the ones on 12th ave. south,Thistle, and Dallas and 12th ave South,South Rose, and Orr Street, in South Park.
I do not like traditional sidewalks with all the attached storm-water infrastructure. We need to stop doing that. I like bioswales and perforated pavement systems so that we eliminate drainage. The storm-water drainage is polluted and bad for the environment. Seattle is a progressive city that should be the leader with green infrastructure. I like the systems you propose that are innovative and friendly.
Like: green space, wide path
dislike: no curb buffer in case a car loses control"
Speed & volume of cars has more effect than walking path configuration. walking paths & crossings need to be developed together with traffic control & safety.
Seattle is a built-up city, limiting options on residential streets. The best opportunity seems to be in neighborhoods without sidewalks, such as north of 85th.
Like ability to build more in more neighborhoods.
Curbs as the only barrier with walkways that are similar in color and grade to a place where cars will be passing scares me. Landscaping as a barrier is much better because I think it will reduce the likelihood of cars inadvertently driving up onto the path where pedestrians are walking.
I really like a raised sidewalk and/or rain garden or other definite separation from the roadway in most instances. Shared roadways could work on roads without slot of vehicular traffic
Better than non-improvements!
Some divide, curb or barrier or landscaping, needs to exist. Traffic management options (speed bumps, curves, roundabouts) are not effective in less than ideal situations like rain/weather/darkness.
Some is better than no sidewalk, so I support these measures to enable the city to have more streets covered with sidewalks. I do advocate that in addition to the sidewalks, you take into consideration visibility, I lost a friend crossing a residential street, hit by a car that was repeating a very low speed limit, but could not see him, nor he could see the car. Please limit how close cars can park to the crossing streets
Looks like focus on wheelchair accessibility was lost.
It is safer and more pleasant if there is a real buffer between cars and pedestrians. Also consider putting in bike paths.
The shared roadway options should include enough space beside the road to get comfortably out of the way when a car does come.
I LOVE these lower cost improvements. I ESPECIALLY love the different colored pathways. I would like to see more of these options, including using permeable pavers and packed gravel
Make it safe for children!
There needs to be good lighting..a barrier that vehicles can tell where sidewalk is
I like them as long as the walker is protected from cars.

I am OK with most options that have a change in level from street to walking area. I would be concerned to be on the same level as cars since it would be easy to drive over to the walking area without noticing.
Any walkway that isn't either: set 15 feet off the roadway, an 8 inch curb, and/or with barriers to vehicles (trees, utility poles, guard rails, is unacceptable and waste of money.
I think it is wonderful you are addressing the safety of pedestrians. I hope you take the needs of the southend seriously.
The separation of bicycles and pedestrians from cars is paramount.
Having the sidewalk separated by landscaping is a healthy choice because walkers aren't in a direct line for being hit by a car and there is less auto exhaust. Paths where a car can easily jump a low curb or no curb is worrisome.
I do not like walkways where there are no noticeable change for a car if it sways off the road or lighting feature when it gets dark
traffic needs to be slowed regardless of the type of improvement.
As long as there is some distinct separation from the car road space to the pedestrian walk space, it's fine. No need for high cost landscaping or raised sidewalks. It's more important to put sidewalks where they don't currently exist than to increase the quality of the ones already in place. This is especially important when connecting transit options together, make it easy and safe to connect walking to public transit use and more people will engage with it.
No improvements are necessary. Facilitate automobile traffic not pedestrians.
When the road are broken apart that made puddle, or the sidewalk is too narrow and too close the high speed roadway.
I like those that separate the walking path from the street with a strip of grass, garden, or whatever.
I feel the people in the neighborhoods that are on fixed incomes have to pay to much in taxes for all of these grand plans. I think for the most part the neighborhoods, or at least those I am very familiar with, are adequate as they are!
I love anything that calms the speed of traffic be it landscaping, curbs, speed bumps, etc. The biggest problem I face in my neighborhood continues to ba lack of patrolling despite requests from SPD. We have adequate side walks in your neighborhood but many accidents in the last year have been cars going up and over the curb and oftentimes into a house. It is amazing someone has not been killed yet. I have reached out to SDOT, SPD, not sure what to do anymore.
As long as there is enough distinction between road and sidewalk for distracted drivers, I'm fine with them.
I don't have any of these I'n my neighborhood so I can not answer the question. So far no improvements have been made on 101 street NW Seattle, 98177 .Years ago someone tried to get a slow down round about and the city said no.
Physical separation using rain gardens is nice
Lots of good ideas that are a toolbox for various applications. The curb is the element that eases the pedestrians mind into the "comfort" zone. Repairs to existing sidewalks is the most important of all.
As long as traffic volume and speeds are low enough I feel comfortable with the shared street (no walkway, traffic calming). This can be done at very low cost all over the city quickly.

I think they are fine. Anything is better than the no sidewalks in my neighborhood that also has uncontrolled intersections.
We would greatly appreciate sidewalk improvements along Rainier Ave S north of Rainier Beach. Side walks are dangerous. City of Seattle improvements rarely touch this part of the city ( although recent improvements are a step in the right direction). Sidewalks in this area are unwalkable due to huge cracks and vegetation that has growing over the sidewalk (I and members of my family have tripped and even fallen numerous times. Abandoned cars and parked semi trucks make us feel unsafe and wrecks the beauty of Lake Washington walk. Rainier Ave S, south of Rainier Beach, is a major pedestrian walkway - it needs attention from the city of Seattle. Thank you.
There needs to be some type of physical barrier between cars/bikes and pedestrians. Curbs would be the minimum. Curbs and buffer would be ideal.
They are all fine. Speed bumps on roads are the best way to get drivers to slow down and this promotes a much safer walking environment.
I think Seattle owes it to the residents to repair and maintain existing walking infrastructure before building new. Failure to maintain the safety and usability of is a broken promise.
Comfortable with all scenarios with the caveat that there's traffic calming. Prefer added landscaping!
Most of these have different possible answers depending on location and even time. Same level and color as street are the worst combination. Narrow sidewalks are difficult. Sidewalks on only one side of the street are not desirable. Very visible crosswalks are very helpful. Speed of cars makes no difference in crossing busy streets (e.g., Rainier); street lights do.
The sidewalk with the rain garden is lovely!
They all look good to me!
I would feel fairly comfortable walking on any of the sidewalk examples presented. It certainly beats walking along the shoulder of a busy road!
I like the wide sidewalk where mire than ine person can walk side by side or take children out for exercise.
I like the idea of safety and separation I am fine with just one side of the street having a walking path even that would be an improvement.
I like the separation from traffic and the trees and grren space will slow traffic down. The path looks even and has low tripping hazard. It is pretty and pleasant.
Prefer barriers such as natural or developed landscaping between walking area and car traffic.
Survey too long, sorry
I love them all, I just want them in my neighborhood on 4th Ave NE.
Anything lacking a height barrier will not slow down a speeding car or prevent it from careening onto the path.
I believe walking paths need to provide good aesthetics that our beautiful city deserves, attention to material in regard to rainfall and attention to safety concerns of both an intentional and accidental nature.
Cars do not pay enough attention to peds in Seattle CSI peds must have safe spaces with barriers
Buffers between sidewalk and street makes walking a more pleasant and safe experience.

I am afraid of drivers not realizing that the walking error is not part of the street.
I like the green buffer zones between sidewalks and cars. I don't like being so close to cars. I don't want to share the space with cars I think that will be disastrous. I know this probably seems impossible but it would be worth investing in closing some streets permanently for cars and using them as avenues strictly for pedestrians and bicycles.
There needs to be a green belt between the sidewalk and the vehicular traffic for me to feel safe. Sidewalks that are too narrow are problematic in busy areas. Not enough room to safely pass or be passed by others on the sidewalk.
Separate walkways are best, but I'll be happy with any improvements at this point
I did not see lighting solutions or reflective materials being used for night walking or the darker days in the fall and winter. We walk our dogs at all hours of the day and night.
Lower cost means more sidewalks for the same amount of investment. However, there needs to be some kind of separation between walkers and bike/car traffic, even if it is just a planting strip.
There must be a buffer from the cars if you want people to feel comfortable walking.
Lower costs are palatable
Georgetown is a highly industrialized area that has been historically ignored by ever department in the City of Seattle. We have zero drainage. We have the least amount of tree canopy. We are the most polluted. We die 10 years before the rest of the city of Seattle. We have huge pockets of homeless that get totally ignored by the City of Seattle. We aren't Ballard or Cap Hill or Beacon Hill or South Park. We have a small population, which makes it easy an forgivable in the minds of the individual that run this city to ignore. We can't even get a grant to get a sidewalk because our infrastructure has been ignored for so long. We can't even help ourselves. This looks to be by design. This is a health and equality issue. It's time that smaller communities help so we stop falling farther behind. Why are you punishing people who need affordable housing for their families? That's what happens when you don't invest in an area that is deemed "bad", "dirty", "full of prostitutes", " full of RV parking" and a ton more of pejoratives that I have heard Georgetown called by people that work for the City in SPD, SPS and even community organizers. A littler investment could go a long way.
"In the photos shown where the 'safety provisions' were relatively minimal, or where walkers shared the road with vehicles, I chose my response based on the ASSUMPTION that those were in areas where auto traffic was minimal and the speed limit was no more than 25 (although 20 would be better in some of the shown areas.
Just repair existing sidewalks and we would be good along Rainier Ave S. That and clean the shrubs back so we have full use of sidewalk width. Owners are to maintain and don't. Send them a letter or fine them as you do not have enough personell to do it all.
It is most important that cars cannot drive on the pedestrian walkways.
Sidewalk separation from the road by a planted median is very important
Horizontal separation from the street seems more important than having a curb, but I know that space is limited in many areas. Different paving colors or patterns help to differentiate pedestrian vs vehicular zones. This tells cars to look for pedestrians, and give pedestrians a place to be along the street. I would also recommend narrowing lanes to unconsciously help lower speeds.

I love the solutions that use landscaping to provide a buffer between cars and pedestrians and also reduce traffic speeds (the curving streets and bulbs really make the pedestrian experience more pleasant.) Another major contributor to a pleasant walking experience is having a clearly defined space for parked cars. There are many areas in North Seattle that have wide streets so that cars park every which way instead of parallel parking in an orderly fashion. Walking is less pleasurable when cars are parked sideways, forward, backward, at different angles to eachother, and at different distances from the street. It means that pedestrians must always be focusing on where a car might be coming from next and constantly adjusting their route through the maze of parked cars and potential vehicle movement. It is a less relaxing, less enjoyable experience overall. Having clearly defined walking paths and space for parked cars would improve the pedestrian experience immensely!
I think the lower costs are better than nothing - we are desperate in the Georgetown// design district on 6th ave south.....no street sidewalks or crosswalks or anything - HELP!!!!
Most import at would be to fix cracks or raised areas of sidewalks that cause tripping etc
I would prefer gravel paths....much more comfortable on your joints and less damaging to the environment, it would allow water to drain into the soil.
Some of them are too close to cars, and don't have enough separation. Additionally, Seattle allows bikes on sidewalks, which makes them feel even less safe. There is nowhere to move out of the way, when a bike is barreling down the sidewalk next to you.
I think there should be traditional sidewalks on all residential streets with parking patrol to take care of illegally parked cars and illegally places fences.
Too large of landscaping is a possible hiding place for predators to lie in wait.
I like separation from traffic either by a raised curb/barrier or green space. The winding paths through green space are lovely.
I would like to see bike paths integrated. It would be cool to see human-powered transportation have its own infrastructure in areas where cars are not as common, such as low-income areas.
Anything that puts sidewalks in neighborhoods is great. Having some kind of barrier definitely makes it safer.
It looks like creative solutions have been developed, and I am all for the use of them. This city is so car centric, and drivers increasingly are impatient and forget their manners, so whatever can be done to make the city safer and more pleasant to enjoy on foot or by bicycle is welcome.
Prefer anything that separates pedestrians from traffic, e.g., grade-separated above a bit, landscaping. Also as a homeowner, I am concerned about aesthetics and property value. I figure my home will never go past a certain point in value relative to the market if I don't have a visually appealing sidewalk/walkway like they do in, say, Madison Park. And don't get me started about aboveground telephone poles! Awful!!! Earthquake hazard!! Walkway impedement.
I like more greenery along the walkways. Rain gardens, landscaping separating the walkway from the street. Greenways are good, too.
Using parking curbs as barriers for same as street level sidewalk is ugly. Walking in the street is not an option in most neighborhoods.
Infrastructure additions should be made of the longest lasting, lowest maintenance materials and construction methods possible. Labor is extremely costly and finding funds for long term maintenance of additional infrastructure is always uncertain. I have seen public money spent on inexpensive pedestrian mobility street improvements that have degraded quickly (< 5 yrs). Quick and easy is not the way forward for a city like Seattle that is only going to grow and grow and have more walking people. Design it well, built it right, to last, the first time.

There are a lot of erratic drivers in S E Seattle and the places where I walk need to be clearly differentiated from the places people drive.
I like that we can get more sidewalks to more people with the lower cost options
I live on a street with no curbs or sidewalks, and we don't want them at really any cost, but the cost is massive and we have plenty of higher priorities. Some places (e.g. NW 96th, in the 1800 block, or 15th NW north of NW 96th) have a "sidewalk" (in reality, asphalt that the various property owners have placed over the years) that cars park on. Some way to delineate that as a sidewalk, so we can walk there instead of cars parking on it would be safer.
I like the residential streets in Georgetown. They are not what I am concerned about.
I actually think the high cost fancy ones are unnecessary and cater to wealthier neighborhoods. I think lower cost options should be employed equally throughout the city
If it gets more built quicker, do it!
Anything that defines walking space from the street would be an improvement on a number of our streets in Georgetown.
I would just want it to be very clear for drivers where the sidewalk starts so that they don't end up driving on it
When you make the streets thinner and more difficult for cars to get through (i.e.: Evanston & 87th N) to make crappy sidewalks that don't make sense. That neighborhood is ruined and feels terrible to go through.
I'm worried about the longevity of cheaper materials like asphalt. I know concrete is much more expensive, but the benefit of its durability far outweighs its cost.
I like those ideas
The chance of a car coming into the walk area decreases with the distance or barrier (elevated sidewalk) from the traffic, and increases with congestion, distractions and speed of the vehicles. Use those as parameters.
Walking in the roadway (no sidewalks) is the problem in my neighborhood. Poor visibility and speeding added in create very dangerous conditions
Safety of little kids is my highest priority.
I would like these to actually go to benefit Georgetown. Trucks take over our sidewalks! I like trees, smooth walking paths, green space and no cars or trucks
We're a major city and we need real sidewalks in our neighborhoods and not skimp on it. The shared spaces with pedestrians and cars is dangerous and the bumps and roundabouts do little to deter speeders.
Please improve the rain drainage problem. I walk to the bus daily to get to work and am nearly run over every morning and dodge people that are driving into puddles.
I would just like sidewalks in our neighborhood period. We live in the area north of 85th and Phinney and although there is a sidewalk on Phinney behind the Safeway on 87th? it only goes up the hill partially and it ends at the i=podments. There are cars parked on both sides of the road 24/7. People get frustrated if they are headed North on Phinney and come flying down Phinney. This is an area that now has a significant number of young children and the lack of any sidewalks whatsoever is dangerous. I would love to have any of the low cost sidewalks put on one side of our street.
I like the landscaping options because they provide more separation. Good lighting would also be a concern.

I prefer the options that place the pedestrians above the level of the road. It gives me the (perhaps incorrect) perception that I have some protection from a car that is out of control. I really like the idea of having a single sidewalk with a rain garden. That creates a much more pleasant environment for people passing through (though it does kind of suck for people who live across the street and still don't have a sidewalk in front of their houses).
Like more natural concepts in residential neighborhoods.
Raised sidewalks seem like a much safer solution, especially when combined with landscaping.
I think the issue needs to be re-framed. Maybe look at what we can do to make drivers more respectful of pedestrians. Residential streets should be treated like driveways by the people who use them, but they're not. Oftentimes, because traffic is so bad, there are dozens of cars a night speeding down our residential street because the arterials are jammed. This needs to stop, put in tons of speed bumps, curves, traffic circles (although that's becoming an issue too...) Do something to SLOW people down when not on arterials.
I like the idea of any improvements. I need to keep walking so that I can keep walking as I age. Having a smooth place to walk is really important.
They are great. Anything to slow traffic will ensure walkers feel more safe. Think about stroller/ kid population when assessing ADA ramps. They are important to get people onto side walks and not road.
I am 68 year old woman and I love to walk. The one issue not addressed by this survey is personal safety. In addition to structural issues in South Seattle we have an area where two blocks may be perfectly safe and the third block has drug uses/dealers hanging around. One suggestion I have is considering the type of "call for help" systems used on most universities. If a person is feeling in danger they are able to hit a button and call for help. I think there would be more people walking if the were not afraid of criminal activity. Thanks for asking?
I like them. I think that they blend well into the natural environment, and that is very important to me. Additionally, we need not triple the amount of hard surface, so, having these softer options is very satisfying. Residential neighborhoods are the places most important where people can walk on sidewalks or walkways and feel safe. That has higher priority for me than improving sidewalks near major arterials.
I think they don't look too bad.
Personally I couldn't care less for the pleasantly landscaped examples displayed earlier in the survey. I don't need to stroll through a garden on my walk to the bus stop - just give me a flat sidewalk with some (any) type of barrier between me and the automobiles on the road and I'm happy. Also, if you could remove the speed humps in residential areas and replace them with something that resembles a nice pair of small titties (bitties, if you will) I think everyone in Seattle would be much happier and more comfortable. I know I would be.
I like them. I think it's important to have walking paths that are definite and specifically for pedestrians. What is too often the case is where there are no sidewalks whatsoever, and no identifiable walking area for pedestrians. In these situations, pedestrians are forced to walk in the street. This is true on many blocks in Delridge.
I do like it when they are a little wider so that people can walk side by side. It makes me nervous to have just a small barrier separating the paved shoulder from pedestrians if the traffic speed is high (such as your example with a striped two-lane road with the small barrier. If cars are going >30mph then this would begin to be very uncomfortable as well as with some of the shared lane environments shown.
I like most of these options with the exception of walking on the street shared with cars (which really isn't any different than it is now). Currently there is an extreme lack of walking infrastructure the farther you get from the city core. It makes it hard to walk to transit, libraries and parks - it makes it less safe for children and people walking dogs - it makes it less enjoyable and less valuable a place to live. This is a problem. Any type of visual/physical separation from walking and driving surface would be a great improvement to our city.

I like the visual barriers between pedestrians and vehicles.
I like that a clear separation of road and pedestrian dedicated walkways would be more safe. That works for me.
Finding lower-cost options to get as many improvements built as possible is a great idea. I think most people would walk more with even simple improvements as long as the improvements were done with safety in mind.
There are some great options here. I like most of them, as long as they shed water as much as possible and reduce splashing by cars.
I like the options with grass or other spaces between pedestrians and cars much better than shared spaces. Bike paths are difficult enough for drivers, and it might be difficult to see people walking when it's dark. Good lighting would help.
Keeping cars and pedestrians separated seems safer, don't you think?
Sharing the road with cars is unacceptable. Any type of dedicated sidewalk for peds is acceptable.
Don't like all the time and money that is being wasted just do something
I like the barrier with shrubbery and rain gardens. Don't like shared waking space especially walking dogs.
Just so long you provide a physically separate space for pedestrians, I don't care how it looks or if it's elevated or not
Any flat, even surface that is separate from car traffic is good and safe for walking. Of course, the more distance between cars and pedestrians the better. Barriers separating pedestrians and traffic would be best in high traffic areas.
Potential for easily blocking defined walking space with illegal parking, construction equipment
Don't like the pedestrian/vehicle street.
I like the lower cost option, raised sidewalks are a concern as they create trip hazards and inconvenience for wheelchair accessibility. Ideally, I love the idea of having illuminated walking paths that are away from street traffic, but see little need to build a sidewalk in every neighborhood. I love the sidewalk we have on Arrowsmith Avenue that sits high above the street, and winds through a garden-like setting. It's a bit of a trek and a good workout to walk through older neighborhoods like Upper Rainier Beach, there is a little bit of overgrown landscaping, but being a neighborly street, we generally get plenty of people volunteering to help cut back the greenery - a small sacrifice to live in a beautiful that grows lush landscapes on everything that the light and rain touches.
"Would prefer a barrier between the cars and people
Other neighborhoods got taxpayer funded concrete sidewalks ages ago. The city should charge everyone for upgrading the rest too. Put in an asphalt type 'sidewalk' and one may never see an upgrade to concrete. They'll crumble and look cheap and would be difficult to repair. Do it right the first time.
Cars tend to get parked on asphalt strips on the side of the road
Walking near bike paths or in the road makes me uneasy.
I want clear demarcation so cars cannot drive or park on the sidewalk. Something raised or with concrete buffer is good.

Because the cars go too fast on Rainier Ave South I would like to see a separation between the road and the sidewalk. Also crosswalks in Hillman City, for example, to the new restaurants there.
Most of them are big improvements over existing situations in North Seattle.
I am on a residential street that due to it's nature of having stop lights at both ends on busy streets it makes it a convenient path for cars and therefore gets more traffic than it should. At one particular blind intersection it would be nice to have more crosswalk signs with flags. I have noticed this being particularly helpful in other areas where they were put in.
It really depends on how much traffic there is in that neighborhood. I am not very comfortable with non-raised sidewalks since drivers may not realize that there us a sidewalk.
Some of them would prpbably cost almost as much as a regular sidewalk.
I think they are good alternatives to separated sidewalks as a cost saving strategy, particularly on streets with lower traffic counts and slower vehicle speeds. For arterials I think the separated sidewalks are best
Rain gardens, cool! Sidewalks, yes!... Bike/ Walking paths, Yes!
I'm all for them, as long as speeds are slow enough to keep them safe. Residential streets should be 20 mph citywide - if that's the case, then I think these options work. If residential streets have faster speeds (either because the limit is higher or because the road is designed for higher streets), then many of these are less safe.
Ideally, when you install sidewalk alternatives, you should also evaluate the speed of the road and determine whether you need to do some engineering to slow traffic. In many cases, simply adding the pseudo sidewalk would narrow the lane enough to deter some speeding."
I just want sidewalks don't care
I am 100% for these 'alternative' sidewalks. It is absolutely better than the complete lack of sidewalks we currently have.
prefer added interest such as next to vegetation
I think the city has already given priority to bicyclists and trolleys and light rail and limited safe options for anyone who is not in a preferred or privileged neighborhood. Prior attempts to talk to the city resulted in a lot of ways to say no.
Love them all.living in a neighborhood without sidewalks is awfully tough with children especially walking to school.
they are better than nothing
I like all of the lower cost options.
Like tree lined space between street and sidewalks
Using a landscaped buffer is the highest quality pedestrian protection and separation in my opinion. A curb can be jumped by any vehicle, regardless of whether the walking area is raised or not. In contrast, every sober driver would do their best to avoid driving through a vegetation layer that may include small trees. Moreover, planting strips greatly enhance the pedestrian realm and make walking more inviting and pleasant for all users. Similar to a cycle track, I see landscape-buffered walking areas as the highest quality experience available.
Needs to be clear barrier between street and pedestrian walkway



I live in a neighborhood where there are no sidewalks. In a city where they want us to get out of our cars, that often means walking, walking to a bus stop. A sidewalk would provide a safe way to do this.
The ability for cars to veer off the roadway (distracted by cell phones, etc).
I think all would be great and improvements over current situation.
I would be stoked to have an on grade walk way with pre fabbed curbs on 12th ave NW north of 85th and north of Holman rd where the foot bridge is.
Some are a little more susceptible to people parking on top of them, and it is a little better if there is some separation from the traffic with a planting strip, which some do not have. BUT I LOVE THE SEA STREETS!!!
Seattle should avoid having pedestrians walking on roadways where cars drive. This would be a dangerous combination especially in the fall/winter when driving conditions are already compromised. It is already difficult to cross busy roads even with crosswalks and stop lights. Add into the mix bicycle traffic and it becomes even more challenging. I have to walk many blocks to my job and between poor lighting, uneven sidewalks and heavy traffic, it is a nerve-wracking endeavor twice a day.
I would like some kind of buffer, whether a raised curb and/or landscaping, that differentiates the sidewalk from the street and makes me feel like I'm less likely to be hit by a car. A sidewalk at the same level as the street that has some kind of barrier but no parking strip is better than no sidewalk at all, but wouldn't make me feel as safe.
I don't like that Crown Hill gets neglected. I'm fine with stamped/colored asphalt
I would be concerned if the barriers could overgrow & create hiding places for people who may be up to no good.
Street lights make me feel the safest. It gets dark early in the Winter & Streets that are dark are my biggest concern. Light allow me to see uneven pavement & discourage transient behavior. "
The cost, the city doesn't really address the improve the overall transportation grid instead of just parts of it.
The lower cost improvements do not provide sufficient barrier between pedestrians and the street. Cars often park up on asphalt walkways and those walkways that are level with the street. Asphalt sidewalks are the same color as the street and do not have and maintain sufficient curb height to ensure that drivers see them and stay off of them.
I'm fine with them as long as they're durable. I do not think that addition of sidewalks to residential neighborhoods should be a top priority
As long as it is designated as a walk way and not sharing with cars I would feel safe. I walk about 5 miles every other day rain or shine and cars do not see you easily or just don't stop for you. Many times almost got hit and pushing a buggy makes me nervous.
Need sidewalks where there are none
Economy and simplicity are the best policy. Make sure that our young people can get work experience building this stuff.
I don't like options where walking is at the same level as traffic unless there is a barrier like landscaping in between walkway and street.
They are better than walking in the street or through neighbor's yards.

Sidewalks have to be safe and an improvement over what is passed off as sidewalks now, or no sidewalks. Don't cheap out like Seattle does for everything else like "shareos" for example. Enough is enough. If you're supposed to be a city, act like it.
I think they would be great! especially when they deal with rain runoff too. what a bonus! Environmentally conscious design too awesome!
Cement sidewalks with trees alongside soon are dangerous because tree roots push up and break the cement
Neutral
I think this is a great move forward. I prefer traditional sidewalks but if that's not feasible than the sidewalks with a large planting strip or a sidewalk on one side of the street works for me. Question is who will maintain the planting strips? If the homeowners are what will happen if they don't maintain? How will you ensure that people won't just use it for parking instead?
I don't know which of the options were lower-cost so I can't answer this question.
We have several examples of the low cost walking improvements in our neighborhood. They seem effective and durable and certainly less expensive and quicker to install. When it seems to take a couple weeks to rebuild a wheelchair curb ramp in an existing sidewalk these options seem like a no brainer. Main thinks is to designate safe walking routes separate from traffic.
Some of them look very nice the ones with parking strips look real bad"
Sidewalks that are the same level as the road only make me comfortable if there is some sort of barrier, other than small barrier. Also interweaving pedestrians and vehicles doesn't feel safe, especially at night since it would also require additional lighting.
I like them! Let's find a way to build more walking paths at a lower cost and timeframe. There is a grocery store near me I could walk to if I wasn't afraid to walk along the side of Renton Ave S. It is a busy street with no sidewalk in many parts and poorly lit in some areas.
"The current streets without sidewalks are typically taken over by parking in gravel zones in the right of way, so there is definitely a different parking mentality that would need to be addressed. If the goal is for those zones to be landscaping or rain garden, it would need to be clear, and homeowners would need to be involved and buy in to the idea, or it would just get replaced by gravel or self-pavement in the future.
In general, any of these solutions are better than current situations where people walk in the street. I have an electric car, and it is nerve-wracking to drive up behind people who can't hear me coming. I worry that they will suddenly decide to turn, without looking, because they don't think there is a car coming."
Separation is important. Stamped surfaces seem to add cost without benefit. Color difference is helpful
It needs to be well light and nothing obstructing views
All of the photo options that had the sidewalk directly adjacent to the street with no barrier but the curb are inherently uncomfortable and feel unsafe, particularly in rainy weather or at night. The City should not waste its time on these "low cost" options. Spend the money and build walkways that are of a higher quality and that other excellent cities have. Otherwise we will just be replacing them in the future with the better design. I understand there's a budget, but it cost money to go cheap.
I usually am walking my dog, and I'm somewhat disabled, so it's a lot to be on alert for when close to cars.
Setting clear boundaries is very important; reducing speeds; also enforcing traffic violations that occur in these areas that are meant to be pedestrian friendly.

Plan for long term functionality (best solution for the most people for the longest time). cheap band aid solutions cost so much more when it needs to be reworked later and corrected to better and generally slightly more expensive solution (often one of the initial proposed solutions). do the work once and move on to fixing other things. no need to pass the buck to the next generation to make the right decision that could be made now and enjoyed for the whole of time.
I think it's super important to have walking space set aside and I'm not attached to more expensive, traditional sidewalks. I think having a color differential (like the red), a separation (like the curb, some grass) or a different level helps pedestrians and cars differentiate what belongs to who.
I like the choices where there's a buffer between walking folks and the street. Where the sidewalk is adjacent to the driving lanes, I feel less comfortable. I would like to see the speed limits at 20-25 mph in those instances.
I like rain gardens so if there are tradeoffs to make them happen I am fine with that.
Separation of walking space from street by raised walkway or plantings is VERY important in my neighborhood. Drivers frequently use rampant disregard for pedestrian safety, by high speeds, ignorance of right of way laws, and cell phone use while driving.
The roundabouts seem pretty effective for slowing traffic. Putting pedestrians away from the street traffic is always a good idea.
They are a bandaid and will only be used in lower income neighborhoods. Not in Queen Anne or magnolia!
They are Lower cost quick fixes, versus thoughtful long term solutions
I like that even when they are at street level they provide a clear demarcation between areas meant for traffic and areas meant for pedestrians. This gives drivers guidance about where they should be driving and pedestrians aren't forced to stop and step into roadside ditches and shrubbery to ensure their safety.
My only concern is that bike riders don't come near me. They're a nuisance to both cars and pedestrians. There's not enough of them to warrant the money spent towards "public" (read: special interest group) transportation.
Would also prefer choke-points mid-block to make crossing safer for pedestrians.
You put low income, school children and others who walk at risk of injury or death by creating walkways with no or little barrier between pedestrians and motorist. How many times of being sued for damages would it take to make just putting in walkways with a barrier cost efficient? Stop nickeling and diming the side situation.
They would be a big improvement over what we have now.
I live on a street with no sidewalks. I do not feel comfortable letting them walk or ride their bikes...even to get to a Main Street.
Anything is better than nothing. Space and money will limit what can be done. But safety needs to be the priority. Safety from cars with distracted drivers, safety in the dark evenings and early mornings and safety from criminal activity!
Some of the improvements looked really nice but I'm sure are expensive.
Any sidewalk is an improvement over no sidewalk. All the options are good except the one with a small curb on a busier looking street.
I like defined separation of walking paths and traffic

Lower-cost improvements are fine as long as places without any sidewalks are worked on as the first priority, especially those areas close to schools.
Level separated and barriers make me most comfortable.
My main concern is safety, so in some of the example I am challenged to understand how children, elderly, or those w disabilities would be able to navigate without their safety being compromised.
I'm with ok with these options where people aren't having to walk in the street.
Where there are sidewalks, keep them debris free and well lit. That's not happening in some of the lower-income neighborhoods which is an outrage.
Maintenance, overgrowth too many speeding cars will cause death to pedestrian on these designs.
I like the idea of a clear walking area separate from the driving areas. Either by curb, barrier, or landscape. I think the shared space or same level/no barrier gets sketchy in the rain and in the dark and becomes dangerous.
They seem ok as long as there separated by curbs from cars.
They need to be porous and need to be connected to greenways as the one I mentioned earlier.
I really like the ones that create separation between the road and the path. I'm also more comfortable with a curb that prevents cars from just driving on to the path with no resistance. A divider of some sort (that would actually stop a car from crossing onto the path) would be the best option in my opinion.
I like that they might make walking paths more financially feasible. I think curbs are important to prevent distracted drivers from being a danger to pedestrians (particularly on busier streets).
If they lack some sort of barrier from fast moving cars, it creates an uncomfortable situation.
I feel safer walking at a level above traffic, or with a physical barrier between me and traffic. I very much enjoy landscaping elements worked into the walking path-- rain gardens, textured brick, room for plants, trees, and it makes me want to walk more.
Solutions that include increased greenery while separating (protecting) the pedestrian strike me as better solutions for the walking public.
I don't like it if there is not a barrier to the street.
Asphalt won't last as long as concrete, so you may just be deferring the cost.
I think they look nice and add value to communities.
I like trails that cut through parks or pedestrian only streets where no cars are near.
Would prefer whatever option is most environmentally-friendly.
I just like there to be a buffer between the cars and sidewalks. Not nice to walk w cars zipping right next to you.
Don't like the look & feel of the new style cheaper paving Need better lighting for safety & don't want plantings that will be so high they block line of vision or absorb calls for help.
As long as I'm not walking where cars can drive I would be comfortable with the path. Curbs aren't necessary as long as cars cannot drive on the same path that I am walking on.

n/a
I don't like walking space at the same level of the street. It is far too easy for a car to veer into this space, especially the ones with only grass. eventually it will become an extension of the road for drivers.
As long as they are installed well, I think most of them are great. My main concern would be shoddy workmanship, which would lead residents to feel like they're getting the short end of the stick.
There needs to be raised walkways (like traditional sidewalks with curbs) or meaningful space between the road and walkway (including trees or bushes or art installations) with at least a little bit of a raised plane to prevent flooding of walkway.
Improvements are fine, but the neighborhood greenway concepts creates divisions in neighborhoods separated by major arterials. The City should try to focus improvements more widely, rather than focus on single corridors.
I have lived in South Park for almost twelve years and the sidewalks on my street are so non user friendly that I take an alternate path to the library. Many walk in the street!
As long as there is a separate place for me to walk safely with my children that is not shared with traffic, I am happy.
A designated pedestrian walk way is essential, especially when walking in rain and decreased light or darkness. I also have concerns if a walk way that is separated by a curb only and there is a narrow road or no shoulder, given the close proximity of cars. These issues are more dangerous for children and mobility impaired.
Most look fine. But some sort of Separate path for peds is necessary
The only problem I have is where cars and people actually share the same space. I think multiple speed bumps in such areas are a necessity.
Concrete side walks are the long term cost efficient option. Curbs also control drainage. Seattle needs to plan on systematically rolling out concrete sidewalks to all houses within the city limits.
They are more affordable and can be implemented in a prompt time frame.
Any improvement helps.
There is no free lunch. They are low-cost for a reason. When they degrade quickly, is the city going to repair them?
"The choice of providing a sidewalk where none exists should reflect the character of the neighborhood, the length of the street, the volume and speed of traffic, and when people tend to walk.
Please avoid cheaper materials such as stamped and stained asphalt. Durability is much more important than texture and color."
Non-raised sidewalks tend to have more drainage problems.
The improvements do not address speeding drivers.
I felt that I would be willing to walk on and be pretty comfortable with almost all of these kinds of sidewalks, but generally I'm thinking about if I was just walking through an area with that type of sidewalk. If I am thinking about what design I would prefer to be in front of my residence or in my neighborhood, I would probably want the designs with the buffer zones between the sidewalk and the street, like the ones with landscaping or rain gardens.

I do not like the ones with the separated barriers spaced out along an at-grade pathway; they look cheap and unsafe.
I like sidewalks lined with appropriate sized street trees that provide a physical and visual border between the cars and pedestrians
The more barrier the better. Trying to slow down cars is not enough. Also it doesn't work that well. There needs to be separation between cars and pedestrians.
They just aren't as safe as a sidewalk with a curb.
The stamped asphalt sidewalks look incredibly prone to being parked on by cars. And considering the city's track record for taking care of the streets, they'd just crumble into potholes in a few years anyways
I like a shared space that establishes cars as GUESTS in a pedestrian/cyclist/residential area. I like rain gardens as part of any design. I also prefer porous materials to diminish water pollution from runoff. I am wary of plans for sidewalks on one side of a street, because they can entail awkward street crossings (a current hazard where I live, because of speeding drivers using residential streets as alternative arterials, and a lack of crosswalks, e.g. @ Densmore & N. 100th St.). I am also wary of on-street parking, because of the potential hazards it poses to bicyclists. I would like to see a broad vision for integrating pedestrians and cyclists through neighborhood greenways. Please attend to the need to connect families north of Green Lake to the park; currently there is a dearth of safe pathways. The corridor on Wallingford between 80th & 85th is hazardous: busses cannot move safely in opposing lanes due to on-street parking at all hours, which endangers pedestrians, bus riders, and cyclists, and also blocks car traffic.
I don't see how I could feel any safer on more traditional streets.
"I do like the use of vegetation and natural landscaping to create barriers, pathways, and manage water runoff. I think using more medians between sidewalks and streets are better, and having them planted with a variety of native species to improve aesthetics, provide habitat and food for native wildlife, offer some separation between the road and sidewalks, and improve seattle's water management systems.
I think concrete, cement, asphalt and brick pathways should only be used where there is the most foot traffic.
Which lower-cost improvements? Survey is unclear.
Raised, separated exclusive pathways are obviously preferable. But I'll take ANYTHING that helps keep my 4yr old from becoming urban roadkill. Please bring sidewalks of ANY kind to North Seattle!"
Don't try the "sharrows" trick we have with bikes, it ends up working for no one instead of both of us. Please do bill people who want sidewalks in their neighborhood - when we bought our house, we specifically sought one that had a network of sidewalks, despite being a low-income neighborhood. PLEASE consider walking paths up busy arterial streets or walking paths off of busy streets - for example, there is no way for someone from my neighborhood (South Park) to walk up to White Center or West Seattle without putting their life in serious danger. We need more places to walk!
I thought most of the options were fine for myself. I can see that some walk ways can be too narrow for
Two people to walk side by side or next to someone in a wheel chair. Sidewalks without curbs may be better
Folks who have physical issues that make stepping up or down off a curb painful..especially for the elderly sight impaired, or handicapped individual both in or out of wheelchairs. "
Anything where there is a clear delineation between car path and walking path is fine, but pedestrians and cars should never share a path. As a walker, I should not have to worry about having to get out of the way of cars, or cars tailgating me. As a driver, I should not have to slow down to 3 miles an hour to get somewhere.

I like them and would want to make sure that people who are deaf and blind are able to use them and their getting around is not compromised. Universal Design treatments should be used with these improvements.
The stamped asphalt (option 1) seems an 'overdo' when there are more efficient and cost-effective alternatives available. The rain garden option would be nice if it resulted in other orthogonal improvements like water conservation.
I grew up in the suburbs—residential streets everywhere. Rarely were there sidewalks, and it was fine. Improvements should be spent where there's constant foot and auto traffic competing for space, and building strong communities. Greater focus on allowing people to comfortably move around the locales closest to them is paramount.
Poor lighting is often an issue, especially during shorter fall and winter days, for those who walk home from transit stops on route without sidewalks.
Good when there is a designated place for people to walk. Any sort of walkway or sidewalk would be an improvement. Especially when there is some sort of separation between the walkway and the road for vehicles.
Like: separate space for pedestrians with VISUAL separation. Expensive curbs not necessary, but landscaping buffer or change of material to cue distracted drivers is very good.
I think many of these ideas would work, in particular in locations where there are no walking options today.
I think as a woman who walks alone, lighting and distance from high traffic areas is most important. Side streets don't feel unsafe, but main streets where traffic is going 35 or faster feels unsafe without a barrier.
Lighting is my main concern, however. Many dark streets in Seattle (QA, Cap Hill, Ballard) that not only make being seen hard, but also make self security feel jeopardized (muggings, attacks, etc.)."
I like some separation from traffic and a clean environment that feels safe.
I like the lower-cost alternatives, as long as the City considers the costs due to a short life-cycle and/or greater maintenance costs.
The sidewalk on the same level as the road with plain grass in between doesn't seem like it would do much to stop/slow a car if it were to swerve off the road towards the sidewalk. Maybe it'd be ok in a residential neighborhood where the cars are known to go slowly (not just where the posted speeds are lower, because there are residential roads where people drive too fast).
Is providing extensive landscaping/rain gardens lower cost? Activated street fronts also increase the feeling of safety...we all don't live in the woods.....
I have seniors in my family. They would like to feel comfortable using their walkers on a sidewalk which was safely away from cars.
Hopefully cheaper costs means they can be implemented sooner.
They are all great!
Overgrown vegetation can make narrow streets, feel much more narrow.
Providing distance and symbolic barriers (planting strip and some raised borders) is the ideal solution, but that requires space which may not be an option at all in some places.
The lowest cost option I have seen: painted pedestrian paths (same level as cars, no change in color) is not a great solution!"

I like alternatives that use different colors and heights to remind drivers that they are pedestrian-only. I like rain gardens and other buffers that use plants because they have environmental benefits as well as calming traffic.
Pedestrians sharing the roadway with vehicles is not an acceptable alternative.
Do like: everything. Esp. the rain garden scenarios.
Be sure there's a surface that works for people with wheelchairs, scooters, walkers, strollers.
If thee are in commercial/industrial areas, be sure there's sufficient driveway curb cut angle for truck access, and also crossing signage & visibility for trucks & forklifts. "
The curb separations to a lowered sidewalk (at the same grade as the roadway) concern me that bicycles and motorcycles may run into them and crash, especially in the dark.
I don't like sharing the road with cars no matter what features are used.
When the sidewalk is separated from the roadway by landscaping or a raised curb plus a different-color/ texture path, it gives a greater feeling of separation from traffic and therefore safety. Also, some of the roadways showed traffic-calming designs, which helps me be confident as a pedestrian that some car driver isn't going to be driving too fast.
I like how they look, and integrate into greenery
Separation from traffic is poor, drainage poor, looks temporary.
I like every alternative that allows me to not walk in puddles and muddy dirt paths. I don't think we need to spend the money for concrete to make nice walking paths. I especially like paths that have plants lining them instead of right next to street fumes and cars that splash you driving through puddles.
I would appreciate any effort to create a divider between walkers and drivers, and to offer walkers a safe, designated way to get around.
I like them because they are lower cost! buffer more important than curb
Keep people separated from cars so little kids can't dart in front of traffic.
I like when they are like trails, making a more pleasant walking experience. I don't like when I feel like I'm put in the way of cars, or where cars may be more likely to hit me if they aren't paying attention.
anything with separation from traffic is probably OK
I support this approach - it's important to get improvements in place as quickly as possible, and these alternatives still do the job.
I do not mind the alternative lower cost sidewalks but am concerned that sometimes they do not proved the visual definition as to where the cars are to go and where the peds are supposed to go...with a clear visual definition...like the RED pavers or the green plantings...I think drivers are more clearly signalled where is off limits to them...OR a place to significantly SLOW down. Black macadam does not in my eye say .."Do not drive here" or "Drive Slowly" I have seen Black macadam used in some low cost sidewalk.
I like things that set out a clear path for children, indicate clearly to drivers That the path is shared use, and is accessible to people with wheelchairs, walkers and strollers. I don't like things that depend mostly on the drivers attentiveness. This means that the responsibility for a pedestrian's safety is less in their hands. Too many things can reduce visibility and distract a driver.
Physical separation via barrier or planting strip between roadway and ped path

Separation from the street is key for me to feel safe and enjoy walking. Since this isn't as possible in a lot of areas, a raised sidewalk helps.
They are fine with me as long as they are safe. with landscaping, etc. to separate cars from ped.s
the lower cost should mean more can get done than waiting around for add'l funding
I am concerned about the interference of the sidewalks with street parking and bicycles. They will force bike riders into street traffic.
Need to be clearly marked. One looked too close to traffic
I don't like sharing "greenways" with cars and pedestrians. You're not going to slow the cars down, or prevent them from missing pedestrians in poor visibility.
It depends - not every residential area needs to be walkable. Please let the residents of those areas decide if they would like the city's involvement or not.
The visual separation between the area for cars and the area for pedestrians seems important because it would be clear to the drivers where the road ends and the pedestrian area begins. Curbs would be preferable, but don't seem essential. The red toned textured sidewalk looks safer than a plain white area that looks too much like the street. The grass or rain garden barrier is also appealing - and increases valuable greenery. The idea of having pedestrians share space with cars seems like the worst idea.
I like the walkways that have landscape in between cars and pedestrians if a raised side walk can not be afforded. Having the buffer, or space, between the car and the pedestrian helps for when either the driver or the pedestrian is not paying attention.
In lake city almost anything is better than current state.
Don't just think about the walking path. Include the whole design of the street and slow down the cars. Include sustainable storm drainage. Thanks.
one of the biggest hazards to pedestrians are these traffic circles that force drivers to swerve into the pedestrian crossing zone of the intersection.
More drivers are inattentive, and pedestrians who are walking need to feel safe from sudden cars whooshing by....hyper vigilance is stressful. Many walkers have hearing loss or wear pods in ears and don't have auditory warning of an approaching car or something speeding up, surprising the pedestrian.
I am OK with any of the options as they would be a big improvement to not having any pedestrian designated space. If studies in other cities find them to be safe. Our area has sidewalks.
Speeding drivers are a constant concern in our neighborhood. We live on a ""cut-through"" street between 80th and 85th. Although we are only 2-3 blocks from Green Lake Park and Daniel Bagley Elementary we NEVER felt comfortable letting our daughter walk to school alone, so she never did, which is ridiculous. As she got older we had to let her go to the park alone or we would have seemed like crazy parents, but crossing 80th and Green Lake Way for a child is NOT SAFE. Research proves that kids brains can not judge car speed well, and almost no one ever stops to let a pedestrian cross. Our street is Ashworth Ave N."
I like the last one, paths separated from the road with landscaping, since I think it would be less likely than some of the others for people to park on or try to use the walkway pass if there is a green divider.
Any walkway that is actually built is better than the NO side walks we've had for the past 50 years

I appreciate the options that both invite walkers (curved or raised paths; barriers between walkways and autos) and help train the drivers' eye towards the multiple uses of roadways and walkways. Recently, bike lanes in some areas have been outfitted with delineating rows of spaced short poles which make it crystal clear to me as a driver where I cannot take my 4 wheels.
There needs to be something on at least one side of the street.
We like that most of them provide safety!
I think that all idea for adding sidewalks of fixing walks that are inaccessible to all users is a great idea. I prefer ones with natural barriers for environmental reasons and just aesthetic purposes but also because I have a dog and it makes it more interesting for the daily walks.
I like the walking path with landscaping separating the walkway from cars. Who will maintain the landscaping?
Too easy for cars to drive on when poorly done.
Pedestrians need to have a buffer from cars. Drivers benefit from having a curb or barrier - easier to park; if they accidentally lose control due to slick streets the chance of hitting a person or driving into a home decreases when there is SOMETHING as a barrier - the curb is the easiest. The design should incorporate risk management - no barriers work when the weather is always clear and sunny, driver's use a slow controlled speed and pedestrians and cyclists are totally predictable. Good luck with that. "low cost" does not include the cost of the inevitable lawsuit from poor planning. We live in a poor visibility city. It is gray, misty, and people here love to wear dark colors.
On walkways without curbing, I think the width of the walkway area is important. It should be wider than traditional sidewalk to allow walkers to be as far away from moving traffic as possible.
The ones I like clearly differentiate pedestrian vs. vehicle traffic.
Would love speed bumps on West Galer St. in Queen Anne. people walk all around there and we live right there- people drive way too fast.
They would work. if built, do it so they can be converted later to better meet standards without large costs.
Lighting and trimming of planting is key.
All of them look great, except for the one where there is nothing dividing walkers from cars. Particularly unsafe to walk or bike with kids.
Any of the improvements suggested that create a physical or highly visible visual marker is preferable to the currently totally unmarked streets in Seattle north of 85th, particularly since many drivers are ignoring residential speed limits in a effort to bypass the traffic-clogged arteries of Aurora and Greenwood Avenues.
Pedestrians need to be separated from traffic by landscaping or very good curbs. If landscaping is chosen, then someone needs to maintain it which never seems to happen in Seattle.
I think they're a great delineation for cars. Right now we have no sidewalks in north Seattle, and you have to avoid cars to walk. It's scary in the winter. These sidewalk paths would help to improve safety for families and the elderly. Every day many people walk in my neighborhood but they all have to avoid cars. We need sidewalks or walk paths, city hall!!!!
It's all about speed and being able to to know your limits --for drivers and pedestrians children, physically challenged and bicyclists. Most of the new speed "humps" in Seattle don't even slow you down. There are people driving 20 mph over the limit through non-controlled residential intersections oblivious of what is going on around them; they need to be ticketed. I think ridges in the pavement/raised dots lines can be more effective than speed bumps, fixed cameras, speed limits signs.

No clear divide between pedestrian and motorized modes.
They would be fine if it is obvious to drivers where the pedestrian lane begins and if there is room for two pedestrians going in opposite directions to pass each other.
I'd be concerned about how the alternative materials wear--their durability and potential for creating trip hazards as they age.
Slow traffic , don't ornament and heighten isolation of drivers from peds. It increases traffic speeds and gives false sense of parallel speed differential security to both. Which comes to a head at the next crossing.
As stated before, we need to be buying property to make more parklets/parks and plant parking strips,
But preserve the parking spaces. On my block, 2/3 of the renters/owners don't use their cars to commute to work, but their cars are still filling the block ALL day/night long....."
If they get here in my hood faster, then lets go for it!
Most of these are fine. I only worry about the ones that share the road with cars or only have paint or small raised curbs to separate peds from cars.
love the paths with a nature barrier.
Cars do not always respect speed limits therefore a space between walker and car is important. The space can be lawn or trees or a curb. Something to make cars aware of a shared space.
Mainly need to ensure you aren't too close to cars. People are more distracted these days and we need a bit of extra space.
I think the different color of the sidewalks from the roadway is important
The best options provide a good barrier against cars entering walking paths, intentional or not.
Paths shared with vehicles do not seem safe; best option is paths somewhat separated from street (either by curbs or landscaping).
We just voted a billion dollar levy. Build traditional sidewalks like you claimed to be going to do. Another lie by SDOT
I like the landscaping which provides visual interest and softens the concrete. I am somewhat uncomfortable with paths that are the same level as the street as a car could easily veer off the road and cross the path.
I like that they look nice and function well. Cracked sidewalks can be very dangerous especially for older people...I've known many who have had falls. Lighting is important. Keeping them clean is important.
Curb is essential. Larger barriers (e.g. trees, rocks, low walls) between street and sidewalk are desirable. If street has a speed limit over 30mph I'd like sturdy, car deflecting, barriers between street and sidewalk.
Any walkways would be helpful where none exist. The cheapest solution is not always the best and I think it depends who the pedestrian majority is (old vs young, vs joggers, vs dog walkers, etc)
No need to stain and stamp make them pretty. That's not gonna make me feel safer walking. Take that extra money and provide more sidewalks. I like the ones with rain garden areas too so the street doesn;t fill up with fallen leaves and water and muck.
As previously mentioned, I prefer some form of clearly defined barrier between myself and my family and motorists.

I think they're great! Affordable alternative for places with no sidewalks at all.
Rain gardens and any added greenery in the city is a big plus!!
For non busy streets I don't see a need for any improvements waste of money!
In lower traffic areas, narrow walkways or no walkways is perfectly fine. In high traffic areas, please have a sidewalk on both sides of the street. Does not have to be separated or raised. I don't care.
I am ok as long as they mark a very clear separation from the street, and has some barrier from the cars. Specially for kids that need to know when the street begins and ends
They are never maintained.
Asphalt does not seem as durable as concrete. Would have to experience the new plans to get on board.
The present situation with existing sidewalks is often inequitable. Lower income neighborhoods have fewer sidewalks. These alternatives would make it affordable to help these neighborhoods catch up.
I live in a neighborhood with traditional sidewalks so would not be affected.
Liking the ones that provide some active separation for walkers from the space used by vehicles.
I like all except for the mixing of walk spaces with cars. People driving cars are not that observant. Pair that with a walkway that is not used all the time and you've got yourself some potential accidents.
They are not a great enough improvement to safety. Feels like just putting a temporary band-aid on the situation as opposed to fixing it as well as possible the first time around.
Work for me. Biggest issue I see is crossing situations.
Without traffic calming measures, I would not feel very comfortable at the same level as cars.
As a pedestrian, I like sidewalks that are well lit and close to the road. They don't have to be raised if there is some sort of separation (trees, bushes, plants, etc), but not so much separation that there is limited visibility with the road (to avoid muggings, assault, etc).
I really like the three tole wide sidewalks that are present in the older neighborhood in which I live, so something as wide as that would be nice. Also, there should be curbs and it should be set back from the street.
I like the solutions that provide a buffer or visual barrier. I am very concerned about the lack of either on N 85th St between Wallingford and Aurora.
Separation of pedestrians and motor vehicles would be the safest set-up. Barriers (curbs, concrete stops, etc), between the walkway and the roadway would be next best choice.
I like when the path is separated from the car traffic
I like them all. Now do them all ! Thank you !!
What i don't like is that in residential areas where i am, i have to walk close to the side of the street because no sidewalk exist. Also, i'm not pleased with sidewalks being cut off for no reason, creating very hazardous area such as walking into trenches or into traffic.
Intersections are the most important. Crosswalks must be designed to make pedestrians visible to drivers. Cars blocking intersections and not stopping for pedestrians must be stopped.

Low cost means more sooner. Let's go now.
Cars doing illegal things are the biggest barrier (to survive) while walking. A red carpet, yellow brick road or mediocre blacktop protected sidewalk all serve the same purpose and accomplish the same.
I am a huge supporter of rain gardens along walking paths. Urban runoff creates huge stream discharge and pollution problems, and if we can create natural runoff solutions at the same time as creating safer walking paths, we'll be well on our way to a healthier, safer city and ecosystem.
I think walking path should accomodate two people walking side by side where possible
I like the clearly demarcated walking paths, separate from cars. There needs to be at least a visual barrier to cars.
I prefer prioritizing spending for higher risk areas and projects.
Safety of cars veering into the walking soace
Low cost equals lack of quality. Europe does better by standardizing these sidewalks thereby eliminating the hodgepodge of designs we have.
Accessibility is important. I prefer the flat (road-level) options with landscaping over the raised curbs because the curbs prevent wheelchairs and other wheeled elements from crossing at times.
Having a designated walking space for pedestrians in my neighborhood would be a huge improvement.
To work for our family, with small children, there needs to be a clear place set aside just for pedestrians. So most options pictured are fine, but not a road with pedestrian traffic permitted, since it's too confusing to explain where it's safe to walk to little ones.
Sidewalks on only one side of the street can be problematic if isn't clear ways to cross the street such as marked crosswalks, pedestrian signals, etc. Also if there is on street parking people needing to cross (especially if it is mid block) are not always easily visible to traffic.
Not much distinction between the road and the sidewalk.
When using a shared space with cars, it can be intimidating to walk if traffic is coming from behind you, unless the traffic is moving very slowly (i.e. 10 mph or less).
I'd just be happier than the gravel we have in front of our house
I think almost all of the lower-cost options are viable and I would have no issue walking on them with my family (me, wife, 5 year old, and 2 year old). We walk quite a bit now and only have issues when there is no sidewalk or a narrow sidewalk next to a busy street. We also have issues when trying to cross some busy streets (15th Ave NE north of LCW specifically) as people do not stop. They are not driving too fast, but even when waiting at a crosswalk, people typically do not stop.
Any option lacking a curb is intrinsically less safe. The curb may offer minimal protection, but is better than none at all and the incidence of accidents involving pedestrians is likely to rise in their absence.
I am OK as long as there is some curbing to alert drivers that they are out of their lane.
I'm very happy that different solutions are being considered, so from that aspect like these. My responses though relate directly to my capabilities - I hike, and walk faster than many people. My hearing and vision are good. I also jog on the streets early morning in the dark, so tend to be fairly nimble.
I like more awareness of walking options. We need more people to feel comfortable leaving their cars at home and walking to their destinations, or walking to the bus.

As long as there is some kind of buffer, and I don't have to walk directly with the cars, I'm okay.
Less barriers between cars and people, BUT. Any sidewalks are better then NO sidewalks! Please don't spend any more money "fixing " existing sidewalks in high end neighborhoods. Focus on low income neighborhoods where there aren't ANY!!
I like that something is actually being considered
Landscaping between sidewalk and street is nice but not necessary if traffic is calmed enough. I do not like having the 'one side' option especially when there are destinations on both sides of the street, it would be better to have narrow sidewalks on both sides.
Cost should not be an issue where public safety is concerned. Areas should be addressed by the safety will make a difference in the quality of life. Those types of improvements will make people want to move to an area or stay in an area they feel safe and comfortable. Also access to public transportation will improve people's ability to use such transportation, hopefully decreasing the amount of traffic.
I am all for more places to walk as long as they are separated from the road at least a little.
Like the fact that they go quite a way towards making me feel more comfortable as a pedestrian.
Realizing that these choices are budget limited I have to say that pedestrian safety should be the first priority. I am not familiar with the statistics related to the options you present.
The key is traffic volume and calming. Any kind of separate space is less comfortable and less safe next to fast driving cars. I like all the options about the same and trying different ones and getting info on how they work would be nice.
I actually like all of them if the alternative is fewer sidewalks or slower sidewalk improvements! To me the best are the ones that provide a visual barrier for drivers (red brick sidewalks next to pavement roads, patch of green grass between road and sidewalk area).
Arterials can be very scary. Dexter Ave N needs more stoplights, because drivers do not respect the pedestrian crossing lights/crossings
Having the landscape separation looks amazing. The main issue that I notice is that cars drive too fast, and a walker needs to find that urban balance of being both assertive and cautious when crossing the street. This is a balance that my 10 and 12-year old children do not yet have. I see SO many middle school kids crossing the streets while staring at their phones. Because drivers are also looking at THEIR phones, this is a disaster in waiting. I can't stress enough the need for flashing crosswalks, as they have in Tukwila, particularly around school zones.
We are desperate for any kind of walking path near the college and a fast growing dense population area.
Safety.... need to have a high enough curb to protect the walker from cars...
Use the right kind of cement. The sidewalks that have little pebbles are slippery. Bricked walk ways are slippery as well.
Don't use rubber square tiles like those on upper queen Anne arterial...they warp and are a tripping hazard.
Landscaping takes a lot of upkeep to look nice and could add significant cost to the project over time.
Walking areas that are the same level as roadways make me uncomfortable because I think it is easier for cars to collide with pedestrians. I think curbs provide more of a barrier/warning to drivers that would better protect pedestrians.

Safety is important. I would prefer well lit and open spaces. I would feel uncomfortable in a large garden that would hide me from the street or houses. I have no preference on the look of the asphalt, as long as it is a clearly defined space separate from the street.
They all seem fine (and infinitely better than having no sidewalks in residential areas), but I am less comfortable with sharing space with cars, even if "traffic calming" devices are added. I would be more optimistic about this solution if there were more people in general walking so that cars would expect pedestrians. I think this takes a better transit system so that there are fewer cars overall on the road.
Don't like walking paths that don't provide enough visual separation from the road through either materiality or distance. Don't like sharing sidewalks with bicyclists.
I live in the city, so creating sidewalks in the suburbs doesn't really concern me. What concerns me are all the crosswalks in Seattle that are not well marked and the fact that Seattle drivers refuse to stop for pedestrians the majority of the time, even though it's the law.
Like the ones that have vegetation and or a color difference so drivers can clearly see the separation to the sidewalk. Don't like the ones that offer little or few visual queues to indicate where the sidewalk is.
A big improvement to many of the streets with no walking options now.
My preference is for some kind of protection against the cars in the street - whether it's a raised curb, concrete barriers, or landscaping.
Any option that offers separation between pedestrian & traffic (including bicycles) is better than nothing. If neighborhood beautification can be incorporated with landscaping, all the better.
In general, I'm fine with any solution that provides a protected space for pedestrians to walk without interacting with vehicular traffic. I don't appreciate any solution that provides limited or no protection, especially given that weather conditions during the winter months can severely limit visibility.
I like the options that provide a dedicated pedestrian area and a separate dedicated vehicle area.
I like these low-cost options when there is a visual cue to the driver that there are pedestrians, through landscaping or other means. Unfortunately, drivers (as well as pedestrians) are often distracted by their devices so having a clear differentiation of spaces is vital.
Lower cost is a good idea, but more important is providing space for pedestrians as well as vehicles. It needs to feel shared to encourage both use and slower travel speeds for cars.
I'm fine with lower cost options as long as (1) pedestrians feel safe (2) maintenance doesn't cost more in the long-run (3) they hold up with weather fluctuations.
I'm comfortable with most walking paths as long as they are identifiable as such and provide warning to drivers that pedestrians may be present.
I like solutions that have explicit spaces for pedestrians. As long as they are accessible to people with mobility issues I don't have much of a preference between them.
The look
No/limited barrier
For the non raised options, I worry about cars driving onto the pedestrian paths with no warnings (hitting the sidewalk edge).
Only the ones that do not provide any separation between street and walking make me somewhat uncomfortable though I walk on these everyday without incident in queen Anne

I like clear walking paths, but I don't want paths that can be confused for bike trails. It's been my experience that bicyclists in Seattle are incredibly dangerous and don't heed pedestrians.
They just seem to dangerous to pedestrians. Pedestrians need a clearly marked and separated walking area away from vehicles.
Not very safe for kids
I'm more concerned about maintaining and clarifying right-of-way for pedestrians in traffic than I am about any sort of sidewalk improvements.
Most look viable. In the city I'd avoid too much shrubbery or visual barrier from the street as a safety issue.
Lighting is really important too."
Nor problem as long as they are on a different level of the cars.
Even with current laws there are people who still text while driving. Hitting a curb rather than a pedestrian would be safer for all.
It is safer to either be walking at a higher elevation or have a buffer setback from vehicles or bicyclists
Worry about drivers texting or doing something illegal and easily crossing on to the walking area.
Most are ok, but a HUGE differentiator is how busy the adjoining street is - even the ones where I said I'd be comfortable would make me uncomfortable if adjoining a busy street/ fast-moving traffic
Safety depends on the people's (drivers & pedestrians alike) attitude and behavior toward the activity of walking. If the city provides sidewalks in majority of neighborhoods in the city, it is less about the types of sidewalks and more about how people use the streets. So any sidewalk is better what the city has today!
I would like to see education and enforcement when drivers don't stop at lines, don't stop for pedestrians at crossings and I'd like to see painted crosswalks, especially along major walking paths in residential neighborhoods. Enforcement is my biggest concern where speed changes are proposed.
Prime dangers for pedestrians are always connected with interactions with cars - buffers are better; as are crosswalks on busy streets/arterials.
Standard sidewalks with curb an planning areas between path and traffic is of course preferable and should be used on ""main pedestrian arteries"" within residential areas. But these are reasonable on low volume neighborhood streets.
Classify pedestrian routes as ""major pedestrian artery"", ""collector pedestrian artery"" and ""residential"" (like the ways streets are classified for traffic - but they traffic and pedestrian designations may not coincide with each other"
I like having a separation between the road and walkway. A different color might help, too.
What I like: Some of them seem safer than traditional sidewalks with little or no separation from traffic other than curbs. Ability to reach more people faster. Question whether the long term cost is higher because replacement will be needed faster, and whether there will be political will to spend the money to maintain them.
Like smooth safe surface for walking.
I've included my comments above.



I definitely do not want to share the road with cars. Any of the options EXCEPT the sharing the road one would be a welcome change to sharing the road.
Drivers in Seattle show no respect for pedestrians, the only way to walk safely is a barrier between a car lane and where people walk.
So how much do we taxpayers have to pay for all these new ideas that should have been including in the funds from the last levy/proposition. I have already been taxed out of my home. So while nice, it's too little too late and TOO HIGH A COST.
See ya Seattle, you now suck!"
I like the different colored options. I've never had a problem on a street without a sidewalk as they are usually lower traffic but I've always felt like I didn't belong there.
Anything with wider sidewalks and a separation between the street and the sidewalk would be greatly appreciated. Also stop signs and striped crosswalks help remind drivers to look out for pedestrians. I haven't seen any signage in the city stating that "Pedestrians have the right of way" and car seem to not understand that fact. Also a reminder to get off your phone - distracted drivers are not pedestrian's friends.
I'd be glad to get more walkable streets, as long as they're completely safe for wheelchair users and mobility-limited people. Curbs or LARGE berms and tall plantings must be a part of any separation plan.
I think sidewalks are most important, but where cost or space is an issue, then traffic calming features and good lighting are very important to include.
Narrower streets with street trees or on-street parking providing a buffer to pedestrians is the way to go.
Overall, aside from the 'shared greenways' these low cost alternatives are welcomed in our neighborhood. Please make this happen as soon as you can. A safe walking path in my neighborhood is needed.
Not safe.
I'm cool with them. Let's get them in place ASAP. Once people start walking more, there will be more support for upgrading these improvements.
Too narrow and wish we could do more permeable.
Having a raised curb &/or a strip of grass buffer zone between pedestrians & cars is essential. Safety is paramount. Also, be aware that some bicyclists are speeders as well. Pedestrians are at risk. In Seattle and surrounding areas, water can puddle due to rain, & that can be a hazard, too. Please build in safeguards to divert rainwater so the sidewalks & walking paths are not covered in rain puddles & therefore dangerous. Safety is paramount!
We'll take any sidewalk we can get because anything is better than what Broadview now has. I know the mayor and city council don't know Broadview exists and is part of Seattle, but, without buses, sidewalks, street signs or anything, we are a neglected suburb of Seattle!
The closer to cars the less comfortable I am. Also, the less visible difference between the street and the sidewalk the less comfortable I am. Bright colors and objects are good.
So To feel very comfortable the roadway needs to have a good barrier between the cars and the pedestrian walkway. Good lighting... even sidewalks... no major roots making sidewalks uneven.

Also good and well seen cross walks... however I have seen in the middle of the day a pedestrian have to run back to corner on a lighted intersection (35thNE and NE 55th) as a driver NEVER saw them... so I don't know HOW you stop that insanity... I walk from bus home every week night... my form of exercise and I ALWAYS assume the cars can not see me... luckily my neighborhood is quiet but it breaks my heart as I know there are people that will be killed by a car walking in the dark... walking at this time of year is treacherous .."
I like the practicality (affordability).
However you do it, dedicated space for walkers is good. Also, anything you can do to keep cyclists off sidewalks is good. They are a danger to pedestrians.
In brief, I believe there should be clearly-marked spaces set aside specifically for pedestrians. The lower-cost alternatives that include shared spaces with vehicles may work in quiet residential areas, but not downtown or along busy arterials.
All the low cost options seem fine.
When I'm heading to the bus in the morning, I suppose I could cross to the east side of the street for a sidewalk, but would have to cross back again to get my bus. Both times against heavy traffic."
I do not like the walking paths that were too close to traffic, with no buffer.
I like the option that was the same street level but had a greenery strip or rain garden for traffic calming.
I do not like red stained asphalt or concrete sidewalks - they are ugly.
I believe sidewalks should be installed on a block-by-block basis. Sometimes adding sidewalks on both sides of a street reduces said street to a one lane, one way street. This adds to congestion. Other times adding sidewalks leaves less space for parked cars resulting in illegal parking and more congested streets.
I have seem many cases of a traffic circle in an intersection with sidewalks resulting in gridlock in the intersection because there is no way for any of the 4 cars to move."
I am hearing impaired. The option where pedestrians had to share the road with vehicle traffic would not make me comfortable.
I think accessible sidewalks near transit and services is essential. For me I'm also really concerned about the lack of lights on the mountain to sounds trail, specifically from i90 to 23rd. It feels really unsafe and secluded.
Near Lakeside Private Road is not really properly with a hole on street on and 4th where I lives in 139th and 4th need change road.. it is not safety to walk in night time. Too dark outside lack of light pole were only lack of see view.
Since I walk almost everywhere I go, I think that the two biggest problems are side walks that are not level. I have MS and that is a huge trip hazard. Also anything that can be done to keep careless bicyclists off the side walks is good too. Most of these ideas seem better and more visually appealing.
I like that fact that there is a safe designated place to walk and for families to teach their children to ride their bikes.
Anything is better than what is in many neighborhoods currently. Along Roosevelt north of 130th is an example of a busy arterial which has no walking path at all. Any of these options would be a huge improvement.
I like them. Living in Crown Hill where we don't have sidewalks, some of these options would eat into our front yards less than the traditional sidewalk/planting strip/curb option, which would be great.

I really like the ideas that include landscaping and curves. These are a more creative and enjoyable option, less linear, and provide for a more relaxing experience.
Traditional sidewalks, raised above the level of the road and with curbs, are safer and add to the appearance of the neighborhood.
Anything to make cars slow down or stop at cross walks, any barrier between walker and cars are good.
I like having the walking area maximally distinguished from the driving area, both physically and visually.
Low cost equates to low safety.
I want them to be comfortable for people with strollers and small children, and seniors who need to move more slowly, and they should be planned to coordinate with the needs of bicyclists of all ages as well.
The asphalt walkways are unattractive and are too easily damaged by extreme weather conditions.
I don't mind stamped asphalt or other building materials but the walkways need to be divided from drivers - preferably by height but at least by a physical barrier that will discourage drivers from veering into pedestrian space.
Need to insure that potential trip and fall hazards are addressed. Also need to enforce traffic laws when they concern pedestrians.
I like them on residential speed streets. I like that they require minimal development, and may incorporate low-impact development practices. I would like them if they were well lit, particularly where there is high landscaping preventing clear sightlines. I do not like them along busy, fast moving streets where they offer little protection from vehicles moving at a high rate of speed.
None of these examples deal with downtown
Not sure which were lower-cost and which were higher-cost. When I compare costs for sidewalks to the unbelievable cost of the tunnel, these sidewalks are non-costs.
The stamped asphalt sidewalks with traditional raised curbs are an O.K. alternative. The others, not so much. While pursuing lower cost alternatives is O.K., how they will look from a long term perspective is also important, i.e. they shouldn't look cheap! Sidewalks in the city are extremely important; cities and sidewalks go hand-in-hand. I would NOT live in any neighborhood in this city that didn't have sidewalks.
#7 does not count in my opinion as a walking improvement. Separation of the walking path from the street is absolutely necessary to provide any meaningful safety upgrade for pedestrians. Asphalt or paving stones should work fine; no need for concrete. Paving would of course be nice, but not essential, so long as a separated dedicated path is provided.
Walking to shopping and transportation
All of the past 5 questions assume the person taking a quiz can walk. Using other action words that don't assume this ability is respectful and inclusive.
I'm uncomfortable walking in the same space where cars drive, even with speed bumps & other traffic calming measures.
Having parked cars or greenery between my family and moving cars. Greenery makes the neighborhood more pleasant and appealing.

"Asphalt walkways are ugly, have irregular surfaces and uneven sides. They also bring down property values. All walks must be concrete which improves a neighborhood appearance and provides a preferred surface for walking. This questionnaire does not address the primary issue which is should asphalt be used at all.. It should not. Separation of walks from streets is greatly preferred to avoid car splash which is especially important on more heavily travels streets"
Your lower cost walkways will cause lower cost neighborhoods. If you look around the city, you will not that any middle class neighborhood or better will have concrete walks. Introduction of low cost walkways will only separate those higher end neighborhoods in Seattle from those lower end neighborhood as the higher class neighborhoods will not tolerate asphalt walks, so they will fall to the other neighborhoods that you really should be trying to improve to better the lives of those folks in these areas.
I love lower-cost walking improvements, if the city can add more of them very quickly to non-existing walking streets.
I have balance & mobility issues, so I need to feel clearly separate from traffic.
In anything you choose, please consider whether you would walk there with your baby in a stroller or your toddler holding your hand; consider whether you would let your school aged child walk home alone from school there; or if you would feel comfortable knowing your elderly parents walked there.
They all seem fine. I like that they are cheaper. Seems like the right ROI.
I really prefer to walk away from vehicle traffic, in a park if at all possible. usually i walk in freeway park, most comfortably
The least expensive most effective way to make walking safer is to lower driving speeds, and provide safe means of crossing arterials, particularly near schools (Stop signs and signals not just crosswalks.) It is sad when parents like myself feel it is unsafe to even walking with our kids to school. Please add a stop sign at the intersection of Fremont Ave N and N 41st ST.
Stop screwing around and get the job done, FASTER.
liked all but one. the walking in the street one
I like that they will provide more sidewalks more quickly. As long as they provide adequate separation between walkers and cars, I support them.
There is no room for rural neighborhoods in the city.
I like the lower cost and the addition of buffer elements, especailly rain gardens and storm water treatments.
I walk everywhere in Seattle & biggest pet peeve is no sidewalks at all! Next would be too narrow of sidewalk or too close to traffic.
I like to feel a barrier between me and the cars. Garden area is best! Raised curb also OK. The materials of the sidewalk don't matter to me as long as it is fairly smooth/no cracks to trip over.
Compared to what we have now - NOTHING - anything but the shared walkway/road seem fine to me.
Where consideration is given to design, these can be very charming solutions. If they're just done in the simplest and cheapest way, they are much less inviting.
Some neighborhoods are marginalized like mine in Crown Hill. We don't have sidewalks at all and it affects our safety, walk ability and house values. We are consistently left out of improvements and forgotten. I and my neighbors want sidewalks!

The important thing is to provide clear visual separation between the cars and the pedestrians. Physical separation would be good too.
Paired with traffic calming these options are mostly good.
Being at the same level as cars is scary. If a car veered onto the sidewalk, it could kill a pedestrian easily. But these options are better than no sidewalk at all.
I think they are all fine - I feel these residential streets should approach the "complete streets" ideal. For the last six months, I've lived in North Seattle, with few sidewalks, and am surprised to find that walking in the neighborhood without sidewalks is mostly just fine. My opinion, however, is a minority one.
Often too narrow, not lit, or too close to fast driving cars.
The same road for cars and pedestrians are my least favorite; the options where there is not barrier between walkers and cars.
I like them all. The most important thing is cars. They drive too fast or are distracted and there is no enforcement in this city.
They're good if and only if car speeds are low.
Fine, as long as traffic respects pedestrians.
I live in probably the busiest block in downtown and work in one of the oldest - the sidewalks are a complete disaster in both. They are either unsightly, a patchwork of poorly laid concrete, patches, etc. Please focus on the most used and visible areas of our city to make them look better, easier to navigate, and appealing for both residents and visitors. I trip at least once a week in my 8 block walk between home and work. Additionally - start a program to have developers pay to update / rebrick our alleys.
I think it is important to also consider drainage in these ideas. Many roads that currently do not have sidewalks, also have very poor drainage. This causes massive puddling, overgrowth into the road, and other hazards that limit what little amount of space that is there for pedestrians, drivers, and cyclists to share.
There the pedestrian needs some protection and/or visibility
Whatever it takes to get more people walking and out of cars is fine with me. I think you have to implement the design that you have the money to do, that doesn't take a lot of time, that is acceptable at that neighborhood's political will. Just get something visible in place in the near term.
Walking paths that are the same color as the roadway make me nervous because drivers may be liable to drive on something that looks like a road or a shoulder. Being on the same level is not a problem, and the curb barrier is great, but without a landscaping strip, the sidewalk needs to be a different color than the road. That visual cue is very important to drivers.
The slower surrounding traffic is, the less separation I need from traffic. Farther from cars is better, if there's no separation, then a higher sidewalk is better. I'd prefer to walk in the road than have a sidewalk with a small barrier in the road--seems to provide a false sense of security...
These are mostly excellent options that could serve lower-use residential streets well! My main concerns are where drivers would use street-level sidewalks as additional parking and high traffic speeds.
I think all of them are fine, not attached to normal sidewalks.
I live downtown where very few streets do not have sidewalks. My friends in NE Seattle, however, would really like sidewalks ... perhaps a mix of real ones on roads like Sandpoint Way with the curb only version on side streets

Anything street level invites trouble
Who's responsible for maintaining these in the future; the City or the abutting home owner. Often times the abutting home owner may not be able to afford the maintenance.
Planting strips at grade is the best idea.
Step 1, cut back foliage growing across existing parking strips so there is a place to walk off the street even if there isn't a sidewalk. The lower cost sidewalk alternatives make sense for residential streets so that more streets can have safe off-street walking.
Use an LID to build the sidewalks. The City could pay half to make it more attractive.
I don't like sharing the same walking space with traffic, it makes me feel unsafe.
The type or width of surface is less important than providing a separate and distinctly different walkway for pedestrians from cars that is not a driving surface or shoulder for parking. Also, having proper lighting in key areas, such as at cross streets is important for visibility of pedestrians by drivers.
I think car speed in a lot of these areas is almost a bigger issues than what the sidewalk looks like. However, *I* feel safer walking on a sidewalk by foliage or other landscaping barrier or a raised sidewalk. As a sometimes cyclist, these sidewalks also seem safer to ride on when on unshared roads. If planners could take into consideration that sometimes bicycles and feet will be on the same sidewalk and make them slightly wider than the traditional size, that would be a plus.
I like the fact they are lower cost and would hope they would be quicker to implement. I would actually like to see results being made WITHOUT reducing car flow --- don't impact cars like you did with bikes.
I really like the stamped asphalt sidewalks as I use them often and find them just as good, and sometimes better than, 'traditional' concrete sidewalks (no seams between the concrete sections of the sidewalk). I also 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! They look great and 'fool' many folks into thinking they are walking on a brick-paved sidewalk.
What I don't like is when cars share the walking space. Most of what you showed, however, did not have this problem.
If it looks too much like the street, drivers might get confused
I really appreciate that Seattle is looking at lower-cost sidewalks so they'll be more likely to happen in more neighborhoods. I'd be curious to know about the environmental impact of asphalt vs concrete, and how it could impact rain runoff. That is also a concern for me.
I like putting space between cars and people.
We need raised sidewalks, preferably with a planted barrier, to protect pedestrians, especially children, from speeding vehicles. Whether they are asphalt or concrete is not important.
I like anything that slows traffic and provides a barrier between cars and pedestrians.
Same-level pathways next to traffic are unsafe. All you need to look at it the level of paint worn on the new bike lanes (Renton Ave and Henderson) to see how many wheels cross over the line. Oftentimes, walking up Renton Ave at night (home from lightrail) and I have to decide....do I want to slip on the slimy watery run off and be right next to the overgrown bushes (at night) on the sidewalk ...in the dark, or do I want to use the bike lane and walk where I am more visible (and can see)? I choose the bike lane, but I am constantly fearing that I will be hit from behind.

Wow, the 'walking path set behind landscaping' idea is really nice. Additional barriers could be added later where and as needed, e.g. right at corners, and they could be creative, e.g. planters. It gets progressively safer as the landscaping matures. The landscaping could include food plants. The path doesn't even need to be super wide, and having more greenery adds to the aesthetic of the neighborhood. I'd be happy to sacrifice the parking in front of my house for this!
Anything is better than nothing, I would rather we spend less and provide a larger area of walking paths than spend a lot for a few select neighborhoods.
Mostly I like them. Please keep in mind that raised walking paths have fewer problems with standing water and debris collecting. Also, if we could minimize root encroachment, that would be so nice.
I like them a lot. I think they are a very good value.
Rain gardens are a great idea. I would love to see more of them in Greenwood. There are so many more families with kids up here compared to 5 years ago and no sidewalks. Any improvement would be great. If it costs less so more neighborhoods can benefit, all the better. If speed limits for cars aren't addressed at the same time, many of the options are insufficient.
We live on a street like #8 and like it a lot. It improves drainage/runoff and is very attractive, separates/slows traffic and is sufficient for walkability. Really, any option that offers separation from traffic would be a win!
Like that most lower cost options look as good as traditional. I do not like road share option, since it will not add designated pedestrian space, and will not help on steep hills with corners.
Different designs should be used in depending on the amount of car & bike traffic. (1) Width of the sidewalks is also very important. The U district is terrible- cars should be removed from Univ Ave, and fill the width with pedestrian traffic, middle used for emergency vehicles. (2) Sidewalks on one side of the street are fine if there is a bike lane on that street. (3) many more sidewalks needed on arterial streets- this is very important.
I'm not disabled and I walk quite a bit, so I'm not very intimidated. Cars going too fast and not paying attention are the main problem. I'm in favor of eliminating 'through' streets in neighborhoods which would eliminate cars trying to cut through neighborhood streets at arterial speeds. Speed bumps and traffic circles do not solve the problem, but a series of 'T' intersections that channel neighborhood drivers out to the arterials will foil drivers attempting to shortcut.
I like them if they get walking improvements on Puget Ridge ASAP.
My favorite is the one with the landscaping/rain gardens between walking area and street. Looks nice and feels safer.
They all look like decent to good options except for the shared roads with "slowing" features for cars.
Lower cost improvements can provide safer condition for more areas, but would be a problem if it means taking away parking.
People need to be separated from cars, visible and safe.
You should have some separation that easily distinguishes the walking path...separate color curb...
Lighting would be a concern with our dark and rainy winters. Otherwise most of the options are acceptable to me. For young children and the elderly there may be concerns with some of the options.
Too close to the cars and slowing down drivers does not seem to work

Functionality is the main issue. If the land is flat, and there's no traffic, there really isn't much need for sidewalks. I've lived in a development like that. However, what we have in the north end are streets with open ditches, poor lighting, and uneven ground. It doesn't really matter what kind of sidewalk is put in, as long as it is safe to walk in the rain and ice at night. Also really important is to repair broken and uneven sidewalks.
I think most of the more economical solutions are walking improvements for residential streets are very favorable. I am not an advocate of the options that make the street level the same as the walking paths. Seems not to be as safe as having a definite designated curb or something that is a more actual design to keep vehicles on street. Also wondering about the cost effectiveness of only improving one side of a road? Better to have only one side of safe walking paths than none at all.
We have one such sidewalk in our neighborhood in north Seattle; it is poorly maintained and does not look like it will last
I think as long as there is a clear separation between where pedestrians walk and car traffic, I would feel safe walking. It's also important that walking paths be smooth for elderly people to walk on safely.
Do like: the lower cost, the informal ""natural"" look (especially with rain gardens).
wide sidewalk; wide buffer = good.
Don't like: The ""stamped"" look is a bit tacky, but ok if cost is an issue."
The ones I don't like put cars on the same level as humans or utilize sharerows.
Leave our area (Greenwood) alone; we don't have sidewalks and that's just fine; most of the people currently park in front of their house; if you add sidewalks it will create a mess. There are two blocks on 90th Ave N just west of Aurora that have have sidewalks and the cars park right up to the intersection making it very hard to see if it's ok to go ahead.
Any sort of sidewalk, set apart from the street, would be an improvement over the current dangerous conditions in Seattle north of 85th.
Which ones are those? I mean, go for it, improve what you can.
The separated curb option is on our street and it becomes very ugly with overgrown plantings. I do like the permeable products and understand the need for them. The rain garden curved (like in Broadview) are my favorite.
The busier the street, the more the need for separation between sidewalk and traffic. Drainage is also a concern and I greatly prefer options that divert water toward a storm drain, rather than into my yard (we have had flooding in our basement from this before).
I love the weaving streets but does it work at night too?
Walking path needs separation from traffic, either by being raised or green strip
Comfort depends on width of walkway and speed of adjoining traffic
Again, some look as though cars could park on these there's no border.
Don't allow cutesy sidewalks that curve for no good reason. Pedestrians use the most effort to travel. Respect that and don't make them do extra work.
Grade separation or hard barrier helps one feel like cars wont encroach. At grade paths with no barrier feel less secure."

I like that something could be done for more streets than few, but am concerned about the walkability and safety.
Pedestrian safety is important, but road width is also equally important. Sidewalks shouldn't cause roadway congestion. Sidewalks are needed some places (like arterials), but not everywhere (like residential). A narrow residential street (caused by a sidewalk) makes the neighborhood feel cramped and is a luxury that isn't needed.
The sidewalks need to be safe and meet the criteria of the amount of traffic, conditions, speed limit etc.
It seems as though the flaw with the survey is that these type of factors are not taken into account/provided to the survey taker when asking opinions"
I think low-traffic residential streets benefit more from speed-reducing measures than from sidewalks. The "rural" looking streets in the north end of the city, such as the Maple Leaf area and points north, have a certain quiet charm and the lowest-traffic streets do <u>not</u> need sidewalks. Sidewalks would if anything reduce the widths of the streets and, by squeezing down the space in which cars can driv, <u>increase</u> the likelihood of accidents.
I feel like a curb defines the walking area better and seems safer than a temporary type of curbing that could be moved or gone over by cars. Not all streets have room for a landscaped buffer between the street and the walking path so a curb would be safer there as well.
As long as pedestrian safety and convenience are prioritized, any modality is fine.
To be a "comfortable" place to walk in an urban setting, the walkway must have a buffer from moving vehicles (i.e. a planter strip or parked cars). And, it must be direct (because that's how people want to walk) and visible (for reasons of personal safety, especially at night). Sidewalks are indeed very costly but they have stood the test of time and--when they are wide enough and buffered from traffic--they provide high-quality accommodation for pedestrians. Many "low-cost" alternatives to traditional, concrete curb/gutter/planter strip/sidewalk fail to provide a decent place to walk and generally degrade within 20-30 years. Traditional sidewalks last for 50-80 or 100 years. Doing cheap alternatives may be false economy just money down the drain.
No issue with low cost sidewalks, as long as they are functional and safe with raised borders so cars won't park on it as people feel entitled to. These ex given acceptable. We need sidewalks, so what is the best way to get sidewalks to all? It is ok to sacrifice the Rollrocyce for the Honda, as long as it does the job, in a nice safe way.
Almost any improvement is better than nothing.
All are better than the current situation in my north Seattle neighborhood, but sharing a common surface is just too dangerous
With the exception of walking in the "calmed" streets, I would be happy to see any of the lower-cost options used in our neighborhood. We have nothing now.
It all depends on where they are located. If the areas has a drainage problem, it will be a problem. Lower-cost walkways will work well in high car/pedestrian traffic areas. How the City is deciding what to put where when needs improvement. The Little Brook areas of NE Seattle needs to be fixed now. The city is approving more and more high density apartments without putting in the infrastructure. This leads to all these new residents using their cars and not walking which just makes the situation worse.
I walk to as many places as possible in my day. Always to work, grocery store and other shopping. My biggest complaint is not enough traffic lights to slow down traffic in the city and motorists exceeding the speed limit. The best improvement I have seen in 29 years living in this city is new 4 way stops at major intersections. This has improved the safety of my walking immensely. Sidewalks with curbs or a barrier between cars is essential. Enforce the speed limit with large fines for not stopping for pedestrians.

Any type of walking improvement would be welcome versus what we have now-nothing!
I like the lower cost walking improvements because they increase the likelihood of my neighborhood's getting some type of sidewalks.
Same level walkways invite parking obstructions and are higher risk to walkers
The things I value most about walkways are protection from traffic and splashes from cars driving through storm-water runoff. I would be very happy with a lower-cost alternative that meets these needs and serves the most people possible.
They're all acceptable alternatives to conventional, concrete sidewalks.
I like the possibility that something might actually get done if these lower-cost options are implemented.
I like any of these improvements if they separate the pedestrians from cars and bicycles. Walking in the street with cars and bicycles is dangerous. We have been promised sidewalks for 60 years in north Seattle. Anything that gets us sidewalks is fine, in my opinion. If lower cost options will make us safer from being hit by cars, please go ahead and build them!
The ideas are motived by a drive to save money, rather than do the job right. Sidewalks should be safe, dry where feasible, and wide enough for people to walk together and to get around on-coming pedestrians and to carry packages without having to get off the walk. The three foot width is simply too narrow for this era when walking is to be encouraged; sidewalks must be at least four feet and preferably wider. Where I live, the sidewalk down the block has a low spot that ponds after every shower. When it's cold, the pond is icy and very slick. One can't get around it without walking on the planting strip, which gets soggy and muddy. If the sidewalk were wider, one could perhaps get around the ponding more of the time.
i like any of them and would be happy with the easiest option for each area
I'm more concerned with the city creating safe bicycle paths.
It needs to be very clear even to young kids (3-5 year olds, who often will be walking along a sidewalk without holding hands at every moment) where the "walking" space is and where the "car" space is.
I would be happy with any of these solutions other than no sidewalks, which forces us to share the road with cars.
They seem to be a step in the right direction.
I would like something similar to what the Broadview neighborhood has done along 1st NW. In our neighborhood, we have used the edges of our front loans for parking. I would like some kind of sidewalk but I also don't want to lose parking. And I want it to be an attractive option.
Just wondering about the long-term cost-effectiveness of each option. A quick fix isn't always the best option. Whatever we choose, it should be durable.
separated sidewalks off the road give our family the best comfort...no matter how much you try and slow traffic there's always that random fast driver a pedestrian has no control over
The idea of no curb is somewhat disturbing, but all in all, these are great lower-cost solutions. I enjoy walking in Seattle.
They look cheap and start to disintegrate on the edges fairly soon. Other areas of the city got concrete sidewalks without having to go through a LID and we shouldn't penalize those areas still without. Do it right and property values will rise and so will the tax revenue from assessments. Besides, once an area gets the cheap version, will they ever get a concrete sidewalk??

should have a buffer to the street, even if there is no curb. could even be a gravel path a few feet from the street on the public ROW
If there is going to be green area near sidewalks good lighting will be important for safety. Also make sure there are access points for people in wheelchairs to get in and out of the path easily.
No matter what, I think either of the options are better than NO sidewalks! We live in NE Seattle with no sidewalks and especially when we walk with our baby, we would feel far safer if we had sidewalks.
I prefer any type of sidewalk wide enough for 2 people to walking in the street. The worst is walking on gravel.
I don't like the narrow shared streets (pedestrian and cars) in the north end with steep cross-slopes and no shoulder for foot traffic. The views you showed look as if they have a fairly flat cross-slope.
The natural buffer between, with larger plants, are my preferred choice, but are a distant second to real sidewalks.
I like the path seperated by greenery from street. No curb is way better for cost and people with disability! WAY BETTER! But must have buffer from street to work!
I'm sure pervious asphalt is not cheap, but it'd be great to see the city add pervious surfaces if they are going to add impervious ones.
takes more room than curbed approach and cars are less likely to see you because pedestrians are away from main road, so more likely to get hit at intersections or as people pull into driveways. And if cars swerve there's no real barrier between them and people.
As long as there is a separation between cars and the path by either a curb or landscaping or ideally both, I feel safe. I prefer a path that does not get muddy or collect puddles.
I like the ones that are paved, not on the same level as cars, and have landscaping or rain gardens adjacent. The one with the parking stops all lined up is extremely unsightly.
I am most concerned about the safety of kids walking to and from school. I would like to see some kind of barrier that would discourage them from going into the street, like a greenway or distinct curb.
Visibility for motorists. Can they see them clearly?
Rather than spending money in neighborhoods and streets that already have sidewalks, the City and SDOT should really focus resources in the areas that do not have sidewalks, and to do them well rather than trying to implement low-cost solutions to skimp on communities that may not have the same resources or political capital to advocate for basic infrastructure as other more affluent and organized communities. There are opportunities to integrate green streets or complete street designs in places that lack sidewalks. In these places, the City can utilize these negatives as connectivity opportunities and to also do something great and meaningful for the neighborhoods that have do not have basic road infrastructure, especially North Seattle or West Seattle. Upgrading or improving sidewalks in neighborhoods where they already exist like in Ballard, where bioretention systems and sidewalk upgrades have been made seems unfair and a bias use of tax-payer dollars.
I am skeptical about cars and people sharing space. Most people will do fine with it. But every once in awhile you will find someone who shows not consideration for others and someone would get hurt.
In general these are all fine - my biggest worry with them is cars jumping the curb

I don't like that we have to poll everybody in Seattle to make a decision. We elect people to make decisions. If we have X dollars and those dollars can provide 3 or more times the amount of safe walking surface than traditional sidewalks - and we're never going to provide sidewalks everywhere they are needed regardless of method - DUH!!!! I appreciate that we live in a democracy but we elect officials for a reason - COME ON!
I am fine walking on asphalt surfaces. they would need to be ADA compliant. Separation from cars by grade or landscaping is more helpful than having concrete"
Honestly, as long as there's some kind of walkway that's separate from the road, it would be an improvement.
We need safe pathways to walk. I am open to any alternative that doesn't require me to walk in the raid as is the case now in my Lake City neighborhood.
I think if there is some type of barrier, parked cars, curb, grass or shrub area between traffic and pedestrians, the danger is lower, especially if the walkway is the same level as the street. It is not the speed, but the distance between traffic and walkway that provides more protection.
I like the options and the visual differences between the walks and the road. They are attractive as well as providing pedestrian safety.
The comfort level of a walking path depends a lot on the vehicular traffic nearby. I'm comfortable walking down a single lane sidewalk in areas with little automobile traffic and where autos move slowly, and where pedestrians are often in the street so that people need to watch for that. For example, if you go into the downtown area at a busy time like around Washington State Convention Center, cars are turning and going all over the place all the time in close proximity to pedestrians. But everyone's accommodated to it so it feels safe. The area where I'd be concerned is walking down a road where vehicles move at high speed, frequently, and especially at night, where there are few pedestrians. Lightning might have more overall impact on safety than the type of curb or separation. If the concern is about safety, then we should take an objective approach foremost based on evidence-based factors known to affect safety. People tend to drive carefully and more slowly in residential areas, and I've never felt unsafe walking on a residential road.
Slowing the vehicles down is the utmost priority for me. When you do that it won't matter what the surface or design is.
I thought the last one with plantings as separation was very attractive. Not having curbs is more of a problem when there is more car usage of the street and when car speeds are higher. Having less separation is more of a problem on dark and rainy nights, but the pictures were all of nice clear days. This will tend to skew your results.
I don't like the first one because it looks like bricks and I quite often go out in my electric wheelchair, and going over bricks is hard on the chair and the rider as it give a bumpy ride. When walking, I use 2 crutches so also need a smooth pathway then.
"The Lake City area has been lacking sidewalks for decades, which the city promised. The problem has gotten so bad, lower-cost sidewalks are part of the solution. I agree with the concept. Thank you."
I like to have a larger visual barrier between walking path and cars on arterials

Provided there is good maintenance, and adequate street lighting, the asphalt surfaced walkways with a green, what I call planted median strip separating the walkways from the roadbeds would be great. Check out Cisco's home location for an example of a planted median strip, although the sidewalks there could use some decent repair, like most of the sidewalks I have used so far.

A couple of problems for pedestrians you have not taken into account, is our wet weather and subsequent wet sidewalks and their "creek beds" at the roadbed curbs, that make it impossible to step off the sidewalk unless you want to be up to your ankles in water. This is aside from walk way surfaces that get slick and are a safety risk for pedestrians. And then there is the maintenance problem of broken pavements never getting repaired.

Best wishes on trying to make a difference and for the first time in my years of living in Seattle, we pedestrians are considered worthwhile to contact for our experience and judgment.

Thank you and have a great day!

I am in favor of lower cost improvements, however, streets with ditches and no sidewalks are dangerous, and take away from a feeling of community.

I see them as acceptable and needed. Concerned about long-term maintenance costs compared to concrete (the sidewalks on our Wedgwood block are heaved in a few places, cracked in others due to trucks crossing them, but quite usable after 75 years of no maintenance at all).

I'm all for the lower-cost walking improvements if it means getting sidewalk-like entities through as many neighborhoods that need them as possible. If I could choose, I would ask for at least one \*obvious\* demarcator of the "sidewalk", so either a level change, a color change or a landscape element (not just a same-color curb and same level/same color walkway).

I love walking, I love sidewalks. The most important factor to me is that the delineation between "car space" and "pedestrian space" is as visually clear as possible, so that people who drive absentmindedly instinctively avoid "pedestrian space", and people who walk absentmindedly don't wander into "car space." Whether that means a hedge of trees and green-space between the two areas or simply a different-colored, raised sidewalk makes no difference to me.

I like the one with water runoff gardens

I like them because it's a major step in protecting me and my family and the surrounding neighborhoods. I'll really like them once they become a reality so we'll see.

Later!

Not a thing. Better than nothing as in NE part of town!!

what lower-cost walking improvements?

There needs to be separation between people and traffic. Speed bumps and gravel don't suffice.

I like any improvements that separate pedestrians from car traffic - i.e. dedicated space for walkers.

The only option that I am somewhat uncomfortable with is the one that has shared surface, even with traffic-calming features. There are some drivers who are unwilling to share the road with pedestrians (and bicycles)."

I like the low cost options as way to get most for the money available.

Anything is better than no separation from cars and bicycles, but would prefer walkways with separation.

I think the lower-cost walking improvements are great for less busy streets.

I like that the lower-cost walking improvements would provide for more sidewalks. However, they seem more suitable for minor arterials and residential streets than for major arterials.

Must provide some visible and physical barrier between road, but ability to build as many blocks of sidewalks in areas that have none is most important.

There needs to be physical separation between cars and pedestrians. There is too much risk without such separation.

The humps and traffic circles make drivers slow down but I still wouldn't feel safe walking through those intersections with a stroller or my kid on a bike. There's not enough space for pedestrians and cars to get around the corners. And when you put in those windy barriers there is no place for a stroller or wheelchair to get by on the sides.

They r good cheaper ideas . i thought constructing a cedar framed walkway like these over permafrost and the sensitive terrain like in Aleska. The cheaper the better' the sooner. But i wont pay assessments for sidewalks on my streett 35th NE between 135th N 145th"

I like the variety of surfaces and curves around landscaping.

I do not like walking next to vehicle traffic, especially on arterials, without a planted buffer.

I think it is more important to provide some safety right now, than to wait 30 years to put in sidewalks. Lake City is becoming more and more dense. It didn't used to be such a problem that we didn't have walking paths along the residential streets. But now there is so much more cut-through traffic on residential streets that it does not feel safe to walk them any longer. The sides of the roads are mud puddles 3 seasons of the year. There is brush overgrowth and we are forced to walk in the middle of the street.

We live in Lake City. We live on the new "Greenway" on 27th. The traffic has changed, as in less truck traffic, but the speed of cars has barely changed. The SDOT did not finish the job. There are very few speed limit signs and none in very visible places where they should be like on 27th at 130th. SDOT could at least paint the 20 MPH signs on the street so we could point them out to offenders.

Side walks are needed on west side of 127th between 28th and 30th on both north and south side of street. Cars park all over that intersection right up to the "No Parking with in 30 Feet" sign on the south side. Thanks Bill Pierre ."

It's so bad without any sidewalks here in Crown Hill, with people driving too fast through our neighborhood to cut between 85th and Holman, that it's hard for me to really be objective between options (besides the shared driving/walking one), since pretty much ANYTHING would be better than what exists now.

I do not have a problem with lower cost at all. It just needs to be level and I think it being the same level as the street solves making wheelchair access.

It is important that the sidewalks or walking paths have good drainage. I am terrified of slipping on ice when freezing temperatures come. Shared greenways will only work when the street is not one that cars would choose in the first place (when there is a nearby arterial that has a good flow). If cars are being diverted to the greenway because traffic is slow on the arterial, there are stand-offs with cars & pedestrians - not comfortable! The speed humps that were recently installed in our neighborhood are a hazard for bicyclists. It was promised that there would be a cut that bicyclists could ride between, but it is not wide enough to be useful.

Forget concrete and speed up sidewalks where none exist. Use asphalt and get them down and being use and then focus on long-term replacements. There is nothing wrong with having an option to walk safely its worse when your forced into the right of way because nothing exists like in the North-end of Seattle in Maple Leaf and areas North.

Any kind of sidewalk is welcomed - in order to maximize budget, Greenways seem like the most practical solution.

The main problem are inattentive, speeding, drunk, texting drivers. Need police to crack down and ticket people, not just warn them.
I like that the lower cost means that more miles of these improvements could be added sooner, but to be effective there needs to be some type of clear physical delineation between the walkway and the roadway.
I live in North Seattle and am very much in favor of implementing low-cost side walks. We need more safer places to walk. One thing that concerns me is that these low-cost sidewalks appear to have a less distinguished curb. I'm worried that some drivers wouldn't respect them. I would feel safer on them if there was more demarcation between sidewalk and street. A band of rocks, grass, street trees, or even paint would help.
I like most of those options. In Lake City what we need are options!
The green way has been successful in my opinion as a designated road where drivers are warned to expect bikers and pedestrians.
30th needs a designated sidewalk with curbs or buffers as many people (including low income families) use it to access transit. It is NOT safe, especially in the dark and rainy months.
There should be sidewalks with curbs in the blocks surrounding our library and community center.
It really depends on engineering to slow cars. Even the tiny rounded curbs would be fine if cars were going 15, and there were few of them. Unfortunately, there are few roads in Seattle where traffic is light, and the trend is going up, both for arterials and cut-through traffic. So either some sort of engineering fix or substantial car-ped separation is absolutely essential for the Seattle of today, and even more so for the Seattle of the future.
If this means we can get walking paths or sidewalks faster in to places where they don't exist now then I'm all for it
Anything that allows walkers to get out of the street is a major improvement.
"We really need dedicated walking spaces for people up here in NE Seattle. I do not feel safe walking with my wife, small child, and dog when I have to walk in the streets with cars that speed.
I give props to the people who came up with the ideas to provide dedicated walking spaces at costs less than traditional sidewalks. As long as I have a dedicated space that has some separation between me and (speeding) drivers, I'm perfectly happy.
I do not like shared walk spaces. I have that on many of the streets in my area near 88th and 35th and it's not sufficient, even with calming features. "
Absolute number one priority regardless of cost is sidewalks in all neighborhoods where they are missing. Number two is regulation of vehicles parked across sidewalks. Sidewalks do not need to be fully paved but should at least be graveled with retention boards to keep the gravel in place.
The sidewalk needs to be very different from the road to keep pedestrians safe.
No bikes
How long will they last? New infrastructure means more maintenance. Let's not take the cheap,easy solution now if more investment now is cheaper long term.
I am aghast at the concept that people 'need' manicured 'safe' pathways or they 'can't' walk!! Billions of dollars?????? We are so lucky to be able to walk on any pathway in our lovely northwest, relatively alone. I walk daily and I see very few folks walking at all.. For us real walkers, we will walk on anything. With moments of gratitude for a crosswalk.

Just make sure that bikes are allowed to go where ever pedestrians go. I'd rather bike on these paths than on the roads with cars.
The most concerning part is cars on the same level as pedestrians. With so many distracted drivers, it seems too easy for one to drift off the road and onto the sidewalk without any barrier. I'd feel better if there was some thought given to either setting up a barrier or setting the road up in such a way that drivers are forced to keep their eyes on the road (gentle curves, traffic circles).
I like separation. I like wide sidewalks. More separation makes me feel safe. Wide sidewalks are comfortable to walk on.
Short life, need repairs, look ratty after few years
In an urban environment safe routes are separated vertically or horizontally from driving surface.
I don't like the wheel stop version of a curb, these feel temporary or a parking lot."
IT'S NOT LOWER-COST, OMG. It's only lower cost if you're thinking short term. These "low cost" options are going to degrade, get dangerous, and we're not going to want to spend the money to fix them. We're going to end up way way worse. PLEASE invest in quality; it's best in the long run.
I do like separation between walk paths and the road. That separation can be that the sidewalk path is raised higher than the road, or separated by distance with grass or rain gardens. The shared space could work if it is obvious and busy enough to drivers that there may be people in the road.
The flat level walking path adjacent to the road, separated by a little bump boarder looks scary and too easy for cars to swerve into. "
More sidewalks sooner
Don't waste money, time and space, these ideas are a vast improvement over the past
I want to see walkways, of any kind, in areas that do not currently have them first. The nice touches like rain gardens can wait.
I think they are great as long as they are constructed in locations where the soil can support them and they won't be torn up by adjacent tree roots.
They must look like cars should not drive there. If there is no barrier make it wider...
If the sidewalk is to be at grade(no curb) then it is important to have a buffer (landscaping, rain garden, etc.). This will enhance safety and enjoyability.
We like the fact the city is making people walking and biking a higher priority, some solutions are better than others but improvements are critical in many areas of the city, and a moderate improvement is better than none at all.
safety and accessibility
I like the separation with rain gardens the most.
In general, anything is better than nothing. Even reclaiming the city property would be an improvement as it would provide a space to walk, even if over grass. Right now people plant right down to the road, leaving NO space to walk. Instead, people are forced to walk between the parked and moving cars, even with a blind hill (see 25th ave NE, north of 82nd. A disaster waiting to happen, that keeps people from walking down to Dahl Field, the P-patch, etc). A curb seems to be the most important, as it keeps the parked cars from encroaching on the pedestrian right of way.



I think when you try to put people and cars on the same road, here in Seattle that is dangerous. Perhaps in family neighborhoods, but I like to walk.... where there are no cars preferably, especially in the summer... walking is wonderful in Seattle, but not if you have to worry about cars racing through your neighborhood. I prefer they be separate as they should be and wider paths for people to walk.
Any of these are an improvement over no walkways or sidewalks.
Native planting as visual barrier and cues for slowing down and low maintenance. Connecting pedestrian communities
I believe that whatever walking path designs SDOT settles on are fine, so long as the city is not shouldering the cost of building them. They are the responsibility of the property owners. But the city should certainly make it easier for owners to improve pedestrian right-of-way, and adding flexibility in sidewalk design seems like a good way to do it.
They are good, but I think you should add stop signs at intersections to help increase safety. For example at the intersection of Taylor Avenue N and Aloha St.
I like them all except for the shared road with calming features (my experience is this doesn't do enough to protect pedestrians on busy residential streets) & the pathway at the same level as the cars separated only by a small curb (not enough of a visual separation for drivers).
There are too many plants and bushes encroaching on existing sidewalks and render them unsafe and basically not usable. That would be a good start before deciding the next step. Also, sidewalks are too narrow. We need to start thinking like the City we now are, not what we were, always have been, or what we wish. It's here!
If I'm walking in the road, there should be lots of room to talk on the side. With people who text and drive, I worry greatly about people walking in the street.
Any of these lower-cost walking improvements (except for the ones where cars and pedestrians share the same roadway) are fine with me. I live in a neighborhood without any sidewalks at all so any of these low-cost alternatives look great.
Curbs aren't necessary but a barrier and a path is necessary. The car must notice immediately they have left the road, curbs certainly do that as well as guard rails and uneven pavement or a transfer to gravel. The highway dividers are useful to let a driver know they have drifted out of their lane. There are no sidewalks in my area, the speed limit is 35, yet people are prone to driving faster. There's minimal shoulder and I could walk to the grocery, or public transit, but I don't feel it's safe to do so.
These seem okay, but must prevent cars from parking on the walking spaces. Overall, this seems like a reasonable solution.
Lack of a curb is a big no. Same with walkways only on one side.
I prefer when there is some sort of landscaping buffer between path and street, especially if the path is not a raised sidewalk
I'm concerned about cars not respecting them the same way they do traditional sidewalks. That seems less of an issue with the landscaped ones, but clear Sinatra and resident expectation setting would be critical.
Feel uncomfortable with path at same level as automobile traffic. Realize that a curb will not stop an out of control driver but like the separation aspect from the street. If it would allow more and safer walking paths would like to see these lower cost paths built.
Let's get on with it! Anything is better than nothing. We've been trying to get a walkway down our street to the entrance to Carkeek park for over 10 years. Any of these options is better than walking down a street with speeding traffic and no pedestrian "amenities"

In your efforts to make the streets safer, please also consider these following synergistic needs of the city: 1) rainwater runoff drainage 2) greenify Seattle 3) create more spaces for community building Thank you for considering our input!
Anything is better than nothing. People not walking in the road, is better for pedestrians and drivers.
Sidewalks at the same level as the street with no barrier.
I like the different low cost walking improvements so long as the neighborhoods with the most walkers and the most sidewalks in need of improvement are getting an equal amount of attention as more affluent communities with less walkers.
I think the lower cost improvements are fine. But, repairs to old sidewalks must be done. An old sidewalk with trip hazards and poor drainage are worse than no sidewalk at all. Trees should be chosen so they are sidewalk friendly. Again, the large trees that are destroying sidewalks should be replaced with more appropriate trees. We have trees in the parking strips on NE 40th in Wallingford that are almost as large as wide as the parking strip.
In my neighborhood where there is not a curb separating the asphalt walking path from the road, cars will park on the sidewalk and leave the buffer space between road and sidewalk open (to protect their cars!).
If the lower cost options can provide adequate separation from the vehicle roadway, are sufficiently wide (5' or more), and are maintained to keep vegetation and debris off them, I think they would be acceptable to most people who, first and foremost, want a safe pedestrian route.
I like giving up concrete for sidewalks we can use sooner. Sooner is meeting a need for safer
Well I am all for it. What needs to be considered, as I have said two other times, people have to take responsibility for their behavior and not leave it up solely to drivers. There is equal accountability in a lot of cases, not all, but enough to where some accidents could've been avoided if people would choose to do the right thing and not always think, "Well I have the right of way!" That word thought gets tossed out the window with how bad things have gotten lately. I would love it if in the "Seattle Pedestrian Master Plan" that some funding and thought is put into educating people on walking safely.
Never thought of sidewalk just on one side of the street - sounds like a good idea for neighborhoods missing sidewalks. I like the separation of traffic and pedestrians even if it just a landscape area, as it's a visual cue for cars as well.
As someone who walks about 5 miles every day of the year, anything (sidewalk, path, flat, or raised) is better than having to walk in the road. Sidewalks are the best but also most expensive. As a lifelong Haller Lake resident, we have been waiting for sidewalks for a long time, but the path we have around the lake works. Would help if there was a crosswalk at 125th and Dnesmore, as the cars blow through that stop sign all the time without ever looking for pedestrians.
Not a huge fan of situations where the path would flood with water from the street
They are far improved from what I see in Seattle typically. The major improvements are both in creating new pedestrian spaces but also having them accessible to those with limited mobility or who use wheelchairs
"I feel low cost sidewalk solutions is essential to completing Seattle sidewalk network. Living in a community without sidewalks on many streets, I would rather have a defined walking area over nothing. As for traffic calm, I don't feel it is a long term solution to pedestrian safety, especially on arterials. "
I walk a lot and my major concern near misses between pedestrians and cars. For every car that checks for a walker before entering a crosswalk, 3 do not, especially when turning. This is especially problematic on downtown arterials (6th, Boren, etc.)

Rain gardens bring mosquitos. Lack of curbs creates a sense that the cars can easily hit you. Asphalt will crack and heave and the city doesn't do [feces] about repairing its infrastructure.
designated walking paths are most important with controlled car speeds with bumps, etc. Chicanes do not control speed!
They are better than what is there now. Uneven, chipped and otherwise damaged sidewalks need to be fixed.
All good
The separation from the streets is the most important feature. These landscape areas would also allow for street trees or other landscaping features that would improve the walking experience and make it feel safer. However, without a curb or barrier along the street you are likely to have a lot of cars parking on the landscape strip. I would suggest maybe adding treated timbers or pre-cast curbs to create barriers to discourage parking or driving on the landscape strips.
- The sidewalk material is not important (concrete, asphalt, etc.) in how comfortable I'd feel walking. Would expect that the city would chose a material that was durable, long lasting, easily maintained and appropriate for use as a sidewalk. - A sidewalk with a planted separation between it and the road feels much more comfortable than one without. Please do not complicate the main goal of providing sidewalk improvements with secondary issues like "rain gardens". The city is not going to be maintaining any of the planted separation, correct? My understanding and experience in Seattle is that the adjacent property owner is responsible for that maintenance. Don't get cute with it. Plant some trees and a ground cover, mulch it and be done with it. - Curbs always feel safer than no curbs. Otherwise you feel like you are walking on the shoulder of the road and to drivers that walkway also appears as the shoulder of the road. However, a separation between traffic and the sidewalk always feels safer whether curbs are present or not.
Any near the street are too dangerous
Separation from traffic is critical where there are high volumes. The bigger issue with residential streets is visibility where there are parked cars and high speed cut through traffic. If volumes and speed are low, then the separation is less essential.
They all seem very good solutions. The only one that I would say is the least desirable is the one side of the street option as it affects children/people (may not us available walking area) and handicapped from access.
I support ANYTHING that separates walkers/runners/cyclists from vehicles!
Anything to reduce costs is great!
These improvements look excellent. The faster the speeds and the wider the street, the less safe I feel so I would urge planners to convert existing street space when installing sidewalks (by making driving lanes thinner) instead of adding more paved, impervious surfaces to our city.
All of them might be OK depending on how busy the street is. It would be good to assess the busy-ness of each street and it's existing width and apply a sensible strategy to it.
Sidewalks that are on a raised curb provide a greater sense of comfort for the pedestrian. If there isn't a curb or some other way of separating the cars from the pedestrians, it can create danger for a driver that may swerve out of their lane.
All things equal, I don't like being on the same level as car traffic.
I hate the shared walk/drive space. Not safe at all. We need to prioritize walking and biking and not driving!!

I live on a street w NO sidewalks, and poor drainage. This street has quite a bit of traffic morning and evenings. There are many children w/in a block of me; even more w/in 2 blocks. Lower-cost walking improvements would be a godsend in this area. While traditional sidewalks are easiest to walk on, just having a path that's off the street would really help keep the older folks, the disabled and especially the kids a lot safer.
I'm most concerned with there being space between walking path and street. Curbed/raised not as important. Slight worry that street-level paths may flood. Don't like sharing space with cars, and drivers don't know what to do at many traffic slowing features. But anything is better than what I currently have: no space or a small dirt trail at the side of the road.
I think Seattle should do it properly and not stick the public with cheap sidewalks. Get developers to pay their share
Vegetation and trees blocking walking path, sightlines, and light.
We are seniors and often walk with children. What we need are SMOOTH walking ways that are not in disrepair or have too many shifts from one type of surface to another. Also, pedestrians cannot rely on drivers to drive the speed limit, no matter what the posted speed. We feel uneasy if we have to walk close to traffic.
When traffic is heavy, areas without a significant raised curbs or structures to separate pedestrians from vehicular traffic, the walkway is a danger to pedestrians (especially with cars traveling at speeds in excess of 35 mph).
Calm more arterials the way you did with 35th Ave SW and Roxbury Way SW."
They're all so much better than doing nothing! I applaud the creativity.
I love that the City is thinking creatively about how to get more people walking safely without a huge financial burden! Thanks.
The photos show what looks like very low traveled streets in suburban neighborhoods; we live in a different environment. We live on Capital Hill. Our streets are full of parked and moving cars. It is difficult for pedestrians to see around parked cars when trying to cross the street or for drivers to see pedestrians at corners.
I like lower-cost walking improvements because they can be offered in more areas with less impact to the public and property owners. However, streets with no clear pedestrian sidewalk (where the pedestrian shares the roadway with a vehicle) send the wrong message even if traffic calming is used to slow traffic down people are less likely to walk and feel comfortable.
I like the ideas that get sidewalks to streets that do not have them currently and that would enable repairing of those that have sidewalks but they are in disrepair.
The options with plantings and permeability are the best!
I do like that most of these suggestions separate pedestrians from cars with a physical barrier (curb, landscaping etc.) The shared walking/driving street is little different from what we currently have in many locations. Cars slow down for the curves and bumps but speed up in between. There is also little space at the "traffic calming" curves for the cars and pedestrians to be there at the same time.
There needs to be dedicated space on arterials and in residential areas for people walking. If it is the same level as auto traffic, adequate maintenance to keep dirt, gravel and leaves out of the sidewalk is important to me.
I understand traditional sidewalks are extremely costly to install. North Seattle has very few sidewalks or walk-able paths. If lower cost walkways will speed up North Seattle getting access to safer walkways, I fully support the city installing the lower cost options.

<p>“For our neighborhood (Meadowbrook), I think that these light-duty walking paths separated from the street by plantings or rain gardens are an excellent fit, because so many of our streets have the extra space, and we just need to make the walking paths *outside* of the parking areas, rather than squeezing pedestrians between parked and moving cars. I also think that these path designs are good because they improve the function of the street without significantly changing the look, and that many residents who are resistant to the “downtown” look of curbs and concrete sidewalks will react better this softer and greener look.”</p>
<p>These improvements are great, but the most important thing is to reduce traffic volume and reduce speeds on roads with more lower-cost walking improvements. Make sure there are many traffic slowing devices (circles, bulbs, bumps, etc.), and reduce the width of the road for cars.</p>
<p>Nothing will work if the City does not make an effort to get the drivers to be respectful of pedestrians.</p>
<p>As I see it, anything is an improvement over residential streets having NO separations from the car driven roads. too dangerous for walking. something should be improved.</p>
<p>I like that they are low cost and could be implemented all over the city. Anything that gives me any kind of a separate walking space for kids and dogs is appreciated. Having to walk in the street means hyper-vigilance and that makes walking around the city very stressful and unpleasant.</p>
<p>There must be some kind of sidewalks for roads with traffic on them. Especially roads that children/parents are expected to walk on to get to school.</p>
<p>As long as the walkways are non harmful to the environment and made to create a safe distance between cars and people walking that's great.</p>
<p>These all feel like comfortable walking options for someone who does not have any mobility issues that might have challenges walking on certain surfaces or navigating change from street to pathway. The type of path may vary depending on other safety factors -- if cars are speeding down or around corners; if there are other obstacles in the pathway.</p>
<p>They will allow more miles of paving and still provide the safety of “full” sidewalks</p>
<p>The issue that needs to be addressed is that without a distinguishable barrier between the street and the sidewalk there is a definite lack of safety. Only a raised curb or a profound barrier can allow those to use the sidewalks with a modest amount of safety.</p>
<p>They need to be well-lit and combined with car-slowing measures in our neighborhood.</p>
<p>I like any option with a physical separation from vehicle and bike traffic.</p>
<p>They are all improvements over what we have on most of the streets in my neighborhood (Haller Lake), which is currently a total lack of walking space on residential streets.</p>
<p>I haven't seen any mention of curb ramps. Intersections that have no ramps, or just one ramp, don't work well for older people, wheelchair users, stroller pushers, and people who can't pick their feet up very well. One ramp just sends them into moving traffic with no way to get out. Some of the places where this is most evident is around parks and viewpoints.</p>
<p>Stop making cutesy curvy sidewalks when you install the rain-garden type planting strips. When people are actually walking significant distances, straight sidewalks are good, curvy sidewalks just mean I have to walk farther--even if the physical difference is actually minimal, the psychological effect is there, just like when you look down the sidewalk and see a parked car blocking the sidewalk, or overgrown vegetation. Curvy sidewalks combined with that inevitably overgrown vegetation also means peds move in and out of the line-of-sight of vehicles traveling parallel to the sidewalk. A straight sidewalk means I'm more consistently visible.</p>

<p>I live in a neighborhood with very few sidewalks of any kind and I find that mixing pedestrians with bikes and cars to feel very dangerous for all modes of transportation. I don't like having to swerve around pedestrians while driving and I don't like walking in the street.</p>
<p>I like the landscaping separation. It creates greenery and safety.</p>
<p>The greater the separation of pedestrians from cars, the better the pedestrian experience. It seems very difficult to affect the behavior of drivers, and a shared roadway is an unacceptable solution. The \$3+ billion expenditure seems like a worthwhile infrastructure investment.</p>
<p>I think some sort of sidewalk in most of Seattle is a worthy goal. However, I think the curb bumps, buffers, etc., that have overdone in recent years are a waste of money. The goal itself -- most walkable US city -- is not reasonable. As a rainy, hilly city with absolutely terrible zoning distribution (i.e. most of Seattle is not within reasonable walking distance of zones for work nor neighborhood business districts with reasonable critical mass), this whole effort is mostly a pipe dream and negative waste of money. I used to walk on the Burke Gilman trail -- but no longer, with the asshole bikers going way to fast and thinking they own it (as if they actually paid for it) -- yet the city's relentless coddling of bikers, costing tens or hundreds of millions, continues to make this (and most arterials) worse.</p>
<p>I like grass, rain garden, or landscaping as a “buffer.” Some distance between the sidewalk and the street is safer than sharing the road, even with speed bumps and other traffic-slowing devices. The stamped asphalt blocks for the sidewalk are more aesthetically appealing. If durable, say, for 10 years or more, that's a “plus.” Residential streets do need some kind of separation of pedestrians from street traffic, for safety. Busy arterial areas need top priority, but residential streets should be immediately second in line for safety improvements for pedestrians. More pedestrians are likely to be out walking in their neighborhoods--and the sidewalks not only need to be there, there needs to be wheelchair accessibility at all of the curbs--also needed for baby strollers and walkers!</p>
<p>I am fine with the city trying to save money so as long as there is a sidewalk, I am fine. What it is made out of or how close the the road, I'll let planners handle that. I would like more space between me and drivers if the speed cars are traveling is faster than a residential street though.</p>
<p>Concerned that the options provide little barrier/protection from distracted drivers or drivers going too fast for conditions. Also desire walkways to be open, rather than hidden or dark, to add to personal safety if walking alone.</p>
<p>Even sidewalk on one side of street is better than no sidewalk</p>
<p>The buffer is most important in my opinion (for both safety and aesthetics). Without a buffer, some type of curbing is needed to control drainage onto the sidewalk and keep cars at bay. Materials that are semi-permeable should be considered to reduce run-off to our streams.</p>
<p>There is a good reason why cities build curbs. Curves, plants, and wishing do not change that.</p>
<p>I do like some separation between cars and a walking path that includes a parking strip or other barrier.</p>
<p>I like sidewalks (any material) with curbs, that aren't obscured by shrubbery.</p>
<p>Any walkway with clear separation between car traffic and pedestrians is fine. The problem is with aggressive bicyclists. Bicycles should not be allowed on sidewalks.</p>
<p>“It all depends on the details. In general I support the alternative.”</p>
<p>I am concerned about whether alternative materials will last as long as concrete. Sidewalks without curbs make me worried they will be flooded easily.</p>

I am sure that you are looking for neighborhoods to try out some of these ideas. Don't always go to the North end, please. Try some of them out here in Delridge. I know that we have snarky residents who don't like anything, especially if it comes from the city, but I think that we are a good place to try some of these ideas.
Should be street - curb - trees - sidewalk.
On the ones that I felt "somewhat uncomfortable" it was because I felt like I would be too exposed to cars. The ones that made me feel most comfortable not only gave me a sense of separation from cars but also provided a sense of calmness with the presence of trees and greenery. More connected to nature so it felt like walking would be pleasurable and not stressful.
See earlier comments
My advice is to focus on traffic calming first, then add walking improvements
Visual distinction is important.
Poor durability of asphalt surfaces around trees, see the Burke Gilman for an example
Lower cost walking improvements in Lake City would be a great improvement to having no sidewalks at all. Safety for our children is a high priority.
I prefer a full sidewalk, but I understand the need to look for compromises. Many of the proposed alternatives look acceptable.
I love the thought of lower cost options where appropriate!
I would rather spend a bit more in the long run and get these lower cost sidewalks in more places now. I am for anything that slows dangerous drivers down.
Seattle should enforce the rule that requires property owners to maintain the sidewalk in front of their properties. Impossible to walk with my elderly Mom on some streets in Capitol Hill due to the "plate tectonics" mess of cracks and slabs of concrete at different levels. Build new sidewalks north of 95th, but enforce existing rules/regulations in high density neighborhoods like Capitol Hill where sidewalks are in a horrible state.
Material/type does not matter as much as a strategic and effective plan; executed and completed in as little time as possible.
I like for pedestrians and cars to have an entirely different space to travel in. There should also be a designated area for bicycles
I'm comfortable with any solution that doesn't involve pedestrians being forced to walk in the same road way as autos.
I think there should be an overpass or a way to cross the street in multiple phases at the Columbia city light rail crossing. It is such a long light and I see many people running illegally across the street in an attempt to catch the light rail.
- too close to traffic including bikes and too easy to get hit
We need physical height or significant lateral separation from cars because our kids walk to school where there are no sidewalks here in Meadowbrook. The more traditional sidewalk is best but a wide lateral buffer would be okay or the raised asphalt options. The issue is that children need to be able to get to school safely.
No buffer would mean that the sidewalks and the roads presumably could be a little wider. For Ballard / Greenwood that would seem advantageous as the roads are narrow to begin with.

This ghettoizes parts of the city. Eventually the density of the city will be such that you will end up building the sidewalk twice. Please consider doing it right the first time.
I like separation of pedestrians and vehicles with either a raised barrier or an expanse of vegetation.
I like that the city is considering alternative sidewalk options which are far better than nothing in many Seattle neighborhoods. In NE Seattle, there are many streets with no sidewalks and so many hills, I do not feel comfortable walking with my children for fear of a car not being able to see me/stop/slow in time for us!
Sharing roads with peds doesn't work, especially with young children and elderly. If the city is pushing for more public transportation use, people need to feel safe to walk.
This needs to happen! The folks on our street are willing to donate time to help make this happen (we are on Renton Ave S around Bradford). This is a Main Street to access the light rail and Franklin HS - I can't believe we don't have sidewalks. In Shoreline they make builders add a section of sidewalks in front of their development - seems like a great idea to implement to the Seattle area.
All options look good. Perhaps signage for the shared vehicle/pedestrian areas to denote that this is an area of high foot traffic. Bicycle use of these pedestrian paths needs to be described/limited/posted. Maybe in dense neighborhoods there could be a 'pull-out' or 'side-out' ---a piece of path that extends into a small area for neighbors to get out of the main pedestrian walkway and have a chat/confab/yak/news catch-up. So those pausing for a visit do not block the way. More walkers will lead to more congestion on the sidewalks.
Lower cost is best
The sidewalks with barriers separating traffic with people seem to be a safe option. Plus, having a garden or tree barrier would be a safe option for rain filtering into the watersheds.
Sharing the road with cars makes me nervous because when I am on a bike, I get honked at, splashed, yelled at, and almost hit. I definitely don't want to do that while walking, too.
I would not feel comfortable with the walk ways that are level with the street as they seem hard for cars to differentiate at night
I like the creativity of lower-cost options and several, with rain gardens or pavers, are attractive. I don't trust drivers and want more protection for my little kid now and as he grows. We walk to school from 80th to 91st on 24th NW and the sidewalk is narrow, obstructed and at car-level with little division from traffic at some points. We might have changed schools without it.
I appreciate that alternatives are being explored. The stronger the physical barrier between vehicles and pedestrians the more I like it. I hope that storm-water runoff is part of the equation. It's a real problem in our NE Seattle neighborhood.
The garden path idea seems to take up a lot of space, which is probably a premium, and seems unnecessary. If the differentiation between road and sidewalk is clear, I don't think it matters about whether there's a curb.
I do not like the ideas that don't include clear physical barriers between street and peds. I do like the less expensive, landscaped walking paths that have a curb or are raised.
For me, car speeds on adjacent roads will greatly impact comfort level of the walking paths.
It's good to have more reasonable sidewalks vs a few perfect ones, but if they degrade quicker, it may not pay off in the long run.
No buffer options encourage cars creeping into walking space to drive or park

Given the money spent on bike paths, it is a shame to see how little is spent on residential safe walking improvements. The more the better, particularly around schools or in the vicinity of parks, rec areas or greenspaces.
I think the most important thing about the options is make sure the choice matches the driving speed of the road. Roads with faster speeds should have walking paths/sidewalks with more of a barrier. Roads with slower speeds can support walking paths/sidewalks with less of a barrier from the traffic.
Where there is no grade change, no material/color change and no separation (landscape buffer) between pedestrians and cars one might as well be walking in the middle of the street. The best examples have some combination of the above elements.
A lower cost sidewalk is always better than no sidewalk. Highest priority for me is a safe walking route for my kids walking to school.
I am in favor of any sort of walking path that is safely separated from the cars.
"On some streets such as 145th between 99 and I-5 cars are traveling 10-15 MPH over the speed limit and there's absolutely no barrier to protect walkers and public transit stops. Many of the feeder streets to 145 lack L-turn arrows or delayed green lights forcing drivers to compromise the safety of pedestrians and other vehicles.
Busy intersections should also have 4-way pedestrian crossings. There's a huge conflict of interest, pedestrians want to cross safely and many cars want to turn into pedestrian traffic to make R/L turns. Seems very silly. Wisen up Seattle traffic planning.
Also how can you dare build or rehab a Seattle intersection without putting in a L-Turn arrow or delayed green? The city is just growing too rapidly to wait till enough people are injured or traffic builds up to act. BE PROACTIVE!
It's cheaper to do it the first time."
Most comfortable with a separation between vehicle and walking traffic.
Asphalt sidewalks will likely not be durable and will become bumpy/wavy rather quickly. I would be surprised if the work lasted more than 10-15 years if a tree with roots is in a nearly parking strip.
ANY pedestrian path is an improvement over no path at all. Save the raised, separated sidewalks for the highest use streets and spend our limited funds building marginal pedestrian paths on as many streets as possible.
Options with any sort of barrier are best.
Some worry about future maintenance costs.
I would like to see overgrown plants cut back! Often a sidewalk that is fine otherwise gets squeezed to a foot or two!
I am interested in any improvements but especially ways to slow car speed. I worry for my daughter and other children walking or biking to school.
Choose options that are durable and have the lowest cost over a long period of time. Having surfaces fail prematurely is false economy, but some path is better than no path. Put in as much safe walking miles as possible. The permeable sidewalk tends to get slimy and may need occasional scrubbing.
The appropriateness of the various offerings depends on the type of road (is it arterial? is it steep?), how fast autos go by, how wide the sidewalk or the setback is from the road.

Any sidewalks would be an improvement in the Haller Lake neighborhood
Issue of residential parking loss and flow of traffic if streets narrowed by sidewalks
Any of these would be an improvement over nothing, which is what we have now
Not as clear for the driver as to where the sidewalk is vs the street
There needs to be a well defined area for pedestrians to walk with adequate distance and barriers from cars along with things to reduce the speed that cars drive. I do not like improvements that do not contain these elements because I would like my family to be safe walking.
shortchanging our neighborhoods.. How can the mayor think of using tax money for bicycle rentals expansion. When we are denied safe walking. Shortsighted and discriminatory. Walking is basic, bikes are a choice.
I think most all are good options.
Good idea.
"If the city does not invest in concrete, it should plan accordingly for the higher maintenance and replacement costs that will be associated with this material. It is also important to help reduce water run-off, so materials that maximize absorption of water are also something to consider. "
Our street has an asphalt "sidewalk" on one side of the relatively busy street. It works fine as long as cars don't park on it. That's the main problem with street-level sidewalks - inconsiderate parkers.
They look reasonable.
I like the options that prioritize pedestrians over cars--the shared street. I am a big supporter of pedestrian only zones, and think that if more people could walk to more places it would be a big improvement to the current system. I think sidewalk improvements in commercial districts are more important than residential areas where cars are not as prominent because pedestrian traffic provides eyes on the street, and promotes activity and community formation and also supports businesses.
Just something separate from cars would be fine. It needs to be stroller/wheelchair friendly.
They all seem fine in comparison to the "nothing" we have in so many places around the city now.
As long as it's a clearly defined walkway I'm ok with it. I'm not ok as a walker or a driver sharing the lane with vehicles/people
many of them would be fine as long as cars drive slowly and are aware that peds may be present
I think it is a smart approach, traditional sidewalk construction is too expensive considering how many streets still need sidewalks.
To sum up my previous comments, my experience in Seattle neighborhoods without sidewalks has been that the most important factors are not the material the pedestrian walkways are made from, but that they be separated from the roadway in a manner that is visually obvious AND prevents drivers from either driving or parking on the designated walkway. Accomplishing this in a way that might be more cost-effective than traditional concrete sidewalks seems like a smart compromise to accomplish that goal. This survey has not addressed the very important factor of greater enforcement of both speed limits and parking regulations. Without that, many of the options suggested here will be useless.
Comfortable or better with most. However, have some of these choices near us that are negated by over-planting, particularly at corners. Important to choose plant sizes appropriately.

Space between walkers and cars is the most critical factor. the specific design is much less relevant to me. I don't want to impede the speed of traffic or make the streets annoying to drive on. I just want to make sure people can walk safely while cars are using the road. Sharing the road with cars is unacceptable.
The ones that I have experienced are perfectly fine. And they are extremely comfortable compared to no walkways at all.
Currently, on roads with such low cost "sidewalks," cars are often parked on them (examples: Greenwood Ave N, around 125th to 145th; also 3rd Ave NW north of the Viewlands school). Obviously, this is unlawful (I sure hope so) but the cops NEVER ticket such cars, so walking on such streets causes pedestrians to zig zag into the streets sometimes (oftimes). So such physical "improvements" will be worthless without police support.
I like that they are separated from traffic physically as well as visually. They are also aesthetically pleasing. Drivers are unpredictable and often oblivious to pedestrians and I like that I can be responsible for my safety by choosing a route that is designed for pedestrian safety. Please keep lighting in mind on the lower cost improvements. No one wants to be mugged either.
"They can be broken up by tree roots or filled with debris. In some locations, though, they are perfect.
Just make sure people don't start parking their car in the pedestrian walkway.
"I love the designs that incorporate green space (rain gardens or other options), as it makes the space really feel like it was intended for people to live in. In an ideal world, streets with traffic calming measures would be all we would need to make a space safe for pedestrians, but I think we have a lot of cultural change ahead of us before we get to live in that harmonious future.
Safety for all pedestrians, wheel chairs user etc.
Even though asphalt paths may cost less upfront, I'm very concerned about longevity and maintenance costs over a shorter lifespan. Let's not implement solutions that don't last!
I think that asphalt may not be as hard as concrete and so may be more comfortable to walk a long distance on. Might be easier on these old hip & knee joints.
The key apart from pure safety for peds is for the designs to support the idea, for both drivers and peds, that peds are at least as entitled to the space as drivers/bikers/cars are.
The main issue with pedestrians sharing the road with cars and bicycles on quieter streets is that some narrower streets that lead to major arterials provide very little room for pedestrians when there is traffic. This is an especially dangerous situation in the early morning and evenings for drivers and pedestrians. A significant number of commuters walk to and from bus stops along NE 97th Street, East of Sand Point Way. It is also a preferred route for runners from Nathan Hale High School who run toward the trail on that street. If quieter neighborhoods that currently don't have sidewalks are not currently targeted for that improvement, perhaps the city could study adding sidewalks at least to the streets that lead to major arterials.
Planting buffer is a critical element. If alternate designs can provide buffer, then they are fine.
Any alternative where street and pedestrians have the same space with no barrier is of concern. I live across from Nathan Hale high school of 107th NE and 30th, we have a 4 way stop sign and a cross walk and still cars run through the intersection at high speeds. I have a 2 year old and a 10 year old and I never let them cross the street to go to the park along because of that concern.
We need definite barriers to protect pedestrians from both cars AND CYCLISTS. Raised sidewalks, yes. Basically, we need sidewalks north of 85th so we can ACTUALLY WALK safely down the streets we live on.
Those which are at the same level as the street will end up with cars parked on them. Cars will also park across sidewalks when intersected by driveways.

You guys blow money like drunk sailors and then ask the taxpayer accept shoddy low quality work. I think a 30 per cent reduction in government employees would actually raise the quantity and quality of work accomplished. Over paid bureaucrats planning their next vacation instead of serving the populace.
Curbs have not stopped cars. Slower speeds and or some magical device to stop the car from jumping the curb.
separation from vehicles is absolutely essential. spatial sep with greenery is best, but barring this, stark visual sep (barrier plus color diff) might be good enough. certainly better than nothing. That being said, any areas without separated, asphalt and curb sidewalks, that is also being slated for increased growth MUST GET THESE, NOT the low cost option. Developers should pony up
Traffic calming measures need to be in place if there is no curb or no buffer
Make the walking surface good in the rain, not dirt. If the surface is raised, less buffer is needed. If it is not, a large buffer is needed. Cars are the problem - too fast, too deadly, too likely to injure. Control traffic by narrowing roads and reducing sight lines. Long, straight, and wide roads lead to speeding, not looking for others, and generally raising the likelihood of a crash.
"Grade separation is essential for me to feel safe, it's the most obvious way that I am separated from vehicles. Landscaping is a great bonus and provides space for utilities where right of way is available. Asphalt is rarely an acceptable walking surface. It deteriorates and erodes due to rain and water much more quickly than concrete does, making for a very uncomfortable and inaccessible walking/rolling surface. It's also more susceptible to being deformed by tree roots. I would recommend only using asphalt solutions on the lowest traffic residential streets - anything else requires concrete. Don't hesitate to use more expensive solutions that include curbs and piped storm-water conveyance. It's only fair to the citizens and businesses in the areas without adequate sidewalks. Plus, modern pedestrian infrastructure will boost property values and thus tax revenue so even more proper sidewalks can be built. "
The less separation the path has from cars, the less comfortable it is to use. Further a grass or garden barrier prevents cars from parking over pedestrian paths which is a problem in our Crown hill neighborhood.
I appreciate the consideration of less expensive options. Making sure pedestrians are safe should be the biggest consideration so thinking about the amount of traffic and the speed limits--the higher these are the more separation should be from sidewalks. Make sure the School District's "preferred" walking routes to school are all actually safe sidewalks (for example Greenwood Ave N route to Broadview Thomson is not all in sidewalks).
Love that the city can get more in but I would still like to see these focused in the areas of most need; density, access to transit, arterial, and low income areas.
Think you need the separation of roads and sidewalks
Walking space without barriers frequently becomes a parking area for vehicles. In combination with a busy roadway, this presents pedestrians with poor choices, particularly pedestrians encumbered with strollers or those with a disability.
Some buffer between cars and people is appreciated, it should feel safe to most people.
Lower cost allows the city to get it done, which is the highest priority in my opinion.
Accessibility is a MAJOR issue with Seattle sidewalks. There are sidewalks that even I, as an able-bodied person, have difficulty traversing. There are some that are too narrow, and others that the sidewalk has been broken up by tree roots. It's not safe for children, it's not passable by those with accessibility issues, and would be dangerous in inclement weather.

This survey includes environmental considerations only by reference--it seems only to be about safety and comfort. However, we MUST actively consider sidewalks that consist of pervious concrete, as a means of counteracting the proliferation of impervious surface and consequent watershed issues. Please find a way to address this. Thank you.
What are these lower-cost compared to? They all seem like completely normal and acceptable sidewalk infrastructure to me.
The first-order concern is how much car traffic there is and how fast it's moving. That's even true for bike traffic if some of our neighborhood greeways become major bike commute routes (as some are in Portland). Some residential streets are truly off in the weeds, not used for through-access at all, and walking down the middle of the street is great. Others (perhaps N 90th between Aurora and Greenwood) might as well be arterials when it comes to car-pedestrian interactions, and there's no substitute for full sidewalks on both sides.
Other than relying on traffic calming, I'd be happy to see most of these measures instituted. Anywhere that is safe to walk is an improvement.
Figure out a way to make SDOT do their work without involving so many layers of oversight.
"I like the idea for doing improvements only on one-side of the street. And I think combining that savings with the asphalt or raised curb ideas could be very successful. What I don't like is the narrowness of the single curb/gutter option, when we are on the same level as the cars take away a little more street space so they will slow down and we can pass other people walking without jumping into the road.
I also don't like the totally shared streets that don't have traffic calming. Just installing a speed-bump won't slow drivers down enough. But when the street is narrow and clearly designed for everyone's use then it's ok. Think of it like this, if you wouldn't let your child play in the street then it's probably not designed for people to walk down it and share it with cars and trucks."
Widen paths so walkers can share the spaces safely with bikers (bikers must have safe lanes in busy areas - as both a biker and walker/bus rider, both need safe lanes away from cars).
"If the landscaping at street level is just grass with no curb, people tend to park on it (even when it's clearly a drainage ditch).
The traffic calming measures for residential streets without sidewalks can be tricky to navigate on a bike or with a stroller, and unlike sidewalks, kids & dogs tend to veer out into the middle of those streets. "
I think anything would be a huge improvement! We live near Carkeek park and the lack of sidewalks is a real barrier to walking around the neighborhood with our young son. Thank you for planning to address the need for walkable spaces.
"If Seattle wants its residents to utilize other options for transportation, it is imparative we get sidewalks or other designated paths for foot traffic in all areas of city.
My main concern is that there is sufficient barrier between fast cars and pedestrians. On slow residential streets, sidewalks right next to the street with a slight raise or small barrier is fine. On busy atertial streets, the sidewalk needs to be set back from the road or have a high barrier to ensure that it is safe enough. Part of the challenge is that the walking path does not need to only be statistically safe, but must also FEEL safe in order for people to feel comfortable using it.
They all seem like good, viable options.
We need sidewalks NOW !

They take away parking where parking is already starting to lack. They also increase the risk due to that for cyclist as the area to ride on becomes more narrow. Adding calming bumps and keeping the area available for parking is a solution that will benefit walkers, car parking, and cyclists in residential crown hill area.
As long as there's clearly a designated walking path separated from cars, I'm good.
"I think making them usable for storm water control (rain gardens, etc) is a really good idea (using the money to serve more than one purpose.)
I feel strongly that mixing pedestrians and cars in the same space is dangerous, especially for those less able, and children. "
"I love the idea of rain gardens were conditions are suitable. My biggest overall concern for every member of my family is safety. Where sidewalks must be part of the road way, I would like to see research from other cities who have made similar changes re: safety and satisfaction. I do wonder where bikes will go if so many roadsides are converted to sidewalks."
Options with a buffer separation and/or a vertical barrier (curb) are preferred. The stamped asphalt is preferred to the extruded curb set along the shoulder.
For me, the comfort level depends on how fast the cars travel. Slower cars mean I feel safer on almost any type of walkway, separated or not by a barrier from the street.
As long as choice is visually distinct for drivers an walkers, low cost options would be fine, though long term maintenance costs should factor into decision.
None of it works unless we slow down auto drivers due to intersection conflicts
The focus needs to be on connecting residents to community assets - shopping, services, parks and trails.
Need to separate cars and pedestrians with either space and landscaping or curbs, if not both. Pedestrians are even more vulnerable than cyclists, they have less ability to avoid a collision with a speeding/out of control car And they usually aren't wearing a helmet.
I don't mind lower cost options, but they must separate card and pedestrians clearly. Asphalt based sidewalk are not the answer... They are not long lasting. I would rather a pounded gravel pathway.
Having a wide area of plantings to separate walkers from cars is better that a small berm or stripe. Having the walkers at grade it even slightly lower will invite drivers to use the space as a shoulder or wide spot in their land.
No sidewalks is the worst possible situation. The faster the cars more the more the sidewalk should resemble a traditional side walk. Low cost asphalt trails slightly away from the street would be the best compromise.
I have seen the asphalt sidewalks and they are just fine with me! I have lived in areas where the sidewalks are dirt, sand, or other soft walking surfaces and they are fantastic!
Please include the 100 year costs for maintaining them in comparison analysis of costs.
Safety is most important
"Do like the most all of the alternatives to traditional concrete sidewalks. Do like the one side only with other side serving utility of draining.
"Do like the idea that they are affordable and can be installed sooner.

Do like the idea of rain/water swale to offset run-off. No need for sidewalks on both sides of rarely used streets. "
ON many days the weather creates poor visibility, and cars may not see peds (could easily hit one!) So if not enough demarcation between car roads and ped walkways, accidents will happen!
On many days the weather decreases visibility, and cars could easily run outside their lane and onto ped walkways. I don't trust cars to always be safe.
"Options that put the pedestrian on a slightly different level, generally higher, improve safety, even when the buffer is a slow rise (preferable for wheelchairs and bicycles). On the same level, with a ridge in the middle utterly sucks for wheelchairs and bicycles and is unfriendly because you cannot transition between them at all. On the same level with no separation is also problematic.
The city needs to invest in an automatic curb machine that digs, rocks, pours, and forms the sidewalk in one go. That would substantially reduce the price of sidewalks from the estimated \$300,000 per block to \$50,000 on average. The problem is the equipment we use, our bidding process, and how we regulate sidewalks, not the real cost of production. Many cities produce exactly the same sidewalks for substantially cheaper than Seattle does, because they use modern machinery and have saner labor hiring processes."
"Like: affordability means more sidewalks sooner. A variety of walking paths makes for a nice walking experience.
Dislike: Residential streets that are so wide and give so much space to cars. Sidewalks that are cluttered with poles, utility boxes, parking meters, etc. that shrink the available walking space. "
easier for cars to go off the road and hit pedestrians
Most seem fine, but I would feel more comfortable if they were paired with slow car speeds of 20mph or less.
Any sort of pedestrian-designated path with a barrier between it and the roadway is a vast improvement over what is currently in many neighborhoods. If these options are lower cost and thus could be added to more areas, that's great.
I like these ideas...I think it is ridiculous how expensive building sidewalks is and I'm glad lower-cost alternatives are being explored. I don't generally like substituting asphalt for concrete, however, since asphalt is a petroleum-based product. I'd prefer examples that use concrete but don't require construction of a curb, such as the wheelstops or landscaping areas providing separation between the roadway and the walkway area.
I think there should be a clear separation between where cars go and where pedestrians walk. Whether that separation is created by a curb or plantings is less important. i don't trust drivers to go slow and watch for pedestrians just because there are traffic calming devices. I see drivers regularly engaging in very risky behaviors trying to get by traffic calming devices as quickly as possible in my neighborhood (mostly parents dropping off and picking up kids at the neighborhood schools).
Better to have something than nothing. The lack of sidewalks in Seattle (Broadview) is embarrassing.
Pedestrians should be walking outside of the streets on sidewalks or paths for their own safety. Cars drive to fast regardless of speed limits to make shared spaces unsafe. Additionally bicycles also go to fast and are of issue for pedestrian safety. Any way to separate pedestrians from autos/bicycles will increase safety.
I like them b/c they're better then the nothing my street currently has. I dislike them b/c they're not traditional sidewalks.
The path should be smooth, out of the way from cars and any vegetation should be low enough to discourage people hiding, camping out, etc

<ul style="list-style-type: none"> <li>* Asphalt sidewalks are rather common in Europe, and just work.</li> <li>* no sidewalks is fine in case of little/slow traffic</li> <li>* a grass strip between roadway and sidewalk is preferable where cars drive fast.</li> <li>* As a runner I would like to have a narrow unpaved strip next to paved sidewalk (even 1' would do). Wood chips were perfect but just unpaved ground usually works.</li> </ul>
I really think that if you are going to encourage more people to get out and walk, you also need to reduce the speed on a lot of these streets and make sure that the reduced speed limits are enforced, preferably by camera surveillance and signage informing drivers that there will be consequences for driving above the speed limit and/or driving while using a smartphone.
Some of the streets in the beginning didn't look residential and I was confused because I wanted to know the speed limit of the cars before I gave an answer.
I support most of these lower cost options.
I like that it is doable in the short term--too many places have been without sidewalks for too long! Obviously ensuring the safety of pedestrians from motor vehicle is the main concern.
I am concerned that the lifecycle costs of these walking improvements will substantially exceed conventional sidewalks. Because SDOT is incapable of getting its maintenance needs funded, I am concerned that these improvements would rapidly become un-usable for Seattlites with accessibility issues.
I've used the speed-bump greenway-style streets (32Ave, 105th streets) for biking and actually walking, but I think they only work well for walking if they are so marked up and painted green that they make it clear to drivers that they should not be using it as a through route. I think the 38th Ave greenway achieves that, but then it also has sidewalks. I actually walk on the brick one pictured and it feels really nice, almost like an upgrade. I'd think sidewalks that work well for drainage would be a positive for the area given the nearness to Thornton creek, particularly for residential neighborhoods. I have a drainage ditch in front of my house, and I'd be interested in some sort of bioswale/sidewalk/path combo, particularly if the city provided help or a standard that would make it cost effective.
Don't expect pedestrians to walk in the street, even with traffic calming. Too many crazy distracted drivers on the road.
I'm a fan of any plan that gets more pedestrian facilities in more places
Certainly better than nothing, so please do it if it's the option to get the most bang for the buck.
It's essential to separate autos, bikes and pedestrians in order for each to move about more safely and quickly.
I feel like the raised sidewalk is really a key to comfort. I'm ok with non-concrete sidewalks as long as they don't fall quickly into disrepair and present new hazards.
The lifespan of asphalt is far too short. It is a bad investment that we should not fund
Hi, I used to live at 4430 Letitia Ave S in Columbia City. I built my own sidewalk in front of my house with bricks and it was well received by the neighbors and those who walked up/down the street. However, it was only tolerated by the city, had someone complained certainly Jane Rebelowski would have come down and asked I tear it up. She is great by the way. I wasn't able to convince my neighbors to the north to continue the homemade sidewalk so it wasn't that effective or usable. If I had support from the city or if I didn't feat the city coming to me or my neighbors saying take that home made sidewalk down, i would have had better luck with my neighbors. Please allow people to make their own sidewalks, give them a template and standards that they should meet. My sidewalk was fine it was usable and it made a small difference.
Don't make people walk on streets and say that you care about their safety making cars have to go around these dumb blockers will only frustrate them and potentially make them drive less safe



Most sound very good
I like the options with more greenery. I'm not a big fan of the option where there are small concrete barriers where the walking asphalt is not dyed, because it feels like I'm on the road and still need to watch out for traffic.
The more physical barriers the safer and the more visual cues to slow down, the safer. Trees are excellent for both.
I like some separation between pedestrians and vehicles. These plans don't address crossing busy arterials where the speeds are too high and cross walks with signals are infrequent.
What is longevity of asphalt - I would be concerned it would have cracks, etc too soon (so cost savings would be lost long term to maintenance?)
The main issue is needing to experience them. They look fine in photos. However, if the pavement is lumpy or cracked, it will be a tripping hazard. After 5 years, will they be full of weeds poking through?
"These lower cost improvements are fine as long as they are smooth and do not have the sidewalk hazards presented by the aforementioned street tree roots and other such things."
"Not a ""like"" or dislike, but remember that many people (especially with kids) use the sidewalks for bicycling when the streets are not sufficiently safe. So bike needs also need to be considered.
Also, I see nothing at all wrong with using a gravel path, as opposed to pavement."
North Seattle needs sidewalks. Some places have them, some don't. Not only does it make streets safer for walking, it improves the look of the street and neighborhood exponentially. Having no edge looks awful and trashy. Having just a curb is better, but you're still relegated to walking in the street, which is unsafe and not desired. I am in North Seattle where about 30% of my immediate area has sidewalks. We walk where the sidewalks are, even if it's a longer route. The entire city should have the same benefits that the original city had. Annexing areas should come with the same amenities.
Happy we're looking at getting the no-sidewalk blocks equipped after so many years.
I am open to getting more sidewalks out there - but I think the focus should be on creating some type of separation and cues for pedestrian space, which some of the options did not have.
"Concerned about durability--will they last as long as traditional.
Another concern [somewhat contradicts the first one] is permeability for rainwater--we need it to penetrate the ground rather than run off and become storm-water."
I prefer a physical barrier from cars.
As long as there is a separated space to walk in, I feel like that is safe. Some may still be dangerous if there are visibility issues and that should be taken into consideration when choosing the specific walking improvement.
I just want any kind of safe walking path/sidewalks in residential areas that have none. The pictures of lower cost options here look totally fine to me. Lack of safe walking paths/sidewalks in residential areas affects safety of all residents, makes people drive cars more, and decreases health and social interaction benefits of walking around the neighborhood. If people can't walk around their neighborhoods, then they're just places to live and not neighborhoods at all.
Separating the lanes of travel is the most important goal. Removing parked cars from walking paths enables pedestrian traffic.

I prefer ones with pervious surfaces, both to reduce water runoff, as well as saving my legs when I run on them. I like the ones that incorporate more nature/plants/etc. as well.
The real barrier for me is feeling safe walking with my kids, or walking while they ride their balance bikes. This requires a separation between them and traffic, either a curb, landscaping or both. The entire premise of this survey seems to be that my neighbours to the north are expected to put up with a lower level of service for the same taxes. I'm not sure why that is.
Walking is my primary form of transportation. Downtown has challenges that are different from the neighborhoods. In the photos previously shown, I would support, as being the most safe, sidewalks separated by landscaping strip.
Color differentiation is important, as is a good curb for safety. Love the idea of a prettier walking area with more green!
All of these are fine.
I think that lower-cost walking improvements are the solutions to extend the coverage of sidewalks in residential areas.
All of them need to be maintained to prevent trip hazards from developing
Re-consider what is low-cost. It's best to have raised curb, or designated walk areas for safe walkers. If low costs puts an increase of possible injury then a high cost will be on the table anyway due to injuries.
NA
As long as the lower-cost improvements provide enough space away from the cars, I think they are great!
Those that physically separate people from cars are the most appealing. Also creating green space and infiltration is nice
I think we should not waste time and resources on lower-cost improvements if they are less safe than other types of sidewalks. It is shameful that all of our streets are not safe to walk in a city where middle school children can be required to walk to school up to two miles.
They're not as safe for pedestrians. These models prioritize saving money over saving lives.
Differentiating between car and ped space is important, anything that can be done to improve the situation ought to have value in terms of safety.
It does us no good to have walkways that are dark.
they are all fine and would work in nearly all neighborhoods in Seattle
Please lean towards design solutions that serve multiple purposes - calming traffic, treating storm-water where appropriate, and creating a greener and friendlier street.
Most of them are fine. The shared street doesn't really provide much protection. people still drive too fast because they're always late. Traffic enforcement is a big part of pedestrian safety, and I'll venture to say that most cops are traffic violators, endangering pedestrians just as much as Joe or Jane Doe motorist. Educate the police!
Anything the separates the pedestrian from the high speed driver in residential areas will be of great help!!
Lack of sidewalks is an opportunity. In neighborhoods where there are no sidewalks, please incorporate storm drainage and infiltration in the process. The time is NOW for infiltration features, especially at locations adjacent to creeks and streams. (As shown in question #8.)

I like it when it is pleasing to the eye and adds elements that will make drivers slow down. The shared space and the sidewalk at the same level as the road with just a small curb are probably my favorite. The wider sidewalks would be an improvement. Take the space away from the cars so that they have to slow and give the space to the pedestrians so that they can move freely.
Physical visual barriers are good...lack of same is not good.
I think most are fine. Some sort of barrier between cars and sidewalks is important. I think street calming should also be added everywhere. I want people to drive slower.
They will make driving more difficult. It will decrease street parking which neighborhoods rely on, especially if houses don't have a driveway or parking on the property.
I like the separation from cars.
I like separation, but let's not go overboard.
Some seem narrow. Height variations don't matter to me. To think only about walking and no biking denies the existence of our city culture. Both will happen and cohabitation needs to be considered just as much as walkers and cars. Flat solutions supports a biker going from sidewalk to street easily, especially for kids.
Walking comfort along roadways is highly dependent on walkway distance/separation from the roadway and car speed, therefore, encouraging slower car speeds and increasing distance/separation from the roadway may allow less drastic/expensive walkway design solutions.
Building low-cost alternative forms of pedestrian travel can often be more environmentally friendly and help preserve the look and feel of the PNW; such as using gravel paths and native landscaping to create safe and usable means of travel that is accessible to pedestrians of all abilities.
I think putting in more sidewalks at a cheaper cost is the way to go. The more separation between pedestrian and car, the better, but it feels safer to me to walk along Lake City Way with cars whizzing by less than three feet away, then walking up 100th in the dark with no sidewalks and a road filled with pot holes.
I love to walk and try to walk/bike most places. Anything to keep me safe both at home (West Seattle) and all over the city with the Sound Striders. Most important to me are cars stopping at cross walk.
although the asphalt sidewalks are cheaper I wonder about the longterm cost to the city. Doesn't seem smart to be cheap
I like the idea of sidewalks, but do not like the idea of losing parking spaces or slowing down street speeds. I drive and so do all of my neighbors, so getting sidewalks can't come at the expense of our ability to park our cars or get around quickly. Sidewalks without curbs aren't great but are certainly better than none. The idea of mixing people and cars together intentionally is a TERRIBLE IDEA, people will get killed. It will ruin families and neighborhoods. Right now people may have to walk on streets with no sidewalks, but they do so with the knowledge that they are walking in a street, not on some kind of shared path. Much like mixing bikes and cars, mixing pedestrians and cars together is a recipe for people to get killed.
I like the low cost walking for I think in the long run more people will get out of the cars and use them and over time drivers will hopefully be more responsible
The nearby asphalt "sidewalk" with eased, rounded "curb is often broken or missing---too weak. Too many drivers are distracted and a real vertical curb helps prevent wandering onto the pedestrian walkways. On NE110th there are cars parked on the "sidewalk" from 40th NE to 38th NE----A route used by a lot of elementary students and High School as well as elderly people that have paid a lot of taxes living here.
I like the idea of curbs to provide a barrier between pedestrians and cars. How does the life cycle cost of asphalt sidewalks compare to concrete sidewalks when you look beyond the initial construction cost?

Sidewalks with curbs work well to safely separate pedestrians from vehicular traffic. Buffering them further with landscaping is a lovely idea (we have worked hard over the years to maintain our landscaped planting/parking strip, and get a lot of compliments from neighbors), but DOES require a lot of upkeep. Surely spending the money on curbs at the outset will pay off in the long run when it comes to pedestrian safety?
Anything that provides a TRUE physical AND psychological barrier between drivers and pedestrians is the way to go.
It needs to be apparent to drivers and pedestrians that the walking space is very separate from the driving space. walking paths can't lead to ditches at the side of the road.
All need to be handicap assessable.
I'd have to know the cost differential to accurately assess these.
I appreciate the exploration of cost reduced options. I like the more attractive and safe options, particularly the ones that incorporate green space and landscaping. But I'm concerned about upkeep and maintenance of the landscaping. Is this cost effective and will the city be able to regularly maintain them?
My main concern is being separated from cars as I walk with young children. If cars are going too fast or are distracted then it is a safety issue to be sharing the space with them.
Don't like to be both immediately adjacent to and level with roadway, even if there is a curb... there is just something about being a bit elevated on a sidewalk that feels (and is) safer.
The biggest concerns are separation and safety from moving vehicles, and avoidance of pooling/flowing water. Speed bumps help, they're better than nothing, but they're really not enough. Sidewalks at street level have to go hand in hand with drainage solutions.
would not feel safe in the dark walking a dog~
I approve creating safe lower-cost walking spaces. The options in this survey appear to most easily be accommodated in newer neighborhoods versus older neighborhoods. While taking the survey, I assumed that the improvements could/would be universally used in ALL neighborhoods - including those with narrower available street widths. I don't imagine that will be true. IMPORTANTLY, I am not assured that total funds available for sidewalk improvements will include repairs that currently need repair or improvement. Two weeks ago, I fell on such a sidewalk where the cement sections are now misaligned along with a metal cover that I guess is for access to utilities. Cement sections and metal cover abut at various heights, thus are tripping hazards. I am a senior citizen and am an able walker. Location described is mid-block, west side of 3rd Ave West between Mercer St West and Roy St.
ADA IS 25 YEARS, OLD. I like being 100% INDEPENDENT! I have NOT moved in over 40 years. ?Why didn't YOU get INPUT, from those of us, who DO NAVIGATE, by NEITHER Car NOR Bicycle. THINK, about IT: The Boomers ARE aging. Fewer people, will be driving or biking.
I don't like asphalt, because it doesn't last. I don't like walking on the same level as cars, they can swerve and hit you and water drainage is not great.
Shared spaces are the best option. I suspect they help with cost and all focus and resources can go into the single path. The traffic calming elements plus the potential presence of pedestrians will require modest driving speeds. This option also requires the least amount of land area, perfect for Seattle's many narrow residential streets.
Asphalt and crushed rock are much healthier surfaces for runners than is concrete
It's all great! anything you can do to both lower actual risk and more especially perceived risk will get people walking and using those facilities more. The more pedestrians there are, the more drivers will be acclimated to a world that isn't all about them.

It would be great to have triple the number of miles of sidewalks for areas that do not have them now.
Safe walking environments require some way to level the power imbalance between pedestrians and people driving cars. Separation, using parked cars, parking strips, rain gardens, raised barriers, is required both to convey the 'safe' message to pedestrians and 'this is your limit' to drivers. Lower cost materials raise equity issues (we only got asphalt and they got concrete) but if installed properly can perform reasonably. What might make this issue more palatable would be to develop a schedule of materials with guidelines as to which will generally be used in what situation. I personally like brick, as Martin Selig installed around Columbia Center, but I totally get it that that's not affordable.
Less of a barrier between traffic and pedestrians.
"Feeling safe or comfortable depends primarily on the traffic speed, volume, and types of vehicle on the roadway adjacent to the walkway.
Various types of environmental barriers separating peds and vehicles is important but secondary to the above.
Environmental conditions (condition of walkway, weather, lighting, etc) are tertiary.
Another option would be pedestrian bridges near transit stops to reduce the risk of pedestrians near freeway or other busy arterial streets. I prefer when there is a space between the cars (such as trees or landscaping) as well as sidewalks. I strongly prefer not to share the road with cars, in particular, as many drivers are distracted on their mobile devices.
I'd like to see more features that would stop a car completely- it doesn't have to be solid wall but just enough of them to have a high deterrent value. Large rocks, bollards that are actually built to stop a vehicle and not those flimsy plastic fake ones, and trees.
Lower cost is good because then more sidewalks can be built.
There should be a buffer between sidewalk and street in any area with vehicles driving at higher speeds. Lack of a buffer is only OK in residential areas where cars are moving more slowly. I want a chance to jump out of the way!
It is of utmost importance that the division between car space and pedestrian space is highlighted with reflectors, solar lights etc. to increase safety at night.
Car speeds are too high for the design of our roads and intersections. We need to follow Vision Zero standards of rebuilding neighborhood roads to make it difficult to drive faster than 18mph in areas where unprotected users are expected to share the road with cars and trucks. Look at Lorenskog Norway: Since 1980s they've slowly built paths for people and bikes separate from 30mph roads. Cars and trucks on 30mph roads now don't have to look out for bikes or pedestrians crossing, except at rare raised crosswalks (that often have speed cameras). They also have replaced many raised crosswalks with small bridges or tunnels for people to cross 30mph streets. Additionally they've closed some through streets to bus only using an automatic gate, removed all stop signs and traffic lights and have fewer, slower roads with roundabout intersections.
I prefer pedestrian space with the most barriers to vehicles.
More trees, barriers and lighting is good
Nice to have walking improvements without taking away parking and lanes. You just add to congestion. Is that your master plan?
Do the most lower cost and safe improvements possible. maximum the amount and consider lower income and ethnically diverse neighborhoods.

Need set back from traffic -- be it an elevated curb, post, or grass buffer from street. Cannot trust drivers. Something happens to a person once they are behind the wheel of a car. Take away the chance of doing wrong from a driver by segregating pedestrians.
Having a designated space for walking is good. If it is poorly maintained with tripping hazards is a problem.
Safety is important, but so are aesthetics. I will walk along the most pleasant path, even if I have to walk farther.
"Prefer cement options with separation between path and street. Need to have traffic calming too, though, else crossings will remain unsafe.
STREETS ARE NOT ONLY FOR CARS! Even the cost of cement sidewalks pales in comparison to the \$\$ spent for more and more cars/traffic/wear and tear/carbon/obesity. Need to make it safe and fun to walk/bike/active commute. Especially for schools, as that is where lifelong walking habits are developed."
I doubt that the same level separated by landscaping would work. Car would end up parking there.
Love the brick one the most. I think a change of color emphasizes for car drivers that it's not for driving on.
I don't like the option of greenways (I mean where the city puts in topes/speed-bumps and other traffic slowing features) It's tough enough to drive thru the city without removing lanes/access. I think we should focus on making it easy to walk for the elderly/handicapped such as curb cuts, but skip things that reduce the ability to drive thru the city.
Cars often use them as parking space. They sometimes cross the blocked areas and use it as parking space. Also, when an asphalt area crosses a driveway, cars will often park in the area (even though it is the pedestrian path.)
On residential streets, most of these would be comfortable. On arterials or roads to schools, these would not be comfortable.
I like seeing a buffer of trees, shrubs or grass between the street and walkway. The concrete curbs as buffers are also good for busier traffic areas...so at least something is there to deter a vehicle if it is swerving into the walkway. More nature...less concrete.
If there is not much space between the sidewalk and the cars passing by, I have to be watching the road whenever I notice a car or cars are approaching me. But having some type of sidewalk (even though they are lower-cost option), would be way better/easier to walk than walking without any sidewalks.
As long as the lower cost options are durable, they are probably much better because we'll be able to afford more mileage.
Mix of cars and peds on same level with no barrier seems a bit scary. But if speed reducing measures are in place, it will make it a bit less dangerous.
the trails look cool but do not feel as safe as when it's right next to the street. Also makes it harder for bikes to jump the curb on and off the street or when passing peds on sidewalk there is not enough room.
I like these lower cost options because it's better for the environment (less water runoff) and it will free up money for other, more crucial/extensive improvements.
"I do not like the stamped asphalt sidewalk if the city will make it the responsibility of property owners to maintain and repair. Given it's shorter life expectancy and reduced strength compared to concrete I believe you'd end up with a bunch of falling apart sidewalks that are even more of a hazard than no sidewalks now.

I also dislike walking routes for school children where the sidewalk is built on alternating sides of the street and has no marked crossing locations. How crazy is it to send a kid walking to school on a busy arterial that they must cross 3 or more times to actually be on the sidewalk!"
I am comfortable with any type of sidewalk. I sometimes walk with small children and then I always prefer a buffer between us and traffic. I would also LOVE to see the city build more permeable pavement sidewalks to improve storm-water drainage.
Curbs are essential. Wider is better.
Walkways made at grade near the roadway without physical separation do not feel safe and are also prone to having people park on the walkway. physical separation provides safety and accessibility.
Any of them are better for my family's safety than no sidewalk at all. If we had any type of sidewalk/path that was not part of the street, I would feel comfortable walking with my small children to bus stops and using transit more than we do now (we only use our car currently). I'd prefer something separated from the street for added safety, but we would use any of the examples shown where pedestrians have a designated space to walk that is *not* the street.
I'm not as concerned about having a barrier as I am about the width of the sidewalk or path for walking. Also whether there is a barrier of some kind or not, I would like some kind of reflectors so at night drivers clearly see the break between the road and the area for walking.
I like the idea of lower cost improvements that could be delivered sooner rather than later.
I want to see improvement and money spent on busy streets and high impact areas. I do not want to see sidewalks added to neighborhoods like Crown Hill that don't have them. I moved there because I like the rural feel.
We need to invest in sidewalks. This is central for a major urban city.
They're all better than a gravel berm, which is what we have in many, many areas of our City now and many of them have a barrier or curb between them and the street and are also visually different. The one that is purely of asphalt isn't great at this though.
Good visibility is the highest priority. Walkways with Greenery are great but often times creates unexpected visibility problems, especially at night.
"A separate, delineated path is the most important aspect. After that, some sort of barrier separating the path from cars is next. In low-speed neighborhood roads, this could simply be landscaping but anything more than 20-25mph and I would prefer some sort of curb barrier to prevent cars from leaving their lane (a line of small curb-height barriers placed along the side of the road would be sufficient for that purpose).
I think an asphalt path would be fine for now. It's not as durable as concrete, but I would rather get as many sidewalks in place as possible to give people safe walking paths, and then once we have basic sidewalks they can slowly get upgraded as needed. "
The pedestrian needs to be safe at all costs and especially in the outlying areas away from the main parts of the city, something has to be done. The above options are good for the time being but in the long run real permanent structures are going to be needed as the city expands.
Seem like these would be a good option. A curb is best, then separation with greenery, then the level options.
There has to be rain-mitigation if they are gravel, and they have to be well-lit. I don't like the curb-only at the same level of the street because I don't think it's enough of a barrier between people and cars; however it would be better than nothing.

They all seem to be impermeable. I would rather have some option that would allow water infiltration to help mitigate the negative effects of storm water runoff.
I think most of them are great alternatives. So long as pedestrians have their own space and don't have to walk on the street! More importantly they need safe places to CROSS the street.
I like some separation between pedestrians and motor vehicles, and the wider the sidewalk, the better.
I love the idea of sidewalks or pathways on residential streets. It keeps things nice and tidy and no stray rocks to pop up at cars or people. It gives the young people a designated place to walk rather than spreading out across the road.
Upkeep is a concern, signs CANNOT be in the middle of sidewalks as these create chokepoints, especially when more people are on them.
Asphalt would be a poor investment because of lack of durability - weeds grow up through it, tree roots lift it etc.
Again, everything looks fine to me with the exception of having pedestrians and drivers share the same road. My neighborhood does not have sidewalks, so we're forced to share the road when we take our children on walks and we constantly are put in the position of having to monitor how fast people drive on our street. This frequently creates hostile interactions with drivers who, typically, do not live in our neighborhood and are just looking for a fast cut-through between major roads...ESPECIALLY when there is traffic on the major roads.
Focus on getting sidewalks in. Fancy road modifications reduce the amount of money that could be spent building new pathways.
Wheel stops at grade provide separation but do not provide a safety barrier. Don't do these!
We live by the stamped/dyed asphalt walkway in the first example. It is wide and that helps us and our children feel comfortable walking on it. It also looks really nice. One trick is when it gets graffiti on it; the City does not have paint that matches the dyed asphalt color, so when they paint over graffiti with regular red color, it looks almost as bad as the graffiti.
"We need them! Thank you Thank you Thank you for looking into this!"
Also, could the City have some campaign to support pedestrians to wear some kind of reflective clothing? Even a reflective zipper or belt is better than nothing! I am always amazed that people do not attend to this-- so apparently we need education! Thank you."
They are all fine.
They disappear with leaves & snow
I prefer ones with some kind of buffer from traffic and speed humps
It's the lack of space between the walker and the driver that makes some of them feel uncomfortable to me.
There definitely needs to be a curb, raised sidewalk, or a buffer area between street and sidewalk. Honestly, I think the city should build a traditional sidewalk at full cost and do it in areas voted by the people or at least in areas where more people walk, even if it takes 30 years to complete. Putting asphalt down is a waste as settling occurs and tree roots raise sidewalks and require constant maintenance...which doesn't get done enough. Do it right the first time.
I don't like the ones that blend in with the road. It needs to have a clear visual separation so that cars notice it.
Excess rain would flood out the sidewalk

Please use standard traffic patterns and don't introduce anything that confuses drivers (i.e. nw 58th street greenway signals and markings at 20th and 24th). And quit with the speed bumps, they don't help bikers.
At street level walking path feels like very little separation from cars, and thus unsafe.
I really like the sidewalk-on-one-side of the street with rain gardens. Beautiful and practical, won't narrow the road as much as having sidewalks on two sides.
Most are too close to the road. Divider bump helpful if close(think keeping kids out of street as well). really ANY sidewalk would be lovely in our neighborhood and would increase my chances of staying here.
I like the walkway separated by grass or landscaping (it's very aesthetically pleasing), but it's a little disconcerting to know that a car could easily go off the road and right over the grass and into the walkway -- there's no curb or bump to stop the car or impede it from going right onto the sidewalk. That's why sidewalks are ideal because the curb creates a barrier to a car coming easily into the walkway.
I like the idea of lower cost and that some of them also look nice. I don't like some of them because the designs assume that drivers will obey the speed limit. It isn't usually the speed limit that is the problem; it's people violating it.
I like them and think it's more important to get a reasonable solution sooner than a high-end solution much later. Getting sidewalks onto every street in our neighborhood is an important goal for our family and for many of our community members.
Anything stroller friendly and where there is some visual cue that tells my daughter where the sidewalk meets the street is ideal.
i'm not sure what option this question refers to. as long as the low cost option prioritizes pedestrian safety and provides a clearly defined and dedicated space, then it would be acceptable. however, there is an inequity when the city is willing to spend about \$1M to pave 1 mile of street, and then skimps on providing safe and dedicated ROW for pedestrians and bicyclists. Seattle will never grow out of it's baby pants and play with the big boys until it provides equal access for pedestrians and bicycles.
I like anything separates cars from people. I do not like shared spaces.
Green pathways seem reasonable only if mechanisms are in place to address 1. sustained future maintenance and, most importantly 2. the intersection of pedestrians and vehicular traffic.
It's about balance between cars average driving speed and people walking. If cars are driving at all fast, walkers need more protection. Slow cars down with bumps or curves (I like those a lot), put up bright yellow PED signs, put any kind of barrier between cars and walkers and make it noticeable and it's good.
Those that are at the same level with cars and without a buffer seem less safe. Raised paths with any kind of buffer seem better.
Without curbs, or something equivalent, some cars may swerve off the road, or some residents may park on the planting strip
Feels best not to be at the same level as cars. Nice to incorporate rain gardens to accomplish 2 tasks. Narrow sidewalks on busy streets are scary
Like separation from vehicles
I'm comfortable with any of the lower cost options. Shared street space would be my least favorite option
Love them. Seriously ANY type of sidewalk is better than NO sidewalk. Meadowbrook needs sidewalks!!!!
Most of them seem like they would be great. The key is to get something built soon!

All are fine but the sharing the road. It isn't working.
I feel very comfortable using and having my family use lower-cost walking improvement options. Walkways without any curb, do not work. Cars park on the walkways and make it less safe to walk. Please make it a priority to put connecting sidewalks along all main streets such as 110th before additional sidewalks are improved in other North Seattle neighborhoods.
Didn't like the street level sidewalk with just a curb separating me from the street. I feel that it would be too easy for someone in a car to run over the curb and get on the sidewalk.
My main concern with a lot of these approaches is longevity. I realize that getting more improvements quickly has a lot of benefit, but I also worry about the degradation of the cheaper approaches in the future and pushing that cost into the future.
I would be thrilled with any type of walking path as long as it is separated from the residential streets in NE Seattle. It's not safe for my daughters to walk our residential street without extremely close, constant supervision. There are other children on our block, an elderly woman, a sight-impaired woman and a deaf child, as well as two home-based day cares on our street. Please, we need safe walking paths in NE Seattle!
Given the costs, I think these are good options. One needs a clear visual difference between where a car may travel and a human may walk. The busier streets need a curb barrier, or some sort of stronger definition. Any pathway that is a walking route to a school needs to slow the traffic way down.
Cars are close to sidewalk
The alternatives that don't put a barrier between people and cars just don't feel safe; in my experience they are NOT safe. And sidewalks on only one side of a road mean that at some point a pedestrian will have to walk in a space that visually states they should not be there.
Anything is better than nothing, but I like options that obviously make a space for pedestrians rather than having pedestrians share the road.
I like the ones with barriers the best (even with no curb) from both a safety and look aspect. Please pick something that has low long term maintenance costs as well.
These seem like great options. I especially like the rain garden/landscaping buffer since it adds more green space.
In my opinion, when walkers are combined with vehicles and even bicycles, the risk of injury increases. Walkers can't move as fast as bikes, for example, and bikes are quiet, so there's little warning if a walker is in a bike's path. Walkers vs cars = cars win. Elderly walkers and those needing assistance don't stand a chance when it comes to cars. Some type of barrier between traffic and pedestrians is an absolute must.
Pleasant and safe walk to neighborhood destination is needed to encourage more to get out of their car and walk. For those who have no car, the route options need to safe where ever they live in the city.
The safest for young children (those under 5) the last option with a landscaped buffer between the sidewalk and street. I would be able to relax more with my young toddler walking in that environment.
Don't like the one-sided sidewalk because it's inconvenient
I like all efforts to make walking safer and more pleasant. Calming traffic measures especially.
I like the options with more buffer between pedestrians and cars best
Really like the more landscaped paths-- a treat to walk on and not just a way to get from one point to another!
Don't over complicate this job. Put in sidewalks where they need to go and allocate money elsewhere.

I'm fine with any kind of sidewalk, especially along busy streets where there are none now
We need sidewalks and pathways for people to walk that are longer than a couple of blocks. There are a few pathways but they aren't consistently safe and often become overgrown with weeds and bushes. The options that you've shown could be effective if there is a plan for monitoring and upkeep. Unless my West Seattle neighborhood is paying less in city taxes, we deserve better, safer, consistent and more accessible options for walking. I currently drive my dog to other neighborhoods to walk because they have safe sidewalks and good lighting in the early morning and evening. I would love to see broader implementation of these options to improve our walkability scores.
On residential streets, features that slow traffic or provide more physical distance are preferable to me. Landscaping and greenery are also important for the stress-reducing aspect of walking, versus a high anxiety competing-with-cars sensation on busier thoroughfares.
Vegetation separating vehicles & pedestrians is always good!
I like the idea of green space. I often walk with our baby in the stroller, and I much prefer to have some separation between us and the cars. Ramps where the sidewalk meets the street are often missing in my neighborhood (Morgan Junction area of West Seattle), which makes walking with the stroller difficult.
I like the separation between street and walkway. Using the street for cars and pedestrians would need to be a very low traffic street for me to want to use it.
It's nice to have attractive additions to streets where new sidewalks are added, but in general I would support most of these lower-cost walking improvements.
Most seem comfortable enough, like walking through a park yet close enough to the road to not feel like being on an isolated path. The ones that seem less comfortable are ones where it would get crowded with bikes as well or too close to cars.
If the walking path is at the same level as cars, there should be a landscape buffer (plus a curb is preferable).
The landscaping makes it more pleasant in general. Who will take care of the landscaping, however?
They are all good ideas.
It all seems like a bandaid. Do something to help the people. We have no sidewalks and it's very dangerous and our street constantly floods when it rains, yet no one seems to care or has done anything.
Just need to be sure that they are accessible and clearly demarcated so that drivers won't transgress the barriers
Adopt the European model of using paving stones. no need to destroy them when you need to dig them up, just dig, fix replace
I prefer walking improvements that have a virtual or at least a good visual separation from the cars driving on the street, like the vegetation of the last photos or the different colored surfaces shown in the first photo (s?). Something that easily cues in the drivers that that paved area is for walkers and not part of the road.
The real problem is in changing the behavior of drivers--now drivers have a sense of privilege that puts walkers at risk.
I like the idea of alternatives to traditional sidewalks, both in terms of the ability to make more improvements faster, and in terms of aesthetics (there's nothing so great about the traditional concrete sidewalk.
I want reasonable protection from vehicle traffic and a sidewalk wide enough for our double stroller.
I feel safest eat apart from car traffic by visual and physical barriers

Separation from traffic by way of elevation or landscaping is important. Monochromatic (i.e. similar color to the roadway) street-level walking paths without landscaping or elevation are not very appealing, and are also a recipe for disaster.
"For paths at street level, I'm concerned about cars running up and hitting pedestrians.
For shared roadways, it feels like a way for SDOT to claim a success without actually doing anything.
For less expensive building materials than traditional concrete sidewalks, I'm concerned with long term durability and maintenance costs - if they cost half but only last a third of the lifetime as concrete sidewalks, they're actually more expensive"
I like a bigger buffer between the cars and people walking. Planting strips are great for that, as are raised/wide walkways. Walkways at the same level of cars just feels more dangerous
The more safe, clearly defined walking spaces the better.
more is always better
I like that the city is thinking creatively about how to get walking improvements made at less expense.
some of them seem ok
As a parent of young children, some separation from cars and cyclists is important for my feeling of safety. Ideally, the walking path would be grade- and landscape-separated.
I think the asphalt ones are going to have a short life - especially if we have any freezing/thawing cold spells. Additionally, tree roots seem like they would easily uplift the side walk
"The main concerns that I have are: 1. Creating a good visual barrier (white paint, etc.) between the place for cars and the place for pedestrians 2. Having a curb to protect pedestrians from cars 3. Good lighting is essential in a city where it gets dark extremely early in the winter time. Pedestrians must be able to see the path adequately, and drivers must be able to know where to anticipate pedestrians. 4. Clearly defined areas for parking vs. pedestrian travel. Where I live currently, there are no sidewalks and when you walk through the neighborhoods you have to move into the roadway when someone is parked on the side of the road. 5. It is very important to make sidewalks accessible to people with disabilities who are in wheelchairs, etc. This also benefits parents with kids in strollers. "
SAFETY. Main priority. Don't like cutting corners such as just a tiny curb, no raised sidewalk.
If it allow more miles of side-walking paths and can not be an increase in maintenance. sounds good to me
Any kind of sidewalk where you can safely dawdle and enjoy looking around is fine. Assuming people want to charge along as fast as possible is wrong.
Any kind of separated or demarcated sidewalks/paths are preferable to making people share the roadway with vehicles. In Seattle, where conditions are often wet and dark, forcing pedestrians to walk in the roadway to get from point A to point B is an extremely dangerous solution. It restricts and discourages non-vehicular movement within neighborhoods and does nothing to get people out of their cars. The few low-cost walking improvements that have been made in my north Seattle neighborhood have been a fantastic success. I can't emphasize enough my support for these improvements in the overall Seattle Pedestrian Master Plan.
I really like the ones that are buffered from the road by landscaping. I would feel safest letting my kids walk on a separated path. I'd be comfortable with the paths/sidewalks adjacent to the road if they are wide and have some barrier, at least a curb, between the travel lanes and walking path.

Seattle needs sidewalks now. These lower-cost walking improvements are, in general, equal to higher cost concrete sidewalks and fill a critical need. It is dangerous and disgraceful that Seattle's "Safe Routes to School" includes many routes with no sidewalks, including on arterials, Those are NOT safe routes for anyone, much less school children.
Depending which one you are talking overall I will be care full and watch the traffic as it moves around.
"If it makes it possible to put sidewalks in more places north of NE/N/NW 85th St, I'm all for any of those options.
My pet problem walking area is NW 90th St between 9th Ave NW and 12th Ave NW, north of Crown Hill Cemetery. There is no sidewalk, the road is narrow and overgrown, and it is used as a way through the neighborhood between 8th and 15th NW, so it's a pedestrian fatality waiting to happen. Ironically, where the road is wider, and therefore was already safer, west of 12th, there are recently installed sidewalks.
Priority should be to make safe walking access to schools, transit stops and community centers. City should not prioritize putting sidewalks in all neighborhoods, but focus on heavy walking traffic areas w/ safety issues. More speed traffic cameras should be installed by schools- there are too many drivers speeding on streets adjacent to schools.
I love the rain gardens, great idea!
All are okay. Having the path separated by some distance from the street appears safer, so that would be my choice if costs are similar.
Most are fine ... being separated from cars by a curb or landscaping is much better than walking on the street surface. Level with the street is fine so long as adequate drainage is present.
Need for smooth surfaces; for wheeled devices. Need for barrier from traffic. Need for distance from roadway with plantings that sooth the transition from sidewalk to street.
I believe we have a great opportunity to increase Rainier Valley walkability by repairing existing sidewalks and building new ones.
The improvements that definitely separate vehicle traffic from pedestrians seem like excellent ideas. The ones that don't, don't. By the way, although this survey addresses pedestrians, I would also like to see much more safety improvement for people who ride bicycles as commuters and to do errands around town.
I want a barrier and few places to trip.
I like that there are many alternative options so each situation can use the one best suited to it
As long as they stay safe and are maintained I'm game
Too many do not have a safe barrier between walkers and cars.
"Which ones? That's a fairly broad question.
I like the lower-cost options better than no sidewalk at all.
"Saving tax payers money while offering an acceptable level of safety is always good.
Speed restriction in neighborhood streets should be emphasized by establishing Pedestrian priority corridors or pedestrian zones where it is reminded emphatically that 20 mph is a maximum speed. Example: a zone on 32 nd ave NE and 27 Ave NE between Lake city/Jane Adams/Nathan Hale and the U village/Burke Gilman trail where peds have always the right of way with large visible signage."
These look, for the most part, like very acceptable solutions

With at least some curb there I feel like cars are less likely to veer into the walking space.
If a walking path is at the same level as a busy street, then having the most separation from traffic is the best alternative, such as a planting strip. In a neighborhood with low traffic, slowing the traffic down and providing separation is fine. In both cases, the walking paths do not need to be elevated.
Have walked on them in the Lake City area (NE 110th between Lake City Way and 30th NE is a good example). It appears asphalt is just poured over existing ground elevations without making the sidewalk as level as possible. Looks ugly and is easy to trip over.
I like the idea of less expensive sidewalks made of asphalt; they look fine to me, brick inprint or plain. I did hear someone in a wheelchair say the asphalt sidewalks with brick impressions were hard in her wheelchair.
I like the ones that make a clear separation from where motorized vehicles will be present.
I like to be as far away from vehicles as possible when I walk
The walk in the street is my least favorite, followed by the no curb option. With many cell phone distracted drivers, I believe these are more hazardous than any of the options with at least some grade separation features to help prevent direct collisions between cars & pedestrians.
Needs to be clear (even in the dark) where vehicles and pedestrians should be.
I'm all for lower-cost walking improvements as long as they aren't really for bicyclists.
If i trusted all drivers to be responsible and safe, all these options would feel comfortable. It is ultimately about making drivers responsible for their actions while operating heavy machinery.
I like them. They provide a sense of comfort for the pedestrian as well as a sense of place for those who use it for driving and walking. I don't mind sharing a road with cars as long as the cars are going slow and know I'm there.
As long as clear separation between cars and people, I like them.
"I participated in the dogs-people-parks session where they showed us similar options for off leash areas. Well done consulting company, city of Seattle or whoever is pulling together these options and sending surveys.The options involving ""natural"" barriers between people and cars work for me. The eye respects that contrasting texture more than say, concrete sidewalks on the same level as cars. I think they're also more visually appealing."
I don't like mixing cyclists and pedestrians. All new pedestrian improvements should include a cycling-only lane so that people on food and people on bikes are not forced to "fight over the scraps" of the roadway dominated by cars.
I live on a residential street that does not have sidewalks. You end up walking in the middle of the road because of parked cars. If there is not a physical barrier between the sidewalk and the road, then cars will just park there and block the walk ways and it will be pointless. If you install a real sidewalk on my street, then the road would be too narrow for cars to park on both sides. This would infuriate people who would lose "their" parking spot in front of their house. (Yes, most have garages and driveways but prefer to park on the street.)
They all look good. Lighting is most important to me for before and after work dog walking in the winter.
Not convinced that cheaper materials will get proper maintenance cycle attention!
These suggestions look good.

I like the low cost walking improvements mostly because they are so much better than nothing that we currently have in North Seattle. There are streets I walk that currently have no shoulders and are very scary to walk on.

I live in NE Seattle between Matthews Beach and Cedar Park. We like having NO sidewalks. These are not busy streets and sidewalks themselves would create a sense of a "barrier". The lack of sidewalks create a more "friendly" feel. And MANY residents enjoy walking in this neighborhood because it's so open, safe and friendly with front yards very accessible and not "cut off" from people walking or playing in the streets. I realize folks in other neighborhoods may feel quite differently.

They're fine, but they must come at the same time as serious traffic calming and enforcement of traffic violations.

There is a lot of emphasis on building 'new and improved' but not much about fixing the existing sidewalks.

Any separation from traffic is better. Any traffic calming features are better. Top priorities should be (1) school zone safety, (2) slowing traffic, (3) developing good walking routes that parallel arterials and help people cross them safely.

Speed humps on straight roads with no pedestrian separation don't work for pedestrian comfort. They encourage jack-rabbiting between bumps, revved engines, and driver irritation. See 132nd Ave NE between Bel-Red road and NE 8th St in Bellevue for example. Also in Wilberton north of Lake-Hills connector.

Put sidewalks by schools

I like the creative options, much better than no sidewalk or walk path at all. I would like to see research on safety of walking on walkways that are not separated from the street by a curb or are separated by curb but not raised. If the latter is implemented, we would need much more monitoring of speed. Even with traffic circles at both ends of my block, cars speed through here.

I don't like sidewalks in general except in downtowns or areas of very high ped traffic, and prefer less intrusive walking surfaces. PCC sidewalks are rigid pavement and less forgiving than asphalt paths or other more pervious surfaces, and are also very much more costly to construct as you'll usually need to install storm drain pipe, catch basins and drainage detention facilities when you do the sidewalk. I prefer walking along the existing streets; low impact, low cost, and blending in with the existing streetscape is the way to proceed. Scab a 5' swath of asphalt along the existing street if you must.

I like traffic calming measures, but am worried that traffic will rerout itself to nearby streets and make those routes less safe. traffic calming measures need to cover a great deal of routes surrounding any green ways, or else the street 1 block away will be much worse

"Physical separation from cars: height is good, but distance makes it feel more comfortable. Width: not mentioned in this survey. Skinny sidewalks are not comfortable, and even worse when directly adjacent to fast-moving traffic. Smoothness: I care less about what it is made of and more about it being resistant to roots, cracking, etc. Some of our sidewalks (Rainier Ave) could be rollercoasters... Dureability: again, material means little to me. But will they hold up to the sun, rain, and wear over time? Is it cost-efficient?"

Raised sidewalks with street parking are ideal. Using grass or trees for buffer is nice, but not at the cost of street parking or shortening two-lane roads to one-lane. We need more parking, not more trees.

Better than nothing. Most of these options would work best if vehicle speeds were reduced (and speed limits enforced).

Simpler solutions are lower cost, have shorter construction time, and less repair cost. Hoping the city doesn't forget to maintain them.

The shared street concept (sometimes called the woonerf) is my least favorite. I lived in Eastlake and it exists along Fairview with mixed results. Any time there is a road with nothing else the assumption seems to be that this is space for cars and everyone else should yield or not be there at all.

Any kind of walking path is better than none. Walkers need to be aware of their surroundings--cars, bike, dogs other people etc. People make mistakes or get distracted so by paying attention, being careful and you will most likely be safe. Take responsibility for your safety. Publish article on safe walking.

I have lived in this city my entire life. This city has a long history of building half assed infrastructure. (freeways to nowhere, Monorails, Streetcar lines without streetcars, Bertha... The list is long) Don't be cheep, just build sidewalks, build curbs, build for a livable future, not something we are all going to look back on in 10 years and say "We should have built it when we had the chance".

There are drainage implications with several of these improvements, how would they be addressed? In areas where there is little protection, lighting and street flooding issues will need to be addressed. Will private development be allowed to install these low cost alternatives? If not how will the 'connection' between the two (especially those with different grades) be managed and regulated?

We live in Meadowbrook and my daughter walks to school. There is a walkway but cars park on it endlessly. It's on the same level as the street and the walkway stops and starts and it's very uneven. It is also not well lit. The crosswalks are also not illuminated and at this time of year cars don't see the kids. It seems strange to me as there are three schools using the walkways. John Rogers Elementary, Jane Addams Middle School and Nathan Hale High School. Please fix this before there is an accident.

Trees provide more of a barrier between the cars and pedestrians.

I would ask you to look at the freight master plan. Then, tell Georgetown residents the cheaper choices. It's kind of like a total disregard to safety.

I like all of the options provided except for the sharing of walkways and cars. Need some kind of separation with the cars. Otherwise the other options look nice and appear to make it more safe than sharing a road or no sidewalk at all.

Please make sure they are well lit!

They are NOT safe!

Generally speaking, I'm supportive of all of the lower-cost alternatives. Of the options, I prefer the ones that have some sort of barrier or separation between the edge of the sidewalk/walkway and the street.

I think there should be lights or flags that can be turned on when crossing the streets in busy areas, where cars do not stop for pedestrians normally. I have almost gotten hit a few times.

I think most are fine, and different options may make more sense for different neighborhoods. I would like to see walking paths serve double duty as bike paths in denser neighborhoods.

Nothing I don't like about them. Separates pedestrians from cars, which is my main priority.

I love that these options can make it faster to roll out improvements in more areas. I'm concerned that these improvements will be used in low income areas and become associated with "less than". Our low income communities need and deserve top of the line, safe, equitable investment. In areas with a lot of freight traffic, pedestrian improvements must be as safe as possible--particularly street crossings, but also routes along the road.

I like the lower cost. I'd hope they are all wheelchair accessible for all of our neighbors to use.



The option that involves sharing the roadway with cars would be fine as long as the volume of cars is quite low---essentially what you'd expect from the few residents entering the area as opposed to additional people using it to pass through.
Low cost is good as long as it blocks cars from parking and blocking them forcing kids into the street.
I personally would not purchase a house with no sidewalk in front. To those who buy a house without sidewalks and then complain about that fact I say why did you buy there? That said, I think these new lower-cost options might go a long way to quelling the tension where sidewalks are lacking. Not every neighborhood has to have the gold-plated traditional sidewalk. I appreciate you thinking outside the box and proposing viable alternatives.
I have lived in many cities and urban areas. As long as traffic is not going very fast all the mentioned work very well and are very pleasant for walking, riding bikes and for kids (at least for mine!) for playing. Sometimes, too much structure and restrictions, especially in the residential environment, can detract from encouraging people to walk and gives drivers and pedestrians the false sense that they don't have to pay that much attention.
Lower cost improvements make sense as long as they're safe.
cars can easily drive up on to sidewalk. makes people think they are safer than they actually are.
"I like some sort of separation from traffic because I usually am walking my dog and this helps keep him out of traffic, not to mention being a more pleasant walking experience for us (and therefore likely to promote more walking). An example of a sidewalk I can't use is the one along NE 145th St at Jackson Park Golf course. I would like to use this sidewalk since it would complete the walking loop that has been created around the golf course. However, the sidewalk is so narrow and close to traffic, and the traffic is moving so quickly there, that I feel in danger using it. For example, I can totally imagine an extended side view mirror sticking out far enough to whack me in the head as it goes by, or a vehicle jumping the curb and hitting me.
Also, all the examples shown are hard surface. I think there should be more creativity to use other types of surfaces such as cinder/crushed gravel paths that are still firm, but a little less formal and therefore more relaxing than a hard surface.
Lastly, I find sharing space with bicycles as a pedestrian almost more dangerous and frightening than cars since you often can't hear them and most bicyclists seem to feel entitled to whoosh by at excessive speeds."
"I like options with some clear separation between cars and drivers because I do a lot of walking in my neighborhood.
I've noticed a lot of impatience and rudeness by drivers when--for example--the driver of a car in front hesitates for a few seconds to look both ways before proceeding. By rudeness, I meant immediate loud honking."
They will give a false sense of security. Best way is to slow down the cars, provide roundabouts at intersections, speed bumps
Meet the need for a reasonable price
Anything is great as long as the sidewalk is wide enough to pass people and/or walk dogs. I hate walking down narrow streets and either I, or my dogs, have to step into the street when it's too narrow.
Any improvement is appreciated, but cost should not be a priority when safety is a concern.
We have a round about in our neighborhood and the drivers do not slow down. Speed bumps work better.
I think we need safer paces for people to walk and that the old fashioned traditional sidewalk is cost prohibitive- these solutions are a good alternative.

I think these alternatives are, generally, just as good as traditional curbed sidewalks.
I like the ones that separate the cars from the pedestrians.
I like the lower cost improvements. It is quicker to install and still achieves end goal - safety
I'd prefer the lower cost options, save money when building the walk ways because you'll need money to maintain them over time. I don't see a big difference in the with a curb, with-out a curb, brick, or concert sidewalks/walkways. It's more important that drivers pay attention to the road (more so than lower speed limits or reducing the number of lanes) and also that people walking are alert to drivers on the road. Maybe more lighting in some areas would make it safer to see since it gets darker earlier in the fall/winter months.
Road diets are not a good choice in a growing city. it really has soured my taste on this whole sidewalk topic.
I do not mind the low cost options, just please install walking paths on streets where none exist.
They have buffers and look nice
There needs to be some sort of separation between cars and walkers.
They look ugly and temporary. Good looking and highly functional streets and sidewalks are fundamental city infrastructure and should be designed and built to last.
Lower cost walking improvements are a good idea. The perfect is the enemy of the good.
Most are not a problem.
They're the.
I do NOT prefer the situation where people and cars share the road.
Yes, please to lower-cost walking improvements for residential streets in areas that currently have no sidewalks. Please begin construction now.
Definitely need more in the Lake City area.
Cost effective
"Don;t do anything. You already screwed up the streets for cars. Leave the sidewalk situation alone. You will only make it worse. Go away. Waste my tax money downtown Seattle. Or better yet use the money to eradicate the gangs"
City must ensure proper drainage around sidewalks and at crossings. Now we have huge unavoidable puddles when stepping off sidewalks to cross streets
Very innovative and diverse enough to fit different applications.
I think city planners need to get out and walk in the neighborhoods needing sidewalk improvement. I retired several years ago and decided to give up my personal vehicle. I found that I could not live in NE Seattle without routinely driving. I don't mind that my residential street is without sidewalks, but I do mind the narrow mess that I have to take to my local shops. I belong to a gym approximately 1 mile from my home and the walk is so impossible that I drive!
Anything that is separated from the traffic is more pleasant and safer. It can be much nicer than a traditional curb and concrete.

Sidewalk size is important. For people to take to the streets, they need to feel like the streets are meant for them, and not for cars. People need to feel like they are the priority and cars are the afterthought, not the other way around. Big sidewalks and small streets help people feel this ownership.
Anything is better than the no sidewalks we have now and I live a block away from an elementary school.
"I like the fact that they are adding sidewalks and open up the opportunity for foot or bike transportation instead of the current hostile walking [no sidewalk] setup. Any addition of sidewalks is an improvement.
They fail to reflect the congestion of parked cars lining nearly all the residential streets and how they effect the flow of traffic and indirectly how the drivers treat pedestrians.
These don't show the reality of my neighborhood: lots of traffic on the loud arterials, with no buffer, and passages where I feel vulnerable walking alone with no houses or businesses nearby.
Think they are all good
I don't think that pedestrian and other unmotorized traffic should have one whit less priority than motorized traffic. For example, construction companies should not be able to shut off sidewalks for any reason less than the reasons required for shutting down the carriageway.
I thought the first three lower cost walking improvements looked fine. I like more of a barrier between the road and the walkway, be a slight barrier, like the 2nd or 3rd set of slides, or at least broader sidewalks. I'm afraid of distracted drivers going off the road, a slight curb or something would wake them up. And I also confess, I'm more comfortable with things I've seen and know, so I probably prioritized those options.
They all look great!
I don't like that sometimes it looks like it was half done. Taking the time to make it look nice also helps the neighborhood.
They look good but need a buffer to the street.
I like any type of sidewalk or semi-protected (curbed) walking zone. Sidewalks not only increases our safety and our children's safety, but also help neighborhoods connect. It also looks nice. Walking 17th SW between Dawson and Brandon is a gamble and a blessing.
I am not usually walking in areas without sidewalks, so this isn't something I think about too much. I do think there should be more consideration given to pedestrians around construction sites. Also, I am a relatively young person with good mobility, so most would work for me, not sure how well they would work for others.
I like the separation from traffic.
If there is a green space in between the street and the sidewalk with no raised curb it's fine. Wherever curbs are the sidewalk should be raised, however that one curb that looked sort of like a long line of parking curbs looked pretty safe to me. I would prefer distance between sidewalk and street or raised sidewalks with curbs.
Buffer zones between walking and cars
Just about anything that enables off the road walking is ok by me - sharing the road with cars is never comfortable. If there is any confusion at all about road vs walking area, I feel this needs to be addressed.
Need street vendor support. Usb chargers.

Lower cost solutions that get more walking paths to more people -- in my mind -- is more desirable. We want to encourage more people to think about taking more trips by foot, habit is an amazing thing, if you change people's perception of one type of walk, you will alter their habits on many travel trips. I really liked the first example of color differentiated, non-curbed, non -drainage added walkway, less expensive and can be more easily installed in many types of locations. I do reiterate that in areas with LOTS of kids and families - safe school routes -- I think this method would work well if you added bollards to the design -- still cheaper than drainage and curbs.
It's important that there is a physical barrier between pedestrians and cars that will effectively prevent drivers from intruding on the pedestrian space. Otherwise it's just another passing lane for too many drivers.
if the traffic is slow them they can be shared.
"Drivers may have a hard time to see them soon enough. Most important to reduce speed limit, especially in residential areas."
The expense. Having nice sidewalks will do us no good if we are afraid to walk them. We need more Police to patrol the sidewalks we have now. Stay safe.
The stuff that looks like just a thin layer of asphalt laid on the ground gets very damp when the weather is cold, even if it's not raining, and it's slippery too. Plus, it damages easily and looks terrible.
Options that make it harder for inattentive and speeding drivers to mow over walkers (using distance and/or barriers) are all good. Crosswalks should also be raised to convey concept to drivers that they are entering peds' space rather than the reverse.
Plain sidewalks work just fine. We need them in the residential and commercial areas where they aren;s any - like north of 85th.
I actually would love to see more "soft surface" pathways/walking improvements that allow for filtering runoff & are inexpensive to apply (though not to maintain, necessarily!) because they are good for walking & running for those with joint problems. I love the "at level" pathways separated by landscaping because they are easy to get onto whether you are on foot or bike or have a stroller or a cane or a walker or...that "at level" with crossable green space also feels more like a trail, so it's like your city walk is sort of more like a hike or a stroll in the country.
I like the options that provide a space between the low cost sidewalk and the roadway for less urban streets, but still think traffic calming measures should be standard on all residential streets, not just greenways.
The rain garden reduces parking and creates unnecessary curves . I like the one south of Nathan Hale.
Fix uneven sidewalks in Madrona where tree roots create trip hazards
Some of the options may be comfortable during the day, but not at night where visibility is reduced (particularly improvements at same level as roadway NOT buffered by landscaping)
Lack of grade separation
Some sort of demarcation between pedestrian and vehicle areas is essential, especially for children. I don't much mind the mechanism of demarcation or the material used for the sidewalk so long as pedestrians have space that is clearly not intended for vehicular travel.
Like the obvious seperations. The greenway/ raingarden makes a visual statement even without being a different level--more so than a sidewalk at same level with curb bumpers.
I don't like paying higher property taxes. So some of these ideas would presumably restrain spending in this category. Other categories such as altering roads to uglify the city such as on Ravenna Boulevard, should also be restrained.

Something is better than nothing in neighborhoods like ours where there are no sidewalks at all. We are definitely willing to settle for low cost walking paths separated from traffic in some way.
Little too no effort to manage rainwater.
How +!?! long it's taking to get them built! JUST BUILD THEM!!!
I live in the North End where there are simply ZERO sidewalks in my neighborhood. Stamped asphalt (I've examined it next to Meadowbrook Pool) seems fine. Any paved pathway would be appreciated.
Show some maintenance effort. Come on. What do we pay taxes for?
Please don't skimp on materials (asphalt for concrete) to get us more coverage. It will only come back to bite us.
#4 looks comfortable even though it only has a curb for separation because it looks wide. 5 and 6 just appear too narrow to have no separation from the street. I like the paths with more separation from traffic best. They don't have to be traditional, poured concrete.
Safety is priority; ok with the alternatives
Anything that adds walkways where there are none is better than nothing. Visible separation from roadway & visibility at crosswalks would be best. The median at 1st Ave W, Smith St & Queen Anne Blvd is a perfect example of what not to do.
Lighting is very important as is speed of cars
I walk faithfully; would like more pedestrian friendly routes on busy streets. Part of the walk friendly environment involves dealing with societal issues-homelessness, pan handling, drug use and drug dealing.
I like the idea of adding walking improvements for busy arterial streets. I feel most comfortable having access to area to walk where it's separated from the busy arterial street by grass strip and/or curbs. Thank you.
Flexible plans allow for differing circumstances and lower costs.
Like the options with physical barrier to street.
"They require much more maintenance than traditional parking strips. I do not believe the city will maintain those on its property or enforce maintenance for private property owners. Condition of inner city neighborhoods is proof of city's lax maintenance. Fix what's there before embarking on some grand plan using cheap materials.
City should make the investment in long lived proven construction materials and designs."
They are very good ideas. I would also add that cyclists would need to stay in the street also as none I have ever experienced here in the Northwest "call themselves out" when approaching pedestrians and scare me unless I can hear them coming.
I do not like sharing the path with cars. I like the separation with landscaping from the road and cars. Raised sidewalks with a curb feel safer from cars. I walk a lot.
They must be separate from the street with some sort of barrier. Telling people to walk directly in the street is not an option.
There should be a cost benefit, based on the number of people who could use the path
I would like to see any attempt to make it easier to walk to various destinations. I love to walk and will continue to seek safe, comfortable ways to get around by foot.

"I am comfortable as low as there is a clear definition between auto roadway and pedestrian walkway. Of course streetlights would be an added bonus. "
Even a wide shoulder on the same level with no barrier would be a great improvement compared to no walk path at all.
I enjoy walking but as I get older (I'm 82) and am not quite so quick I feel less comfortable in busy areas. But I am all for improvements of any kinds for pedestrians, then for bicyclists. I want better public transportation and fewer cars.
Don't make the neighborhoods any uglier. Would also opt for the one that is the most environmentally friendly.
I think they are a good alternative to traditional sidewalks because they are cheaper and sometimes more attractive.
Not much room or separation from vehicle traffic
I don't like the paths that put me too close to cars and paths that make me feel like I could get hit.
They are good but need barrier separating people from cars
Any of these options would be better than no walking improvements at all. I'm least comfortable with pedestrians sharing the road with vehicles even with curves and landscaping because people driving are too distracted and careless.
Not an issue for me, but my mother using a wheeled walker, might have trouble with uneven surfaces or ridges, cracks in the surface.
Which ones?
Prefer some sort of barrier between pedestrians and cars to help guard against careless drivers.
like the walkways that are easily distinguishable from roadways, especially if there is "green" separation.
I walk a lot and walking improvements should not come at the expense of car impediments. Stop the war on cars and improve walking at the same time.
If they can be delivered to the public more quickly, I think that's a big benefit. The lack of sidewalks in many neighborhoods makes those neighborhoods much less desirable for living and visiting.
Lower cost is good because more walking improvements can be made for a set amount of funding.
If there are not easily defined boundaries between the road and the pedestrian path, such as curbs and planting strips, it is easier for a driver to veer out of the road, especially on curving roadways.
I am fine with the lower-cost options if they increase the overall amount of sidewalks in Seattle. It's preferable if there is some separation (especially plants) between the path and the street, but that's not always possible. I walk with a 3 year old and a dog so that separation does make me feel safer. We also walk in our neighborhood in places where there are no sidewalks (on 105th between Sandpoint Way and the Meadowbrook Park) and that obviously does not feel safe or comfortable.
How does maintenance compare to traditional concrete sidewalks? how long will these lower cost walking improvements last? Do they have the same expected life as regular sidewalks?

I don't like the stained asphalt sidewalks because I don't think they last. I also buffers between sidewalk and traffic on arterial streets. I would like to find a way to slow traffic down on (secondary) arterials if a buffer isn't feasible. These types of arterials are used for emergency vehicles but aren't as busy as a primary arterial. I still think there could be an agreed upon way to slow down traffic (1-lane pass throughs) that still would allow for emergency vehicles to drive at a high speed.
I think any sort of designated walking space would be great but there needs to be a curb and clearly designed street parking. Seattles trend of making no parking isn't working, people do and will have cars for a while and need to be able to park when the visit each other - otherwise they will just pull up onto the sidewalk
There is a variety of residential streets. I have responded based on the idea of low usage streets, with low speed limits. However some are also relatively high in traffic, such as 30th Ave S in Leschi. We already have sidewalks so no problem. 31st S is an arterial with narrow sidewalks in the business area, That gets a little scary.
The ones mixed in with tall plant life could provide a place for attackers to hide and assault someone.
Pedestrians need some type of buffer from the cars - the more the better but too much landscape and separation can feel unsafe too - if someone on foot approached me if still want to be able to flag down a car
We've lived in Lake City (Olympic Hills area) for 40 years. ANY sidewalk will be an improvement. We live on 27th Ave NE where they put in a "Greenway". We like it because it has slowed down the use our street by big trucks and a lot of school buses. We DON'T like it because there are NO (except on 127th, 135th, and 140th) signs that show the speed limit as 20 MPH. Cars still speed along 27th between the speed humps esp. those coming off LCW onto 130th NE and 137th NE. Why didn't SDOT finish the job by painting the speed limit on the street or putting 20 MPH signs along 27th NE.
My guess is that they are easier to maintain, most expensive to install, more responsive to changes in the ground. There also a softer surface and are more natural looking
Just keep the pathways clear. No overgrown plants
Simply put, there is a reason why better improvements cost more; better improvements are needed because lower cost ones have not made the significant difference expected. I would support a bond to do this work so long as it is based upon a contract with a hard date for delivery that incorporates refunds if delivery slips. (Yes, I know that must seem silly/impossible for some.... but it is a business model that works well in other industry, perhaps it is time those who supply you are held to the same level of quality and commitment.)
Waste of money! who in their right mind would walk their children on busy streets, that's why there are parks and residential neighborhoods. there is many other inadequate thing about Seattle. drainage, lack of funding for public schools, rise homeless people, urban forestry maintenance, lack of funding for metro, poor lighting on major streets, lack of cyclist paths on busy roads, ect....
Any form of separation of pedestrians from wheeled traffic - yes including bicycles! - is an improvement for pedestrian safety and raises the probability that pedestrians will use that pathway.
They look disorganized and make shift
These are all definite improvements over the status quo. Let's not let the perfect get in the way of the good.
I don't mind crossing a quiet street to use a one sided sidewalk.
All would be an improvement over what exists now
I don't know what you are referring to when you say "lower-cost walking improvements".
I DO like any option that provides separate space for pedestrians and cars. I do NOT like any option requiring pedestrians and cars to share the same space. I also feel this is by far a safer option for children.

More speed bumps around parks. Too many speeding cars. Especially on residential streets like 55th ave s in front of kubota gardens.
Soft alternatives, tire crumbled paths, grass separation, dirt paths are all easier to maintain and are proven to be easier on the body and would encourage something not listed on this survey, Jogging. Jogging on concrete is bad for you, on flat surface it is much better. Again better for people that have physical issues. Can we not sacrifice cars for walkers. in a busy city people often need to get somewhere faster than they can walk, bike or transit...and/or if they like many people have two jobs across the city it is virtually impossible in a reasonable amount of time to get from Queen Anne to say SE Seattle via transit, longer by walking.
If the materials are durable ( aboiding constant damage, maintenance/repairs, fine.
Don't forget about South Seattle! Our streets are unsafe for walkers and drivers, due to their poor condition
I think these lower cost improvements are just fine. No need to use only concrete.
Most are just fine.
"To increase my walking in this city, the curbs and sidewalks must be level, clean and protected from vehicles. I would also point out that trees block out much needed sun, clutter the sidewalk with leafs and take away the pretty views with their leafs. I would much rather lower shrubbery that can be trimmed and maintained by family wage earning people. These shrubs most likely will be able to keep their leafs and stay green all year long - offering a better view while protecting against vehicles."
It provides what we need, sidewalks, at a lower cost.
I like having some distance between traffic and the sidewalk and I especially like it when that space is landscaped (preferably with trees and shrubs and not just grass).
The rain gardens and landscaped paths are always more attractive than any other type of path.
"I especially like separating walkway with landscaping.I think asphalt would deteriorate faster than other options, becoming hazardous to walkers."
I don't like it when theres no barrier weather that be a curb or green space division
I thought you put sidewalks with curbs in and it's a lean against the property owner's property which they pay back and it doesn't cost the city anything. That way Seattle can move ahead with doing all the sidewalks thought-out Seattle.
There has to be separation from cars. Some of these have that, some don't.
Living in the neighborhood where there are many many missing sidewalks, any of these features will help tremendously walking to the library, light rail station, farmers' market, PCC, etc.
"Stilll likley that someone may pull up and park or lose control. Like to see slower speeds and bumps every other block not every 4-6 blocks."
Prefer options with separate space but visually accessible both ways to both foot/car traffic
They don't direct bicycle traffic. The big problem for walkers is bicycles, not cars - lots of bikes on the sidewalks traveling at a high rate of speed, but not cars on sidewalks. Also, maybe signs to alert (us)walkers to be careful and cross at crosswalks and look BOTH ways before crossing the street. Many walkers seem to have lost common sense!

<p>You will find that North Seattle is such a mismatched jumble of street width, drainage issues, and safety problems that you all need to consider that there isn't a one-size fits all solution. You will find that some streets will be less complicated problems to solve by utilizing each one of your proposed solutions. Your committee needs to be adaptive and really plan ahead for what makes the most sense for each stretch of blocks in our patchwork quilt of neighborhoods. But above all else, curbs are needed. Parking needs to be preserved in the higher density neighborhoods and two lane residential streets need to be respected. And for the love of all things holy, please bury the power lines while you are at it! You should see the constant messes that Seattle City Light and the Cable Contractors have made. Nobody makes them clean up the electrical hazards and the terrible messes on the poles. By the way, thank you so much for this survey. Great work!!!</p>
<p>Just make sure they are wide with some sort of barrier, landscaping or raised curb and it should be fine.</p>
<p>It's all about the money. I believe that lower-cost walking improvements for residential streets will not last as long as good old concrete streets and is more cost effective in that the concrete made these days is much more durable. Lower-cost walking improvements, is simply lower cost. It doesn't last long and will have to be replaced within a few years. Think of the taxpayer's dollars for once rather than the aesthetics of streets. The streets have had no sidewalks for years, why should it bother the mayor, etc. now?</p>
<p>"Sidewalks off the streets with trees or bushes/shrubs are nice but hiding places for crime; always being aware of your surroundings and keep moving never stopping and staying off the smart phones will keep people more aware of what is happening around them and keep them safer. Time of day isn't an issue- being aware is."</p>
<p>They need to be separated from traffic and safe.</p>
<p>I like the fact that they all (with the exception of road-sharing) give us an opportunity to have more walking opportunities, separated from traffic. The fact that so much of Seattle has no safe sidewalks is positively 19th century, almost akin to having no sewers!</p>
<p>A walking path right next to but separated by a curb or something similar eliminates wasted space used for a parking strip.</p>
<p>Any clear walking path that separates the pedestrian from vehicular traffic with a curb or landscape is fine by me.</p>
<p>I'm a seasoned walker and would be happy with most of these options as long as there is sufficient barrier (space or physical) between peds and cars.</p>
<p>I approve walkways that are safe underfoot and protected from street traffic.</p>
<p>I live in downtown (Belltown) so it doesn't matter to me.</p>
<p>I don't understand what the first few options were. Stained asphalt? I saw bricks and concrete in the first two.</p>
<p>Prefer treatments that appear to be safe and will drain well. Appearance matters.</p>
<p>Any walking improvement needs to protect walkers from careless drivers. A higher curb, landscape with trees and big rocks does so. Grass between road and sidewalk does not.</p>
<p>I prefer options that have some type of visual and/or physical separation between pedestrians and cars.</p>
<p>I like the options where kids can walk without sharing the road with cars.</p>
<p>I like options that segregate car and pedestrian traffic</p>

<p>Something is better than nothing but the option of the cars and pedestrians sharing the same space will only lead to accidents/deaths.</p>
<p>I think there are some great lower-cost options that are more visually appealing than traditional higher-cost sidewalks. In choosing the best option, I would think about those that walk with small children, strollers, kids just learning to ride bikes (not in street), walkers, and wheelchairs. It seems like some of the options have better safety features, though it might be a trade off with road width constraints.</p>
<p>I prefer walking on gravel paths, rather than concrete, brick, or asphalt.</p>
<p>Providing separation/isolation between walking paths and high traffic areas creates a safer and more enjoyable walking experience. Walkways close to traffic (small separation) require constant awareness of one's surroundings.</p>
<p>The lower cost options are fine where there are lower levels of traffic and slower vehicle speeds; unless the distance between roadway and sidewalk is much greater than on street with traditional curb and gutter.</p>
<p>I'm happy with the low cost options. I'd rather get them installed sooner than wait longer for a more expensive option.</p>
<p>Some would collect rain and possibly cause injury. Some would be comfortable if there was landscaping to buffer traffic from walkers.</p>
<p>I like the designs that visually separate the walking space from the driving space. It should be very distinct to the driver, especially when it is rainy/gray out and things can blend together. The best designs have a shoulder or landscaped strip separating the walking space completely.</p>
<p>A sidewalk should either be separated from fast-moving cars by landscaping/parking OR it should be very broad so that people can be away from the traffic lane if they don't want to be right next to moving cars.</p>
<p>I think they are fine. I am concerned about areas that don't have adequate street crossing and pedestrian friendly walk ways like on Rainier and MLK intersection.</p>
<p>I like any option that allows citizens to have a designated and safe space to walk to transit, businesses, and community resources. The only thing I don't like is if the lack of having a curb or designated walking area making it unsafe for pedestrians.</p>
<p>I'm not sure what a "rain garden" is, but if anyone can grow rain, it's the residents of Seattle.</p>
<p>Walking safely in Seattle can be a challenge. Drivers are impatient, frequently treat stop signs, speed limits, and crosswalk markings as "suggestions". Walking improvements that provide safe barriers between vehicles and pedestrians, and that can beautify the community (e.g. rain-garden/curb plan) would be welcome to walkers.</p>
<p>They're all sufficient for all single-family residential zones. Build them instead of costly sidewalk, except build very wide sidewalk on busy arterials and heavy-pedestrian areas.</p>
<p>Perfectly comfortable with a variety of surfaces but feel it's important to provide a sense of separation from cars- unless the area is appropriate for a "woonerf" treatment.</p>
<p>Increased taxes and/or diversion of existing taxes from maintenance of basic city infrastructure (which has been going on for decades) resulting in the bankruptcy/abolishment of the middle class citizens.</p>
<p>These are better than no walkways at all, and better than a "shared asphalt" approach where the road is widened and a stripe separates the road from the walkway.</p>
<p>Along 35th Ave SW at Camp Long people are always trying to cross to get into the park or get to the bus stop and with no light it's very dangerous. I don't cross 35th Ave SW without going to a light.</p>

These options are all great for 2 lane streets. Where are the bigger multi-lane streets solutions at? For small streets take a look at the problems with Bigelow on East Queen Anne. The problem here is that you have pieces of street with no sidewalks and then sections that jump to different sides of the street that have people zig-zagging back and forth. Sidewalks on just one side of the street only are OK if foot traffic is light. In neighborhoods like Queen Anne with people, kids, dogs, etc it can be a bit much in places, especially with multiple dogs going different directions on leash. Queen Anne Ave and Taylor can both be difficult streets to cross. The new lane markings by the Trader Joe's help, but that's just one spot.

Well, I think the more visually pleasing they are, as well as safe, seems important in how likely people are to want to use them. I walk as much for pleasure as to get somewhere. The ones with no slightly raised physical edge make me a bit nervous. There can be old drivers, young drivers, reckless drivers. Something to stop them, warn them, seems better.

Although some of the curbed options that I am comfortable with may do little to protect against a very aggressive, excessively speeding driver, at least \*some\* barrier is better than none. Sadly, too many drivers are wrapped up in their own world, whether actively distracted or not by a cell phone, or something other, that being a pedestrian or bicyclist is extremely dangerous. (And yes, there are people in those two groups that travel irresponsibly as well). I guess a decent compromise, may be to build more of the options that offer less protection, as opposed to building a lesser amount of sidewalks throughout the city, that offer optimal protection, but allow more areas to remain totally unprotected.

Same level as the cars with only a minimal barrier (asphalt curb, wheel stops) doesn't feel as safe as physically being farther away from the travel lane separated by the planted buffer.

The bricks are uneven and that can be difficult for many people, young and old. The more barrier between cars and people the better but also the path/sidewalk should be well lit and not concealed from the street.

Almost all of these look like great options to me. Giving pedestrians a separate path from the road space makes the city a more livable place for all, and I support ways to do this that get walking improvements to as many neighborhoods as possible. We cannot talk about making this city more dense without making it possible for pedestrians to get out of their home and walk around.

I really like the options with no sidewalks on narrow streets, because it focuses on making the street slower and safer overall. Sidewalks give drivers too much assurance that they "own the road"

Overall I think they're great, keep bicycle infrastructure in mind too though

Green space is always welcome. I appreciate building more walking paths along residential streets where walking can be pleasant and separate from high volume, high speed traffic corridors. For example, I walk on 8th Ave NE between NE 50th St & Green Lake bc Roosevelt is too busy and smelly with exhaust. Even after the reconfiguration of Roosevelt, I will choose to walk and bike along 8th Ave NE.

Only uncomfortable if it is very easy for a car to cross over to the walking path

I like the rain gardens

They need some sort of separation from the street, ideally setbacks like greenways etc...

We need some kind of sidewalks for residential streets. It gives a better quality of life, makes walking 'safer'. They support the story Seattle is wanting to tell, family friendly, healthy, walkable city. Let's do it, not just talk about it.

A separate walking path is most important to me

There needs to be some kind of separation between vehicles and pedestrians. I like using vegetation and swales because of the multiple environmental benefits, including helping to process storm-water!

Providing some level of separation between vehicles and pedestrians is key. The more visual cues / space / barrier the better. If it can be accomplished at lower cost and still provide safety, I'm all for it!

Safety is dependent on speed of vehicles driving roadway. If drivers are speeding and not paying attention there is little margin for error where a sidewalk directly abutted the roadway. Feel more comfortable as a walker if there is barrier or and "out" if something happens

For short term it's a great solution to delineate the car and pedestrian traffic on the streets. Aesthetically it could be improved.

Except for the "sharing the street" option, they all look fine to me. The walking space is defined and clear of obstructions -- good.

I think this shift in thinking is great. Keep up the good work.

I prefer the designs that separate the walking paths from the road, either with a planting space or a curb. I don't like the one that has pedestrians sharing the same space with drivers, even with speed reducers, it would still be scary to walk there, especially at night or in the rain. The one with the sidewalk only on one side of the road is okay, but you know that people will still walk in the street on the other side if that is the side that their destination is on. Better to put sidewalks on both sides.

I like when there is a vegetated buffer, and I like when it is very obvious to the cars that people will be walking there.

Make sure the area is well lit and without substantial overgrowth near or on the walking path. Sight line vision to others and the traffic is important.

I like the idea of further separation of sidewalks from roads.

Drivers not paying attention is a big concern, particularly if there are no traffic calming measures. In my neighborhood (Central District) drivers also tend to speed through residential streets, even with traffic calming measures. Anything that gets people to slow down and pay attention is an improvement. Landscaping and greenery is always a welcome addition.

Only some of them encourage lower speeds for cars. Having pedestrians be visible to cars is good, but the woonerf is really the only solution that ensures cars will actively look for pedestrians and slow down.

No comment

Lower the speed limit for cars passing by. If a car is driving fast, first, you may be afraid that in any moment the driver can lose control and hit you. Second, the engine is making an unpleasant sound and you feel like walking on a highway. Lower the speed on residential streets. I live on 23rd Ave S and it is impossible to walk. The cars are driving way too fast. Please lower the speed limit on 23rd Ave S.

I think a curb and raised walkway improve pedestrian safety.

Please keep the cars and people out of the same space. Each has individual needs and those needs should be met separately.

I think these work for slow-traffic areas, but not for arterials.

Separate between pedestrian areas and cars, especially on roads that have cars going at a high speed, feels essential to me (ex: planting strip.)

How long will asphalt sidewalks last? How soon before roots and other things make the sidewalk bumpy and uneven? An uneven sidewalk is worse than a smooth gravel path.

Like that you can get more sidewalk mileage in place for less money than the "traditional" type.

I am addicted to progress. Seeing a solution, even a lower-cost solution, would be a great move forward.
I walk 12,000 steps (approximately 6 miles) a day. I am thrilled to have ANY designated and maintained walking path.
Any plan that does not separate walkers from traffic is not any better than having no sidewalks. It doesn't matter how fancy or wide the sidewalk or path is as long as there is some separation from the road itself.
I like the idea of paths that have a physical buffer between the cars and the pedestrians best. I think that this is particularly true in areas that have higher speeds. Visibility in Seattle is always a challenge in the winter months and I'm not sure if drivers can see me, as I have difficulties differentiating pedestrians on occasion when I'm driving. This is also important in areas where there are traffic calming measures like islands. Some are too heavily planted with material and they really reduce visibility.
I'm all for spending less money in order to get sidewalks where they do not currently exist. I don't necessarily agree with a lot of landscaping - obscures visibility, especially at night, and it seems costly to maintain. Since cost is an issue, I think the simplest and most effective (some sort of separation between cars and pedestrians) design should be implemented.
Looks like suburban King County (that is a negative). Does promote better water quality. Makes sense when vehicle speeds are lower.
I like landscaping barriers with vegetation, preferably native plants. Curb cuts are important. We have a young son who is learning to bike.
Most of these lower cost improvements look like smart alternatives. All except for walking in the street with calming.
Walking paths should at least be level with curbs to allow for easier bike access
I just moved to Victory Heights. No to minimal sidewalks on residential streets. The sooner the better!
Seattle doesn't take care of sidewalks in non North end neighborhoods. you know where the poor, elderly and children walk. un-level, large slabs of trip-able concrete, and tree root bulges are all over the South End and West Side.
"I've already put most of my thoughts into my comments. Please be sure to include the professional expertise of those that evaluate options to ensure Universal Access. There are many organizations and consultants that do exactly that. Walking (and/or rolling) is vital for personal health and community health. I think that efforts to improve it are FANTASTIC. I also recognize that making improvements to a place that was originally built for good, universal pedestrian access (like an older city or town) is difficult. But I think there are the smarts and experience and creativity out there to do it. (Consider the much, much older cities in Europe that have already done it!)"
Water-permeable surfaces should be a high priority.
They are better than doing nothing! A curb is the best. A separated walkway is next best. But all of them require adequate lighting to keep walkers safe.
Any walkway that is an alternative to walking in the street itself may be a good one. Traffic speed is a non-issue for me -- even slow-moving cars can hit you if they don't see you.
Please do the job right the first time around, so they will last seventy five years or longer. Temporary cheap alternative is not a good fit for our money.
Safety should be first. Lack of curbs allow for people to just park and block or be unable to see.
Please make walking paths wide enough for families

Don't feel entirely comfortable walking at same level as cars unless there is landscaping - preferably trees, or at least bushes! - in between.
See my one previous comment. It applies to all of the alternatives.
It seems worthwhile to consider these lower-cost walking improvements. Thanks!
I like separation, but not so much that it would encourage cars to drive faster.
That last photo of a walk at the same level as the street, separated from the street by a grassy strip but no curb--I would be very wary of walking there in wet weather--not only because of the possibility of flooding on the walkway, but because of the possibility of a vehicle sliding out of control on the wet surface and closing the grass to the pedestrian walkway.
I'm not sure that lower-cost walking improvements would be cost effective in the long run, you may save some upfront costs, but pay more for maintenance later. Also, asphalt sidewalks do not look as pleasing as concrete sidewalks.
When you add more sidewalks to a city, it makes more run off, and less permeable ground. I grew up in a neighborhood without sidewalks and it was fine. There were big open ditches on the side of the road and that was the biggest hazard to people and cars. I guess I like the idea of a rain garden to go along with the path. There is a new permeable cement product that would be a good surface.
We have a narrow path along the roads for most around my house with no barrier between the street and the road. My son cannot ride his bike along these streets and I am very uncomfortable walking with him because I am not sure either one of us would be safe. I think the better option would be something that is either raised to differentiate the street from the road (with a clear and established pathway) or a obvious barrier (shrubs or other greenery) that would clearly indicate a designated place for pedestrians to walk. It is good for the physical health of communities and helps neighbors become more invested in their neighborhoods!
"Arterials like 3rd Avenue NW work, in my opinion. Pedestrian and bike improvements on other, quieter streets can encourage people and bikes to get out of the way of the cars. That is, leave the arterials as pedestrian-unfriendly as they are, and don't encourage bicycles on them. New bus stop at 3rd Avenue and NW 120th St is a good example of making it safer for less-abled pedestrians to get to transit while not encouraging casual walkers on our little residential freeway. Streets like 8th Avenue NW or NW 122nd St are great for walking even without sidewalks--clear sightlines and the street is wide enough. I drive and walk on these streets and they work."
Currently we have the asphalt-with-curb style in our neighborhood (NE 115th St east of 15th ave NE) and though they do work OK, people also treat them like a parking strip, which then forces us to walk in the grass or in the street. I imagine that the options where the walking area is stained would help, but some more "official looking" divider would be good.
I think in lower pedestrian traffic areas, these are a good solution. I think the City should invest in high quality (concrete) infrastructure for high-traffic pedestrian areas. These investments will last longer and hold up to the elements. I am from the Midwest, and quality concrete sidewalks is a major thing I miss.
Anything to separate cars from people is good
I like not being in the same space as cars. I don't care what material the walkway is made of as long as it feels safe from cars.
After installation, there should be some allowance for heaving of the surface caused by growing tree roots. The asphalt is softer and less rigid than concrete, so it will likely not lift and cause a tripping hazard. But it will still need to be maintained when the lumps get too high.
Lack of curb / barrier between cars and pedestrians

I like the option of using shared paths for pedestrians, bikes and vehicles in neighborhoods that currently do not have sidewalk like North Seattle where I live. Seems a waste to put in sidewalks when other methods can be used with the existing roadway footprint.
OK as long as signage is clear to traffic that pedestrians have right of way
I am not for taking away space for driving cars to create rain gardens and landscaping. If you can do this with existing space - fine. I am not in favor of walkers in spaces that vehicles drive. Even in rural areas this can be problematic. I am afraid such set ups will create false bravado or lack of self awareness in pedestrians, who may take less responsibility for their safety.
I like many of the lower-cost improvements. Due to the unpredictable/dangerous behaviors from drivers, I will feel more comfortable being able to ensure a small amount of distance between my kids and traffic - sidewalks with no medians are fine as long as they're wide enough to accommodate that sense of a safety buffer. A physical barrier (raised curb) also helps accommodate that, but the truth is that I expect that pedestrians won't use the full width of the sidewalk if it goes right to the street.
They are fine and a great idea. A top priority would be to build them in such a manner as to protect pedestrians from drivers who are going too fast, are distracted or are under the influence, and provide safe and conspicuous crossings, with warning signs for drivers, in places where drivers might not anticipate the presence of pedestrians.
As long as their are curbs that provide protection I am comfortable
"Like: separation of cars and pedestrians Like: durable materials like concrete Prefer more durable, separated single-side sidewalk to less durable sidewalks on both sides of street with no buffer. Dislike: Inferior durability of asphalt. Exception: support use of pervious pavement"
They're too close to traffic. I'm less concerned with vehicles driving too quickly, and more with inattentive drivers who are texting or talking on the phone.
I like all of them
I like we can get more walking paths if go with cheaper versions.
Defined pedestrian spaces are safest, especially with children. As traffic gets more and more congested, drivers are becoming more aggressive and seem to resent both cyclist and pedestrians making a shared space feel very unsafe.
If lower costs result in more crosswalks/improved walking, I'm all for it. My house is on 23rd Ave S where a new sidewalk was installed this year. It would be best if they do the curb cuts correctly the first time so they don't have to be done again as was the case with this new sidewalk. They also had to rip up the newly paved street due to miscommunication between departments. Seems like a lot of time/money wasted due to poor oversight.
Woonerfs/shared space concepts are a great idea if you implement them well; I'm worried that most American traffic and civil engineers don't understand them properly or only superficially, so you need to get a lot of people up to speed with true experts before you use money on such concepts. However, if well done I support them whole-hog. You should be using red cobblestones or red/green/yellow paint instead of grey/black whenever there is a risk of a sidewalk looking too similar to a grey/black roadway that it is right next to. Narrow sidewalks next to vegetation are unacceptable. Implementations that look crappy and slipshod are not desirable; you need to have the walking improvements LOOK PRETTY, even if they are cheaper designs to implement.
Low cost walking improvements are still vast improvements compared to not having sidewalks.
Most are okay with me. I don't like the idea of sharing a roadway with a car (i.e. both on the same surface, nothing separating cars from pedestrians). I don't think this is safe for pedestrians.

I like space between me and the traffic when the speed is more than 25 mph
Anything is better than nothing. Loose gravel is not an option for most people who are walking-impaired. Muddy rutted paths are not good.
I don't like the thought of building sidewalks/walkways in areas where a few residents live/walk. Seems like a waste of money.
I like it when you have a sidewalk and then parking on the street as well. It's nice there are walking areas but lots of people don't use the sidewalks that ARE available. they don't know or follow safety rules of the road as is. people want everything totally convenient so they make it for them no matter what you supply. some of these you can just up date what IS already available instead of catering to a few. A yield sign is also a lot more inexpensive then a crop circle no-one takes care of.
Spend limited funds on providing curb and sidewalks on transit arterials first and then consider the low cost walkways on local streets. first things first.
sidewalks add to value of real estate, walking scores improves the appeal
I'm fine with any option that is aesthetically pleasing and safe. The measures to slow traffic and allow for pedestrians and cars to share the road don't work well in my experience. I'd rather see an affordable option that separates the two, even if only visually with landscaping and painting.
The comfort level depends on so many factors; weather, amount of traffic, speed of cars, lighting, weather covering.
level surfaces are important... obvious drainage issues need to be addressed
Need traffic calming and community policing.
I am in favor of walking improvements that do not interfere with driving and parking. Residential areas need to be friendly to cars since not everyone can travel by mass transit. I do not see a need for sidewalks in residential areas unless they are on or near major arterials. Funding should be put towards crosswalks and pedestrian safety measures ---ESPECIALLY IN NORTHGATE-- specifically between Thornton Place and the Northgate Mall, and at the intersections of 5th and NG Way, and Roosevelt and NG Way, where even with walk signals, I have nearly been hit in crosswalks more than a dozen times in the past 2 years.
my only concern about the brick paver paths is that they might be harder to maintain. (tree roots, grass, uneven wear)
Some version of a curb is critical. Preferably more permanent that wheel stops that can be most easily moved and damaged.
We have some in my neighborhood and I use them regularly (asphalt path, no curb)
The most important thing is for people to be separated from cars so only improvements that give a buffer (parked cars or landscaping) from the pedestrian area and the street would be comfortable to me.
Pedestrians must be separate from vehicles. I'd rather not walk at all than be in close proximity to moving cars.
Slowing traffic down is not going to solve anything. Road diets are absolutely ludicrous in Seattle today. The city is growing and we respond by reducing the ability for cars to navigate the city? Ridiculous.
I like most of these. Any sort of sidewalk is better than none!
These improvements are great, but I think the downtown area should be prioritized over residential streets.



concerned about the one-side only options -- that unbalances value and risk in neighborhoods.
I like the possibility of seeing more defined walking paths in areas that don't have sidewalks
They need to be paved and be wide enough so that a person and a bike could pass each other comfortably.
If it means getting some sort of sidewalk in my neighborhood sooner, I'm all for it...
These are great! I am mostly concerned with keeping pedestrians out of traffic and out of the path of cars. These ideas keep pedestrians and cars separate, which is key.
I like that we could get more pedestrian paths for the money.
Good to have alternatives that match traffic expectations since some streets may need more pedestrian protection than others.
Pedestrians should be securely separated from auto traffic. In residential areas children and pets walking with adults is the norm.
To the extent there is a physical barrier sufficient to stop an errant driver from hitting a pedestrian, the walking zones are comfortable. So the grass landscaping separation, across which a car could easily drive without slowing down, is not very comfortable, whereas the simple wheel stops, while not very attractive, create a better barrier.
Anything would be better than what we have now, but I do think that exposure to vehicle emissions and the costs of long-term maintenance should be taken into account. Please don't increase walkability at the expense of ability to bike, though. We should be able to do both to run errands and generally get around, and right now it's hard to do either. Thanks for the opportunity to participate in this survey.
Just as functional as traditional raised curb concrete sidewalks at 1/3 the cost? What are we waiting for?
They look confusing and ineffectual, plus a waste of money.
I live in Broadview with NO sidewalks. I have to walk in the streets. Any type of sidewalk is better than what I have now.
how often would they need to be replaced if not as durable as regular sidewalks?
Safety is a primary issue. Traffic and speeding have become a serious issue as Seattle is rapidly growing. I feel that needs to be addressed first and foremost.
Any place where there's a risk to people walking along the street, improvements should be made to make the paths safer.
Street crossing safety is not addressed for Fuhrman Avenue East. There are NO safe arterial crossings across Fuhrman Avenue East or Eastlake Avenue. The increased volume, traffic speed, and blocked visibility make crossing the street dangerous for pedestrians.
open space and sight lines are issues that impact how safe pedestrians "feel"; these could be considered in certain neighborhoods or streets where they'd be appropriate; narrow sidewalks and the lack of space or barriers would probably not positively impact increased pedestrian traffic
"I want traffic separation from moving cars and something aesthetically pleasing. Bio Swales that filter polluted runoff and look nice are extremely important and should be incorporated as much as possible. They could be used as aesthetically pleasing separation.
In many north end areas it seems like there are drainage ditches that could become Bioswales . Perhaps parking cloud be moved closer to the street, then the ditch/bioswale, then the walking pathway."

Since many parts of Greenwood north and Broadview have no sidewalks at all, I think any of these lower cost improvements would better than doing nothing, more bang for the buck - every block that can be improved changes the walk ability of the neighborhood and the ability to walk pets, run errands on foot
I like anything that puts me and my family away from the potentially dangerous cars.
"I like any improvement with more separation than a curb-with-sidewalk-at-road-level. I am okay with a narrow sidewalk, especially on residential streets, but on arterials it would be better to have them be separated by landscaping and to have the walk be wider. I fully support these low-cost solutions, because many arterial streets near my house lack (good) sidewalks.
Also, would it be possible to make sidewalks a brighter color than grey? I don't really care if it's expensive to do so."
Drivers need to be much more aware of pedestrians and other non-automobile transportation. They just forget. It can be a life or death situation. The lack of sidewalks is so bad in north Seattle that ANYTHING is better than what we currently have.
An area clearly separating pedestrians from cars/bikes is the best. Shared area seems unsafe
Slows traffic to increase driver awareness of pedestrians.
Bottom line: sidewalks need to be far enough away from roadways so that if a vehicle swerves or a pedestrian trips and falls, the pedestrian is not injured.
As long as there is a distance or barrier between the walking area and cars, I feel safe enough to use it. If I am sharing the street or a car could easily drive where I am walking, I do not feel safe.
Because of the lower cost, at least some improvements would be made. It's better than nothing.
It's best when the sidewalk is clearly not a part of the street.
I love them!
I would like sidewalks in any shape or form in the Matthews Beach/Meadowbrook neighborhoods.
Any of the options -- other than the shared road -- would be a huge safety improvement for us and our neighbors.
All are much better options than what we have now. But in streets with traffic-calming features, cars sometimes see the sides of the road where pedestrians are walking as free space to zoom around turning cars, or even pass cars they feel are not going fast enough. I think current traffic calming features are not quite aggressive enough to slow down today's drivers.
I would love, love to see some sort of walking path on 27th Avenue so that I could walk to the Lake City Library and Fred Meyer. Any sort of path would be most welcome.
streetlights are so much more important
I like being separated from cars by trees and landscaping. Slowing traffic down helps as well."
important thing is to be separated from cars (grade or buffer) and have a smooth walking surface -- on both sides of the street.
How I feel about walking on these types of improvements relates to how fast the cars are going on the streets. Slower the cars, more comfortable!

When implementing these types of improvements, rain/snow/storm drainage needs to be considered as well as traffic behavior.
I think you need to do two things if you're serious about pedestrian safety. 1) Install more barriers (e.g., bumps, traffic circles) in residential and other areas to slow down traffic. 2) Create visible and actual barriers between pedestrians and traffic whenever possible.
Any kind of demarcation for pedestrians is helpful. So sick of all the bike lanes and nothing for pedestrians in my Olympic Hills neighborhood. Have already been a struck pedestrian in my neighborhood.
landscape paths at level with traffic looks attractive and even adds to the look of the neighborhood. We have some in Ballard. It's just narrow walkways close to fast traffic that are not useful.
The main thing that is bothersome to me is that some neighborhoods such as Ballard have continued to get street and sidewalk improvements over the years while neighborhoods like Lake City have seen very little improvements. There have been some of these experimental sidewalks added in and around Lake City but many of them have been poorly implemented and not well maintained. Acknowledging the higher cost of traditional curbs and sidewalks, it still seems unfair that outlying neighborhoods should not have the same quality of infrastructure that some other neighborhoods have. One of the other main concerns is street drainage that is typically well addressed with traditional curb and sidewalk designs. I am less than confident that these alternative designs will consistently handle rain water runoff as effectively.
Sharing road space with traffic without some defined walking area is dangerous. A speed bump or traffic circle offer a walker little comfort.
Any of these improvements are safer than nothing at all
want to feel very separated from traffic; need buffer between street and walking path
Making any kind of improvement for walking that is safer would help those of us who walk regularly. We have to be flexible and use what makes the most sense financially so that more improvements can be made to more areas.
Most are not marked clearly as sidewalks. People tend to park their cars on the ones without a curb..then I do see cars parked on curbed sidewalks too...
I would like to see just straight paths, not winding paths on neighborhood streets. If I've got places to be, I don't want to waste with a meandering path. I would consider those for more leisure walking.
I do not like the paths, where it would be easy for a distracted, drunk or otherwise inattentive driver to hit pedestrians. Some kind of barrier is important.
again - it looks shoddy, the ones I've seen have been poorly prepared and executed so they surface is uneven, if you're going to bother at all do it properly.
Highly supportive of any and all improvements to pedestrian safety and making it easier and more comfortable to walk and bike in Seattle.
As long as the walking lane is distinctly marked and separated from traffic, I like it. If they are side by side and the distinction isn't clear, it is possible for traffic to come into the walker's lane.
They are fine when it comes to their usefulness as sidewalks. My concern is more about how much we are spending long term. Is it cheaper to build expensive concrete in the long run with its longer life? I have no idea, but I support whichever is the most prudent with respect to future finances. I don't think that the lack of sidewalks is dire enough to justify "stretching" prop 1 funding out by building asphalt now. Whatever is best long-term please.
"if walkway is at same level as street it is easy for cars to cross inot the walking apce.

A curb gives a ""don't cross"" signal to the driver "
"Sharing the roads with wheels of any kind is always a higher risk for pedestrians. The best option is having different levels of road and sidewalk. I also feel ok with walking on trails on the same level but separated from the road by a wide grass or planting strip.
My only real concern about asphalt over concrete is its tendency to wear quickly and warp, yielding a surface that's hard to walk (or roll) on. There would have to be regular repaving to maintain usability.
At this point, for those of us with no sidewalks anything with a curb would be awesome!
"I walk 3 miles per day for exercise around my neighborhood, and often walk to the stores for small purchases. I also have had experience with helping seniors with memory problems and people who need to use canes or walkers.
A good permanent material like concrete cement needs to be used, and not with lots of indentations where weeds will grow. This is the problem with stamping patterns.
Asphalt has been used to do quick repairs to streets, alleys, and sidewalks in the last 10+ years, and it is not holding up well at all. It is being broken up by plant roots and soon has lots of weeds growing in those cracked areas.
The City has tried a rubberized material to replace sections of sidewalk in my neighborhood, and those aren't holding up either. The corners of those square sections are lifting, sort of curling up, and the rubber surfaces look worn as though the material is slowly disintegrating. Those sidewalk sections have been in maybe about 5 years, and ought to be replaced soon. They are an accident waiting to happen.
The lower sidewalks with raised curbs between sidewalk and street would be very awkward for disabled people to deal with or to remember that they are there to not trip or lose their balance and fall. This type of curb could be considered a dangerous obstruction.
The City is ripe for some good lawsuits because of non-maintenance of sidewalk areas. Money should be spent on good and well-thought-out permanent solutions that don't require much maintenance, and not on quick non-permanent solutions. (Citizens are irritated by corner curb cuts that have been redone all around the City as many as 3 times now! What a waste of funds, inconvenience, and time!) While I like the gently curving street and sidewalk configurations to slow down traffic, that solution is too expensive to impliment and funds would run out faster to solve all the places that need immediate solutions. Frankly, if arterial streets were being used as arterials were designed to be for main access through the city, and not being turned into road-diets for bike lanes (most of which are not even being used by cyclists), traffic would be greatly reduced again within the neighborhoods and so would traffic speeds and pedestrian and car/bicycle accidents."
Why is there not an option of a hard-packed very fine gravel walkway consumer tested by wheelchair users for acceptance? In the past builders were given permits to construct without requiring sidewalks. Is it now the right time, and/or possible, to require property owners to install sidewalks on their property?
There should be higher development costs slapped on large apartment and condo buildings. They burden the infrastructure, so make them PAY so it can keep pace with the users. Seattle is getting uglier and uglier and shittier by day, in about every way.
I have no problem with using low cost walking improvements if they are in areas of slow speed traffic & have good drainage.
I don't like options that have people walking in the street, even if traffic is slowed/calmed.
I like that they are improvements. I am assuming that nothing was there before or it was not safe before.
clear separation/delineation from where cars should be and where pedestrians should be feels safer

When the delineation between the street and walking area is unclear, I am a little uncomfortable. But I am fit and I'm bothered far less than a person, say, with a walker or wheelchair.
I like all the alternatives that actually separate pedestrians in some way. The only concern is that vegetation easily overgrows some of these and property owners don't keep trimmed back as needed.
I think it would be better to make improvements that are safer more slowly over time rather than to do a quick fix that does not really work. Poor lighting, poor cross walks, they will always lead to accidents. Fix it right the first time. No cheap fix will ultimately help.
I live in Montlake, which is very congested and increasingly so with the 520 construction. My children and I love to walk but I will NOT walk on a street shared with a car. There must be a path with a curb or separation of some kind for safety.
I want to make sure my family is safe. I have 3 kids under 7 years of age, so some distance and raised are both good options.
I recommend any barrier between the street and the walkway. Obviously the judgment of drivers is never dependable....
I walk a lot around Seattle neighborhoods and it is my primary mode of transportation whenever feasible. My priorities are wide sidewalks or paths that are repaired and have good lighting ( ex: 5th Ave between Denny and Battery is horrid). I prefer alternatives to busy thoroughfares and I welcome whatever improvements that can be made to reduce traffic speed and create a city that welcomes walkers.
Any pedestrian path/sidewalk that is clearly pedestrian-only (no cars) will be safer than people walking where cars drive. Also, speed bumps don't slow down cars.
Where are the bikes going to go in these scenarios? As a walker, I am worried about this.
"No Protection from Cars, No buffer
No stability
Not safety from people with mental defects, although that is a small population getting larger
Many can not be seen in the dimming of the light
I see no lighting along these walkways, they seem to apart from usual neighborhoods"
More clear separation from space for cars the better
I really don't think adding speed bumps is an effective solution to increase a safe walking place. There needs to be a distinguished area along the road for pedestrians, just like there is for bicycles.
I like the idea of any safe walkway along busy roads that don't have sidewalks now or have a narrow asphalt path along a busy street.
They seem fine to me. My concerns, living in North Seattle is improving the walkability of downtown, more commercial areas. But in primarily residential areas sidewalk - any of those lower cost options - are critical if you are trying to get people to be less reliant on cars. And they need commercial areas to actually walk TO.
They should be wide enough for two people to walk comfortable, or a passing bike. They shouldn't go so far off the street as to require extra walking, or people will end up walking in the street.
I am wondering how they will protect pedestrians in the case of vehicles coming off the side of the road or from other potential safety hazards.

The most important things I think that needs to be considered is 1) does a car driver have good visibility (i.e. there are no blind spots where a walker may suddenly come into sight and 2) if a car is coming along, can the walker/wheelchair/parent with stroller, get off the road out to the path of the car.
I like the wider path with plantings separating peds from cars
I just want sidewalks where there are none, period. In Meadowbrook, we are in need of some. In addition, we need a better walking path on Ravenna, where often there is a sidewalk on only one side. The sidewalk is also not much of a sidewalk, and is narrow and on the same level as the street.
i'm a proponent of the lower-cost walking improvements. i just hope that they make it to neighborhoods that are currently without safe walkways.
I like the physical barrier from cars.
See previous comments.
I think there should be some kind of physical barrier between traffic and pedestrians, such as a brightly painted curb, in the situations where there would be no actual raised sidewalk.
All of the lower cost walking improvements are good solutions. The reason pedestrians are not totally comfortable with anything less than a traditional sidewalk or separated walking path is the inattentive and unpredictable drivers.
I think that .. WHEREVER POSSIBLE .. that green space be added to walking spaces. As the city continues to approve building permits for residential structures the density created needs to be off set with green space to calm the urban environment in a way that offers an emotional balance for the people who live in the city. Without frequent spaces there is room for tension building within citizens which then spills over into behavior problems in people which has a negative effect on the community at large. This suggestion applies to the down town areas as well.
They work best with some separation between walkers and cars
Prefer buffers between walkways and street.
Walking path separated from cars with landscaping is my favorite. Just seems safer. My main concern is uneven sidewalks and bicycles
"I do not like sharing walkways with bicyclists. They're too quiet and they go too fast, often two abreast.
When there is no curb, cars can go out of control in any direction, sometimes plowing into pedestrians."
There definitely needs to be a separation whether by height or landscaping.
Optimally, a barrier between street and sidewalk should be at least 6 feet wide for safety. This is not possible most places in Seattle, but almost every residential property has an easement that residents generally use for parking. If sidewalks could be built at least 1 wheelchair wide, at the side of the easement away from the street, this would still leave room for parking -- because it will continue to happen, sidewalk or not.
Mitigation of root damage is minimal with asphalt and the maintenance (or lack thereof) would make residential sidewalks hazardous, with only a slight improvement to pedestrian safety.
"Physical separation like a planting strip is very important
I like most of them - and almost ANYthing is better than nothing.
In North Seattle the trees will raise those asphalt sidewalks with a year or two. Do it right Seattle!

What I am seeing is that the city built roads without building sidewalks that should be a standard and is now trying to cut corners. Other cities keep doing better. Obviously we need better qualified city managers.
I think landscaping at the street level, especially if it has some height, should keep cars in their place on the street and people on their space on the sidewalk.
I don't think any kind of sidewalk or walking path is necessary on many residential streets. My neighborhood has no sidewalks and I feel safe walking with my kids on side streets as they are. I worry about loss of parking and over crowding of the street if sidewalks are added. I do think sidewalks or walking paths on all arterial streets is a good idea and right around schools as both those would help improve safety in important ways. However the rest of the residential streets should be left alone or have less dramatic alterations such as speed bumps where needed.
See comments above.
Cars in this city drive fast and aggressively. People who drive don't respect people who aren't in cars. The traffic only makes drivers more aggravated. It is vital to separate vulnerable users, such as pedestrians, from untrustworthy vehicles
I'm in favor of more rain gardens and more planted trees around the sidewalks. They slow the drivers down and provide shade, too. Exposed paths are the worst.
The neighborhood north of NE 95th Street, Matthews Beach for instance, was promised sidewalks in 20 years after that portion of the city was annexed (1954). Why should that neighborhood settle for lower cost sidewalks 55 years after annexation and 40 years late?
I think having the sidewalks, traffic calming and well-marked crosswalks is most important and if it means using a lower cost option to meet those goals, I say do it. I live off of Boyer Ave. E./Fuhrman and cars FLY down this road. We have great sidewalks in our neighborhood, but crossing the street can seriously be terrifying. Cars go WAY to fast, there are almost NO crosswalks and there isn't much room for getting out of your car on the street side when there are two cars coming towards each other. It's downright scary.
the key is a height differential to keep cars from driving onto the walking surface. either a raised walkway or a barrier
I have no problem with the stamped and stained asphalt. What is getting lost in this discussion, it seems to me, is improving pedestrian visibility, creating buffers, and slowing cars down.
Same level as the street feels very dangerous, raised walkways are much preferred and keep cars from parking on the walkway
lower cost means more safe walking routes sooner and in more places. The selected design should be tailored to the location and the users' needs. Any new routes should have safe access points. Do not use the approach used with Seattle's protected bike lanes (esp 2nd Av) where the new section is great but the beginning and end access is less safe than previously.
"I was walking recently on some streets just east of 11545-15th Ave. NE. There were swails (?term?). It was beautiful and I felt totally safe.
Until the speed limit is reduced on all city streets, no one is really safe. 30 MPH, even 25 mph in many places, is unconscionable."
I prefer these surfaces that are not concrete as they are easier on the body.
It needs to be clear to drivers where pedestrians will be and to give them space to be safe - most of these solutions accomplish that.
"Mature tree roots will eventually break up asphalt if this is the solution for the north end.

As a home owner I don't want to end up being responsible for my front sidewalk if the city does a quick and dirty lesser quality job of sidewalk construction."
Having them wide enough to not have to walk single-file is important. Putting a barrier between the sidewalk and the road helps this too. Both sides of a street would be nice, in order to avoid some people having to cross the street; however, if necessary, it seems like an okay compromise as long as the one side is plenty safe.
I have fallen on uneven sidewalks so prefer spaces that are in good repair, have a curb and landscaping when possible.
Reliable barriers between cars/moving traffic and pedestrians is essential in busy traffic areas.
There is no protection from a car out of control.
I would like to see more separation between pedestrian and car. The green area between street and sidewalk is a good idea.
I'm very concerned that the stamped asphalt sidewalks will deteriorate much more quickly than concrete sidewalks, growing trees will cause the asphalt to break and rise as the roots push through, and they will become hazardous for pedestrians. Concrete will stay in place longer and the surface will wear less. In my view, the asphalt sidewalks are second class, and an expedient way to satisfy a large contingent of voters.
I think all are adequate
I love having a safe place to walk without fear of cars hitting you or children. It can definitely be low cost.
The lower cost walking improvements, would be a huge improvement over no sidewalks.
"I like rural feel of no sidewalks.
Sidewalks are too expensive.
Sidewalks hamper parking.
This is an unnecessary luxury for most people. Those who like the idea would like to require those who do not want this to PAY for it. The nerve!"
Need some way of separating walking space from driving space at least by raising the sidewalk, or use grass to separate walking path from cars. Also need more bike paths!
Worried about the longevity of the asphalt options bit any sidewalks are better than the nothing we have now
Night vision of drivers
Lower cost is a great idea if it allows more work to be done across the city. Having a walking space that is obviously distinctive from the road way is the most important factor.
As long as we can walk off the street on a smooth walkway it would be OK
It feels dangerous to have the sidewalk what looks to be just a few inches from where the cars zoom by. A car could easily run down pedestrians
Level surface for wheels and for those with mobility issues. Separation from cars especially on arterials.
They don't provide enough protection for pedestrians. I think they should look a the Seattle sidewalks in Magnolia, Queen Anne where the sidewalks are separated from the street by a lawn or trees. So much better. That is why both of those neighborhoods are "walking neighborhoods".

Just happy to have separated walking improvements, they don't need to be traditional sidewalks.
I like having a separation between me as a pedestrian and the cars. Having some landscaping for dogs to do their business along side the walking path is also ideal.
I like them, but am more concerned about cross walks improved around the city.
Support efforts to develop lower-cost walking improvements for residential streets.
I like them as they may be more cost effective alternatives which provide safer walking paths but should be tailored to the most appropriate setting
Make sure they are not too narrow
My street has no sidewalks. Although most drivers slow down for us, some do not. Speed bumps on our street would force them to slow down.
All the pedestrian-designated-paths seem great as improvements, but the narrower ones seemed much more un-inviting and unpalatable than I imagined they would. I feel safer when I have space to maneuver (around others) on the path. I also have concerns about the safety aspect of having large plants (that someone could hide behind or within) bordering a pathway.
I think any delineation between pedestrian and traffic areas is an improvement, so I support doing more (cheaply) with the money we have.
I just hope the budgets are not misplaced into too much structure, whereas lower cost pedestrian *awareness* tactics like 1) speed reduction laws 2) painting on roads and many ped signs, are critical to encourage more pedestrian activity. I've lived in Japan many years, and what strikes me is that the root of the problem is speed reduction and enforcing laws that imbue drivers with a healthy understanding -- lower speeds will still get them to their destination, and there should be harsh consequences for hitting / threatening pedestrians and cyclists. Vulnerable User laws are in place but must be enforced. Drivers have no sense of real consequence, this is why we still suffer too many hit and runs.
It's good that pedestrians are separated from cars but being at the same level as cars makes it less safe.
Pedestrian vision by cars at night could create serious injuries. Pictures do not indicate location of signage or crosswalk depressions for elderly or thei needed mechanical walkers.
I like separated sidewalks and pathways. Sharing the road with cars is just wrong.
Having no curb or height difference raises the danger from cars and encourages people to park or pass on the walking area, it also means more dirt and mud there. Slowing cars down will not change that, there needs to be a step up for the sidewalk.
They're fine as long as there's a decent place to walk
Tradeoff between cost and safety-- regardless, creating more walkable paths, I agree, should be a priority in general
I do not want asphalt for sidewalks, it looks cheap and has to be replaced more often. I would rather wait to get sidewalks made of concrete than have to replace the asphalt every few years. The city has unrealistic goals for pedestrian safty and has wasted enough money on cheap fixes and bicycle lanes that are hardly ever used (NE 75th and NE 125th). Traffic is the worst it has ever been and the light rail is not going to fix it, neither is reducing the speed limit or adding more bike lanes. If you want to make the city more walkable and encourage people to drive less stop the over development of the city, make concrete sidewalks and add streetcars on north/southe and east/west arterial streets.

In the case of the cheaper solutions in the long term I'm not convinced they are good investments. My understanding is that properly built sidewalks cost more but require significantly less maintenance and last significantly longer.
Like some, don't like the ones I'm not comfortable with.
We cannot improve the safety of pedestrians without recognizing the dangerous drivers. All of the proposed improvements are walkable and comfortable. Personally I don't want to walk anywhere when I see how many drivers are absorbed in their phones.
I like a sidewalk with a buffer from traffic.
Want to be sure that disabled and elderly have comfort with these options...
A walking path needs to be separated from the motor traffic in some way. People in Seattle are crazy drivers and I don't feel comfortable sharing the same space with them when I walk.
Be realistic about cars, pedestrians and bicycling sharing the roads.
There needs to be a visual difference between the walking path and the road that is very easy for a driver to distinguish.
"If cars can drift over or be at relative high speeds, pedestrians are in danger.
Minimize speed and having some separation is optimal"
I like the landscape buffer because it provides a separation from the cars and a more pleasant walking experience that may encourage more people to walk.
I like the added greenery.
"I think limiting walkways to one side of the street is a mistake, because once you have 3 people abreast, 2 people with a dog, 2 people with an umbrella, etc, you immediately have a capacity problem.
I'm not a fan of sidewalk-less streets with chicanes as a pedestrian treatment, as it creates an indirect walking path for pedestrians.
The most important thing is the feeling of safety. If the path is the same level as the street it is best if it is separated by landscaping or a raised curb-type barrier. Paths on one side of a street (not both) are completely adequate.
it should be what's best at the lowest cost.
I like the opportunity for Seattle to build sidewalks at a faster rate.
Lower costs gets something done where NEEDED. Let's not spend \$\$\$ where it isn't necessary.
I prefer a clear boundary between where the cars are and where people walk. Walking/busing are my major mode of transportation, and I often feel unsafe walking with my toddler. He is harder for cars to see, and he doesn't understand that he cannot wonder off. He does understand the visual barrier a sidewalk provides.
"Improvements encourage walking.
A 10 minute daily walk significantly reduces risk of heart attack, improves health."
"Good lighting would be important
Good drainage for rainy season"

They need to be combined with lower speed limits and visuals that alert cars and distracted drivers to the possibility of pedestrians and encourages them to slow down.
walking improvements need to be prioritized over bikeways. no more bike improvements until all the city has sidewalks!
I love the rain garden bordered ones. Good for the environment and good for pedestrians.
Distinctiveness of the walking space is critical- curbs clearly define separations and force cars to pay attention.
1-2 of the options don't give the pedestrian any lead time to see and react to a car coming at them.
Must be elevated!
One sided improvements would only be comfortable if there was a safe way to cross the street frequently. I'm thinking of streets like 15th Ave NE where any sidewalk would be good, but getting to a single side of the street is a problem
separation from cars is most important. also need access for children to go up and down curbs at corners
I do not like a less expensive alternative if it means that long-term maintenance costs are higher (e.g. asphalt vs. concrete).
Lack of snow clearing buffer where right of way IS wide enough to accommodate that design. Putting in a curb, and gutter is preferred to too fancy rain swale and permeable surfaces. Pedestrians are safer where drivers perceive a definite boundary line between traffic and sidewalks. Where R/W is too narrow, try for a sidewalk with buffer on one street side and at least raised curb/gutter on the other side. Lower cost is penny wise and pound foolish. Do it right the first time with highest possible construction standard for the available width of R/W.
Need separation between sidewalk (one side of the street is adequate) and road on major and minor arterials. Separation less important on less trafficked residential streets.
Important to have a very distinct separation between car and pedestrian areas, and ideally some sort of height differential to place even more emphasis on one area ending and another beginning
No faith in Seattle drivers. We speed, don't use our turn signals and are overall sh*tty drivers who are far too self-interested to care about others.
Wider sidewalks when possible. Some separation between road sidewalk.
"I do like most of them.
I live in a neighborhood with low traffic volume. I walk in the street and have no problem with this. However, on the main street nearby, it is difficult to walk due to high speeds and no protection. The best solution is probably to encourage walkers on nearby greenways, while providing for ways for them to get to bus stops and managed crosswalks.
Any one would be an improvement over no sidewalks or traffic calming! We live on 98th NE where we have heavy traffic, no sidewalks, and a blind hill. I would take ANY of these options!
"Most any of the sidewalks that are separated from the street with either a curb or a swatch of grass
is okay for walking as far as I am concerned. Walking on streets where cars and walkers are not separated leave me uncomfortable and are really not safe for children at all."
I think tripping hazards are the biggest concern.

I'd rather see a plan implemented that is well thought out and will be USEFUL in the community. Narrow sidewalks, right against the street - you still have the same problem with people being forced to walk in the street due to physical barriers, walking in a group, etc. Within a city - keep it consistent so users don't have to guess what is going on or how to use it.
I don't like anything that looks cheap and not clean. Walkways with undefined edges are prone to crumble and fall apart which looks very ugly. I don't like the sidewalks that look like afterthoughts.
They seem practical as long as they separate pedestrians from cars and bikes.
If they will bring separated walking spaces to more areas of the city, then I am for it. One concern I have is I wonder if such alternatives to traditional sidewalks will be as durable? I also wonder if the maintenance is higher on such alternatives.
If it is a quiet residential area where people can hardly help but go slowly, then any of these sidewalks are great. But on a sparsely populated country road, I would want more than just a curb between my family and traffic because the roads lend themselves to faster moving traffic.
anything works as long as it (1) is clearly a change from people parking on what should be sidewalk and (2) is installed because people need to walk to bus/store, not as a perk for wealthier neighborhood where they probably don't walk except bright sunny days (if at all)
Just do it!!!!
I don't like the idea of putting sidewalks along quiet, low-traffic streets where people now walk in the street and stop to talk to each other - this system really slows cars as well as promoting community interaction and neighborly feelings.
I feel that for our neighborhood to be safe we need an area designated for walking, not "shared" with cars who drive too fast or are not paying attention to pedestrians.
I think it's a good idea to come up with lower cost sidewalks - crushed rock is good too. If the walking area is somewhat separated from traffic that is good too. So many drivers and cyclists are not considerate of pedestrians at crosswalks - I have had many near misses. Same with walking in the street, even a quiet street - I am also on alert which makes walking stressful.
I feel a curb is a critical boundary between car and pedestrian, especially when dealing with intoxicated drivers
You did not present permeable surface sidewalks made of recycled materials as an option. Why not? I would favor that.
"I like low cost!
I prefer paths that have a distinct barrier from cars.
I don't like paths that are too near fast moving cars."
Safety first.
For the most part I like all of them except totally shared; I especially like that they could enable a lot more sidewalks to be built for same money; I also think they could be easier/cheaper to repair from current concrete damage caused by root upheaval and trucks hitting curbs.
"No comment on question BUT
people in older neighborhoods need to be told to prune their bushes and plants that take up 1/3 to 1/2 of the existing sidewalks or that overhang the sidewalk and hit walkers in the face when they walk by. "

I am delighted that the City of Seattle isn't letting the perfect become the enemy of the good and going with lower cost options, so that we can more fully build out our ped environment.
Having a green space between pedestrians and cars/bikes is really nice. Having parked cars as a barrier between pedestrians and traffic can also help.
As long as there is safe separation from the cars, I am open to all options.
Which ones are lower cost? The last two? I think if there's a clear landscaped demarcation between sidewalk and street, I'd be very comfortable. Especially like rain gardens. They are attractive and useful and they make a very clear demarcation between street and walking path.
I like having a safe place to walk, with a surface that wheelchairs and strollers are able to navigate as well as children learning how to ride bikes or trikes. I think low cost options can be a way to create safer neighborhoods for walking/jogging and am glad these options are being considered.
I think it is most important to maintain whatever surface or type of path is constructed. Sidewalks or pathways with raised areas or holes are dangerous to the walking public. Being pretty new to the area I've noticed that on many of the steep hills the sidewalks have a sort of ripple to them which makes it much easier to maintain an upright position! On steep inclines I really think it is important to have a way to minimize slipping and falling down the incline. Also, if kept clear of debris such as leaves and pine needles etc., falls and slipping are also avoided.
I dislike options where there are no or barriers to separate pedestrians from cars.
We have several "landscape elements" and I think the reduced visibility creates an unsafe environment, because people still drive fast.
They give a good visual cue for kids and drivers alike. More greenery is always nice, though someone will have to clean up leaves and things. The more sidewalks you can put into this city, the better. We are sorely lacking them in the North End - spread the wealth!
We need lower cost alternatives as soon as possible on busy residential streets (emphasis on busy), but primarily where access to transit and community amenities depends on those paths.
I think a curb or raised walking surface is helpful for demarcation from the street. It is like a rumble strip on the road.
I don't like the meandering path. I don't like the path that will collect puddles. I do like a paved path and one that is wide enough for at least 2 people. It does not have to be cement. It irritates me that you continue to be concerned about fixing downtown area sidewalks before you want to provide sidewalks for areas that have none. It is more of the give to those people who have, theme.
refer to previous question...but to re-iterate, in our neighborhood to add sidewalks like you've done in parts of victory heights and other places it would create a very stifling, narrow walking experience, as it's created there. the best thing to do is add speed bumps (not those useless 6-8' deep ones that are really fun to drive fast over) and other traffic-slowing measures (speed limit signs that track drivers speeds maybe?). we LOVE our asphalt, wide streets with no sidewalks and walk our dogs down the middle of them all the time. better drainage and sewers collecting water are needed, however.
All options are viable. The concern is with the volume/speed/proximity of cars and cyclists. The more space and visibility provided for non-pedestrian traffic, the more comfortable I am.
I like the landscaped paths the best. I like the idea of using different solutions for various areas. I don't think traditional sidewalks are required everywhere.
I would walk on any surface that is clearly reserved for pedestrians. There can be no comfort on a walkway shared with vehicles other than bicycles.

In general I don't believe we need sidewalks on quiet residential streets, at least not in our part of North Seattle. Sidewalks are necessary for busy arterials only.
If they are above the street with a curb, they are fine. At street level, the danger increases.
I like them since they can mean more walking paths and sidewalks. The main problem I have with them is if they are slanted to help with runoff, it gives me (and probably others) a hip rotation (I am 71) which causes pain, etc. So please make them but have them only slightly arched or slanted.
There needs to be a buffer of some kind between the walking path and street traffic. Also, it would help to know if these paths are meant for bicycles too. I've found that shared bike and walking paths can be pretty dangerous to pedestrians.
If we could get speed bumps on the residential streets that are heavily traveled would be great. Some residential street are used as short cuts and the speeds can get out of hand. I can speak directly to NE 94th St between 5th Ave NE and Roosevelt Way. People turn off 5th and never even slow down. They also come down the hill toward 5th at very high rates of speed. Speed bumps just off 5th on 94th would help this problem.
I don't think that every neighborhood needs sidewalks or walking paths. I think that some of these lower cost walking paths are kind of ugly.
As long as pedestrians are given a specifically marked path away from car traffic I would be comfortable with lower cost walking paths.
These rain garden and green planting barriers will quickly become unsightly, unless supporting features are included, such as public trash cans and regular maintenance. Planting must be chosen carefully, so as not to obscure sightlines for all users, and to prevent creating cover for individual homeless campers.
They seem just fine.
I think they're all great ideas. Even on residential streets without sidewalks, as we have in many neighborhoods, there is usually a gravel or dirt verge abutting the road that I feel safe walking on. Wouldn't want to have to do that on a major arterial, but it's ok on low-speed neighborhood streets.
I like them as they good function and area more pleasing to look at.
What is the question? Which "lower cost" improvements, and lower cost compared to what?
I think most are good options except for sharing the space with cars
I don't like when there is no separation between cars and pedestrians. I think the other options are more cost effective than traditional sidewalks which would stretch out money farther. I live near several schools and there are few to no sidewalks, anything would be better than nothing.
Just do something instead of wasting time and money covering yourselves with these bs surveys. I'm guessing the next question will be demographic -- total bs. All races, age groups walk. Stop pandering and do your jobs.
They seem fine to me
Leave us alone. BSchool buses come up the street that is not built for buses. It takes away the only parking we have.
I like that there are lower-cost options that can be implemented on residential streets where there is less traffic and it's moving slower (theoretically). However it's essential that there be a curb associated with the sidewalks on busier streets with cars moving at higher speeds.

I find all proposed solutions preferable to what we currently have in the Pinehurst neighborhood where I live which is no sidewalks.
Prefer a raised curb that would provide somewhat of a barrier between cars and sidewalk
like lower cost walking improvements, IF, IF, IF you can do more of them! Don't cut back just to save money.
I like the ones that calm traffic, separate peds from cars and provide green/trees
With not enough money to fund high class sidewalks, we need to build alternatives after neighborhood input.
Love them. Would love the presence of trash receptacles. Let's make Seattle the "Clean City"
Don't like dark colors or exact same color as street. I think lighter color is easier to see and a more obvious difference from the street. Like landscape barrier but curb is okay where there is less space.
I would like to see speed limits reduced drastically. I do like the open areas and walking paths which walkers alike can share a space but safely. I'd say the one issue we have in our neighborhood is speed and little space between cars and people.
the shared path with car option is, even in the most rural area, not something i am a fan of. constantly looking over your shoulder to be sure there isn't some idiot not paying attention is pretty annoying. getting out of the way is tedious. any option separated entirely from cars is fine, and i don't live in an area where the shared option is even remotely feasible.
Visual separation is important (even if at same level, separation by color/material of sidewalk or by landscaping)
I want a well lit area separate from car traffic that is wide enough for two people to walk next to each other and flat enough for strollers and wheelchairs. I think there could be good options beyond traditional sidewalks as long as they provide those things.
Creating separation between pedestrians and cars is good, of course, even if it's visual rather than physical. Pick the option that allows the most pedestrian walkways to be built.
High pedestrian traffic along NE 95th st toward lake city way to bus stop
We need more rain gardens. We do NOT need more impervious surfaces! We need more swamps and tidal flats. Let me walk on gravel and sand! Isn't there some way of compacting sand and gravel for bikes, wheel chairs, and people with canes? Tree roots and shifting earth cause sidewalks to buckle, become uneven, and trip people. They give false sense of security to bicyclists, walkers and wheelchair users.
Anything is better than trying to share space with vehicles. Providing for walkers shows commitment to healthier lifestyles and alternative commutes -- the markers of a modern, progressive city.
Without curbs cars tend to ignore pedestrians.
I'm willing for them to be considered because it simply is NOT safe around our house and school.
If the city cannot afford traditional sidewalks, please at least separate walking paths from the edge of the street w/ plantings or grade. Walking along a street without a curb that separates a pedestrian from the street feels unsafe.
I like clearly separating pedestrians from both parked and moving cars.

As a homeowner without sidewalks on a residential street I would prefer not to have a parking strip. It will take out more of my existing landscaping and is another maintenance item for me (mowing parking strip) and would take away parking on the street or potentially take it down to a one lane road. Any of the options for low cost are great so long as we don't lose parking or driving room. Thank you!
Barriers of some kind seem the safest. Adults are aware of traffic, but kids aren't and tend to drift into streets when they're fooling around. Just a block away from 24th on 25th East kids play in the street, but every so often a car (evidently not familiar with the neighborhood) will come zooming along, obviously trying to avoid the Montlake mess on 24th. This also happens on the alley way where I live and kids play Cars Dodge in, making a potentially very dangerous situation.
It is important to recognize that maintaining safe driving habits and regulations makes walking much more comfortable- regardless of the sidewalk design. People drive so quickly in our neighborhood (Boyer ave e/ Montlake) that it makes walking a challenge even with nice sidewalks. I like the designs but worry that any solution that does not include speed bumps, creative street designs, and other types of solutions will only serve to be band aids.
Walking improvements look fine it's the speeding cars through residential arterial that are the biggest danger
I live in Maple Leaf. Some areas are similar to these improvements. Other areas have nothing (15th Ave NE). I think defined pathways with plantings would improve 15th immensely. Ci-canes and speed bumps litter NE 98th west of Lake City Way and haven't totally solved problems there; partial sidewalks have improved the route to Sacajawea, but people still cut from Lake City to Northgate on 98th driving too fast.
I do like lower cost walking improvements. It is not necessary for every residential street in Seattle to have concrete traditional sidewalks. I do think citizens need to be able to walk along busy streets to get to the bus stop or to the store without being hit by a car. I live in NE Seattle and the streets that connect to bus stops on Lake City Way do not have sidewalks and they are main arterials such as NE 95th ST. Honestly, I feel safe walking around my neighborhood even though there are no sidewalks. I don't feel safe walking to the bus or services so I drive. I also work downtown and drive which is ridiculous but I can't get to the bus stop. It is a terrifying walk. The irony is I moved to Seattle so I would not have to drive. However, the walkable neighborhoods are for the wealthy and the rest of us live in the areas that was later incorporated without city planning. So our area is a little kooky. Thank you for addressing the non-walkable neighborhoods.
Using funds as a temporary fix. The real issue is to build right the first time so we do not have to address this again.
It's nice to have a buffer between the street and sidewalk.
I'm generally in favor of these lower-cost options. Whatever the city can do to make walking safer in Seattle is worth doing, since pedestrians are increasingly under threat as our streets get busier and driver behavior worsens.
In the case of stamped stained asphalt its poor aesthetics it looks cheap. Sharing roadway with traffic calming only works where there are good sight lines. Many streets such as mine are on fairly steep grades with no sight distance making walking on the street dangerous. Please prioritize sidewalk on S Walker St between 29th Ave S and MLK.
good options are available. If LID measures included all the better.
Something is needed! Not having walkways in 2015 is absurd!
All of these options are a huge improvement in comparison with the options I have for walking my kids to and from school in my neighborhood now. We have no paths or sidewalks and my children's safety is routinely at risk. My kids and their babysitter were nearly killed two summers ago when a man driving a huge tree service truck sped up our street and didn't yield to a pickup truck through a roundabout. They were only a few feet away from the collision. With no paths or sidewalks there is no protection. All neighborhoods should have paths or sidewalks.



I walk a lot in my neighborhood in northeast Seattle. I walk from 90th and Lake City Way to Northgate mall or to the University District. When I walk south to the udistrict, I have no concerns with pedestrian safety. But walking north, where there are little to no sidewalks, I often times feel unsafe with the speed of the cars and their lack of concern or right of way to pedestrians. I would encourage and look forward to any pedestrian safety improvements in my neighborhood.
My concern is with aggressive drivers in crosswalks. This is all fine.
Most of them make very clear lines of demarcation, keeping pedestrians away from drivers, and I like that. I didn't like the one where pedestrians would share space with drivers because it seemed dangerous.
High curb much better high vehicle traffic areas
In some situations, having no sidewalk makes more sense. Cars know people walk in the street area and they slow down. On the other hand, one bad move makes a huge difference.
I think they're way better than having no sidewalks at all. I'd like to see at least arterials get the full sidewalk and curb treatment on both sides, though.
Walking with some barrier between walker and street traffic: raised sidewalks feel the safest but also with green barriers between walker and traffic
These are great ideas, please bring them to the Lake City area!
Cheap, unsafe, won't hold up, you've ignored the need for decades upon decades and now you want us to settle for crap? You get the gist of how I feel. If you put in crap, it is and will become even more crappy. You want to diminish the City? This is a quick way.
Cracks in concrete need to be repaired.
"I like the same level sidewalk as street with landscape division. Serves multiple purposes.
Keep us walkable, make it's accessible/ universal needs and wishes for safety"
Options that have pedestrians too close to traffic/walking in the road should not be options due to safety concerns. Side walks need to be wide enough for two people to pass each other and have a green section that provides space away from the street
A curb and a buffer are safest. A curbed sidewalk should be considered for all curvy roads and arterial a of greater than 25 MPH roads (ex. The sidewalk on Ravenna Ave N between NE 98th Street and Nathan Hale High School is unsafe. It is narrow, has little to no buffer, has no curb, and is on a curvy arterial used by high school drivers.)
Too narrow, and done have a path on both sides of the street. Many do not have enough dace space from road.
As mentioned, I care most about having a barrier of landscaping or cars to shield pedestrians (especially littles or old ones) from adjacent traffic. The faster the traffic, the more of a barrier is needed. Materials are secondary.
"I like the landscaping between sidewalk and vehicles, even if at same height.
Conversely without the landscaping and same height, with only a divider, makes the neighborhood look 'poor' and I believe will create a negative stigma in the neighborhood."
The lower cost solutions are not ideal. They all have an element that make it less comfortable than good old fashioned raised sidewalks with planter strips separating traffic on both sides of the streets.

"I found this survey to be totally ridiculous! Tell people to leave their cell phones at home. Isn't anyone going to be aware,of their surroundings? What do people want? A moving sidewalk like the airports have?"
I cannot believe that people have become so sedated! I am 71 years old and am gobsmacked by the assumption the general populace feels unsafe in anyone of these situation. What happened to self-awareness!"
"On streets without sidewalks, it would be nice to have better signs for where parking is allowed. In our neighborhood that is almost totally without sidewalks, cars park where natural walking paths are located.
They can park there because there are no signs prohibiting parking where pedestrians usually walkl."
"Green space between cars and pedestrians preferred. Space between cyclists cars and pedestrians best.
I would be happy with any kind of sidewalk.
We have a few family members who walk to bus stop to take bus to downtown for work, and kids who ride school bus that require to walk to bus stop. Around our house don't have sidewalk. We have a elementary school just 3 blocks away, but outside (north side) don't have any sidewalk from the elementary school but still many people walk home from school. Cars go by fast and it is very unsafe. I didn't notice until I have school age kids. Soon it gets dark earlier, and I'm afraid how drivers see us walkers while they drive in the dark.
Need to build / install sidewalks on the residential streets first. North Maple Leaf above 93rd on 8th and 12th I don't feel safe waking my family on them due to no Sidewalks. Cars go to fast and you are always looking behind you to see if you might get hit...
"I like a clear path and most of these have that. However, I am loathe to walk with my back to traffic when there is no real separation between the road surface and my path.
However, I do like a dirt or asphalt surface that is separated from the road at the same level as the road. "
I don't really trust that sidewalks are always the best- people need to slow down their driving. A car went up onto the raised sidewalk with trees lining it several months ago on 35th Ave NE and 110th. A car jumped a curb and killed a toddler a few weeks ago in Bellevue, are sidewalks really thd be all end all? Please get people to slow down. It will save lives.
Like them-the green belts don't work very well-still too narrow I walk dogs a lot so anything to get people out of traffic. Most residential streets with no sidewalks speed limit should be 20.
In almost all these cases, something is better than nothing!
As long as pedestrians are easily seen by car drivers they're all fine.
Some sidewalk better than no sidewalk.
"The more buffer between cars and people, the better. I am happy to share sidewalk space with bikes actually. The designs with plants in the buffer zone are the best.
I don't see how the stamped design option is less costly. It looks like it might not hold up well over time with the water and debris that will accumulate and degrade the sidewalk. All of the less costly designs that are right next to the cars aren't as safe in areas where the speed limit is >25mph. Sidewalks with cars zooming by and no buffer don't feel safe."
They are fine IF residential speed limits are low or if dumbs are on the streets
Not enough barrier between pedestrians and cars.

I like improvements that provide for pedestrian safety with elevation, curb, or separation from cars. I dislike pedestrians and cars sharing the road. When you bikes, dogs and parked cars, moving cars end up very close to pedestrians.
Again, highly value most completely local inputs
Anything that clearly marks a separate space for pedestrian would be a great improvement over no sidewalks and even streets that are supposed to be shared (with speed bumps etc). Cars just don't watch out for pedestrians in the same way when we don't have a separate and clearly visible pedestrian side walk
I have mentioned many times throughout my comments section that my family is VERY concerned with getting priced out of Seattle as we are part of the stagnant wage middle class. We cannot afford greater tax payments to the local government of Seattle. It is so unfair that the current mayor does not represent the middle class and it is apparent that the mayor's salary and his husband's salary is so much higher than the working person's salary in the middle class. If Seattle does not protect the middle class thru lower taxation and lowered utilities, then the middle class residents, those that make this city great, will be forced to leave the city. Please do not tax our family out of our home. We have lived in Seattle for many years and would like to stay. Please keep property taxes and utility rates low so that the middle class of Seattle can stay.
I like that they could be done cheaper. I just think that we should look at the whole picture when deciding--a busy high traffic street should have a higher level of protection than a slower low traffic street.
Better to have some type of barrier like a curb or landscape separation. Also need anything that will slow cars down. Our street is marked residential with 15 MPH speed limit and no one goes that speed.
Put sidewalks on 100th st!
The planting strip between is fabulous. Nicer to look at, feels more safe and you get the added benefit of rain water infiltration. The single curb is a horrible idea, cars will fly down it. Raised crosswalk are great. I like the brick. Even gravel would be nice. Much better than stinky asphalt. I'd rather have no sidewalk on a residential street than an asphalt one. Curved roads are great to slow traffic. Speed bumps are ok but a break in them for bikes to pass is better.
I like ones that seamlessly blend with the neighborhood while also providing safety
I live in NE Seattle in a neighborhood that has no sidewalks on both arterial (NE 95th between Lake City Way & Sand Point Way) and on residential streets. There is a safety issue with walking in our neighborhood and it needs to be addressed now.
Most of them look okay. We have some of the cheaper ones in Northeast Seattle already (of course), and some of them are UGLY.
lower cost walking improvements do not do enough to control car traffic or discourage bad driving behaviors
"Safety- raised, or separate are preferred.
Parking- leaving one side of the street for parking on narrow streets is ideal.
Appearance- incorporating landscaping into the change makes the streets feel more inviting."
need some barrier and "warning" time or buffer between pedestrians and cars.
See previous comments.
"I do like space between moving cars and me, like landscape even without a curb.
I don't like cars whizzing past my elbow or baby stroller even if a curb is present. Cars can bump over a curb like nothing! Large side view mirrors on vehicles can be a scary thing."

Low cost with quick turn around in constriction is probably valued most by others
I understand the appeal of lower cost sidewalks, particularly when we could spend more money on education. But the streets in North Seattle could really use some improvements. We already have a pretty good walking community, despite the fact that we don't have sidewalks. But I'd like to see more of my neighbors out walking.
looks like these might actually happen in my lifetime
More wild green space for nonhuman residents is a huge benefit. Allowing natural drainage and fewer petroleum building materials is also important.
There is no real separation from all sorts of traffic hazards and most are unappealing or UGLY
Glad that several options are being considered rather than ruling out traditional sidewalks due to high cost. Options with little separation from cars will need very good lighting.
My priority is safety for my dog. So I prefer wider sidewalks, and separation from traffic.
Anything that increases the availability of better and safer places to walk is a plus. Thank you for focusing on this.
Prefer a buffer between walkers and cars -- landscaping, higher rise. Provide more clearly marked crosswalks and more traffic calming efforts
Curb-gutter-sidewalk is what we promised. Don't go removing street parking because we'd rather cheap out the neighbors and spend the money on empty arterial bike lanes and streetcars.
They are definitely better than no sidewalks with no traffic calming measures.
Anything that causes me to feel more vulnerable to traffic.
Where there is a sidewalk no curb we must be cautious about not eliminating the berm to chanel the rain water to the creeks.
I live on 25th ave NE and 86th. It's difficult to get the kids to school and the intersection of Ravenna and 25th isn't safe. If there were stairs or a path at that intersection it'd be a low cost change for a dramatic improvement in safety.
I don't mind the lower cost options at all. It's better than nothing.
I like them all. Anything would be better than NO sidewalks. I'd like to thank you for creating this survey for the tax payers to weigh in on.
I prefer it when the walking path is distanced from the street.
need a clear barrier between cars and peds. better lighting for gloomy days and evenings. better signaling for crosswalks
They seem most appropriate for streets with low traffic volume.
Any sidewalk or walking path would be welcome, where there currently are so few. As a pedestrian and cyclist who is retired and who has lived in this area for 6 + decades, it is about time we had safe areas for walking and cycling.
out of traffic walking. separated by grass or shrubs

They are far better than the absence of sidewalks in the NE. This was promised back in the 1960's when we moved here and that promise has not been honored. We shouldn't be held hostage to campaign promises if we vote for a levy, then they will consider this. This is a promise broken and needs immediate fixing.
I like all except the shared space with cars. The last one with path is lovely.
Lower cost, as long as it is safe, makes the most sense to me as it would provide a safe place to walk for more people (and dogs). I walk daily in a neighborhood with no sidewalks and at times it is scary - fast and/or inattentive drivers sharing the same space.
They are all reasonable alternatives, except for the shared street. It would be nice to have traditional concrete sidewalks on both sides of street, but unfortunately as you pointed out in the introduction, we do not have the financial resources to do this, or if we spent money on this, other higher priority concerns could not be addressed.
Just build something :)
When the path is set apart by color or a green space, it feels safer.
They are all fine except the sidewalks with the same grade as the street with a tube like separation. I don't think there is enough of a visual and physical barrier for drivers who could get careless and drive right over the tube and run into a child or bicyclist or senior citizen or anyone not fast enough to jump out of the way.
some separation from cars is important whether curb or landscape
One factor not shown is the lighting. I would be more comfortable in any situation with good lighting and less comfortable if the lighting is poor. I like visual and physical separation from traffic. I am uncomfortable walking with traffic, though it is better the less traffic and the slower the traffic speed.
Prefer curbs and raised walkways
I walk to and from work (approx. 7 miles round trip) on many days. Most areas provide adequate, relatively safe walking paths; however, I've observed that drivers are less willing to yield to pedestrians in the roadway when there isn't a clearly marked crossing. There are times on my route that I know that I'm crossing legally, but a car is ready to mow me down regardless.
These are fine, but attention needs to be paid to existing crumbling sidewalks and non-existent curb ramps.
The stamped asphalt sidewalk looks like brick which is richer in appearance and is more visible to motorists than concrete.
I live in an area without sidewalks. People aren't used to seeing walkers/runners and don't look for them. So often a car has whipped around a corner not expecting to see us sharing the road. It's terrifying. I know it limits my exercise and I think I probably drive more places because of it as well. Any option with a very visible difference would work for me. I like the curb idea because I think drivers would be more weary if they risk damaging their cars. I loved the option with green space / rain gardens! It would enhance any city space to have more nature.
Unclear if the "sidewalk" will be built within the roadway (making roadway narrower) or on the lawn (making the front yard smaller. This might influence into how "Comfortable" that design feels.

I don't like the fact that a lot of our existing sidewalks don't have curb cuts. This represents a tripping/ stumbling hazard at intersections for seniors and physically challenged people, a distraction for mothers pushing strollers and people who choose to bike on the sidewalk for safety reasons, and an absolute barrier for people in wheel chairs. For that reason, I think building a path at street level (without curbs) would make the walking area more accessible, but perhaps a paint line at intersection would be needed to guide people walking and driving to stay in their respective areas. However, sidewalks need to be wide to accommodate people moving in both directions or wheelchairs / bikes and people walking to move comfortably and safely past each other.
As long as people so not park or drive on them and it really is safe to walk on I will be happy
Too many speeding cars make it unsafe. Barrier between sidewalk/road makes the boundary clearer visually, physically, psychologically.
There needs to be an obvious distinction between sidewalk and street, i.e. color, higher curb. with a buffer of some sort in-between such as grass strip / trees.
Continuity would be important consideration vs. different looks throughout the city...continuity would also help with maintenance by having consistent needs to repair or replace portions over time
Please build sidewalks in north Seattle. The rest of the city has them. There are many transit and walking dependent people there.
Anything that means people don't have to walk in the street is good. Some clear demarcation between walking path and parking shoulder is also good. Paths are no use if cars park on them.
"It's a good solution until people get hit. How much is that worth to you Seattle?"
I would feel more "comfortable" walking my Seattle streets if I didn't have to worry about crime. How about concentrating on that, Seattle governance?
I like that if they are lower cost then they can be built! I would rather any of these options over nothing which is currently the situation in our neighborhood (Olympic Hills, NE Seattle).
I love the lower cost sidewalks if it means getting any sidewalks at all. Many property owners would be happy to chip in to get a sidewalk on their block!
I would be happy with any sidewalk improvements, especially around child safety riding bikes, walking to school, and the such.
I just like that they are a place to walk that's not in the path of cars.
Need to assure separation from traffic and adequate street lighting.
As long as there is separation between cars and people like landscape - I'm comfortable with
I like as much separation from cars as possible. I also like a walkway wide enough for bikes to pass me as I walk--both adults and children.
What I like best about sidewalks for walking -- if they must be alongside traffic -- is giving a sense of safety by the use of barriers or landscaping between roads and people. Best are walking paths completely separated from traffic. It's extremely easy for a moving car to jump a curb and plow into pedestrians. The more separation between car and people, the better. Potholes/un-level sidewalks are another hardship especially for young kids and older adults.
Ideally a curb is important, and a raised sidewalk, on both sides of the street.

I like the option of lower cost walking improvements. They are not the perfect solution everywhere, but can be a great solution in many places keeping students and other pedestrians safe. A well thought out, carefully implemented walking improvements will definitely help residents of Seattle.
The loss of PARKING is a factor. Cars driving around in search of scarce PARKING is not advantageous and is ignored in agenda-driven surveys.
They are an improvement over no designated path beside streets (not on streets).
Would like the area's without sidewalks to get them
I'd also like to have bicycles off of sidewalks.
I don't like being close to cars when I am walking.
Just make sidewalks on every street in the city, period. Both sides of the street. Beyond that, all of the options were fine.
I live on a street with no sidewalks. Any sort of walking improvements would be fantastic!
The sidewalks are too close to the cars without any barrier between the pedestrians and the cars.
No need for any sidewalks to 'meander'--mostly, people want to get where they're going, not stroll through curved areas unless there's a reason for curves. Other than that, the important information is short-term costs vs. long-term costs, if cheaper means shorter life for the sidewalks.
I like the idea of using brick. That's really nice. I also like being set behind landscaping. Anything that will divide me and my dog from the cars.
We feel most comfortable using the sidewalks when the pedestrian space is clearly separated from the road and has no access for vehicles. Many drivers bend/break the rules because of dense traffic and parking difficulties, which makes the types of paths that are not separated by grass, high curbs, or dividers much less safe for pedestrians.
I don't really care about the surface, although I prefer some type of paving. I care most about protection and clear path
ANY sidewalk is better than having to walk on a narrow street, sharing it with inattentive drivers that are often driving too fast. Even some "safe routes to school" are still narrow streets with no sidewalks and limited visibility (e.g., NE 80th St. between the new Thornton Creek elementary school and 35th Ave NE).
I really liked the paths that had a real separation using grass or the water gardens. Next on the list would be the paths that looked like sidewalks and had a curb or concrete barrier between the pedestrian and the cars but it looks more dangerous to me. The next were the ones where the paths looked like the shoulder of the road (dirt) or even a "sidewalk" without a raised curb. The worst were the ones where pedestrians and cars shared the same road! Not good. Do not do that.
I prefer a raised barrier for cars to hit if they are going off the road.
Most are not safe enough for walkers. Drivers cannot see often bikers or walkers. Bikers are indifferent to traffic laws very often making it difficult at times for drivers to avoid hitting them.
Lack of a visual barrier between street (color) and walking area is the biggest problem to some of the designs shown.
The rolling bumps work well currently east and west of I-5, just south of Northgate - in the neighborhoods.
We do NOT want to have expensive lanes to share with bikes.

AND - they need to slow down on streets that are already 25-30mph; so the rolling bumps and the speed signs that flash would be excellent. We have been asking for those for 20 years."
They're all just fine.
I don't like the ones that do not provide a physical buffer from bikes or vehicles. The pedestrian always comes out on the short end of any right of way confusion. Also speeding cars and bikes can veer to easily into pedestrian traffic. All trails should be marked with high visibility striping for dusk and night foot traffic path designation!
Actually sidewalks would be best if we could get them. However, what I like about these options is that they would be cheaper, and we would therefore be more likely to get them.
Who will pay for them. I am low income
There definitely needs to be a clear separation between walkways and streets, because any ambiguity will be taken advantage of by both cars and pedestrians. I don't like when sidewalks are only on one side of the street (Lake City Way between 98th and 95th, for example), because if your bus stop is on the side of the street with no sidewalks you end up missing the bus while waiting for the light to change so you can cross at the crosswalk.
I think that lower-cost walking improvements are still a huge improvement over none at all! Just something to divide walking "space" is needed versus a plain road.
I am ok with lower cost walking improvements as long as they are accessible and if there are adequate
I like all but the "share street with cars" one and the too narrow one. What would cost \$\$ only a few unhappy souls is simply advising and enforcing property owners they should park cars on the street and provide us access to the existing sidewalk easement
No grass strip between sidewalk and street
They all depend on how fast the cars are driving. For the one where you share the space with the cars, I would be more comfortable if I knew cars would go really slow, but even with speed limits, this is not guaranteed. Therefore, I like the raised sidewalk options more because it provides more of a barrier.
"Why not make them even LOWER cost by minimizing/eliminating landscaping. Consider pure functionality. If the goal is to make safe walkways, make safe walkways. Parking strips and shrubs do not slow down moving cars that have veered off the road. Curbs do. I would also seriously consider contracting the work out to professionals. I have watched your crews build sidewalks, sometimes more than once.
Keep it simple."
I like the alternative options to expensive concrete sidewalks because we can make more of the city pedestrian friendly without waiting years.
They are better than nothing so I'm all for them if that's what fits in the budget!
Rather than choosing the least expensive material to construct a walkway consider other materials that last longer and budget accordingly. For example, permeable pavers (not permeable concrete), cast in place concrete, high grade asphalt installed by a QUALITY builder not the lowest bidder. I do not like my tax dollars to be spent on the cheapest of anything if I am going to have to pay for it twice or more times. Do it right the first time.
Anything that separates the right of way for pedestrians and cars is good for me. I live on a residential street which is also occupied by a middle school. There is a sidewalk and curb on one side and nothing on the other. Kids are always in the street after school and cars exceeding the speed limit are frequent.

I like most of them... but I don't like sharing the road space with cars. I think it's important for pedestrians to have a designated lane, whether it's a raised curb or some other designation signaling that cars can't be there. Otherwise, car drivers become complacent and don't look out for you.
Sidewalks with minimal impact on the environment (i.e. those that add as little non-permeable surface as possible) are best!
Everything is fine the way it is
A sidewalk primarily, and any barrier or separation to where cars drive works to provide a safe place to walk, push a stroller and walk next to someone with limited mobility such as a cane or walker. The street shared with cars is not safe for these type of walkers.
These kinds of improvements are good things. However, if these changes take away traffic lanes and cause traffic congestion, there needs to be other solutions considered. There are huge problems right now in the Pinehurst neighborhood due to traffic modifications.
Some of the streets near us (near Safeway in Greenwood) added sidewalks were there wasn't enough room to add them. Then they added obstructions for cars to have to go around as well. It made it harder to drive down those streets as well as limited parking for their residents and seems very unsafe for pedestrians. I don't think that it was a helpful place to add sidewalks.
As long as there is a designated (and consistent/unbroken) walking path of sufficient width for two people side by side, that is reasonably well-lit beginning at twilight and provides safe passage along roadways, I'm happy.
I think they will be okay. I am not a fan of those that have very little barrier to the cars on the road, some type of greenway to have a little more space between pedestrian and cars would be great.
As long as we get side walks I am good but the one that showed no asphalt seemed to be less safe
I think most of them are fine, I don't rather see more sidewalks installed rather than a small amount of expensive ones.
Separation from the street with a raised barrier (regardless of whether the sidewalk is raised) is important to me. It prevents parked cars from encroaching on the walking space and provides a better pathway for children to prevent wandering into the street. I don't like visual barriers at corners and places where the street is narrow. It makes it difficult to make eye contact with others using the roadway.
"I am fine with lower-cost walking improvements. Pedestrians need a safe place to walk, and traditional, expensive sidewalks are not necessary in most residential areas; however, we need something. I frequently walk on NE 105th St. and am very comfortable walking there now with the improvement."
We are walking the streets now. Any type of pathway would be better than nothing.
I like the option of having a green barrier. It looks better than concrete or asphalt only.
only worry about asphalt is durability. May be cheaper now, but won't last like concrete
I like them! Anything is better than nothing.
"Pedestrian safety is a major concern. People are more distracted behind the wheel than ever. Speeding is common in all areas of the city. Without the added protection of dedicated space for pedestrians, more accidents will happen more often. Put vehicular criminals to work building the sidewalks and pathways. Make good from bad.
When you connect neighborhoods with sidewalks and bike paths, you connect with community. "

Although they would not last as long as concrete, the lower-cost paths could be built sooner and more of them. I would prefer that the walkways be well-separated from traffic.
I like wider sidewalks. Width more important than curbs or green space. I have some reservations about mixing pedestrians and cars but it might work depending on the location.
Providing sidewalks of any kind for residential streets that don't have them should take priority over improving areas that already have adequate walking space.
What I like: the fact that they can be built quickly and the fact that they can adapt to locales. For example, a shared neighborhood street can be a great environment for kids as long as cars are slowed down to a crawl. One rule does not apply to all areas. What I don't like: these ideas don't seem prioritized. They need to be applied with priority to arterials crossing neighborhood businesses, school, park and library accesses. E.G, in Montlake, priority should be given to creating a walking environment in the area from E. Lynn to E. McGraw. When driving across this area, I'm always concerned with kids and neighbors crossing at E. Lynn.
I don't like the idea of shared residential streets. Shared streets in a more intensely developed location makes more sense to me. However, I am open to other low cost alternatives for adding more sidewalks.
As long as water cannot collect on the path and make big puddles (or freeze into ice), I would appreciate any of the alternatives except the shared street. The speed humps are not safe for bicycles, and a small cut is not enough for the cyclist to use safely. The cars are still impatient with pedestrians, and "calming" features will not fix that.
If we can get more sidewalks - then great, but I hope the more expensive investments are done in under served communities.
If the walking path is right on the street, it should be wider to create more space for pedestrian traffic and provide more separation from the traffic.
For the solutions offering only landscape between same level street and pedestrian area, depending on lighting conditions, in-pavements lights might make them safer? Also, should consider flooding frequency. The landscape barrier may be hard to see in some areas when its dark or flooded. This should go hand in hand with housing regulations requiring to provide proper parking. Many town homes/apartments are designs for two car households, yet only provide garage/parking for one and depend on street parking for the other. This makes it less pleasant to walk, implies cars on driveways blocking the sidewalk and walking areas at street level and/or without a curb much more vulnerable to encroachment by parked cars. You can't plan great walking spaces if housing does not prevent over-dependence on street parking. Overall some great alternatives
Want to clarify space for pedestrians only (no bikes, skateboards, etc)
I'm mostly concerned about the intersection areas and places where people typically want to cross the road (even if not marked intersection). There needs to be a way to address these highly dangerous areas. Even if an option is safe on a straight-a-way, there need to be additional precautions for the cross/turn/etc. areas.
"Glad to see lower cost alternatives being considered.
Need to reduce or remove regulations on homeowners to install, make improvements on, or repair walkways/driveways. City should maintain sidewalks to prevent pedestrian accidents. Homeowners cannot afford the cost and they pay enough taxes already."
I think they are all viable options
"I really like most of them since it would get more walking improvements city-wide sooner. For the ones with no visual buffer to just a short divider, I'd want them to be accompanied by traffic calming improvements as well.

I'm most concerned about school walking typical routes.
I just think it is good to give pedestrians a place to walk that isn't in the street.
I like the green space and any sort of sidewalks added to areas of the city without them... especially North Maple Leaf/Northgate residential areas.
"I enjoy the idea of putting in walking improvements, especially at a low cost. As a biker, one word of caution I would put it is to make sure not just assume that a walking path also function as a bike path.
The biggest barrier to walking places around the city I find is simply not having a sidewalk and having to cross roads without any crosswalk and walk along the side- not pleasant. The SECOND biggest impediment is being on a sidewalk that is also designated for bikes and having to navigate them with caution- makes walking unpleasant. Either a separate bike lane or a designated part of the path for bikes would be helpful."
The only thing I don't like is when there is no barrier between cars and pedestrians (i.e. the shared roadway option). As long as there is some barrier like a curb or strip of grass and trees, I feel very comfortable.
The more separation from cars, the better.
All of the improvements listed are good options. The options that separate the sidewalk from the road with a green space are certainly the most aesthetic and comforting. It would also be nice to think about a option with a bike lane and a pedestrian corridor on less busy streets
I like all the alternatives except walking in the street with speed bumps. I don't mind the first, but prefer a raised bump to separate. But at least it's a separate area to walk. Did I mention I'm desperate for anything? :-]
I feel that the maintenance of low cost options will eventually exceed the more durable more expensive options and we will wish we had built them to begin with. Maintaining some physical separation (curb, divider, planting strip) between peds and cars is a must in my opinion.
I like when there is some separation between pedestrians and cars, especially when walking with kids. The option with small curb bump in the "separated by same level" option with no landscaping between makes me nervous because of the tendency of kids to a) want to walk on top of such features, and b) it's just too close to the road.
I don't know enough about long term robustness of the material to say for sure. Will asphalt deform on hot days leading to more cracks/divots/bumps?
All of the options are fine with me, except sharing the roadway with cars (no separated walking path). Aesthetically I would prefer options with vegetation (e.g. raingarden) buffers. However, as a home-owner on a street with no sidewalks, I recognize that space is also an issue. From a safety standpoint, I would be thrilled to have any of these options on my street for my child to use, other than the "share the road" option.
Looks great!
Actually all of the choices seem perfectly acceptable - clearly a real barrier would be more useful on arterials or business streets - but overall all these ideas represent good possible choices for adding sidewalks or pathways.
I really like the idea of a level path at street level separated from the road with greenery. I don't like the street level walkway with a raised bump between traffic. That won't do much of anything to prevent someone from drifting over and hitting someone and the proximity of traffic to pedestrians would not be very comfortable to pedestrians in higher traffic areas.
Same level separated by a 3-inch high barrier does not seem safe

Don't act like having people walk on a street is a solution. It is "lower-cost" because you're sharing a road with a car. "Go play in the street" isn't that funny.
Absolutely, we need lower cost options.
We should also carefully assess varying needs in each residential block.
I live on a dead-end street N of 85th without sidewalks and do not want sidewalks put in. I believe my neighbors would feel the same. not much traffic at all. People drive carefully. Kids play in the street. We mind each other. never an accident on our street."
To me, the biggest issue is just having a clear path to be walking on. When I walk Green Lake, I walk on the dirt circle inside the asphalt one because it is less impactful on my knees. Given the environmental issues of paving or putting a non-permeable barrier in place, especially for as wet a climate as we have, I think something like that inner ring of Green Lake would be a good solution, with either a plant or curb barrier in between where folks should walk and where cars should be.
In addition to roadway or sidewalk improvements, slower traffic speeds are associated with a greater degree of comfort walking. Also, fully support improvements to implement Vision Zero.
I like that attention paid to "feeling" safe, which might help get people out of their cars.
Residential streets are a lower priority than arterials, but certain residential streets would benefit from some treatments. If this is the only way to cost-effectively improve residential streets, then this treatments are great.
Cars are driving too quickly and without separation they can easily hit pedestrians. Think of how many cars drive into buildings, even with separation and curbs. Maybe you should just ban cars on these streets all together and let bikes and peds have exclusive use.
One-sided sidewalks are not a good solution for people with mobility issues, the young and the elderly. One-sided sidewalks should also incorporate some type of painted bike lane to remove any people on bikes from the limited sidewalk space.
I think anything would be an improvement over no walking space. I like the addition of a buffer of landscaping to make the demarcation clear.
I don't mind having no curb *EXCEPT* on curvy roads where people tend to speed (ravenna at 30th), there really needs to be SOME barrier keeping pedestrians safe. People go off the road frequently there, and it is only a matter of time...
Anything with no curb/low curb increases likelihood that distracted driver or night driver wouldn't see the difference between sidewalk and street.
Great options. If it means more sidewalks faster, then it's worth the potential reduction in safety measures. That said, I think all options are perfectly safe except for the shared road/walking path. That might provide a blocker for families with young children. I think the landscaped separated path is better than just curb, even if it's just a mental assurance of greater distance between you and cars. For those options, as long as speed limit is reduced, I think they're perfectly reasonable.
All improvements seem good. Its a balance, I understand of where to do so first and what takes priority.
Please build sidewalks. Please!
Out of the box solutions are a great idea and I'm excited for anything to get designated walkways on our residential streets in the north end. Thank you!

Love rain gardens. We live on a hill and the water shoots down the hill like a river. We should look at changing our landscape and roadways in a holistic way. What about bikes? Making roadways more narrow to add walking paths will reduce safe bike lanes. We need walkways, bike ways, rain gardens, efficient lighting. All the intelligent people in this city should be able to come up with a comprehensive and affordable solution.
I really like the idea of creating a visual separation between the walking lane and car traffic, where possible. Yet, I think the most pressing challenge is to improve the safety and allotted space of sidewalks along busier (arterial) streets that connect neighborhoods to parks and schools. Making improvements in these locations will have a favorable influence on the number of people who walk (and bike) versus drive.
Separation from thoroughfares and protection from puddles/flooding are key for me.
Please lower cost improvements in all transportation projects!
There just needs to be some separation between the walkway and the street.
I'm fine without sidewalks or walking paths on slower speed residential streets, but higher speed arterial absolutely need sidewalks or landscaped separated paths.
"I am least comfortable with the options where the walkway is on the same level as the cars, and not behind any type of significant barrier. It would be easy for a car to veer into that walkway without the driver noticing the change in road texture, especially at night when it's hard to see the visual cues that he's drifted off the road.
Walkways that are behind a strip of grass would be slightly better. Having the walkway separated from car traffic in some other more significant way (raised to a different level than the car traffic; behind plantings; behind a row of parked cars) would be best yet."
I think that walking paths with a buffer between the path and street feel the safest since if a person driving loses control of their vehicle there's more room for the person walking to react. That said any of the options presented with the exception of sharing road space with people biking and driving would make it more comfortable to walk.
Sidewalks should be raised, straight, separate from the road.
Any of these are great! All are an improvement over what we have in many neighborhoods. Having grown up in the north end, and now living in the south end, there's a huge disparity in who "gets" to have sidewalks in the city. My street still utilizes gravel for people's parking strips. The south end is 20 years behind the rest of the city in terms of infrastructure.
Need more physical sep between traffic and peds: grass, trees, or more
"Primarily protection from traffic
I like all options that have a clear barrier. Either raised or not raised. The mixed use, with one side raised with a parking pad seems like the most economical.
I would be more comfortable with all of them if speed limits were lower and effective traffic calming infrastructure was in place.
Green separation between peds and cars please!
I'm not as partial to asphalt because I don't think it will last as long as concrete. I think it is fair to maybe have sidewalks only on one side of the street in order to reduce costs but use concrete to make them more durable.
Some of them seem great

Just get it done! Lower cost is okay if it's safe
All of these seem perfectly fine/reasonable, although where I happen to live I can't see the shared roadway really working in my neighborhood (Fremont/Wallingford) but it seems like it would be fine in more residential areas.
As long as there is a clear delineation between cars and walkers, I'm fine with any lower cost solutions.
They're mostly just fine. My kids have trouble with the shared road because it's harder for them to know when and where they're safe.
I like some kind of designation -- colored surface, curbing, or best, a greenery buffer -- that alerts motorists that the adjacent area is for pedestrians. I think a visual cue is important. However, with all the new surfaces for cyclists, would motorists think the pedestrian walkway is really part of the street?
I prefer as big separator as possible - a stretch of land and a row of trees are ideal, a row of posts / fence is second best. Anywhere inmate five driver could hit me would make me uncomfortable, no matter what the speed limits 9or road signs are. Drivers are not paying attention that's a fact that should be the base of all design.
I want something that has significant separation between cars and pedestrians, whether in elevation (curb) or lateral distance.
One side of street does not match the urban density- it may only be appropriate for neighborhoods with 10000 sf lots and larger.
There needs to be clear separation between roads and pedestrian spaces.
I like being physically separated from cars, either by height or by a bumper or by plants. Some sort of greenery seems ideal, both for environmental and aesthetic reasons. I walk 2 miles each way to work (Ravenna to UW) every day and find that even a line of parked cars provides better separation than nothing between me and traffic.
I appreciate the innovation and recognize the funding challenge. Solutions seem very site specific. Hard to generalize. Hard to say doing nothing is safe, so innovating makes sense depending.
Asphalt is prone to cracking and crumbling, and does not stay in good shape for those who are prone to tripping, or are in wheelchairs. Actual concrete sidewalks, raised from street levels, with real curbs, are the best way to go. Cutting corners for the sake of short-term financial savings is both foolish in the long-term finances sense, and overall safety. The plus side, however, is that it will lower property values and help keep Seattle a more affordable place to live in -- yay?
The only one I don't like is the mixed use street. I live in Northeast Seattle and most of the neighborhoods are like this. Too many close calls between irresponsible drivers and pedestrians specifically children on bicycle
I like cost
Less agile folks may have a harder time navigating among cars and bikes.
Whatever the solution there needs to separate pedestrians from the cars. The cars in the north end are so used to 'owning the road' that it will take A CHANGE OF behavior FOR THEM TO SLOW DOWN. FOR THAT WE WILL NEED A DECENT BARRIER BE IT trees, stained walk way, or raised sidewalk. Thank you!!
Priority is given to the vehicle. pedestrians are at risk.
I don't mind low-speed streets sharing pedestrians and cars, if they make the streets feel welcoming to pedestrians.

I like that it might increase the number of sidewalks in the city to give more access to neighborhoods for pedestrians with same funds. Not a fan of shared drive/walking spaces particularly when kids are involved

Having space between the sidewalk and the street is really important; so is having a wide enough sidewalk.

I don't like the options that provide little protection from cars for people walking. Being at the same level as cars with no buffer other than a small curb is unsettling.

The at-grade options that are only separated by curb chunks or a ridge of asphalt rely on slower or more attentive drivers to keep pedestrians safe. If you can figure out how to promote those behaviors I'd feel safer. But watching how the blue bumpers for the Broadway bike lane had to be bolted down to keep people from hitting them out of place again and again suggests that those behaviors are still rare.

It seems that the cheapest option is almost always the ugliest and almost always used to address lower income neighborhoods like SE Seattle.

I don't like walking in the same place as cars. Separating walkways and cars looks much more appealing and will make the city feel nicer.

If it means we can have sidewalks faster and cheaper then I'm OK with any of the lower-cost options.

"By far the least pleasant part of walking is being near cars. Anything that takes me further away from cars is fantastic. I especially like greenways for this reason. Greenways aren't always optimal, e.g. when an arterial is also a neighborhood-commercial zone, but they're fantastic when the alternative is a car-oriented street with little neighborhood-commercial activity. Similarly, I like having landscaping. I actually really dislike curbs, and so I think using landscaping instead is a better idea anyway, even besides the money saved. The cheaper materials seem totally fine. They don't make my experience any worse. I'm much more concerned about the width of the sidewalk and the distance between me and cars. I strongly dislike having sidewalks on one side of the street only. This is the only money-saving project I would oppose."

Well the last one was stupid, it's basically you doing nothing. Just put in some real sidewalks.

I don't like the model where sidewalks are placed only on one side of the street, as these are usually accompanied by a forced traffic crossing. In the evenings, I like to reduce the number of crossings as much as possible since it's hard to be seen as a pedestrian.

anything is better than being on the street. I often walk with my dog and my baby, and I'm always nervous. I will go blocks out of my way, just to get to a sidewalk.

I think it's a great idea to use simple improvements to stretch the dollar.

Currently I live near Fremont st, which is a bike path and road. There are no side walks and people share the road with walkers, bikers, and cars. There are elements to slow the cars down, but daily I see cars speeding and not paying attention. It does not feel safe. However, the other options all look good.

All of these alternatives serve to clearly mark a pedestrian right-of-way. Beyond that, I don't expect perfect separation barriers for safety from cars. That's why I'm relatively comfortable with all the low-cost alternatives pictured.

I like the integration of storm-water management with improved walkways (e.g. SEA street approach). I don't like the complete elimination of curbs because I believe they add significantly to safety, e.g. alerting a distracted driver they are going off the road

Nothing feels as comfortable as a sidewalk raised above street level, separated from the traffic by a planting strip, curb, and parked cars. These lower cost alternatives can try to emulate that on the cheap, and they are of course better than nothing, but we should be treating our streets not just as means for cars to get from one point to another but as \*places\* in and of themselves, and that means treating pedestrians with respect and devoting the necessary resources.

I've walked on the asphalt sidewalks. They seem like a fine alternative. I do worry about a child falling and hurting themselves on the rougher surface, but I would take these over no sidewalk anyway!

I'd like safer pedestrian access but understand the expenses involved. I am a mobility disabled person and need better sidewalks in our city.

I think I that the main concern should be about crosswalks on busier streets. These cause the most danger.

All of these options are better than no sidewalks. However I think the most important part of their design will consist of either: 1) Separating pedestrians from fast moving cars, through street parking, street trees or some sort of barrier or 2) Slowing the cars so that they don't pose as much of a danger.

Overall, I think these are great, aside from the option to walk in the street and slow down the cars. I would somewhat prefer to be slightly elevated on a curb than being at the same level as the cars.

Separation from traffic is key. Height is most important, and a buffer space is also very good.

Prefer some separation but any clearly delineated sidewalk would be great. Along 1st Ave NE there are spots that seem more roadway than sidewalk and it's unnerving to walk on

Separate people from cars. Period. Please don't forget about cyclists.

It's important to think about how cyclists will use these as well.

Unsure

"The rain garden streets often have slower traffic which is nice for walking safety.

The sidewalks that are behind a green strip are also nice because there is a good distance buffer between pedestrians and, for example, someone who swerves because they're looking at their cell phone. "

Anything that has a separate space for walking would be an extreme improvement in north Seattle, where I feel it is too dangerous to walk along the road with my small children, or even by myself at night.

Need either space (8-10 feet) from the road, or a raised barrier to separate the roadway from the walkway.

Prefer a barrier like curb or elevation between walkers and cars

Currently, on streets without sidewalks, ANY sidewalk that allows for pedestrians to not walk on the street is preferred to not having that space at all.

I'm most concerned about adequate width of the solution - room for side by side with small and medium children and dogs. Additionally, the width allows the social factor of walking.

As long as there is an easy way to clearly delineate the difference between pedestrian space and vehicle space, I think it will be fine - especially if it might provide easier mobility for people using wheelchairs! As traffic has increased throughout the city, there are more people driving quickly on side streets. All it takes is one fast driver on a neighborhood street for very serious consequences!

They all provide a level walk way, buffer from the street and in most cases a wider path for parents with children.



Pedestrians must be on a separate path from cars. Another option not presented is to make some roads pedestrian and bike only and don't let cars use them.
As stated earlier, I do not like the "walking path" that is flush with the street, with temporary curbing between the street and the "walking path," as in use on NE 95th St between 35th Ave., NE and Sandpoint Way. Referring to streets with no sidewalks and a few traffic calming devices as "walking paths" is a ridiculous misnomer.
"I also live in Amsterdam, and am embarrassed by how ""cheap"" American paving feels in comparison to even the smallest Dutch town.
Please consider rain permeability."
Please be sure that people who use wheelchairs, walkers, canes, and with other walking handicaps can use the walkways easily.
As long as there is a curb or some sort of barrier between the road and the sidewalk, then I'm okay with it.
"Main concerns would be speed of traffic, both vehicular and bicycle. Others would be flooding and drainage with such a large area of impervious surface (roadway) next to the walking path, drainage and flooding are issues.
Finally, why no crushed aggregate or compacted gravel paths? Those are viable options, especially in a more naturalized context like Sea Streets."
These are all neat ideas. Safe walking paths are safe walking paths, and if they cost less than traditional sidewalks, I say go for it. And now. We need to stop prioritizing car movement over human safety.
What the Mayor has proposed is in other parts of the world and I like it. I have walked on these types of sidewalk and they are no different. My only concern would be tree roots popping up like what is happening with the bike trails.
In general I think just *any* of these is preferable to the status quo on streets where there are no sidewalks at all.
I would prefer even narrower sidewalks if it allows for a green strip between my family and traffic. Best option.
The key element for me is not whether the sidewalk is raised above the street, but whether there is a space buffer between the sidewalk and the roadway where moving vehicles pass. Even on residential streets, drivers easily hit speeds of 35mph. This is particularly scary for walking with small children. Having cars park along sidewalks is a great way to gain 5ft of buffer as moving cars are forced away from the sidewalk. This also slows traffic as cars must pass each other. However, I would absolutely support building any of the walking improvements, except simply slowing traffic and having pedestrians still share the roadway. Slow the cars AND provide separate walking zones. If cars are going slowly enough, you might be able to get away with smaller buffers. Also, take note that drivers near high schools can be pretty aggressive. Extra care should be put into safe walking in these areas.
I like the stained and stamped paths. Also love the rain gardens.
They need to visually clear to drivers that they are for pedestrians and not the shoulder of the road.
"Usually it get worn out faster than regular paths. Roots, cracks and frost heaves causing inconsistent paths.
I like the idea of walking paths with trees and bushes. I don't care if it's concrete.
Safe surface in the rain of when they're just wet!

Honestly, I'm good with any sort of facility. I just prefer using my own feet as transport whenever possible, and a lack of facilities means I don't go to those places. Sidewalks/paths bike lanes are huge factors for me in route decisions, businesses to frequent, etc.
After safety, quality of design is essential for an equitable city. Design strategies must feel of comparable quality throughout all areas of the city so that all residents/users feel their needs have been equally considered.
Need a buffer from cars
In the choices that had photos, none of the photos showed street lights. Street lights are important for a safer walking experience.
I'm for any solution that will get the most people onto smooth, safe paths ways separated in some way from traffic. Don't let perfect be the enemy of good. However, I think the best compromise would be to do as much of the basic structural work as possible now and use less expensive materials that can be replaced later with higher-quality materials. I don't think it makes sense to use expensive and long-lasting materials if the underlying structure of the sidewalk is less than desirable.
Slowing down car traffic does not necessarily make walking easier or safer. Concentrate more on creating visual and physical barriers between car traffic and pedestrian traffic rather than slowing down cars.
A barrier between really busy, fast-moving streets always makes me feel more safe, but is less needed residentially. I love the rain gardens, but I also don't want to wander too far from the street, I want to be seen. Walking home from work in the Fall/Winter can be dark and I don't want suspicious people to have places to hide.
I don't care how it's done, we just need sidewalks north of 85th street.
Automobile speed causes the most discomfort
I like the lower cost walking path options, especially when there is some kind of green barrier between the street and the walking path.
So long as they are on both sides, and send clear barriers to cars, I'm OK
What I say in my previous comments: if it looks like it can be parked on, it _will_ be parked on. Options that don't actively discourage cars being parked on them will become parking lots.
I prefer traffic taming to sidewalks, if I have to choose. The narrow sidewalks with no buffer seem to be more about containing walkers than protecting them.
I don't like being too close to the cars if they are traveling fast. I also don't love the shared streets which can be awkward when walking with children and pets. Although, the slowing down features may help, you still have to stop and move out of the way when a car is coming.
Seems that design and maintenance will be critical. Asphalt would be more susceptible to ground settling and street tree root uplift. Curbs used to separate at-grade sidewalks from streets should be significant enough to prevent people from driving over them (wheelstops work, while low asphalt curbs don't). Installation and maintenance criteria will have to be well-defined to overcome resistance from SDOT's street maintenance division. High speed arterials will still need traditional sidewalks.

I like any of the options that visually and physically (as in raised curbs or landscaping) indicate separate space for pedestrians so that drivers can more consciously share the road with pedestrians. I do not like any "improvement" that would still require pedestrians to walk on or in what appears to be a roadway for cars, even if there are traffic-calming features. From experience in my own neighborhood, when drivers who are less familiar with the neighborhood (or who are just reckless) turn onto streets that don't have clear pedestrian space, they don't slow down significantly, and they hug the right side of the road just as they would if there were a sidewalk. So if they are distracted at the wrong time, they might not notice a pedestrian until it is almost too late. I've had many such nerve-wracking encounters with drivers when out walking in my neighborhood - the part of Maple Leaf/Northgate that doesn't have sidewalks.
Don't trust cars to slow down without a curb, even with speed bumps. The best way to keep pedestrians safe and encourage more of them (and that's the goal, right?) is to give us wide even well-lit safe walkways separated from vehicle traffic with raised barriers. No put them everywhere, all over the city, in every neighborhood.
Of the proposed options, I like the cost-saving option of having a raised concrete sidewalk with curb on one side of the street, particularly in areas with metro bus stops. I also like the option of having a sidewalk that is separated with a landscaped area to provide a physical barrier between cars and pedestrians. I commute to work everyday and I get the metro bus at the intersection of 15th Ave NE and Northgate Way. One of my biggest safety concerns is the lack of a well-defined sidewalk and barrier at the bus stop. I have seen cars drive very fast south on 15th Ave NE in the lane where buses pull over to let passengers on. If there was the option of a low-cost sidewalk, then I would gladly support it, particularly when safety is involved.
Any of these solutions would be great except the "share the road with cars" one. That doesn't work when you have little children.
It would be nice to see more clearly delineated crosswalks around town. All of the striping for the crosswalks seems faded and old; cars can hardly notice the striping that makes it safer for people to walk.
It really depends on how much space you have. I got all excited about sidewalks on one side because it is still a high quality, lower maintenance over time treatment and creates some excitement at the street level.
I love all of the options that include some type of division between traffic and pedestrians -- even a visual separation is a huge improvement. The stamped "brick" pattern is particularly attractive (I realize this is a cheap alternative to concrete, but it looks a lot nicer to me). A grass/plant strip between a walking path and traffic is also nice.
Anything is better than nothing. I'm all for low-cost solutions if that means we can cover more areas, more streets and benefit more people.
Not quite sure what ""lower-cost walking improvements"" are. I assume the options presented in the previous slides?
Any separation between car traffic and pedestrians is good. Raised concrete blocks/bollards have the added benefit of preventing obnoxious drivers from parking their car on the curb.
sidewalks should have buffers to the street, especially on higher speed roads. Even if that makes the walking path more narrow.
Without enforcement, road diets, or much more significant separation, I don't see that these offer any significant difference from most current treatments.
"Please do something so that we can walk in our neighborhood. ANY of these solutions (except keeping us walking in the same space with cars) would be amazing. Can you imagine? I could let my almost 9-year-old walk to his friend's house??"
WHAT ARE YOU WAITING FOR. Let's do it!"

When sharing actual roadway with cars (basically no sidewalk of any kind), paint/striping to delineate a shoulder for pedestrians/bikes is necessary to alert drivers that they aren't the only ones using the road.
Important to separate as much as possible pedestrians from vehicles including bicycles. Need to recognize and manage bicycles with license-aged operators as vehicles and get them off sidewalks.
I like it if they can send more visual signals to drivers. I like having a curb for protection.
The shared streets and reduced separation options in general would work OK for me as I am a fairly able bodied middle-aged person. But think my 80 year old parents would be vulnerable because of their reduced sensory input to on-coming traffic (both hearing and vision) and reduced mobility. On the other hand, I've seen how those kind of streets work in some settings -- it would require a cultural shift, but with good signage, I'd like to think that drivers could adapt!
Install sidewalks on both sides of Lake City Way where they are missing, including planting strip to separate peds from moving traffic.
For me, the most important thing is the buffer between cars and me; not only for safety but also because cars are big, noisy and not nice to walk by. I feel that pedestrians (and bikers, for that matter) need their own space in the city. Then more people will start walking, and the city culture will gradually change. The way it is people who can afford cars will keep driving even when they don't need to (like to the nearby grocery store, to a cafe, etc.)
Without curbs any alternative is less safe. Also nothing has been said about protecting pedestrians from bicycles. With more bicycles on the sidewalks and more aggressive riders, walking is becoming increasingly dangerous. I've been hit by bicycles coming up behind me ( both times hit and run with no way to identify the rider) and frequent near-accidents from bicycles on narrow sidewalks on busy streets.
I currently walk on all of these types now.
I love all of these alternatives, especially if they can be done sooner than traditional. I'm reluctant to walk with my 5 year old along a busy-ish street with no barrier between us and traffic. As long as there is something substantial to keep cars off the walking area, I'd feel safe and we'd walk much more.
I walk for exercise in the AM. I have found that some property owners are territorial about 'their' sidewalk and anyone who uses their street for exercise. These don't strike me as improvements
A separation between cars & people is really important, whether than be landscaping or a raised curb.
"One side of the street sidewalks are going to make for imbalance in neighborhoods--are you on the sidewalk side or isolated?"
Pedestrians close to the street without obvious separation can lead to trouble at night or times of poor visibility (rain, fog, sun in the drivers' eyes)"
"Just as long as a barrier from cars and good drainage, I support.
I like the lower cost and the chance that they might actually be built. I do not like the lack of separation from the street; I think drivers will park in the green space and perhaps on the sidewalk itself, impairing visibility at intersections. A curb *and* a hellstrip would be significantly better than either one alone.
I like the lower-cost sidewalks, I don't like walking on the street next to cars who may or may not be paying attention.
I think it's important to create a clear delineation between the sidewalk and the street whether it's with a curb or a distinct buffer. If that's not possible, then a wider sidewalk at least gives pedestrians the option to walk safe space between them and the (almost always speeding) cars and buses.

Anything that provides even a little separation of cars from pedestrians makes me much more comfortable. Although traffic calming is helpful, I find that even on narrow streets with traffic calming circles at intersections, cars tend to speed up a LOT between intersections, and the narrowness sometimes makes me feel less safe, especially when walking with my 2 year old daughter, who can be unpredictable. I'd love better, safer routes to walk with her to our neighborhood school's playground and the nearby community center.
If there is no buffer between the road: i.e. parked cars or landscaping, it is not a comfortable walking experience.
They should not be created in a homogenous manner. Focus on most traveled paths and greenways.
I'm not clear if we are giving up needed parking spaces in exchange for these kinds of amenities. Further, I'm not clear if it reduces homeowners liabilities related to tree roots making their way into city systems underneath sidewalks/streets. Clarity on those kinds of issues would better frame a few of these interesting ideas.
The driver trying to manage bikes and pedestrians at the same time if the different modals are not clearly delineated
Being close to speeding cars is unnerving, the faster the traffic - the more separation we need.
I like the ones that have attractive features like rain gardens or landscaping because they have a good "feel" to them.
I am fine with all of them except the one that wants people to walk on roads. Even with humps or tables or round-a-bouts drivers are frustrated with traffic and just trying to not take 45 minutes to get 12 miles. I feel like besides traffic being horrible, why frustrate drivers further by making more roads slower?! And endangering road walkers in their path! that's just crazy. If traffic was better, and people didn't get home/ close to home all aggressive, and were like Tra-la-la-la, they would be fine with road walkers. They'd probably wave and make friends with their neighbors and everyone would be happier.
Look at ADA - how does a person with mobility issues maneuver? Other concerns: drainage, safety both from cars and personal attacks, tripping hazards, adequate lighting.
If there is no curb, then separate the pedestrian from the traffic with hellstrip or landscape. Asphalt is fine if installed correctly. NO sidewalks at all is dangerous and "trashy" looking. And if you're going to install sidewalks, do both sides, otherwise it is dumb. People walk on both sides of the street even if there's only one side with sidewalks. Also, install actual signals with a crosswalk, not a flasher and the cheesy "please don't hit me" pedestrian flags.
Very insipid to not give COSTS.
I prefer the ones that have a clearer separation between roadways and pedestrian paths, but I do see that a short, narrow, very quiet street would be better with traffic calming features and sharing. With a straight or wide street, people would choose not to walk there. I like the idea of building more walkways cheaper. The city needs sidewalks!
If you don't provide curbs, cars will end up using the sidewalk as parking spot
"The options providing a green space buffer between the road and sidewalk seem to me to be the most effective, as they provide an attractive, physical barrier (even if the plantings are low and the barrier is a change of surfaces) between cars and pedestrians.
I am also a fan of roads where pedestrians and cars (and bikes) all share the same space, with features designed to slow drivers down. Having grown up in a neighborhood with a similar setup, I can attest that it trains everyone involved to be more aware and conscientious of those around them. Somewhat uniquely, it also does so in a way that doesn't (generally) anger drivers at having to move "so slow."

Where horizontal separation is minimal, it is important to have real physical barriers. Either curbs that are at least 6" in height so they are not driven over casually, or steel bollards or parked cars. In Madison Valley and other historically low income neighborhoods, not only is horizontal separation lacking, but the curb heights are under three inches so cars easily drive onto the sidewalks when cars are coming in the opposite direction. We need real protection from drivers veering onto the sidewalks, either reactively or through inattention.
Offset walking paths hide pedestrians from motor vehicles' views. Treat with caution when approaching intersections with vehicles.
I like them all. Any type of sidewalk is better than what my neighborhood has now, which is essentially nothing.
Anything that creates more safe walking space is great!
Plans that include traffic calming and pedestrian buffers would be welcome. Asphalt pathways that are on level with the roadway will simply be treated as street parking, regardless of how they are signed (this happens every weekend on the walking path in front of the Lakeside School, for example-- wealthy school families blithely ignore the "no parking" signs and block the pathway for an entire block so they can attend the student lacrosse games). 3+ billion dollars may seem like a lot of money for sidewalks, but this is an important investment that should have been made decades ago. Tax the rich.
I want all paths visually distinguished for drivers from the road with a different color path and/or grass or other plantings between us -- that still make me visible to drivers. Too many drivers are using mobile devices and need maximum visual cues where their car should be and shouldn't.
They seem fine to me.
I think they are great but I just want to point out that more emphasis should be placed on making drivers actually drive safely. Why is the Vulnerable Road User law rarely used in cases of driver negligence? We need to be punishing drivers that refuse to drive safely. That being said, I really like the rain garden idea. More rain gardens!
North of 85th street, literally ANYTHING is better than the nothing we have. I commute to Ballard as a pedestrian from NW 105th street, and have to walk down the middle of residential streets with cars parked on both sides until I cross 85th where it's like entering the Promise Land. Sidewalks everywhere! Handicap ramps! Traffic circles! Can SDOT please explain how it has made investment decisions that improve these already sidewalk-safe streets while kids, people in wheelchairs, the elderly, etc, are consigned to having to dodge cars and trucks if they happen to live north of 85th st? Is it because the houses are generally lower income?
If the traffic is not zooming past, I am very comfortable walking on sidewalks that are minimally-separated from the road. However, when the traffic is moving very quickly, I am much more comfortable if there is a clear separation between me and the traffic, i.e., a curb and a buffer zone.
I feel more visual signals need to be given to motorists (and I am one -- I walk, bike, and drive) to PAY ATTENTION to pedestrians and bicyclists. I am originally from Appleton, Wisconsin. A few years ago, the College Avenue Bridge was replaced. The new bridge included railings with large, round toppers. It was amazing to me how much more pedestrian-friendly the new bridge was. There were many changes, but the one I think make the difference was the big round balls on top of the rails. They looked, I realized, like heads. Motorists were more alert to the possible presence of pedestrians.
All of the options are OK with me, except for sharing the driving lane. Some look more expensive than others, and some look like more maintenance than others. Grass and trees are nice, but I want to stop having to walk in the street. I am not in a wheelchair or walker, but some of these options look like they would be harder to maintain in a safe and level condition.
"The lower-cost solutions feel cheap and short term. Aesthetics are very important for quality of life. Seattle is turning into a major world city. Lets do it right.

That being said, I grew up in North Seattle without sidewalks where some improvements have now been made. The 105th st NE asphalt sidewalks and traffic circle have very much improved the safety on a popular residential corridor. However, the surrounding residential streets really don't need that kind of improvement.

My family drives to neighborhoods that have sidewalks so we can take walks in the evenings. Obviously the safest option is what I would choose for my family, but ANY sidewalk is an improvement over NO sidewalk. You could lay down compacted gravel (ala Green Lake outside loop) and I would be happy with that.

My #1 beef with North Seattle roads is that they are UNSAFE for pedestrians. On Dayton Ave N, there is a 'sidewalk' which is a path designated with a pedestrian figure painted on the road. Is this a joke? I mean, cars park on the walkway and it is NOT SAFE for anyone to walk because people speed down that road. We need a REAL solution for safety. Greenwood Ave N is ridiculous. The city relies on new construction to build a reasonable sidewalk. So the sidewalks are sporadic up and down the street. When my kids were in a stroller, there was NO WAY I could walk on that road. That means I had to DRIVE TO THE LIBRARY 2 blocks in order to safely arrive with kids in tow. It's stupid, it's ridiculous....the city would be better off SAVING THE MONEY spent on painting crosswalks in colors and SPEND IT ON SAFE WALKING CONDITIONS throughout the city. I am not asking for redoing all the side streets in North Seattle....but let's take a REAL LOOK at the arterials. Greenwood Ave N from 85th - 145th. That street alone is completely unreliable for walking. 3rd Ave NW.... are we for REAL? Dayton Ave N....ditches and a joke of a sidewalk....it starts and stops in the weirdest places. Having a sidewalk even with the street or without a barrier just doesn't make me feel safer. You need a substantial barrier and a way so it's impossible for people to park on the walkway. It has to be impossible or people will park there.

It is important to have sidewalks on residential streets. People out walking their dogs or walking to transit are in danger. The sidewalks should, ideally be on both sides of the street. I would be fine with sidewalks that have no buffer, but a buffer/parking strip would be nice.

I think that most of them are fine, but sharing the space with cars just isn't working.

I like when there is some greenery growing along side. It helps calm me down and makes me feel safer.

I love that we can build them for less than the traditional sidewalks. The important thing is that whatever we build looks like a place where people are supposed to be walking, rather than some afterthought. It needs to be pleasant to walk there or else most people won't do it. Busy roads especially need more space than just a curb between the sidewalk and the road.

I think it's a great idea. Any area for pedestrians to walk that is not on the street would be an improvement.

"What matters to me most is that there is a very clear visual demarcation line between the pedestrian area and the road. It's frightening to drive at dusk in my Broadview neighborhood, when students and bus commuters are walking home and must walk in the street - they are not easily viewable, even when they think they are.

Having the demarcation also helps us teach children clearly about where it is safe to walk - which helps us help them to develop more independence and a sense of capability at a much younger age, which serves them, their parents and their community for all the decades to come."

"We should reclaim the space from parking and use for safe pedestrian paths. Ideally, we should transition all residential streets towards SEA streets, addressing speed, safety, and run-off at the same time (not to mention property values!).

Separate ROW for peds is superior to sharing space with cars. The shared space approach doesn't work well unless there is a very high ped volume, which in most cases in this town means an area that already has sidewalks.

Feel free to start on my block. :-]"

I live on a street with no sidewalks and I don't feel safe walking anywhere. Anything would be better than no sidewalk at all.

I think it is important for a designated walking area to be easily visually identifiable by being a different color (as shown in one of the options provided in this survey) and slightly raised. Th same level walkways separated from the road by a simple small barrier feel very exposed still (to me) and more like part of the main road than a safe place for me to walk. However, if say 50% more walkways could be done using the small barrier and it could be done faster that might be enough of a case to go with that option.

I'm most comfortable when there's some sort of divider between cars and pedestrian walkways. I'm not particularly picky on the type of divider.

I like that there is a designated walk area that isn't shared with moving vehicles.

For me the surface is less important than the separation form cars, the latter being the most attractive feature in some of the lower-cost alternatives shown. This is not only safer but creates a much more pleasant experience than having cars zoom by very close. Creating distance from cars and their noise, fumes + having greenery between road and walkway is great!

Visual separation between walkway and road is crucial.

What makes me most comfortable walking in a residential neighborhood is less the particular kind of sidewalk, and more having drivers drive a safe speed and have them see that there are peds or bicyclists sharing the space

Anything is better than nothing in the neighborhoods that don't have sidewalks! The option of putting speed bumps on streets in order top have walkers share the road DOES NOT WORK!!!!

Can you use rain-permeable concrete?

The ones where drivers and walkers share the same road with calming features seems just slightly better than the current model. We live in North Seattle on a non-arterial, but people drive like they're on an arterial. We have roundabouts, but the long blocks encourage people to slow down as little as possible. It doesn't seem like cars would drive much more carefully and allow access for people. We have a lot of gravel strips that people could walk on, but they are either filled with cars or people pushing strollers won't move onto them. We need a dedicated walking space for people that will not get overrun by parked cars.

Seattle area drivers have demonstrated that in order for pedestrians to be safe, separation is necessary. I don't care about a curb, but I want a barrier, to the greatest extent possible, of some sort that prevents cars from entering the pedestrian space.

Up here in north Seattle (above north 105th) we'd take ANY improvements, thanks :-)) and we greatly appreciate the ones that have been done, but it'd be nice if they could all connect. It makes no sense to make a fancy nice sidewalk on greenwood and then have it end in the middle. Thank you for listening.

Before we build more we should fix what we have.

"If sidewalks are directly next to traffic, I generally felt safer about them when they were wide, not narrow. When separated from traffic, and as long as they're not littered with interruptions such as telephone poles, they can be narrower.

I don't care about whether sidewalks are higher than the road, but feel particularly safe when they're separated by landscaping.

The winding sidewalks are simply beautiful. When combined with landscaping, they are stunning."

I would prefer a curb and sidewalk but I feel like it's a path would be safer then not having a sidewalk at all

I often walk or run with my young son in a stroller. I am comfortable with any option that gives us clear separation from the roadway.
I like the separation from cars, if they are at the same grade then they need more separation.
If paths are narrow, they should be set farther back from the street to protect pedestrians from passing cars.
Stroller going over bricks=bumpy ride for baby as well as difficult pushing a stroller while running/jogging. Raised curb separators look like an attraction for young kids as well as a weak barrier to a reckless car.
Some options make it too easy for cars to park on them.
Sharing the road with cars (no buffers) seems dangerous. A curb would make me feel safer.
They are better than having nothing and if the lower cost helps provide more sidewalks in the neighborhoods then they are a good start. However, one tragic event resulting in a negligent safety lawsuit would our city rapidly doing rework. Just do it right (a proper sidewalk) to begin with. We know they require maintenance but the lack of them will have more Seattle suburban areas (98133) continuing to drive.
Any of these would be an improvement in north Seattle where so many streets have nowhere safe to walk.
Anything that allows for an easy, unambiguous explanation to a child of where it is OK to walk, and where not, would be effective in making our city safer
The less pronounced they are the more likely people will park on them and drive on them if dark and rainy
Flat and clean surfaces are good. Curbs may cause problems for disabled and blind. most important is the driver. I still find myself stopping in the middle of crossing at a pedestrian lit light to give way to the driver. On one occasion, to the female police officer not paying attention. She apologized as she completed her and waived at me-
I feel that northern neighborhoods treated like Cinderellas. 60 years passed since it was incorporated to Seattle and we still live like in WILDWEST!
I JUST WANT SIDEWALKS IN MY NEIGHBORHOOD!!!!
I like the different color than the road, more distinguished that it is for pedestrians.
Least favorite is the speed bumps with no barrier but ANYTHING is better than what we have.
I'm happy with anything that gives a distinct area for pedestrians. Please make them wide enough so that bikes can easily navigate around pedestrians. If there is little to no bike infrastructure, most bikers are more comfortable on the sidewalk.
Part of my concerns have to do with rainfall, water run-off and, of course, proximity to cars. People drive too fast, especially in residential neighborhoods. I live in a neighborhood north of 85th that is planned to have increased density. We have no sidewalks - even on one side of the road - and drainage/water management is terrible. I want to walk safely without being flooded by rainwater.
The at grade options are nice because they are easier for walking with a stroller. Some of the older raised sidewalks are difficult because they have curbs but don't have adequate ADA ramps for getting down when crossing streets.
As long as there is a dedicated space for pedestrians, I'm happy. When the street isn't wide enough for two cars to pass, has parked cars making it even tighter and has a steady stream of traffic, walking is difficult and dangerous.

I don't feel safe walking with my kids on a sidewalk that is also a road. I prefer a barrier (grass or concrete) between the sidewalk and road, especially on dark nights near bars (I had a friend killed by a drunk driver while walking). My kids want to walk or bike to school but there is no sidewalk, not even a shoulder, on our very busy street 100th North.
I think these lower-cost options sounds great! I love the idea of incorporating landscaping/greenery/ rain gardens as a buffer between cars and people. In all cases, it would be important to consider people with mobility limitations so that you don't have pedestrian spaces that aren't accessible to all. In slower neighborhoods, sharing the road with cars is not a problem at all, but it must be made clear to cars (via signs, or painted symbols on the road) that they should expect to see pedestrians. For some reason, drivers in cars tend to get angry when they perceive pedestrians to be walking in a space that they think they shouldn't (even if there is no sidewalk). Same goes for bikes - it's always nice to have signs/symbols telling cars to expect bikes, since cars aren't often watching for them.
As long as it is a space set aside from the cars, I would be fine with it.
I think that providing some option, even if low-cost and innovative, is more important than not having anything at all.
"Stamped stained asphalt with curbs looks good and can be done faster and cheaper sidewalks on one side with rain gardens also good for specific drained reasons don't like shared roadway"
Shared spaces are scary for cars moving fast especially around the north precinct police station and North Seattle Community College
I like them, just concerned about safety, durability and aesthetics
Asphalt sidewalks the same color as the road surface need to be separated from the roadway -- especially on dark rainy nights drivers may mistake the sidewalk for the edge of the road.
Anything that separates vehicle and foot traffic is essential.
I want to be safe first. I want the surface to not be slippery when wet. I have no issue with using non concrete materials as long as the surface is free from unevenness.
Concrete slab would be my preference. Asphalt tends to buckle and break becoming more hazardous over time. However, there are NO sidewalks in my neighborhood so anything is better than the mudholes we have now. It makes me cringe to see children walking in the street with speeding cars. Speed bumps would be helpful as well.
I do like that they visually separate cars from pedestrians. I'd like to see more residential streets used just for residents and service vehicles to reduce speeding and traffic from cars cutting through neighborhoods to avoid traffic on arterials.
Like the idea of having an interim solution to make equitable improvements in the near-term
Better accessibility for wheelchair users and small children riding bicycles
If we don't prioritize people walking, the bikers and drivers won't either
No barrier between sidewalk and street is very dangerous
I like the fact that it makes the city greener
The lower cost walking will save money and is good for the community

I prefer some distance between road and sidewalk, but having a curb helps it feel a little less scary. I would prefer to see all residential streets in Seattle get some kind of sidewalk; it seems very patchwork up here in the north end, and streets without sidewalks of some kind feel very unsafe to me.
“Frankly I have no idea that any of these are any less than what ever you think is what we should be thinking.
Any path that provides for the ADA rules is good with me even paint is a great option in places. “
I don't mind no sidewalks on residential streets, but they should be on busy streets. Mostly near me this is covered well.
It's not attractive, prefer variety of vegetation. Cars can skid right across grass, no real protection from vehicles
I prefer a raised surface or a curb because it physically slows cars down if they're out of control. It also keeps the sidewalk from getting puddles. Landscape separation is also helpful because it's a reminder for cars that people go there, not cars.
Landscaping makes the street/sidewalk look less barren.
I think having landscaping, especially trees, between the sidewalk and road reduces visibility and makes collisions at intersections much more likely.
They are great option for adding more sidewalks at lower costs.
Low cost option is so much better than nothing !
Love the same grade walking paths that are separated by a greenway or buffer. I strongly dislike the woonerf. Car drivers don't yield to pedestrians or bikes. It works well in Europe where there are not so many drivers, but American drivers believe they own the roads.
Be sure to include bike facilities also.
Like dedicated pedestrian space with a barrier between vehicular traffic
There needs to be a clear buffer that drivers can visibly see; obvious buffers between the road and the pedestrian path.
Curbcuts for access for handicapped or strollers/bikes is really important, and could be incorporated. Some separation from the road is desireable; the rain gardens are awesome.
The shared walk/auto option is the only one I feel somewhat feel uncomfortable. When in a car, one can become impatient. Following a walker or a group of walkers can be frustrating. However, it can be frustrating for the walker or group of walkers get frustrated for feeling rushed by a car. Physically setting walker and traffic boundaries can help
Yes, please! We need more sidewalks within our city's residential streets to keep our children and pets safe and to get everyone walking more.
SDOT needs to develop methods of separating pedestrian and vehicular traffic in the unsidewalked areas of the city. These methods need to be COST EFFECTIVE, not \$988K BTG estimates to build a walkway from NW 85th to Holman Rd on 13th Ave NW. The heavily engineered approach has to DIE. Six years after the Walkable Crown Hill Project developed alternatives, SDOT still has done zippo -- the recommendations from SDOT on BTG projects are always for the full meal deal of VERY EXPENSIVE traditional design.
I like the idea of more landscape, narrower roadways and simple walking paths. Street trees are so important for neighborhood health and creating pleasant streets.

Everything helps. Please make updating to ADA a priority where thighs aren't accessible.
Installing sidewalks on just one side of residential streets would greatly improve our comfort to walk in our neighborhood. Building sidewalks on residential streets with traffic calming measures, wide planting strips, drainage landscaping, or even car parking, helps to separate sidewalks from traffic and feels worlds safer than what we currently experience on a daily basis. Our family does not walk arterials, but we do choose to walk or bike over driving for our short trips when there are safe paths in place on residential streets.
These are great alternatives.
I actually do like some of these ideas. However, the ideas with more space between cars and the sidewalks are the most ideal.
As far as I ma concerned Rain gardens are a waste of money. like most other people i really do not like getting run over but if there were more cops doing patrols i would not have to worry about it as much. more foot patrols and bike patrols and more enforcement of the laws on the books and especially more enforcement of traffic laws for bike riders
The priority is to maximize sidewalks separated from cars throughout residential neighborhoods without sidewalks
Our area has basically no walking path with cars often abusing the speed limit. Between 137th and 145th.
I like buffer in distance, terrain change and height from cars.
Absolutely need some barrier between sidewalk and cars. Need to avoid drainage problems such as large pooled puddles. Need enforcement that property vegetation does not block portions of sidewalk.
Any path that is carved out for pedestrians is great. We currently share the road way in my neighborhood and there is often foliage that keeps streetlights from hitting the ground and also converges on a small bridge crossing so narrows considerably. A carved out walking path only of any kind would be an improvement!
I like the idea of the mixed use paths because it might contribute to a culture of pedestrians asserting rights of public right of way, but of course it is hard to ask families to walk in busy streets just because it would be Good for People. I really love the landscape barriers -- those look great, if they can be accessible.
They are all good depending on street traffic
“I like to have some space or barrier when I walk with my toddler to not worry about her wandering into the street.
It's ok to have sidewalks on one side of the street only when he sidewalk extends the entire way on the same side of the street. In my neighborhood there are places we have to cross the street a couple times to stay on the sidewalk.”
I actually like all of them, with the exception of the barrier that's really just a strip of raised concrete separating otherwise identical road surface. Any of these are far preferable to no walkway at all.
Rain gardens are super awesome and I totally want them
The big problem is that if a walk isn't raised or CLEARLY separated by grass/green stuff, I feel kind of unsafe”
I'm happy to sees lower cost options that mean my neighborhood might actually get sidewalks!
They all seem like reasonable approaches, as long as they are raised and / or separated. I am less sure about shared streets...that seems like a cop-out. It gets dark and rainy here and people walking are hard to see at night.

Like slowing traffic. Worry about visibility at crossings a bit. Like that it might increase walking - health and community can only get better with more active transportation.
"I mostly walk downtown and the issue there is cars. Some are not watching out for pedestrians. Also cars and buses block intersections during red lights which makes pedestrians choose between walking in the street or waiting. Also construction closing off sidewalks is a big problem these days.
I also bike a lot and sometimes need to use the sidewalk because there is no good biking alternative.
We need raised sidewalks and bike lanes like Copenhagen. I spent one week there and felt very comfortable riding my bike and walking in pedestrian only streets."
Like all but the one that trips everyone
"I am VERY excited about the prospect of lower cost sidewalks, because it makes it more likely that areas with nothing will get something. This is especially true for arterials with no sidewalks.
However, what makes the biggest difference to my level of comfort (and the likelihood of choosing to do errands by foot in a given area) is the presence of trees and/or gardens between a walking path and traffic. I live on a residential street with no sidewalks, and what I wish for most is street trees or rain gardens, to visually narrow the road (which would reduce speeding) and make the neighborhood appear more prosperous. "
Traditional sidewalks separate cars from people and provide a barrier. Flat surfaces make it easier for someone to drive over them into the pedestrian areas.
I would like any improvement that provides a level unobstructed walking surface.
Great ideas - most of these seem pretty similar to normal sidewalks.
The property owners and visitors park on path and block it. There are lots of overgrown shrubs on existing asphalt and concrete paths. They are not seen as sidewalks and people park on them constantly.
Walking paths that have some barrier to the road are ideal. The stained asphalt would also help alert drivers that there is a walking path.
Shared streets need to be way lower than 20mph. Also, the faster that cars are moving, the more separation I'd want (especially when walking with my 3yo).
I love the idea of a low cost sidewalk if it would get side walks out to haller lake in north Seattle
It really depends on how easily they can be overcome by drivers. The street-height sidewalk with landscaping would be great if there are trees/landscaping that would slow inattentive drivers who might veer toward the sidewalk.
Need separate walking path.
I like some kind of curb barrier that would deter or slow a car if it veers off the road. I am especially concerned for children.
Main thing is separation from and slowing of cars

Don't like being right next to the street without a curb or bollards or something that feels like it would stop a car. It's fine being in the street on non-through street if speed set to 10mph with signage and colored pavement to indicate shared space. generally path feeling is better than smooshed into the edge of roadway. If the ped area is next to car area, the ped area should be at least 1/2 as big as car area. Hate the up and down of curb cuts on sidewalk. Hate curving sidewalks that just add distance and slow you down. Hate the 1 foot grass strip between road and sidewalk. Being right against the road is better than that. Hate anything where 2 double strollers can't pass comfortably. Like sidewalks stamped with date, art, poetry, anything to add interest and character to a stroll.
Did I mention the ridiculous traffic revision on 15th in Pinehurst? That the majority of people didn't want? I see maybe two bikes per month on 15th, and how that amount of traffic merited two full lanes makes no sense to me.
I don't like no parking and I don't like traffic circles as they don't work well in our neighborhood. I don't like rain gardens or sepalas because I feel like it is harder for neighborhood watch groups to monitor your neighbors house. I love traditional sidewalks but several other options would work well for our neighborhood in Pinehurst as well
I love low cost solutions as long as they have longevity/ecological. I am cautious about adding deep pocket infrastructure like drainage, curbing and concrete sidewalks because we are on the cusp of new transportation modes and adding infrastructure that may be irrelevant doesn't seem a smart use of monies, resources and carbon use. However, right now, we do need to designate parts of the streets for different users in a shared road bed and publicize that streets are for everyone of all ages and abilities--that they are public space.
Happy with anything that is considered a sidewalk so my family and I don't have to walk in the street. It's very stressful to always have to look out for cars and not have a designated walking space. I'm frankly very disappointed in how slow the uptake is on this kind of civic luxury.
I think more needs to be done for failing walkways. Lighting needs to be fixed and potholes need to be filled
"Buffers are great. Wide walkways are great. Low speeds on streets are great. Material doesn't really matter. Just needs to be smooth enough for strollers, wheelchairs, kids' bicycles (and adult ones if street isn't safe for biking...) -- and be gritty/textured enough for rainy winters.
I like raised walkways that have access ramps BUT I don't think it's 100% necessary to have raised walkways IF there are proper buffers between road/sidewalk + easy access at intersections.
One challenge I see with buffers: tall trees eventually impede vision for pedestrians and drivers alike. So choosing natural buffers that don't require much maintenance seems key."
Width is important. Narrow sidewalks with no barrier between people and cars is uncomfortable to use. If there is no barrier between people and cars, the sidewalk (or whatever) needs to be wider.
I like anything that separates cars from the sidewalk. My street has one traffic calming circle at the end of the block but still cars are able to speed up significantly. There are cars parked along the street forcing us to walk in the street. I'm not sure that cars will safely avoid me. I like the sidewalk with the landscaping between the sidewalk and the street. I'm in favor of anything that puts sidewalks into our area so low cost is great.
I live on Capitol Hill. Pretty much every street around here has sidewalks already. Most of that stuff is for the 'burbs somewhere, and as a 50 year old man with grown kids - that ain't me. I just don't really care about that stuff - build something.
Any time pedestrians have barriers between them and cars, it's a better solution.
"Need to educate public about facing oncoming traffic when there isn't designated sidewalks.

If city wants less cars then it seems obvious to make safe walking spaces just like the money being dumped into all the bike lanes”
Lower cost shouldn't mean reduced safety. How about restricting traffic to one lane or nothing? Then you wouldn't have to build anything.
I prefer options with some strong visual separation between walkway and drivers. With so many distracted drivers it is useful as an attention tactic to have a visual reminder that the space is a multi-use space.
They look like good options!
A physical separation between the traffic and the sidewalk/path makes the experience much more comfortable. Plantings/rain gardens are a great option. In the case of shared space with cars/people, there needs to be very significant traffic calming in place and/or a critical mass of people/bikes using the space to signal to drivers that only very slow speeds are acceptable.
Same level with no curb and with landscaping is best. Prefer bike infrastructure as buffer. Slow residential speeds to 20mph on all differential streets and you improve safety before you build infrastructure, so you can prioritize investments on the worst streets.
My only concern would be their durability and life. If we're going to have to replace them again in 5-10 years, there's no point.
I would like a street that keeps pedestrians, bike riders, and drivers all separate. None of these seem to take that complete approach into account.
I don't like walking down the middle of a street unless I know it is a slow street where everyone driving goes slowly and expects to see children playing in the street.
I don't like when there is not enough physical separation between car lanes and pedestrians. 3' of landscape feel safer than a small 4" temp curb.
My main concern is preventing cars from parking on the walking path/sidewalk. A raised curb seems important for this.
Don't like sidewalks right against traffic lanes with minimal set back or barrier to keep a distracted/impaired driver from hitting someone...granted, a traditional curb can only do so much.
People in residential streets tend to speed more because they know that speed is not enforced. People walking may have a false sense of security walking while assuming they are being spotted by drivers, when in reality they are not.
If lower cost means more availability, I am all for it.
The best facilities for walking are the ones that provide physical separation to keep cars away from walking space (lateral separation or grade separation). I prefer alternatives that are visually distinct from the asphalt road surface (whether pigmented, patterned, raised, or some combination of these elements). The walking improvements should visually narrow the roadway to encourage drivers to slow down.
The city has been paying for 4-star over-engineered sidewalks. This is a good idea.
I am comfortable with any option that makes a clear visual distinction between me and the road. I don't like the idea of speed bumps and small roundabouts as much because that doesn't always slow people down but if they can clearly see where the road edge ends and the pedestrian edge starts I feel safer.

If the walking path/sidewalk is of the same level and/or color as the roadway and along the road way with no buffer, then there are few visual signals to drivers that the path/sidewalk is not just an extension of the road -- leading to the perception that the road is wider than it is which can cause drivers to driver faster. It can also lead to drivers driving up and onto the path/sidewalk or using it as parking space. If an alternative, lower-cost pavement solution would be used, then there needs to be some buffering of substantial, colored curbing between the path/sidewalk and the road that clearly demarcates the it from the roadway and provide better safety for those walking.
You don't factor in cost when presenting these options. Now you're going to have a survey that people are going to want the most expensive option when in fact they might have chosen something comparable but not as premium. That is how normal people shop for goods. More cluelessness from the Mayor, Council and SDOT.
As long as there's some sort of barrier/buffer it should be fine
I especially like walkways that are separated from the flow of traffic by planters, landscaping, or lamp posts. They are the most comfortable. Sidewalks separated from traffic either by elevation or by a curb are the second most comfortable. I would not want to walk or run in the street, even if there were traffic circles to slow the speed of traffic.
“Why can't we line streets with relatively cheap precast curbs, giving a few feet of asphalt over to exclusive pedestrian use and calming vehicle speeds with the resulting narrowed street?”
Also we should be installing cost-effective diverters en mass, creating nearly-no-traffic residential streets so you don't feel like you need a sidewalk to begin with. “
“Love natural feel, especially when you add native plants! Love permeable surface.
Do not like gold standard of cement everywhere.”
Easy solution, low cost solution do now
I really loved some of these options (especially the later images). It's exciting to think that North Seattle could have walking spaces like these since it would completely transform the area and make it much more pedestrian-oriented.



**WHAT IS THE SINGLE MOST IMPORTANT THING WE CAN DO TO IMPROVE WALKING CONDITIONS IN SEATTLE?**

Sidewalks and crosswalks on all busy streets

More sidewalks on the north end! Especially on 100th st. Northwest!

I think it would be nice to have more accessible walking conditions - i.e. sidewalks that don't involve stairs or pedestrian routes that don't involve having to walk over unpaved/uneven/gravel paths. There are a lot of places that I can think of where it would be impossible for someone with mobility limitations to get to a bus stop (ex: 45th and Aurora bridge involves going up stairs to get to the E line) or would be difficult for them to get home if they're taking public transportation (ex: a lot of the bus routes that stop along the bottom of Queen Anne then require going up lots of stairs or more informal paths through the woods if you're going to upper Queen Anne).

Improve walking conditions WITHOUT impacting parking.

Provide well-lit, safe walking spaces that connect people to amenities.

Add some/any kind of walking space to N Seattle streets with no current walking option.

Don't build too narrow sidewalks that put pedestrians too close to fast traffic along curb lane, for example north and south sides of N 85th St from I-5 to Aurora Ave N

More sidewalks in North Seattle/Licton Springs!!

Build them in streets that do not have them!

Better upkeep of existing sidewalks.

Add sidewalks in Licton springs!

After sidewalks, enforcing speed limits would be the highest priority.

Sidewalk type structures in neighborhoods without sidewalks

Find a way to keep them relatively clear of debris and trash - that will encourage more use and people will respect them more. Maybe empower/ work with neighborhood groups to help manage / report major safety hazards.

Fix sidewalks

Build safe sidewalks

Improve disable crosswalks lights

Lower speeds in busy areas

Build safe sidewalks

Fix pot holes in the streets

Fix pot holes in the streets

Make walking in Seattle safer by improving walkways

Cross streets on busy roads

Sidewalks should be built better

Make more crosswalks

More safe sidewalks in my neighborhood

More sidewalks and lower speed zones

Regulate and provide oversight regarding traffic

Make walking path at same level as cars, set behind landscaping (no curb)

Create more crosswalks

Better light and less speed

Identify throughout the city where arterial streets create a barrier to pedestrians, causing them to go out of their way to get somewhere.

Improved lighting in dark streets.

Sidewalks! The separation on car traffic is paramount, as is a smooth surface for wheelchairs and strollers. It's also much easier to teach kids to cross safely when there is a clear delineation where the sidewalk meets the street.

Add some sort of sidewalk in residential neighborhoods that currently don't have sidewalks.

Build one of these low-cost options for walking in places that do not have safe walking areas.

Make sure every arterial has a continuous sidewalk. ESPECIALLY routes to schools. NE 110th Street!!!!

Add sidewalks where there are currently none.

Add side walks in residential neighborhoods

Improve pedestrian separation on high speed routes

Tree roots raising up panels of sidewalk causing a tripping hazard. Enforce citizen sidewalk vegetation over sidewalks.

Have sidewalks everywhere.

Additional sidewalks particularly in areas of high traffic particularly to schools, community centers, groceries stores, clinics, etc.

Incentivize or force vehicles to obey traffic laws (speeds, yielding at crosswalks, etc.) Real and perceived dangers (mostly real) regarding pedestrian-vehicle interactions are the biggest barrier to walking in Seattle.

Bring sidewalks to the NE end of Seattle.

Lighted crosswalks on Capitol Hill

Harvard and olive/Denny

Boylston/Pine"

Make walking priority over bikes.

Charge developers a fee to help pay for the infrastructure needed to build and maintain a strategic pedestrian (and transportation) master plan. The money should go into a pool that pays for the highest priorities first.
Put in sidewalks especially in residential areas, and especially near schools.
Previous comment- more sidewalks!!
Are you asking about the metro core or in more-populated residential areas. Downtown, keep the bikes off the sidewalk - in the residential areas put in sidewalks or walking paths w/o tall brush alongside.
Safe ways to cross streets and sidewalks
Provide safe walking paths
Focus on the neighborhoods that don't have safe walking conditions. Invest, properly, in the communities in the south-end.
Make our sidewalks safe
Light
Fix the leveling in the sidewalks as far as tripping hazards
Sidewalk improvements/additions in poor neighborhoods where people rely on walking and public transit for their primary mode of transport.
Slow down cars -- via speed humps or ticket-issuing speed cameras.
Improve, shorten and update intersection crosswalks
Provide safe sidewalks and adequate lighting along busy thoroughfares where none currently exist.
One way or another, protect pedestrians and their walking space from moving cars.
Sidewalks existing
Raised sidewalks on arterials
Make it a priority in the budget
Build sidewalks where there are none.
Slow residential speeds
Sidewalks, sidewalks, sidewalks. Also, sidewalks.
Slow down residential traffic
Crack down on cars running red lights, cutting off pedestrians, etc.
Improve the safety where pedestrians and drivers meet: longer crosswalk times across 4 or more lanes; clear signals and visibility where drivers turn, some way to get more attention to walkers at crosswalks where there are no stop signs or lights and get drivers to slow down
Please put sidewalks in the residential neighborhoods like Crown Hill where the developers are building new multi-unit dwellings and increasing the population and traffic on the roads. I am disappointed in this survey that it doesn't take the rapid growth in certain residential areas into account.

Severely enforce cell phone usage while driving, distracted driving is most important. Improve (lengthen) traffic signal cycle times so improving traffic flow, and so reducing the motivation to speed or run red lights: safer for peds
Walking paths on streets that buses use and walking paths on streets through residential neighborhoods that lead to bus stops on those bus streets.
Install sidewalks in NE Seattle.
Create sidewalks where they don't exist yet.
Improve street-level lighting at all sidewalks and crossings, to make people walking more visible during the dark winter months
More single family zoned areas
Add stop signs for cars driver
"At all decision points think ""how does this make life better for pedestrian?""
De-prioritize cars."
Improve the sidewalks that have tree roots shifting them. The city needs to be cognizant of the type of trees it is planting on the strips.
Educate about the legal requirement to stop at all marked AND UNMARKED crosswalks, and have a blitz to fine people who don't bother to do so.
More pedestrian activated cross-walks with stop lights on busy arterials (like N 80th ST).
Stop over building in neighborhoods with no sidewalks
Slow down cars on residential streets, more lighting, and safer places to walk on streets without sidewalks.
Having designated walkways for people so we don't have to dodge traffic.
More sidewalks in the annexed areas to encourage people to use transit and walk to do errands. To get people out of their cars in the single family neighborhoods and for their health.
More crosswalks
"In neighborhoods with no sidewalks, give them sidewalks.
Sidewalks where there are no sidewalks and drains or rain gardens where there is nothing and all the oil and pollution runs down into the stream.
Reduce speed on residential streets that do not have sidewalks.
Sidewalks or some kind of paths.
Would love to have more walking paths in North Seattle, I live in the Olympic Hills area and would love more here!
Get sidewalks in residential areas. We live near aurora and cars drive down residential streets so fast sidewalks would be so much safer for my kids.
Provide more MARKED crosswalks at busy, ESPECIALLY THREE WAY intersections

Build the sidewalks already. Focus on the north end that has few sidewalks and once they are installed you will see more and safer pedestrians.
Prevent cars parking close to intersections by enforcing the 30 foot rule.
Safe walking to bus stops. Also, on some streets that don't have sidewalks, the corners are so eroded that when it rains it makes a mini lake that pushes pedestrians into the street.
In my neighborhood, it is better but still have some uneven sidewalks to trip over. I think making the walkway safe from tripping and cars would be most important. As a driver I think having clear pedestrian crossings with signals is best. Too many pedestrians want to cross even busy arterials anywhere and immediately as they walk to the edge of the road, it is scary to drive with so many aggressive pedestrians. So the other important thing to do is design walkways that minimize this random mid block pedestrian aggressive crossing behavior. Thanks for asking!!
Previous comments noted. Thank you for the opportunity to contribute.
Slow the cars down on residential streets. Please do this quickly
Create safe walkways in areas that don't have them and fix uneven walkways where they are broken.
Create safe and connected pathways, isolated or away from cars, between major city destinations, such as public parks. Or even close more areas off to cars altogether.
Sidewalks
Connections to transit, physical separation away from roads (i.e., grass or trees in between), and better facilities for crossing bigger arterial streets.
Add sidewalks where they don't exist.
Driver education - many vehicles and bicyclists do not stop for pedestrians when pedestrians have the right of way.
Sidewalks or safe pathways to walk in a radius around schools. I live near Northgate elementary and see children having to walk in the street to get to school.
Get sidewalks to communities without them--Greenwood especially
Sidewalks near schools. When kids learn to walk to school at a young age it will make them less reliant on a car and more likely to see walking/ biking/ public transport as options as they grow up.
"Construct elevated sidewalks with curbs and landscape first where none currently exist and second where needing upgrades.
Prioritize construction of elevated sidewalks with curbs and landscape to locations along arterials with bus routes and where radiating from bus stops. "
Keeping our children safer with designated walking spaces, especially to and from school
Sidewalks in ALL residential neighborhoods. \$3.6M is worth it.
Wish - A water source every mile.
More residential sidewalks north of the city. More sidewalks connecting Northgate transit (E-W) long 103rd, 105th and building a pedestrian bridge to the transit center from NSCC is a MUST. 92nd and Northgate way take too heavy a load right now.

Add sidewalks where they are absent, first along busy streets, then in residential areas. Make sure there is some sort of separation between pedestrians and traffic; if only a curb.
Create sidewalks in high density residential neighborhoods like Maple Leaf after 95th. From 95th to 105th, or Northgate Way, there should be sidewalks. One can not safely walk from NE 98th to the Northgate CC without concern of cars. The community center is supposed to be for the community but it is not SAFE for children or families to walk there with the high volume traffic and lack of safe walking space.
Put sidewalks in residential neighborhoods, where there are children and older people living.
Clear walkways with separation from traffic with good lighting.
Clear walking path on arterials even if there isn't an official paved sidewalk.
Sidewalks in North Seattle that have been promised for 20+ years or more.
Sturdy durable paths specific for walking.
Sidewalks and Lighting
More sidewalks.
Add sidewalks in residential areas where they're missing. Most of the alternatives presented would be acceptable.
Provide safe ways to access critical areas (schools, civic buildings, parks). This includes both sidewalks in these areas and safe ways to cross busy roads approaching these areas.
Enforce laws that require cars to stop for peds.
Sidewalks or some sort. But also speed is an issue. I was walking in my neighborhood (Maple Leaf) on 8th Ave. Where there are sidewalks. I got to 90th or thereabouts, and a car came roaring through, even though there are traffic circles. I yelled at him to slow down. He stopped his car and yelled at me that he was going the speed limit, 35, so what was my problem. I pointed out the speed limit is 25 and he said, why, because you live here. Obviously this idiot had no idea what the speed limit is. It's not even 35 on 5th, Roosevelt or 15th, the major arterials through our neighborhood. Personally, I think the speed in neighborhoods should be 20. But at any rate, the public apparently needs to be educated. I wonder how many people don't realize the speed limit is 25 unless otherwise posted.
Improve sightlines at crosswalks. Often large vehicles park next to the crosswalk blocking motorists from seeing pedestrians.
More sidewalks/paths!
Collect and use data to analyze and prioritize the investment. Find a way to look for areas of high foot traffic and vulnerable users, (schools, shops, transit etc).
Build more grade separated walkways/sidewalks connecting residential areas to schools, parks and urban centers to promote active mobility for Seattle residents.
Make it easier to cross busy streets
Add more sidewalks where there aren't any! I live in maple leaf, where to the south there are sidewalks on most streets, and to the north there are very few to no sidewalks. The amount of walkers who choose sidewalks as the place they walk is staggering. I moved from Shoreline from a neighborhood with no sidewalks to Seattle to have more friendly walking conditions. I got out of the suburbs to have a more walkable life style, and I hope that Seattle continues to add sidewalks to make that happen!

More sidewalks. Safe and enjoyable places for pedestrians to walk.
Improved Connections between Home and activities.
Allow homeowners to replace sidewalks without having to be responsible for improving curb cuts on other people's properties across streets. My sidewalk is in bad shape and I was willing to pay \$10,000 to replace. When I went to get permits I was told I would have to replace the curb cuts for the sidewalk across both streets (corner location). This was so expensive that my sidewalk just sits in terrible condition. You should make it easier for homeowners to take care of their sidewalks. I recently tripped, fell, broke my hand (which required surgery) on someone else's property from a poorly maintained sidewalk.
Fill in gaps! Look at the network and ensure there is a convenient walkable path dedicated for peds to connect people with services, shopping, schools, and amenities
"The Dream: Eliminate electronic distractions for both autos and walkers. At least turn down the volume and darken the screens so everyone is more aware of their surroundings and less likely to be sucked in to a tempting distraction.
Put safe sidewalk, slower speeds, and sufficient/safe crossing paths in neighborhoods where residents who are vulnerable (young children (and their parents), seniors, disabled) rely on walking and public transportation as a means to get places. Specifically, communities with predominate low-income families.
Reality: Defensive Reminders for Autos, Bikers, and Pedestrians Safety. "
Add neighborhood greenways to parks and restaurants.
Quite frustrating drivers by making roadways into places where the drivers have to dodge through a narrow space, with clueless bicyclists, peddling as slowly as they can. It just pisses the drivers off and ensures that pedestrians become targets of their wrath.
Safer crossings at intersections! 4-way stops, pedestrian ONLY walk lights or at least longer walk times
Sidewalks!
More sidewalks of any kind on streets that don't have them! (Also, better lighting. Also, cross-town bus service, especially on hills such as the long hill going from Sand Point Way up NE 95th St to 35th Ave NE.)
Make walking accessible. Take a look at Lake City Way. Can't walk on the west side around 95th. Keep paths open while there is construction.
Lighting.
At North E. 98th St. and Ravenna Avenue north east there is no four-way stop, cars drive quickly on a dark curvy road, there is no sidewalk, and it is on our route to walk to school at Jane Addams middle school and Nathan Hale. Please put a 4-way stop there and a small pedestrian standing area at the southeast corner. Even in a car this intersection feels hazardous without a 4-way stop
Reduce traffic speed
I'm comfortable with them
Fix street and sidewalk breakage and limit how construction can force people to move streets away.
Build sidewalks
Slow the speed of cars and trucks.
Get sidewalks in Maple Leaf

Remove the hills. Make it flatter.
Safe separation between pedestrian & vehicles
Build sidewalks in residential neighborhoods.
Improved signage for every intersection. Every intersection should be built to protect pedestrian safety.
Sidewalks where there currently are none, especially in heavy pedestrian traffic areas, such as neighborhoods close to transit centers
Add new landscaped sidewalks with a large barrier between traffic and pedestrians.
Create more sidewalks, gravel paths, whatever it takes to get pedestrians out of the traffic lanes and provide a clear barrier of some kind between traffic and walkers.
Keep existing sidewalks in good repair.
Connect (elementary first priority) schools to the surrounding residential areas and places children walk to from school (public libraries, community centers, etc). Residential streets are much safer paths than busy roads for students to walk along and should be prioritized
Build more sidewalks
Teach drivers to stop for pedestrians in unmarked crosswalks
Clarify the pedestrians right of way law. They shouldn't be able to jump out into traffic and demand a right of way. They need to keep to crosswalks ... So issue jay walking tickets!
Make driving less frustrating
Separate bicyclist and pedestrians!
Expanding walking areas so that people aren't walking in streets.
There are residential streets near the upcoming light rail stations that don't have sidewalks. Obviously, the pedestrian traffic will greatly increase as the stations open and the danger of pedestrians in the street will increase with it.
Less impingement by construction projects closing sidewalks
Some sidewalks are in atrocious condition and need repair
Provide safe sidewalks in our neighborhood (Olympic hills) and other neighborhoods that have no sidewalks at all.
It would be wonderful to have sidewalks around my home for walking dogs and kids. Even better if it gives a better sense of community in the Olympic Hills/Lake City area.
Sidewalks alongside arterials. I'll carry a flashlight until streetlights area available.
Make a separate walking path of some kind so that cars know there will be walkers. I don't need it to be fancy, or conventional raised concrete. But something that is visually set off from the driving part of the road will, I believe, help keep walkers safer and cars more aware.

For me personally, my neighborhood has some sidewalks but they are narrow, overgrown with grass/bushes, and for some reason positioned on the side of the street opposite of the lights. And for some reason the most popular street that leads out of the neighborhood and to the main street with the bus stops is the one street that doesn't actually have a sidewalk.
Enforce traffic regulations
Heaved sidewalk repairs
Anything is an improvement
Decentralize the region's activities, especially deemphasize downtown. Promote more comprehensive destinations in the neighborhoods. If a neighborhood has more services (including govt services) available, more jobs, etc, more walking will occur.
Sidewalks and adequate lighting in all residential neighborhoods. Decrease injury and crime.
Just create a clear separation between pedestrian walkways and traffic in neighborhoods with children. Every time I take my daughter out to play in our neighborhood I'm constantly stressed out.
In addition to making sure that sidewalks are safe or even present, lighting is a big issue in the Central District. Pedestrian lighting (at the busy intersection of Cherry and 23rd Ave along the north side for instance) could offer large improvements in the feeling of overall safety.
Sidewalks
Well lit & maintained painted crosswalks at regular intervals.
Get started implementing a plan ASAP
Safe street crossing
More sidewalks in north Seattle.
Maintain existing cross walks and add cross walks where needed.
Add APS to more crossings, work to calm traffic on arterial streets with complicated intersections, such as that of 23rd Ave S, Rainier Ave S, and S Hill St.
Enforce speed limits! Improve the Ballard Bridge.
Build sidewalks on the North End
Put in a cheaper kind of walkway all over the neighborhoods around schools and where there are lots of family homes.
Create sidewalks in neighborhoods where there are none currently.
Add sidewalks to residential roads. It has been far too long without many neighborhoods having safe walkways.
Getting people to stop running red lights at busy intersections.
Lights or flashers at crosswalks.
CURBED SIDEWALKS

Increase police presence and response. Lighting is probably the most important so we can see and be seen by drivers.
Build REAL sidewalks, it is very dangerous to walk in our neighborhood
Cover over the drainage trenches in Olympic Hills and make that area a place to walk or park.
Build sidewalks where there are none.
Provide sidewalks or pedestrian pathways where they are missing in North Seattle neighborhoods.
Build sidewalks in North Seattle residential areas that do not have them.
Provide sidewalks where they are missing.
Safety while crossing streets !!
Make it easier to cross major arterials. Crosswalk lights on Rainier Ave take for-freaking-EVER to change. I frequently give up and cross against the light.
Build sidewalks on roads that are missing them.
An aggressive ticketing campaign against speeding drivers. I would love to see speed traps in neighborhoods and around schools.
2nd Ave and Cedar really needs a crosswalk, you have to walk 3 blocks in either direction to find another way to cross 2nd Ave. 1st and Cedar has a light and there are a lot of restaurants in the area. Any place with things for people to go to need to have proper crosswalk and sidewalk support. Also, give North Seattle some sidewalks.
Build sidewalks in North Seattle residential neighborhoods!
"Hard to know city-wide, but I think having better walking routes along side and safe ways of crossing some arterials like Sand Point Way NE could help.
Also think you need to consider adding where lack of routes is a barrier, but added routes would serve reasonably high demand---that can be things like arterial crossings.
Most greenway routes are pretty good as they are so other areas should be higher priority."
Improve the weather. :-)
Reduce speeds and provide clear differentiation between pedestrian and automobile spaces.
In Broadview, we simply need sidewalks and crosswalks! Third Avenue NW is extremely treacherous; walking to the library with young children is stressful.
Slow traffic
Sidewalks for residential streets north of 85th
Buffers next to busy roads that lead to community gathering places and stores.
Have city engineers travel all paths in question in a manual wheelchair, with constant consideration of sight distances for oneself and other travelers on the road/path/street.

Create as many side walks possible on residential streets so children can walk, ride bikes, and play safely. Our street does not have a side walk (N 85th and 10Ave NW) and we feel very uncomfortable walking with our son.
Build sidewalks.
“Pedestrian signals that prioritize pedestrians over cars. Specific examples:
1) The light to cross 25th Ave NE at NE 60th St. is great. It’s very responsive to pedestrians pushing the button, and so much safer than a traditional crosswalk.
2) The light to cross NE 65th St at 32nd Ave NE is terrible. It can take several minutes for the light to change after pushing the button, often with no cross traffic. I’ve seen many people just give up and cross on a red light, sometimes even with small children, even though there’s fairly bad visibility because of the topography of 65th.
3) The light to cross 35th Ave NE at NE 55th St isn’t great. You must push the button before the cycle switches, even though the green light for cars crossing that direction can end up being fairly long. It should be possible for the ped light to turn green after hitting it, even if it means extending that direction’s cycle for a few seconds. Or just always give 55th enough of a green light to let peds cross without having to push the button. The way it is you either cross against the red (again, I see lots of folks do this), or hang out in the rain for about a minute (30s of 55th when it’s busy, 30s of 35th).”
Sidewalks in neighborhoods that lack them.
Prefer asphalt for running instead of concrete
Make it obvious that non-arterial streets especially, but all streets generally, are public spaces, and as such are not solely devoted to cars.
We live in north Seattle by Carkeek park. There are few sidewalks along 3rd, where there is an elementary school. The recently installed pedestrian activated flashing light at the north and south end of the school is very helpful. At 110th and 2nd there is a group home, and I see people using walkers and wheel chairs trying to cross 3rd to get to the bus stop at 3rd and just north of 110th. There should be a flashing light at this intersection as well.
Have a clear path and have a right to be there. Have clear places to cross busy streets that doesn’t cause me to walk way out of my way when I don’t have it easy driving a car. Courtesy!!
Improve sidewalks where people walk the most, especially for low-income people that rely heavily on walking as their mode of transportation.
Repair broken and uneven surfaces on existing sidewalks.
Traffic calming, reduce speed limits, limit/ban cars from certain streets or areas.
Sidewalks on every residential street and issuing tickets who enter crosswalks while talking on phones.
Walking areas separating road with some type of physical barrier.
Leave the walking space for walking, not for signs, trees, utility poles/boxes, newspaper/magazine boxes, unnecessary bus covers, etc.
Add sidewalks to neighborhoods that don’t have them, prioritizing routes to school/parks/Burke Gilman trail etc

More and better quality crosswalks. Especially across arterials, for example Leary Way in Ballard. Clearly painted crossings, pedestrian-activated lights, and well-lit intersections. Also make the walk signals long enough for people with mobility problems to safely make it across the street.
Sidewalks on all city streets
Have police give a few tickets now and then to halt speeding. They can’t be busy every minute of all days with robberies and accidents
Consistency in ALL neighborhoods that provide safe, well lit, litter free, no potholes or uneven pavement. Also walking paths that are not near high traffic areas, or areas with youth violence or criminal activity.
“Require owners of property to maintain them, eliminate uneven situations, cut back shrubbery.
[City should offer matching funds to re-pave bad sidewalks]”
Don’t let construction block the sidewalk in busy areas!
Make walking along and crossing the streets safer. Most drivers in Seattle just blaze through intersections, a lot of them going faster than the speed limit. Other cities make sure that every intersection is controlled (stop or yield sign in at least one direction). I think that would help pedestrian safety as well.
Reduce areas where pedestrians feel the need to cross busy arterials in the middle of the block -Rainier Avenue is an example.
Add sidewalks to neighborhoods north of downtown.
Install SOME form of sidewalk in North Seattle.
Stop letting construction crews take over sidewalks for more than very minimal closures to do specific things such as connect to sewer lines. Closing sidewalks in order to stage construction is not appropriate.
If it’s hard or dangerous to cross a street, especially to get to a transit stop, make it less so.
Stop letting construction block the sidewalks unless the sidewalk is being reconstructed. Even then, they should be forced to do that as the very first thing and reopen the path.
Connect neighborhood business to residential areas and reduce traffic speeds
Improve connections to transit and discourage fast, reckless driving.
Prioritize the streets that haven’t got any sidewalks
Cross signals on busy streets along with stricter enforcement on Speed Limits. I’ve especially noticed recently on 1st Ave in Belltown how fast people drive mixed with how many people are trying to cross the street without a crosswalk/cross signal.
Sidewalks in residential street that don’t have them or lowering speed in a manner that can be enforced.
Make certain that every road where speeds are allowable above 20 MPH has a safe walking path alongside it (In our neighborhood, Roosevelt Way N does not--and it is very dangerous for pedestrians who use it as the most direct route to access services).
Reduce trip hazards in sidewalks (cracked, uneven surfaces, root damage, etc.)
Fill in the missing sidewalks to the north end residential areas.
Fix the HORRIBLE existing sidewalks first (prioritize based on condition).

Slow down drivers which I see as impossible so more stop lights.
More light activated crosswalks. Flashing warning lights around schools or for crossing busy arterials (like Dravus, Nickerson, etc). Speeding up the light cycle or creating pedestrian over passes on Mercer in the SLU core (Mercer/Westlake)
Create more clearly marked crosswalks and signage reminding drivers to stop for pedestrians on neighborhood arterials like 3rd Ave NW.
Find the areas in the city that are in highest demand for improvement.
Signs and signals to alert drivers of pedestrians. It feels like once your out of certain areas (Capitol hill/ downtown and other dense neighborhoods) drivers tend to not be looking out for pedestrians and the proper right of ways.
Connections to other resources. I'm usually walking to get somewhere, that path or sidewalk that just dumps me onto the side of a busy street or just ends abruptly is super frustrating. Assuming I'm walking for a purpose, grocery stores, transit, workplaces, night life,etc...
Build pedestrian facilities where they do not exist AND catch up on O&M backlog
Put sidewalks in where they don't currently exist.
Add sidewalks where they don't exist. I moved to the Broadview area a couple years ago, and walking on streets that I have to share with cars makes me very nervous. Residents park their cars on the road in front of their houses, which forces pedestrians out into the lane of traffic even further. It's just not at all safe. I'm incredulous that this type of residential and arterial street planning is even legal. Walking on the east side of Greenwood Ave between 125th and 130th is ridiculous. There are cars parked head in along that side of the street, forcing pedestrians out just a few feet from the traffic whizzing by on Greenwood Ave. It's terribly dangerous.
Please build sidewalks in Northwest Seattle (Broadview) where there are a lot of children who should not be walking in the streets.
Crosswalks, making oncoming traffic visible by not having bushes obscure
Slow down cars. Turn signals. Cars turning into walking peds seems to b huge problem and drivers act like the pedophile is in the wrong.
Traffic calming measures for residential streets.
Reduce and enforce speed reductions in residential neighborhoods using ticketing cameras placed on a rotating basis in neighborhoods.
Make pedestrians safe from speeding cars.
Put more emphasis on bicycle and bus safety - too often they run lights or block intersections and make pedestrian routes unsafe or impassable.
More sidewalks and curb entries for strollers.
Bring sidewalks to my neighborhood in Maple Leaf
Provide sidewalks.
Add sidewalks to crown hill neighborhoods
Slow traffic on residential streets to 20 mph or provide more sidewalks.

Traffic calming & lower speeds for drivers
Raised curbs, wide sidewalks, low shrubs and stop lights.
Sidewalks for the entire city.
Put in sidewalks in North Seattle.
Sidewalks in residential areas that do not have them.
Reduce the number of cars on the streets.
Sidewalks! Or more bike/walking trails.
Add more sidewalks
"Sidewalks.
If that is not an option better lighting. "
Add sidewalks, whether concrete or asphalt, with gutter/barrier to cars, with curb-cuts, to arterials in lowest-income neighborhoods.
Make unsafe areas of the city safer to walk - both from a traffic standpoint and a crime standpoint.
Make it safe- for kids, elderly, anyone walking.
Slow the cars down on residential roads without sidewalks.
More sidewalks (all format walking paths) in high traffic areas, especially along arterials. Adding these in low income neighborhoods is also crucial. More crosswalks in these areas too.
An important feature of feeling safe while walking on a sidewalk, especially with young children, is the number of driveway crossings. The best sidewalk designs would work in conjunction with reducing the driveway crossings and encourage alley way access for cars (where this is feasible); or building homes and apartments without parking at all such that other modes of transportation are encouraged.
Create defined space for walkers so that we can safely enjoy the outdoors.
Build sidewalks/walkways.
Sidewalks or paths protected from cars
Make sidewalks/walking areas more accessible to physically disabled people and/or wheelchair users.
Create walking options in areas that have a high number of accidents involving pedestrians.
Provide more crosswalks at intersections, especially on busy roads
More tree lined streets. Make walking more appealing to people.
Sidewalks to bus stops and parks.
Build sidewalks in neighborhoods without sidewalks. Greenwood looks like a neighborhood that's been left behind due to no sidewalks.
Consistent, level sidewalks with good handicap access.

Have more dedicated biking/walking paths like the Burke Gilman Trail.
Protect people! Treat everyone equally.
Sidewalks and more crosswalks on busy streets, especially near parks, schools and residential areas.
New sidewalks for streets currently without them.
Create safe walking spaces in areas without existing sidewalks
Add sidewalks to aurora between 145th and 115th.
Solar-charged speed controls.
I would like to see sidewalks on residential streets in Broadview
Apply the RSJI filter to this policy decision. Improve the quality of life for walkers on the fringes (outer edges of the city) where investments have been made BEFORE making improvements to established areas like Capitol Hill, U District, etc. This is coming from a former long-time resident of the city center who has been pushed out to the far reaches of the city due to raising rents. Poor pedestrian mobility is insult to injury. Investments to the long-neglected areas of the city will increase equity for all.
Slow down traffic
Build sidewalks. Slow traffic, by adding better public transportation, and safe bike paths
Add accessible (ramped) sidewalks to all residential areas.
“Sidewalks on all residential streets
Build sidewalks in residential neighborhoods, especially near schools and public transportation. If people are walking to a bus stop from their home, there ought to be sidewalks. Make commuting via mass transit more user friendly and more people will do it.
Improve traffic
Add sidewalk pathways through under served communities.
More sidewalks, slower traffic!
Make walking paths only for pedestrians. No cars; parked or moving, no bicycles.
“Safe complete sidewalks in the north end Road diets on 105th, Greenwood, and Holman roads “
Add sidewalks (or sidewalk-type things), especially for kids walking to school and low-income folks who don't have cars.
Get bikes off sidewalks and pedestrian areas
More sidewalks or walkways.
We'd love to see sidewalks in our neighborhood
Quit putting arterials into residential neighborhoods, especially those that lack sidewalks.
Safe walking paths on major arterials such as north Greenwood and Aurora.
Curbs and sidewalks. Median strips in large arterials like Aurora.

There is no “one” solution because of the topography and density and type of neighborhoods. In the Crown Hill area (my area), tend to Holman Road and any main arterials networked with it; BUT leave the rural setting of the neighborhoods north of Holman Road. Want ONE improvement for safety? Not rocket science- -add a slew of speed bumps on all the streets between Holman Road and the Blue Ridge network of curves.
Better bus routes.
North Seattle sidewalks.
Make visible walking areas on at least one side of the street for pedestrians on all arterials and populated streets.
Study walking patterns of people living in the areas of concern and provide consistent solutions
More cops to enforce what few laws are on the books. Drivers in Seattle do what they want; speed, ignore pedestrians, go through stop signs, etc.. It is dangerous to be on your feet in Seattle. Do drivers actually take a drivers test in Seattle? I don't think so.
Please build a pedestrian bridge across I5 from North Seattle College to existing bus station and new light rail station.
Walking spaces along major arterials, such as Aurora and Greenwood.
Concentrate where people walk the most. Don't go after us in north Seattle. We don't want sidewalks in our residential area.
Eliminate interruptions in sidewalks on all arterials
Sidewalks sidewalks sidewalks! Sidewalks sidewalks sidewalks, sidewalks sidewalks!
Add sidewalks and better crosswalks at major intersections.
As someone who has had to brave the traffic on Elliott Avenue to get to and from work, and has seen many cars blow through red lights at the crossings, it is having a concerted effort to stop and ticket drivers who do that.
Install sidewalks to connect residential neighborhoods with the bus stations and libraries that serve them.
Provide sidewalks
More pathways of any and all of these - more blocks of ways to walk without having to go into the street.
Sidewalks or paths
Put in sidewalks where there aren't any and improve crossings at busy intersections.
Provide sidewalks or paved paths for pedestrians especially in the “north end” of Seattle
Curbs and decent width to the sidewalks :)
Reduce tripping hazards (uneven sidewalk pavement)
Provide sidewalks or paths for pedestrians especially in the “north end” of Seattle
Put in sidewalks. Where there are drainage ditches, build with a sidewalk over and pipe with proper drainage underneath so pedestrians can walk on either side of the road and drivers won't have the safety issue of getting stuck in those drainage ditches.



Create sidewalks where there are none
Put in sidewalks. A bumpy, cracked sidewalk is better than no sidewalk so please spread the love to neighborhoods without sidewalks!!
Provide safe walking areas in neighborhoods that currently have no sidewalks (primarily the north end).
More side walk
Repair sidewalks with trip hazards, overgrown bushes/trees, add sidewalks on busier roads.
Sidewalks.
Make sure sidewalks exist in as many places as possible, prioritizing busier streets.
Add pedestrian infrastructure where it's currently missing, and ensure contiguous walkways throughout.
Build sidewalks on residential areas in Seattle. It's not just for walking conditions, but also to reduce flooding and improve property values.
Build sidewalks in the Broadview Neighborhood.
More residential sidewalks in neighborhoods.
Build sidewalks in neighborhoods without any with a clear separation between car and pedestrian
Build sidewalks on every street
Create dedicated walking space, whether it's sidewalks, separated paths, etc.
Add sidewalks to residential streets, I don't feel safe walking in my neighborhood.
Safety!
Separate people and vehicles by providing sidewalks of any variety on one side of the street in neighborhoods like mine that are a pedestrian wasteland
Slow down residential development of apartments and condos. This kind of development, without consideration that there is limited effective mass transit, not enough road space or parking, has increased traffic and aggressive driving practices which makes city living unsafe and diminishes quality of life in our city.
Take preventative measures to allow pedestrians a place to walk without being forced into the street. Even with no structural changes, in my neighborhood, it seems it could be easy enough to encourage parallel parking with a walkway between the houses and the parked cars, but currently the cars park "parking lot style" which forces pedestrians into the street.
Have sidewalks where none exist.
Make sure there are good sidewalks with curbs on all arterials. We live half a block off 3rd Avenue NW and the sidewalks are inadequate or non-existent from NW 85th all the way to the city limits.
Clearly mark or create pedestrian pathways and encourage slower driving. Even on sidewalk+curb roads that I frequent, with speed limits of 30, cars regularly exceed that by 10+ mph (my estimate based on driving).

My neighborhood has no sidewalks at all...I would like to be able to walk the neighborhood with my young children, but do not feel it is at all safe. It makes it more difficult to meet neighbors and feel part of the community, and for my child to take the bus to school as the bus stop is just right on the street, several blocks away on streets with no pedestrian path.
"Add traditional sidewalks into high pedestrian and high traffic areas such as 3rd Ave NW. Pedestrians are used to dealing with residential area not having sidewalks and it's not an issue to walk on the street in these areas. It's the HIGH traffic areas where people need to cross or be able to walk down which are the issue. Focus on those."
Add sidewalks in neighborhoods.
Help the North end out!! Specifically the crown hill area. All I ever see if money going to improve downtown and capital hill and south lake Union. We pay taxes up north too and we would like to see some improvements come this way. Whitman middle school, sound view park, Carkeek park, a grocery store and other small businesses are all in this area and there has been no support shown to provide safe walking conditions for pedestrians here. There are rehabilitation centers at the bottom of 8th- there is no safe way for a wheel chaired person to make it up 100th ave NW. The same goes for strollers and kids walking home from the middle school. 100th is an arterial- it is a VERY busy street. I've tried countless times to get someone in government to take notice of this and help create change but my pleas fall on deaf ears. It's too late when someone gets injured and it's sad that business access is cut off for those traveling by wheel chair from 15th to 8th ave NW
More sidewalks between 80 and 100th in NW Seattle. A walkway along Blue Ridge Drive NW on one side of the street.
Sidewalk in all the city area
Add sidewalks where missing, including in residential areas.
Connect walking from residential to local services at least a main walking thoroughfare through a neighborhood and on streets with higher volume. Keep traffic off side streets somehow.
More graded sidewalks so navigating existing sidewalks with wheels is easier
Have sidewalks in crown hill
Usable sidewalks, bike and walking paths
Put sidewalks on residential streets in greenwood.
Sidewalks everywhere! We LOVE them in our neighborhood but feel limited as to which neighborhoods we can live in due to lack of sidewalks.
Sidewalks with curb cuts.
Install safe walkways in West Crown Hill
Install sidewalks on busy arterials such as 3rd avenue NW all the way to the city limit, 145th street.
Build sidewalks, in any of the methods above that separate walkers from cars.
Begin the construction process to prepare the landscape for a sidewalk installation. For example, identify the neighborhoods, streets and areas to receive the improvement. Begin with the survey of the landscape.

Build new walkways! While I understand maintenance is important, there are still so many areas in North Seattle without any sidewalks at all. As our population continues to grow, and with many young families living in North Seattle due to (relative) affordability, we need to prioritize the safety of our children and families by giving us good solutions.
Enforce the speed limit to lower vehicle speeds.
Build out sidewalks and curbs in areas where none currently exist.
“More signals to inform cars of pedestrian crossings especially near schools. Not just public schools but private, preschool etc. Sidewalks of any kind on streets frequented by cars. ”
Sidewalks in neighborhoods where they don't exist.
Provide sidewalks in residential areas. It builds community when people are out and about and it's good for the environment.
Block off more residential streets that border high traffic streets. i.e. my street is Midvale and we get speeders cutting through to get around Aurora lights from 90th to 85th & vice versa. This is a narrow street that only allows one car to pass at a time yet people ignore that fact and speed anyway. It's very hazardous to cross the street along 90th or 85th due to this fact, which is very scary considering the school that is being built at 90th & Stone.
Put sidewalks in N. Seattle. It's seen as awful due to no sidewalks, when in fact it's a lovely and upcoming area.
Build sidewalks where there aren't any.
Build more sidewalk options in neighborhoods that don't currently have them (Broadview) to encourage families to walk their dogs & kids to ride their bikes.
I wish there was a single thing but it is a combination of things. I like to walk in my neighborhood but the lighting isn't great or there aren't any sidewalks.
Sidewalks in North Seattle.
Slow down cars. Reduce (and then enforce) speed limits. Also I think the signs are helpful, e.g. “Drive like your kids live here”. If drivers were more patient, I would feel so much safer even with the infrastructure we already have.
Improve enforcement of drivers who don't yield to peds. On the flip side, also improve enforcement of peds that don't obey the rules, jay-walking/crossing on red etc.
Bring existing sidewalks level and up to code, and create where there are none.
HAVING A COMPETENT CITY DOT, WHICH RIGHT NOW, YOU DON'T HAVE. FAR TOO MANY 'PIE IN THE SKY' DREAMERS SEEM TO WORK FOR YOU. WHY DON'T YOU OWN A SMALL BUSINESS, THAT REQUIRES VEHICLES, AND COMMUTE FROM THE NORTH END?
“Add sidewalks on NW 24th across the street from North Beach Elementary. Make sure there are sidewalks for all public schools within a .25 mile radius.”
Add and/or repair the continuous sidewalk on 3rd Avenue between 145th st and Fremont. It would also be a great location for a north south bike lane since greenwood is so dangerous and the other streets all jog.
Sidewalks and sidewalk maintenance. I guess cross walks are important as well.

I walk a lot. We bought our house in Greenwood in large part because of how walkable it is. But we need safer ways to cross at the library on Greenwood and 81st. Families are constantly scurrying across, in the dark, with cars whizzing by. It's not safe and it makes us not want to go to the library as much. What a shame.
Single most important: to provide all neighborhoods with a sidewalk of some sort, allowing their families to enjoy the neighborhoods they live in, which will overall increase property values and taxes paid to cover such improvements. All deserve this, not just the rich, expensive residents.
Sidewalks period. I live in North Seattle where there are no sidewalks, cars drive to fast near our house. I don't feel comfortable to have kids play out front.
Better safety in crossing busy arterial streets. Cars do not give pedestrians any consideration. Drivers need to be educated on how to give pedestrians the right of way.
Get bikes off the walking paths.
Dedicated Paths or sidewalks in residential neighborhoods
Buffers between walking spaces and vehicle traffic. It's the single most important thing, as far as I can tell.
Provide sidewalks! I live a mile from my home in Lake City and I don't feel comfortable walking home because there are not sidewalks or lights for a good portion of it. It's extremely frustrating!
Build real sidewalks!!!
For me personally, I'm actually good; the areas I walk in (downtown) are typically in good repair and I don't ever feel in danger of getting hit by a car when I'm on the walking portion of my commute. But I'm also reasonably able-bodied and young-ish. So I'd also want to add that the city should remember that safe walking conditions should account for users of scooters and wheelchairs as well, the disabled or the elderly. This should include enough space for such conveyances to maneuver, and keeping sidewalks in good repair so that people who have to use scooters, wheelchairs, walkers, or canes can safely walk as well.
More sidewalks, any type
Repair sidewalks that have been severely uprooted by trees (and therefore are unusable) and install curb ramps at every corner
See previous comment.
Slow cars down. With worsening congestion (cars and pedestrians) there is impatience on the road and daily observable acts of recklessness.
Ensure safe walking paths, sidewalks, crosswalks, and safety lights around schools, community centers, libraries, and other gathering spots.
Slow down traffic.
Fix old, crumbling sidewalks.
Improve lighting and curbs/walking paths, especially in low income areas where people may have to walk a considerable distance for access to food, etc... My neighborhood features an overpass with no sidewalk and a grocery store on the other side. It is extremely dangerous on foot, but people, sometimes with small children, cross it daily specifically to purchase groceries. This is also insufficiently lit. Very dangerous.
Build sidewalks for every street!

The northern neighborhoods of Seattle desperately need residential sidewalks. As home prices have increased forcing families further from the city center, these neighborhoods have filled with small children. I live in the north part of Greenwood with two young children, and we really do not feel safe walking down our own street.
Mixed use zoning
Add more trees and shrubs between the walkway and the road.
Reduce driving traffic, make more areas car free.
Any and all means to SLOW cars down!
Increase lighting on streets and at street corners
Continue to slow traffic and arrest inattentive drivers and drivers who carelessly endanger pedestrians with speed and lane changes.
More safe crossings for pedestrians (re-paint existing crosswalks now, please!) and remove barriers on existing crosswalks (why the heck does the City allow sidewalk cafes when they block the sidewalk?) Also, please re-evaluate the crossing lights on N 36th at Dayton Ave N and Fremont Ave N at N 34th St - pedestrians should be able to cross when there is no traffic, not to wait and wait and wait and wait for a crossing signal...
Make them safe. Well lit and away from cars.
I think assessing the need and appropriate solution for each different case may take longer but makes solutions more lasting, fitting, and efficient.
It should be part of an over all city tax to improve sidewalks NOT the home owners in that lives on the street. Also the survey mentioned Queen Anne, downtown & Capital Hills - REALLY THESE AREAS HAVE THE MOST SIDE WALKS OF ALL OF SEATTLE - PLEASE GET A CLUE!!!!
Pedestrian activated crosswalk lights
Build dedicated walkways for pedestrians, in northeast Seattle especially. Far more people walk than bike -- why is this not a priority?
More sidewalks and improve safety of existing sidewalks.
Designate an area/walkway specifically for pedestrians
Separation between pedestrians and drivers.
Keep,lights out of my eyes....i.e. Lights always point down, and shielded so as to NOT SEE THE BULB.
Uniformity of sidewalks. No breaks In walkways. In my neighborhood the sidewalk is at street level so cars will often park partially on sidewalk
Improve crossing at arterials and traffic calming on neighborhood streets
Presence of law enforcement has been a problem here forever. Do you make a safe sidewalk and prevent cars from driving on the sidewalks first, or do you stop the violent act so people will leave their homes without concern for a medical bill, missed work or school, etc.? My physics safety from other, violent, people is my highest priority. I will go to better neighborhoods to walk.
Make sure there are designated walking areas on busy streets

I wish people don't block the sidewalks with their cars. And I wish low lying trees are trimmed so easy to walk on the sidewalks. And please trim trees that are blocking the street signs.
Reduce car access. Create a car free zone - pedestrians and bicycles only.
Clearer "no turn on red" or other protected lights/signage in intersections, to prevent cars from cutting off pedestrians in their haste to beat a light.
Expanding sidewalks in residential areas is most important to me. I'm currently looking to buy a house, and places with no sidewalks (notably Greenwood) are a huge deterrent. I want to feel like I'm living in a city and walking is a big part of that. I currently live in Capitol Hill where I'm able to walk everywhere and I really don't want to give that up.
Improve the safety of crossing arterial roads, particularly where people don't stop at marked pedestrian crosswalks. A button to cause a flashing light or stop light when someone wants to cross would be a possible solution.
Fix all the broken and uneven sidewalks. This is a major hazard, especially when combined with areas that are very poorly lit. For example, the North side of 15th ave between Howell and Pine has several tripping hazards that are impossible to see at night. Or nearly every sidewalk in the area bounded by MLK, 30th, Cherry, and Spring contains major cracks, breakage or settling that make it difficult even for fully abled people.
Separation between road and walkers/bikers
More crosswalks where there are busy streets and no lights.
Prioritize minimizing waiting to cross streets, long distances between crosswalks, and anything else that makes a walking trip take longer. Walking is a form of transportation. Transportation should be efficient. Don't just treat it as a form of recreation or exercise.
In crowded commercial areas, business signs often encroach into the pedestrian walking space. This can be easily fixed if there was more information/enforcement.
We live in an area with no sidewalks and have children. We would like them to safely traverse the neighborhood. It would also improve community.
Please figure out how to regulate bicycle traffic. Car and drivers need licenses. Bicyclists don't follow any rules and are particularly dangerous to runners, walkers, strollers, and pets. It's wonderful that Seattle is putting bike lanes in everywhere but now we need better educated or informed bicyclists.
Well lit cross walks.
Fixing broken sidewalks and making it easier to cross busy roads.
Complementary mass transit upgrades to warrant greater pedestrian modes of travel
Improve lighting.
Make it safe to walk to transit on areas with higher crime.
Eliminate car traffic. Urban villages only need buses, trolleys, light rail, pedestrian and bike paths.
Expand public transportation options, including walking, especially in under served neighborhoods.
Walking conditions can be improved by starting to enforce the bad behavior of drivers. When I have to yield to drivers as a pedestrian or bicyclist this shows who has priority on the road.

Curbs
During the fall/winter season, it is very, very dark. Finding a way for a safe commute for someone on foot such as dim lighting on sidewalks, flashing cross walk signs. Even with reflective gear, I have had some close calls.
Enforce speed limits. Too many drivers exceed the posted limit.
Build sidewalks. Change zoning so things are closer to walk to.
Provide any of these pedestrian only options
Enforce the speed limit in Rainier Valley.
I think we should prioritize safe walkability for kids getting to/from school as well as connecting people to transit.
Level sidewalks add additional lighting in neighborhoods
Make repairs to uneven sidewalks
Higher priority for pedestrians crossing streets. Long wait times encourage people to jaywalk or cross illegally.
Safety
Add continuous walking paths in areas without them (e.g., north of NE 85th, Beacon Hill/Columbia City/Hillman City).
Provide a good surface and adequate lighting.
More sidewalks
More chances for drivers to come to frequent stops and clearly marked walk ways
Slowing down the traffic & visibility at intersections
Sidewalk upkeep--smooth out fissures
Put sidewalks in every neighborhood. Fix the walking space on the Ballard bridge. Make sure there are SAFE ramps that don't push people into the street to use them.
Lighting
Install/increase crosswalks on busy roads. I highly recommend actually walking around Seattle to get a sense of where it is difficult to cross safely. Slowing traffic is #2 as less speed means less danger.
Making sure there are means to cross (e.g., stop signs, cross walks, etc.) At every intersection or where needed. There are some places in Lower Queen Anne that do not seem properly labeled and you basically have to make eye contact with all the drivers and make sure you can safely cross.
Create a buffer between vehicles and walkways.
Pathways across busy roads, like the pedestrian bridge over Elliott Ave are huge helpers.
Fix the broken sidewalks!!!!
More sidewalk ramps. Walking with a stroller in residential areas are horrible. I end up walking on the street

Complete missing sidewalks
Get the bicycles off of the sidewalks. Bikes are the biggest hazard to pedestrians in Seattle.
Traffic calming in Fremont, especially along Leary/36th and 39th Ave NW. I live above this area to the north and walk across these intersections EVERY DAY for transit/business access. We need a crosswalk across Leary (36th) and 1st Ave NW! To get to the transit stop, Burke Gilman, etc.... It's DANGEROUS with the blind curve and fast traffic to the west. And, traffic goes incredibly fast downhill along 39th Ave, there is no good/safe crossing at 1st NW because of the way the street is aligned. Always crossing between parked cars or into a grass median behind trees. Please help us out in Fremont! The area is growing w/more and more multi-family housing.
Educate drivers that pedestrians still have ROW at intersections that don't have a marked crosswalk. I've been honked at and threatened for crossing at smaller intersections without marked crosswalks. Many drivers believe that pedestrians only have ROW at marked crosswalks. On the flip side, the intersection of S Jackson and 12th Ave S is a hot spot for people dangerously crossing against traffic. I don't believe the people in that area appreciate the importance or have the understanding of following the signal for crossing that intersection.
Deter speeding, provide space between street and traffic.
"Get more cars off of the streets. Period. Improve walkability in city. Improve bike paths/lanes. Improve public transit."
Flashing yellow lights on busy arterials and blind hills or corners that can be triggered by a pedestrian to notify cars that someone wants to cross
"If we are building a lane/sidewalk dedicated to pedestrian or bicyclists, do not build it in one block and in the next block no such lanes or sidewalks. Where will the people turn to? If people are walking to cross the streets, reinforce the laws so that cars must yield to crossing pedestrians. Sometimes cars are going too fast..."
Better traffic education and enforcement. Most drivers don't know they need to stop for a cross walk if a pedestrian is indicating that they want to cross. Most drivers do not understand the notion of passing lanes. Better education will alleviate dangerous situations, frustration, and traffic flow, all of which will benefit pedestrians and drivers alike.
Upkeep
Ensure there are places for pedestrians to walk above all. As an example, I live on Mercer Place, between the 500 W Mercer Block and the water. Currently, there is no safe walking space that goes all the way down the hill to Elliott. We have to run back and forth across the street to go down the hill.
Focus on the aids that help pedestrians instead of simply changing speed limits / relying on drivers to protect pedestrians
"1. Police aggressively ticketing drivers on their phones. 2. Pedestrian overpasses at very busy intersections (Las Vegas does this very well)."
Create safer ways to cross busy arterial streets, especially in high traffic conditions.
Make more parklets and make intersection curves more noticeable
Have sidewalks, when possible, and crosswalks on busy streets.

Provide an instructional course, free of charge, to each and every individual (perhaps even in high schools), similar to driver's ed, where people are taught the equivalent of the rules of the road for cars, but for walking. Simple things, like walk on the right side of the sidewalk and not head on into to you....Walk at a reasonable speed... Be aware of the movement of people around you and don't block people... Don't walk the wrong way down the middle of a one-way street (not on the sidewalk)... if a person runs into someone else, don't "hit and run," but instead stop and apologize. Simple shit that 99.99% of people who don't drive are completely oblivious to.
Honestly, I think enforcement of traffic safety rules is the answer in most cases. I live downtown, and risk being hit in crosswalks at least once a week. People run lights, block the intersections/crosswalks, and don't follow right turn on red laws. Working with police to better monitor trouble areas, and enforce the rules would deter repeat offenders, and others who witness the enforcement.
Improve lighting in all areas with sidewalks, especially residential areas. LED lighting would be a major improvement.
More places to cross.
Eliminate pushbuttons, and always give pedestrians sufficient time for crossing.
Make sure that there are safe ways to cross busy intersections.
Fix the traffic so it can flow and people aren't constantly aggravated. What is wrong with you people thinking walking is going to fix the problem. I can't walk from Redmond to work....
Put in sidewalks where they don't exist and repair existing sidewalks
Create safe places for people to walk and cross streets in busy areas or thoroughfares.
In some manner, designate a pedestrian space.
Require construction companies to create a path for pedestrians when they are blocking an entire sidewalk.
Fix the sidewalks we have and add additional sidewalks in busy and arterial areas. As density increases in my neighborhood, I rely on walking more than my car since I live in an urban community where this is possible. Having improved sidewalks and safer areas to cross main arterial roads as traffic increases are most important to me.
"PUT SIDEWALKS IN!!!! I am disabled and it should be mandatory in cities that ALL sidewalks are paved"
Reduce traffic speeds.
The side walks in my neighborhood are very uneven. They are old and are a trip and fall hazard. I trip on uneven side walk and had the wind knocked out of me. Now when I walk I always look down.
Currently, too many sidewalks and entire blocks are closed to pedestrians due to building construction. Many of the sidewalks in the South Lake Union area are/were closed for almost a year at a time. This is unacceptable. Provisions should be made to keep the sidewalks open or limit the time of the closures. Also, as a pedestrian you are forced to cross the street numerous times because of closures on both sides of the street.
More protection at the crosswalks! Buses downtown are constantly, and I do mean constantly running red lights without any regard for pedestrians. I've worked and walked downtown and have almost been run down on numerous occasions and I'm a very law abiding pedestrian. Also the left turns are not regulated and traffic will move regardless of crosswalks or pedestrians.

Lack of traffic lights or placed so infrequently makes me choose a different street to walk. Also, sidewalk with bad condition (narrow, cracked, uneven surface, lots of debris, lack of maintenance) will make me J-walk, so that I can be on the other side of the road with a better conditioned sidewalk.
Enforce the statute that requires residents to keep the sidewalks adjacent to their property clear from vegetation and other debris.
"No turn on red. As a transplant from NYC, it still shocks me that people can turn right on red...More stop signs and stoplights would also be helpful. But I'd really like to see more buffers, barriers, and signals about pedestrians crossing roads."
Stop the drug dealing in the heart of downtown Seattle.
"Get drivers to pay attention and put down their cell phones! Traffic lights that allow for pedestrian and then car movement. Pedestrians put down your cell phones and wear bright clothing."
FIX THE SIDEWALKS!! I have twisted my ankle 3 times since I've lived here because of the poor condition of the sidewalks!
I think the improvement issue for me is less in the construction of walking paths and more to do with enforcement of traffic laws. As a daily commuter to Seattle, I have daily close calls with drivers who run red lights or who continue to use smart phones while driving and not attending to pedestrians and cyclists.
Make it safer to cross the street.
Closing down more roads and replacing them with bike lanes, walking paths, or lanes for other types of travel. Also, improving public transportation like the planned expansion of the light rail to service a larger area and create more convenient and usable bus routes. Make people want to leave their cars at home!!
Sidewalks around and connecting to all of the new transit, to make it truly accessible.
Improving driving habits! Make drivers more aware of pedestrians, the need to maintain safe speeds around them (may be lower than the speed limit) and yield when legally required to do so (including unmarked crosswalks). Education and enforcement are as important as the measures described in this survey, especially considering the improvements will take a long time to implement on a wide scale.
More sidewalks
Add more crossing points on busy streets
Stop cars from speeding through residential streets.
Plan for enough residents to be located within reasonable walking distance of interesting or necessary daily destinations, connected by well-designed and well-built pedestrian infrastructure that prioritizes human spaces over automobile spaces.
Do something! Focus on residential streets near public transit, light rail, school bus stops
Pay attention to lower income areas
Make all drivers go back to driving school - I realize how flippant this sounds but there really is a problem with drivers not paying attention in this city and there's only so much that street design can solve.
"Every member of the city counsel should periodically pick a random neighborhood and try to walk there. Even better, they should try it in a wheelchair.
Public safety, I do not feel safe walking from my home in Dunlap to the closest light rail station so I don't do it.

Especially during the winter I believe improving lighting on streets is most important. If someone feels seen and safe walking down the street I don't think that what they are walking on necessarily matters.
Education, outreach, putting foot traffic transportation budget parity with mass transit.
Inpatient drivers. I don't know how many times I've almost been ran over while using a crosswalk because someone had to turn and had no regard to the pedestrians.
Concentrate on providing a well lit and level grid of arterial sidewalks that connect the major destinations in town to the nearest transit stops. Less used and residential streets need to have, at the very least, good lighting- if there are going to be tripping hazards, at least let us see them! :)
It's dark here in the winter and people wear dark clothing (which, admittedly is their choice), but this makes pedestrians very difficult to see when crossing sidewalks. At major intersections, having the "all walk" signal seems to help considerably (like what is at Pike & 1st Ave or Beacon Ave & 15th). So, improving signaling and, secondly, providing pedestrian crossings of busy arterials.
Add as many pedestrian spaces as possible in South Seattle (high quantity solution). We are drastically under served for pedestrian safe crossings and pathways.
"More police enforcement of j walking laws especially on arterials. More sidewalks.
Crosswalks with flashing lights.
Make them simple. We don't live within parks so quit trying to make everything a green space. Also, the times I've felt threatened or was almost hit was by bikes/bike riders. They're a rude bunch, arrogant and selfish of their assumed rights. Just thought this a good place to share.
More pedestrian walkway
Continuity and abundance of safely constructed curb cuts.
Traffic control! Slow down the cars and arrest reckless drivers
In areas where the traffic speed is over 25mph, I would appreciate a wide sidewalk which is separated by garden features.
Make a space for walkers everywhere and signs to help both drivers and walkers be safe.
My ideal is more space for pedestrians and public transit, and less (A LOT LESS) private cars.
Better crosswalk marking and lighting
Lights, path on the street is green. So driver can see people clearly walking in the street. Less accident.
Lighting at crosswalks, & along busier streets with existing sidewalks. Wider sidewalks/walkways.
Slow down the cars.
Keeping existing sidewalks repaired and free of obstructions.
"Don't let developers shut down blocks without providing scaffolding ON THE SAME ROUTES - not crossing the street 3 times to get to the same place.
Make crossing signals turn each time the lights turn - why do some not turn unless you press the button? Seems unnecessary, what is that solving? Makes people end up crossing illegally just because they didn't hit the button in time.

Slow down traffic, improve sidewalks and connect them well to parks and mass transportation
"Good lighting is my number one concern, especially bc its so dark so much of the year. I won't walk anywhere that's not well lit after dark with or without an escort.
My husband's #1 concern is safe crossings."
Make sure people with disabilities get around safely.
Providing more sidewalks in general. Our neighborhood has so many breaking and if we can attract more people walking on our streets, this can help. Currently no one walks on our street. Especially because people use the streets with sidewalks a few blocks away.
Add sidewalks (or a lower cost alternative) to the streets that don't current have them, especially in residential areas near business districts.
Repair existing sidewalks
Enforce speed limits. Crosswalks. Interrupt traffic on boulevards that are crossed to access parks
Make connections where sidewalks are missing.
"To calm traffic. In my neighborhood, Beacon Hill, the traffic is drive through speed. Often drag racing down Beacon Avenue at very high speeds. This is a mixed use street with residential and business. Schools, day cares and people walking. It is frankly almost dangerous to cross unless you are at a light, which there is only 2 and they are pedestrian activated between Spokane and McClellan. This means that cars and trucks are often moving between 40 and 50 mph. I have witnessed people nearly get hit, and a dog being hit and the driver didn't even bother to stop. I have complained over the phone and twice to the SDOT to no avail. I am met with indifference and that if I want to do anything about it I have to stand out there with a speed gun to record the drivers. I think this is outrageous! I think it will take someone getting hit and killed in order for the SDOT to pay attention to Beacon Hill. "
The most important thing in Rainier Beach is not infrastructure related. The infrastructure is fine. The criminal activity makes people drive to the Rainier Beach Library, Safeway, parks, and schools, instead of walk on the wide, well marked, pleasant sidewalks and walking paths.
Increase access to sidewalks, then slow traffic once the sidewalks are addressed.
Curb cuts
Get cars to slow down (lower the speed limit and increase enforcement).
Hire more police to enforce current laws already in place to protect pedestrians.
Don't mix cars and people. It's a recipe for death.
Connect important aspects of Seattle with easy walking paths - like transit stations, parks, and grocery stores to residential areas. Focus on the higher crime neighborhoods. Creating a more walkable hood provides more engagement, more folks out meeting their neighbors.
Make Seattle more easily and accessibly walkable.
Repair sidewalks; repaint faded crosswalks (i.e. maintenance on existing infrastructure!!!)
Install sidewalks in heavily traveled, but suburban, areas
More sidewalks.

Make walking across bridges more safe, especially bridges like Ballard bridge where it's very unsafe for bicyclists and pedestrians to share that narrow walkway. Or pretty much any space where bicyclists and pedestrians are supposed to share the same space.
In south Seattle, perhaps greater police presence would be my first answer.
Seattle can have walking spaces for pedestrians which protect them from vehicles and safe places for walking people to cross busy streets.
Better public transit.
Sidewalks!
More sidewalks, particularly in industrial areas where large trucks are common.
Please install sidewalks or walkway alternatives to high pedestrian areas where there are currently no sidewalks.
Safely lighting.
Improvements that help when the weather is bad (better lighting, rain shelters, clear signage/street lanes). #2 would be enforcing speed limits in residential areas.
Provide safe walking routes to our schools and parks.
"One of the larger issues in my personal experience is drivers downtown during rush hour, not looking close enough to see whether pedestrians are crossing before they start making the turn (when the pedestrians have the walk light). I've come close to being hit twice in the last three months, and have seen it happen to other people as well. (I generally either walk or take the bus everywhere, but my experience is still limited to the areas I have walked and times of day I have walked there, so I can't say it is the most important thing the City can do, merely the most important thing in my personal experience.)"
Safer walking options in SE Seattle.
Adding sidewalks to areas that do not have sidewalks, whether residential or near transit and businesses.
Make sure that all neighborhoods in Seattle have sidewalks that are safe.
Find more ways to slow down drivers. Make crossing times longer at crosswalks. Get some old people and go and time them crossing so you can get a real idea of how long it takes. In Columbia City it's crazy short and there are blind and elderly people here.
Realize that it rains a lot here. And so you can have a buffer zone so that splashing from cars doesn't soak people walking on the sidewalks.
Fix the tree root upheavals. Some are remarkably large and hazardous.
Quit planning start building
Geez, make it safer. I do a lot of walking and feel like you constantly have to be on guard from cars. Even being very careful I have still been hit by a car. I think anything we can do to make it a safer environment for pedestrians would greatly improve the walking conditions. Maybe close off streets that run parallel to main streets to cars, so only pedestrians (and maybe bikes) can go on it. Similar to the neighborhood greenways, but just get ride of the cars. Or have the cars take the longer way around, since it is easier for them, and give pedestrians/bike access to the main streets :)
Make sure school-aged kids have safe well-lit paths to school. Supervised if possible. Note that this doesn't benefit me directly but I can't imagine any higher priority especially in low-income neighborhoods.

Sidewalks on at least one side of all residential streets
Number 1 would be traffic calming. A close second would be improving connectivity in the pedestrian grid (providing cut throughs in dead ends, cul de sacs, through large/ irregularly shaped blocks, etc).
Trees and other vegetation make walking so much more pleasant. Any design should include lots of vegetation.
Separating sidewalks from the street, preferably with occasional physical structures like lights, trees, etc.
Any legal place to cross a street should be marked. Unmarked crosswalks are a huge danger to everyone involved.
Crosswalk visibility and maybe an outreach to remind drivers that they must stop for pedestrians. Pedestrians must be reminded to HUSTLE across the crosswalk. Don't stroll.
Sidewalks created where sidewalks don't currently exist.
Sidewalks free from plants, cars, gates, parked cars.
Keep up with sidewalks. Ticket cars and home owners who block sidewalks. Keep them use-able for pedestrians.
Safer crossing on busier streets or alternative routs
Correct hazards - trees growing horizontally across sidewalks, uneven sidewalks, sidewalks that fill with water and do not drain, anywhere . . .
We should put in some kind of sidewalks everywhere. I used to live on 123rd Street NE where there were no sidewalks. Now I live near Seward Park and I love having sidewalks. I can walk my dog without worries and meet many more neighbors.
Maintenance. Cracks and uneven path can cause more injury than walking in the street, especially elderly who shuffle.
Space for bicyclists
Signs & lights for pedestrians
Reduce rainfall? No? OK, traffic moving at 30 mph in residential areas is frightening at crosswalks. I think increased speed creates a mental barrier to stopping for pedestrians. Its not that they can't stop, they simply won't above some critical speed. Set residential speeds to the maximum that allows drivers to stop without feeling put upon. Current law of 25 mph means much traffic moves at 28-32. Maybe a limit of 20 combined with education efforts would lower real speeds to 25-27? Maybe this would allow drivers to recognize and react appropriately to foot traffic.
Continuous, separate-from-driving paths with good drainage.
Maintain the sidewalks, improve conditions so the surface doesn't have broken elements that cause people to trip and fall, trim trees, clear leaves, provide well lite paths
I would like to see more pedestrian only streets and areas like you find in many European cities.
Making sidewalks wide enough to accommodate street trees and other site furnishings
Shrink the width of streets/increase sidewalk widths
Give a separate space, not sharing the street/bike lane.

More space for pedestrians
Stop traffic, as with red lights, at crossings.
Safer crossings and pedestrian space.
Put sidewalks in residential areas of Greenwood. I feel horrible for disabled folks trying to get around the neighborhood. I can barely walk in high heel shoes from my house to the bus stop because it is so uneven - I'm worried I'll turn my ankle!
Please add sidewalks in Greenwood where there currently are not sidewalks. This would help the flow of all traffic and safety.
Separate walkways from traffic by curbs, swales or other means
Build walkways that are separated from cars
Build sidewalks in areas not served with any sidewalks first
Just DO SOMETHING! Any of these options are better than the nothing that many streets have, especially in North Seattle.
Safety for pedestrians to cross streets
Plan for wheelchairs and walkers, especially around hospitals and shopping centers.
Try pushing a stroller down the street when you're done. If you feel safe then you're good.
Coordinate neighborhood. Make it so I can easily, safely get my family into our neighborhood downtown and parks, etc.
<b>SLOW DOWN THE CARS</b>
Lower speed limits on main arterials and use flashing light speed limit signs. Also it would be much safer to use the large highway "buttons" or grooved rumble strips to wake up inattentive drivers.
Design for the safety of children and communal space.
Stop letting bikes run pedestrians over and empowering bikes to believe they always have the right of way.
More sidewalks.
Sidewalks on busy streets
Provide more protected walking areas -the lower costs options are great.
Add crosswalks that are clearly marked.
Make the pedestrian walk signal automatic. Should not need to push button to get walk signal!
Enforce speeding regulations!
Provide safe routes to walk where pedestrians are separated from traffic by a viable barrier.
Maintain the sidewalks already in place.
Traffic light crossings of busy streets (flashing light pedestrian crossing signs on street corners are not visible enough)

Make people take care of their sidewalks and cut vegetation encroachments.
Add sidewalks to streets without any existing sidewalks or separate pedestrian walkway
Good separation of people and cars (i.e. bumps, curbs or dips) and lighting that glows in the dark and identifies walkways
Wider walking spaces on busy paths such as those on Capitol Hill and/or bring back the shut down streets for Friday and Saturday nights in the Pike/Pine business corridor.
Improved traffic control
Think about how connecting walkability to transit options can be full circle; emphasize how to get people to use transit instead of personal vehicles- which are better for roads and safer for everyone. If you work more closely with metro in planning bus stops and sidewalk placement, it'll be a much better experience for pedestrians who not only walk locally, but can start commuting to work farther away as well, thanks to improved transit/walkability planning.
Arrest more criminals. Increase security or police patrols.
Not the same level as the road way, raise up or with curbs.
Control speeding drivers, provide better enforcement.
Not go overboard with these grand schemes!
Lower speed on roadways with little buffer between traffic and pedestrians and patrol it
Putting in sidewalks where there are none, especially in busy pedestrian areas.
An informational campaign for new residents to watch for pedestrians. There has been an influx of drivers pulling out over walkways without looking first, and it doesn't feel as safe.
Good sidewalks , safe cross walks on busy streets. The needs more better lighting to cross. 3rd ave NW is another mess from 85th to 101 street. There need to be a turn light 3rd NW and turning on to Holman road. The street is full of pot holes. South of 85 is perfect and nice on Phinney North of 85 is neglected until you cross Holman road, it gets nice again.
Crosswalks. We need to cross safely on East Marginal Way to connect to South Park bridge on 16th Ave S. We need crosswalks to cross safely on 4th Ave S at St. Vincent DePaul. We need sidewalks on 4th Ave S so we don't get run over by traffic. Most cars don't realize that the street and areas for pedestrians to walk are the same. I've seen people with their box of food from the food bank end up on the hoods of cars because there is no side walk or cross light.
Enforcement of unsafe and aggressive driving behavior
Repair places to trip on existing sidewalks.....so many in the older neighborhoods.
More driver on-going education to promote drivers to stop for pedestrians at unmarked intersections.
Slower speeds, traffic calming, get more people walking and biking and fewer cars on the street.
More mixed use trails like the interurban that are completely separated from traffic. These are great for bicycles and pedestrians. The stretch from N 110th-N 125th is a perfect example. Other than crossing 125th.



Repair cracked and uneven sidewalks along Rainier Ave S., south of Rainier Beach. Ensure all sidewalks in this area are walkable (vegetation covering sidewalks removed). Removed abandoned cars. Ensure semi trucks not temporarily or permanent parked along road. Ensure Seattle Police presence in this area to prevent crime.
Minimize sidewalk closures due to construction.
Fix existing sidewalks to remove trip hazards and standing water.
Speed-bumps
Reduce crime and improve safety
Operate as though there are pedestrians in all areas and all zones. Industrial zones should not trump pedestrian needs. Equity!
Make sure every neighborhood has parks and well-maintained sidewalks
Add more sidewalks
In North Seattle, build dedicated walking paths on AT LEAST one side of residential streets. Our neighborhoods are full of families with young children who have no safe spaces to walk, ride scooters, etc., as cars drive too fast down our streets & through intersections, barely slowing at traffic circles.
Lower speed limits on busy arterials
I would like to see more lighting along streets. It gets dark so early during this time of year and I don't feel safe walking on unlit streets/paths.
Add sidewalks of any type where there are currently none.
Taking strollers and walkers and wheelchairs into account when planning. Also, width of the walkway is important since often grass or other overgrowth narrows the walking area.
Slow traffic on major arterials. Create green, treed space on busy roads to slow traffic.
Find creative ways to slow traffic down.
Give sidewalks to communities that need them. Lakeside has students jogging thru my neighborhood regularly, and having them jog on the streets without a defined pedestrian area isn't safe. I can't take my kids out in my neighborhood because drivers aren't safe. They miss the exist from 145th to southbound I-5, then come racing down 4th to turn around and get back, going fast on blind corners and it puts our lives in danger. Not only that; the lack of sidewalks has encouraged drug dealers and prostitutes to park on our street and get high/have sex, and deal.
Build safe paths for pedestrians!
Traffic lights for dangerous intersections, especially for growing neighborhoods that do not have adequate crossing options.
Sidewalks and green space connections over traffic
Safe crosswalks, perhaps blinking lights embedded in the crosswalk, enhancing visibility of pedestrian intentions.

Personally for me, attempting to cross major arterial a. I have to catch my bus in the dark on the east side of Airport Way S, near the old south precinct, and there is no crosswalk, and blinking lights. Although on the west side, is a huge crosswalk on a very slow street! I would like to see a crosswalk like the have at 2700 Airport Way S, in front of the water department. Airport Way S is extremely busy during commuter hours, more than I have ever seen, and I've been in Georgetown for over 20 years. Before that, Capitol Hill, which even back then was very walking friendly. We walked everywhere.
Provide crosswalks
Dedicated pedestrian streets connecting major hot spots.
Insist upon green strip between sidewalks and streets.
Clear sidewalks from junk and overgrowth (tree branches, ivy, weeds, blackberries) that block access
Put walk way solutions in places most needed and repair the damaged ones.
Introduce walking paths where there is currently no alternative to walking in the street area used by cars.
Larger sidewalks and more space between fast moving vehicles.
Provide walkways where they are missing
Clean existing walks that are blocked by debris
Slow speeds on busy arterials.
Check sidewalks
I am amazed at how common it is for vehicle traffic to run red lights. There seems to be a misconception by drivers (including public transportation) that 2 or 3 vehicles may continue to go when the light turns red.
More traffic enforcement. It does no good to have a speed limit if there is no enforcement.
Along Rainier Ave S towards Renton the sidewalks are a mess. Now you've added bike lanes that are a mess a pavement for cars that is cruddy. It's time to re-pour the tar, cement, etc. and clean things up. This has drudged on for too long!
Let neighborhood community councils determine the investments, don't impose them on neighborhoods
Build sidewalks and/or pathways
Have continuous walking paths. The condition of the sidewalk doesn't have to be perfect, as most people will tolerate cracks and uplift.
Add crosswalks at busy intersections (like the junction in West Seattle on the streets leading to California and the bus stops). Separate the sidewalk from traffic with a landscape buffer or make the sidewalk wide enough to feel comfortable.
Better lighting after dark.
More time to cross the street at signal intersections - commercial and downtown areas.
Clearly defined spaces for pedestrians and parked vehicles. Do this through sidewalks, curbs, landscaping, paint, etc.
"Right now provide walking where there is none - then go and improve existing conditions

Fix existing sidewalks
Paint white lines on the edges of residential roads to improve the visual boundary for drivers, instead of putting in more cement and asphalt.
Enforce traffic laws. Compared to other cities I have lived in, cars are much more likely to block crosswalks and intersections, run red lights, and speed on residential streets. There is no threat of being ticketed for these traffic violations.
Sidewalks on all residential streets
Connect routes with missing sidewalks
Get traffic to stop for pedestrians! Every day I walk to work and have to cross busy Airport Way in Georgetown. Despite the new small signs asking cars to stop, cars do not stop as I wait at a corner. I have to dash between moving cars so I can get across the street. A marked crosswalk or overhead signal marking it as a crosswalk would be a huge help.
WELL LIT CROSSWALKS and flags if possible. On First Hill on Boren, there are crosswalks that flash brightly when pedestrians wish to cross. More of these would be great, especially on Capitol Hill, where I almost hit 2 people last night because they decided to sprint across the street, barely giving drivers enough time to stop!
A crosswalk on Airport way in Georgetown, preferably right around Doris St and Airport Way. It's a bit of a hike down to Airport and Corson or to Airport and Bailey where there are lighted crosswalks. I can't count how many times even police cars speed by me as I'm attempting to cross the street. Even a painted crosswalk in the road will help and make it safer to cross the street.
My vote would be to focus on arterials. Not allowing cars to turn right on red lights would be one way to help.
Give us sidewalks or attractive, safe walkways in areas without anything now. Areas without sidewalks tend to be lower-income, lower-cost housing with young families who can't afford a more expensive home right off. Or older people. While you're at it, we desperately need a safe, effective storm drain or rain garden system to prevent flooding, water in streets, AND polluted water with roadway runoff toxins from getting into the groundwater and affecting water quality in city streams and, ultimately, Puget Sound.
Keep things close.
Decrease the volume of cars, make turning on red illegal.
Educate pedestrians on how to walk in public, stay to the right hand side as a courtesy to others, and to not look at their phones while walking. Oh yeah, that's impossible. Build and improve all the sidewalks you want and people will still not know how to walk in public,
Provide Designated sidewalks. Clear off and repair the sidewalks that we already have. I live on Rainier Ave. S. and our sidewalks on the NW side are in sad disrepair, while the sidewalks on the S E side are totally overgrown. I walk every single day, 3 miles and never use the S E sidewalks and am always looking down at what's on my sidewalk, cracks, sunken concrete, over growth...
Create more pedestrian plazas
Caution lights at intersections, and enforce laws regarding cars and pedestrians at intersections.
Enhance protection from car v pedestrian crashes.
Easier pedestrian access to transit, appropriate crosswalks, wider sidewalks.

Connect schools without sidewalks to the surrounding neighborhood in a sensible way. Good start at Viewlands school, but the new work only goes so far, not far enough to my eye. Whitman MS on 15th NW could use some help in this regard as well.
We Need more actual crosswalks in Georgetown! It is very dangerous to cross Airport way and near impossible to cross Marginal way. These implied crosswalks do NOTHING. The motorists can't see them when they are driving.
Connecting neighborhoods to encourage more mobility
Even though these options are intended for pedestrians, I think that bicyclists, roller-bladers, and other wheeled users will want to take advantage of several of them. As a frequent pedestrian and cyclist, I favor of expanding options for both types of users. But I've also witnessed conflicts and unsafe conditions, e.g. when cyclists ride too fast or too close, or pedestrians don't allow cyclists to pass safely. The City should take this into account and, as appropriate, include helpful features to make new "walking" paths safe and pleasant for dual use. Such features could include things like striping out separate lanes for feet and wheels (e.g. Green Lake) or posting speed limit signs for bikes and reminders to share the path.
Make busy arterials less scary
Do not build side walks in trouble prone areas such as on the bog.
Place sidewalks on busy streets that currently don't have sidewalks
Treat the less affluent areas as well as you treat the high density areas. If you bring the amenities people will move there. Also, find ways to make neighborhoods like Georgetown and South Park feel more connected to the city.
Not invest only in Urban Villages. They already get the largess of the investments. Provide opportunity in neighborhoods that have smaller business districts that would benefit from better connections to residential areas.
Increase the amount of protected pedestrian space
Fix sidewalks around schools so when kids are in the walk zone they can get to school safely (look at kids having to cross Holman to get to Viewlands. Ridiculous)
Just do it. It's a *need* in this city.
Puddle free side walks
Less rain and dark. ;-). Ok, so not including the weather and lack of daylight, I'd say the most important is feeling safe walking at night. Dark, deserted streets, and crime are very much a deterrent.
SIDEWALKS!
If you can't provide sidewalks on busy a arterial sand residential streets then lower the speed limit. Post the speed limit. Install some speed bumps. Provide some lighting. Very challenging to walk when cars are speeding and they can't see you.
Better lighting, wheelchair ramps, repairing sidewalks that have tree roots making them uneven.
Add them wherever possible, in the safest ways but more quantity is better than more expensive.
Put funding in the forgotten neighborhoods like Georgetown
Take input from the community and address the issues they identify as problems prioritizing by the safety risk.

Repair the sidewalks and provide more traffic calming on residential streets. Also outreach to GPS to emphasize large trucks (semi's) are prohibited to travel on residential streets. Often a very long trailer will travel down our residential street to access the freeway on ramp at the end of the street. The freeway access has been prohibited from our street for nearly 20 years and traffic islands have been installed as traffic calming. Signage should be more prominent to indicate restrictions. Green buffers are in need.
Real sidewalks with concrete and curbs in all neighborhoods.
Make sure there are traffic calming devices to stop cars from speeding through neighborhoods.
Water drainage
Better buffers & more green space
Make crossing streets safer for pedestrians.
From my perspective get sidewalks in the residential area running from 87th to 100th and Phinney
Calm traffic and create corridors connecting key locations that are not just safe but pleasant to walk along.
Make all sidewalks accessible for all abilities
Speed reduction and more crosswalks.
"Please. Please improve pedestrian conditions in the major SE Seattle arterials: Rainier and MLK. When I needed to cross MLK recently, I pushed the button (repeatedly) and waited 10-15 minutes. The light never changed for me to cross. Finally I had to cross- including in front of trains ,which was super scary- against the light. I always cross with the light but after waiting for 15 minutes I was afraid to miss my bus and I thought something must be wrong with the signals. Pedestrian crossings are spaced so far apart that I frequently see little old ladies trying to cross Rainier in the middle of the street. For them several blocks makes a big difference."
Slow drivers down. Change the culture. Make the residential streets primary function to serve walkers and cyclists, and let drivers know they yield to everyone else first. Post police officers in neighborhoods to cite aggressive drivers.
Place walking paths on streets that do not have any
I think all your ideas seem good. Single most important thing is safety and ease of use.
Slow traffic in residential neighborhoods and have better enforcement for speeders and illegal parking.
Vegetation. Slow cars. Sorry that's two.
More sidewalks on busy arterials and more frequent pedestrian crossings of arterials so people are less inclined to jaywalk. Specifically, am thinking of Rainier Ave and MLK.
Lighting, lighting, lighting.
Add sidewalks and drainage in areas near schools, along residential streets with no sidewalks that are long expanses. Having to dodge cars while walking to the bus stop is a drag, and scary as can be.
Street lights, lit up crosswalks, more crosswalks around schools, it is extremely difficult to cross around McClure Middle School, also around Coe Elementary. More roundabouts in the residential streets, cars go speeding up and down those streets even around the park.
Sidewalk refueling stations stocked with harvest cheddar Sun Chips and Gatorade.

Adding sidewalks where none exist should take priority over repairs. There are whole sections of Aurora Ave and Greenwood Ave north of 85th that are missing sidewalks. That and the very few sidewalks within the neighborhoods surrounding these major thoroughfares make navigating the north end by foot extremely dangerous.
Encourage drivers to exercise care and respect walking.
Add walking paths and reduce speeds in residential neighborhoods.
Improving sidewalks along transit lines and cross-walks at transit stops. Also, sidewalks on residential roads that lead to a transit stop is a great next step. Not every residential road but some are busier than others and those that lead to a transit stop have higher rates of people walking toward an arterial where there are more cars turning onto the residential roads from that arterial. NW 90th St in the crown hill neighborhood is a great example. Sidewalks on Dibble, 9th, and other N/ S roads are really not necessary but on 90th, there is a lot of traffic and this road connects to the D line stop near 15th and the 28 stop at 8th. There are a lot of cars and people walking and this residential road feels much less comfortable than the other residential roads in the neighborhood. The bus stop at 90th and 8th always has a pile of people trying to cross near the bus stop during rush hour. It feels dangerous with the peak hour traffic and a crossing here would be a huge benefit. There are probably many other areas where a targeted approach in the neighborhoods can provide a huge benefit without having to fill-in every residential street with a sidewalk.
Building walkways in areas that have no or only small segments of sidewalks.
Repaint crosswalks to make them more visible to drivers.
Encourage business/services near transit, where we live.
Slow cars down in residential neighborhoods.
Safety: slower car speed; better lighting and clear sight-ways to decrease crime; late night security around light rail stations.
Post "Residential Street" signs and 25 mph signs on streets used as thoroughfares. 56th Ave S between S. Bangor & S Ryan. Post two 25 mph signs on each side of the street : North bound -one near S Bangor, one near S Prentice; South bound, one near S Ryan. And one near S Prentice. I'm sure there are many more streets that would appreciate the above signage. I have nearly been run over when cleaning my sidewalk and gutters but people driving at least 40 mph on my residential street and they don't stop or even slow down for pedestrians.
Provide a safe space not shared with cars.
Separate cars and pedestrians
Put sidewalks on every street inside the Seattle city limits.
Quite fucking with the streets and the lanes
Finish sidewalks from 85th to 145th on greenwood ave n
Build sidewalks on streets or blocks that have non
Make already-available walking paths safe and usable.
More sidewalks! Or designated "walking spaces"; more strongly restrict blocking existing sidewalks by construction; enforce rules about keeping residential sidewalks clear of plant overgrowth
Clean and sidewalks with buffers

Build sidewalks
Providing safety barriers between pedestrian, bicycle and car traffic would help tremendously.
Lighting and clear sidewalks
Better lighting for evening folk so they don't trip on broken or rough sidewalk patches, or not see obstacles in their path until too late (including overgrown vegetation).
Sidewalks
More sidewalks to important cultural destinations like Kubota Gardens in Rainier Beach and crosswalks to new restaurants in Hillman City like Big Chickie.
Sidewalks in neighborhoods with no sidewalks
Somewhat worried about getting run over by a bike!
Sidewalks on all arterials including ways to give pedestrians the right of way when these occur in residential stretches (for example the stretch along 90th between greenwood ave n and aurora. Cars have to slow down due to roundabouts except at Phinney which also happens to be at the top of a hill where cars are not looking for pedestrians)
Not have walk signals when cars are also turning. All-walk would be good in busy intersections.
Provide sidewalks in the Broadview area!
Get drivers to slow down -- and to stop driving through crosswalks (marked or unmarked) when people are in them!
Improve run down sidewalks, more ramps better light
sidewalks, sidewalks, sidewalks
Have a campaign to get drivers!!!! To understand the consequences of hitting someone. Have real stories! The anguish, the shame, the cost, the misery of losing insurance, losing sleep over injuring or killing someone. Being shunned by neighbors, etc., etc.. I think this would be more effective than some of the upgrades proposed! Doing BOTH would be the best.
Reduce speed of cars along busy streets. Barriers such as intersection circles within residential neighborhoods. Barriers should be free of vegetation as the majority are never maintained.
Install sidewalks on streets currently without sidewalks. Slow down traffic.
Crosswalks
Safety from crime. So more lights and other hindrances.
Street lights.
Add sidewalks in residential areas that have none.
Older walks are cracked and dipped easy place for seniors to trip and fall
Well-enforced lower speed limits: 25 mph on non-freeways - including all arterials
More lighted crosswalks in more places.

Build sidewalks on busy arterial streets- i.e. Dayton Ave N
Stop talking and start doing. I think it is great you are looking at lower cost options for more and hopefully faster solutions.
Sidewalks and traffic calming on busy thoroughfares where pedestrians are in close quarters to vehicles.
Build a network of sidewalks in neighborhoods that have large areas of several blocks that do not have them. Start by calculating the average distance of each house to a sidewalk leading to the closest commercial district or park. Then, focus on adding sidewalks in those areas where this number is the largest. Do not focus just on poor areas where there are sidewalks near most houses already. The goal should be to create a culture of walkers so that we reach critical mass and it becomes a "thing" to walk to the nearest commercial district for the evening. The goal should be to change our culture, and get us out of our cars, using more honey than vinegar.
Lighting to see all the problems with the walkway and so that drivers can see pedestrians walking.
Sidewalks of any kind. I live in Greenwood, where there are hardly any. More and more people are being crammed into my neighborhood, which I support, but we need infrastructure so that people feel comfortable walking and taking transit. Not having them makes it feel like we are a second-class neighborhood.
Connect walking paths to small businesses and restaurants in South Seattle (Upper Rainier View)
Attractive, beautiful paths linking neighborhoods to businesses
Slow down the cars
Build sidewalks where there are none
Put in sidewalks
Safer ways of crossing busy streets, with more crosswalks, clearer markings of crosswalks (lights??), more stoplights to allow safe crossing, and enforcement of rules for stopping at crosswalks.
Safe lighted sidewalks
Enforce regulations concerning blockage, especially by badly parked cars, trailer storage, garbage cans, holes left by old poles and overgrown plants.
Need Sidewalks where there are none
In Rainier Beach we need to feel safe from crime. Perhaps lighting might help. Also areas with overgrown bushes could be trimmed. Also, you should consider paving and lighting alleys that can be dangerous to walk through due to ruts. Also, this type of alley is a place for criminal elements to scope out a neighborhood without being seen.
More stoplights and walk signals where there is heavy pedestrian traffic, such as along Terry and Boren in SLU.
Put real safe sidewalks in all neighborhoods. Every neighborhood has kids, dogs, older people, disabled people, etc. that would like to safely walk around, no matter where they live.
Get something done!
Fix broken sidewalks so we don't trip
Better access to walkways.

Put in sidewalks where now people have to walk in the streets.
Add more density. Walking is so much more useful when there are more things worth visiting within walking distance! Less dense areas probably shouldn't be very high priority for pedestrian improvement funds because sidewalks are only a small part of the reason most people don't walk very much in those neighborhoods.
Keep bikes off of walkways !
Sufficient lighting, safe from fast moving traffic, pedestrian only crossing at intersections; i.e. no left turns allowed while pedestrians are crossing, fast response of buttons when pedestrians want the light to change to cross the street.
More sidewalks, in every neighborhood, on every street.
Finish the system by completing sidewalks.
Decrease crimes perpetrated on people walking, especially in south Seattle.
More crosswalks on arterials in neighborhoods that don't have stop lights and around schools more stop signs and speed checks
Safer cross walks especially at night
Have more safe pedestrian crossings on busy roads. Many times I see people trying to cross a busy street, Rainier Ave, because the cross walks are spaced too far apart.
Create wide footpaths along arterials with lighted crosswalks at regular intervals.
I actually think that an education campaign would be helpful. Most drivers do not know that pedestrians have the right-of-way at every intersection. Most people think that it only applies when the intersection has a crosswalk. Finding a way to change driver's mentality so that they are looking for pedestrians at every intersection as closely as they look for cars would be helpful. And encouraging the social benefit of stopping for pedestrians who are waiting to cross. I think it would take a blitz of advertising, but I think it might really enhance safety. Lowering speed limits at the same time would be great.
Add sidewalks near heavily used transit routes in lower income neighborhood, add safe routes to schools and playgrounds.
Lite areas
Implementing designs that bring pedestrians more toward the level of importance of automobiles. The cheap options presented in this survey will continue to make pedestrians feel like second class citizens and therefore more will avoid walking. Efforts should be made to break up the walking routes also with landscaping and policies and zoning regs that invite businesses in along routes, where appropriate. More Woonerfs.
Safe sidewalks that accommodate disabilities.
Creating sidewalks in areas that currently do not have them.
Put in sidewalks where the currently don't exist.
More sidewalks where they do not exist today. Prefer sidewalks raised above the roadway. More curb cuts for the disabled and infirm
More sidewalks in outlying areas - south Seattle (rainier park, rainier beach) and north Seattle (near north college, around aurora past 85th), etc .

Lighting is very important to me; it expands the time in which I feel safe to walk in a neighborhood.
Enforce crosswalk laws.
Build flashing lit sidewalks when walked upon like Renton.
Establish clear sidewalks/walking paths separated from the roadway with safe methods to cross busy streets (traffic lights, not just crosswalks that can be ignored). Also more ticketing of bad driving behavior!
Wider sidewalks
Improve lighting and neighborhood safety - hard to enjoy walking in the neighborhood when the sound of drive by gunshots are a normal occurrence. But physical improvements in the pedestrian areas - especially to connect to local commercial areas and schools - also improves neighborhood safety. The better looking the area, the more foot traffic, and it will improve the health and safety of the community. Prioritize improvements in poorer communities where there is less current foot traffic - and the whole city will rise.
Listen to the people who walk. Not the business people who drive
Walking space and speeding cars
Put in some kind of walking path/sidewalk situation in North Seattle, for example between College Way and Stone Ave on 100th Ave N and 103rd. Although there are other areas that are more pedestrian-heavy that very fact indicates that they are walkable to some extent. Without sidewalks its nearly unwalkable! And certainly not safe. Sidewalk or walkways are the minimum for walkability. Can we please add those in before we improve the already walkable areas of the city?
Any kind of path away from cars and especially away from bikes.
Dedicated pedestrian cycles for the light-controlled intersections to reduce conflict with right-turning vehicles. Could also allow all-way crossing for diagonals.
"Build safe sidewalks with barriers that keep pedestrians safe and reduce their desire/need to jaywalk. How about patrolling for speeding motorist and ticketing the massive amount of jay walkers on north Lake City Way!!!! "
Make property owners remove vegetation that blocks rights of way.
Well lit sidewalks and pathways in all areas leading to main businesses and transit.
In residential areas there is often vegetation grown over sidewalks making me have to walk in the street. This would actually help me to have a better and safer walk.
Safe crossing on busy streets and maintaining sidewalks that have cracks or roots
Provide safe, defined walking spaces
Put sidewalks where there aren't any.
Paint the bloody crosswalk stripes. So many crosswalks have little paint left you can hardly tell there is a crosswalk. Or obvious places where there ought to be a crosswalk, as at the end of stairs leading to the road, there isn't a painted crosswalk.
For me connection between South Park and white center needs barrier or sidewalk going up the hill. Busy streets connecting neighborhoods
Getting people to walk.

Better public transport. Good walking around these.
Add some kind of sidewalk where there aren't any currently.
Keep cyclists off the sidewalks.
Fix the Hwy 99 underpass of S Cloverdale St to prevent roosting of pigeons. Sidewalks that are broken or have bumps in them, especially on arterials are very annoying to use on a regular basis - they cause tripping and make it hard to use a stroller or handcart. Vegetation obstruction on residential streets and people who park their cars across sidewalks cause pedestrians to have to travel on the roadway instead of sidewalks. At night this problem is especially troubling.
Lower speed in residential area and wider walking paths
Clear walking paths and lighting
Need to provide gaps in the flow of cars so that its easy to cross streets in crosswalks. Just putting occasional stops signs, slows traffic but doesn't provide gaps in the traffic like a traffic light will.
Build light rail all over town so we do not need cars except for weekend trips to the country like real cities.
Enforce the speed limit in every part of the city!
Improve walking paths in low income neighborhoods to improve safety and appearance (lights, separation from road, landscaping).
Slow down cars.
Improve the conditions in South Seattle.
Provide some sort of walking path that is out of the way of moving traffic.
Have a hotline for sidewalks that are in desperate need of repair.
I'm still in a residential area that does not have sidewalks. I don't feel very secure about leaving my home on foot.
Sidewalks
More sidewalks with better lighting.
Clean up the trash and landscape debris and improve lighting.
Better walking spaces in South East Seattle which has been neglected.
Exactly what you are doing -- asking is good. It helps prioritize solutions.
Build sidewalks where they are missing!!
More crosswalks.
Make it pleasurable and safe. Green!
Better drainage to avoid walkers getting soaked by passing cars
Build some sidewalks/paths/space for people to walk, especially on streets where people need to get to the bus.

Marked crosswalks
Provide affordable housing so that low income people can walk in their own neighborhood rather than drive to access goods and services in other neighborhoods.
Reduce vehicle speeds! People seem to be totally unaware of pedestrians in this city.
Build sidewalks where there are none
Protect pedestrians from automobiles.
Separated bike lanes next to sidewalks create a nice buffer between the road and the walking area. I favor this approach to parked cars on the side of the street, because it creates a place for pedestrians, bicyclists and moving cars that are separate from each other. Parking spaces should be a lower priority in my opinion.
Build proper curbed sidewalks in SE Seattle where so many streets have none. It's unjust to see other areas of Seattle (especially north and east of downtown) with complete grids of curbed sidewalks.
Spread the improvements around, rather than focus on single corridors. Make sure that access to and from major streets/transit centers is good, as that's really where people are headed.
Stop thinking developers are going to replace all the in-city sidewalks (sidewalks next to their projects). Some areas will never be developed & YOU need to do something with those stretches of sidewalk that are in a shambles. In the fall/winter sidewalks are routinely strewn with leaves, twigs, stones, garbage ... more trip hazards. I would be thrilled if I thought someone was ever going to clear that stuff away.
Stop thinking developers are going to replace all the in-city sidewalks (sidewalks around their projects). Some parts of this city will never be developed and some of those sidewalks are a horrendous trip hazard. YOU need to do something with those stretches of sidewalk. In the fall/winter sidewalks near trees are routinely strewn with leaves, twigs, stones, garbage ... more trip hazards if they are stepped on in just the wrong way. I'd be thrilled if I thought someone would ever clear that stuff away.
Longer crossing times for lights.
Sidewalks in residential areas.
Build more sidewalks!!!!
Reduce the amount of space devoted to cars and enforce no parking on sidewalks. Areas where that happens a lot, such as around the neighborhood near Kinnear Park.
Repair sidewalks with cracks from tree roots. Very difficult for runners. I have had 2 serious injuries from Queen Anne sidewalks.
As much as I hate to say it, more traffic lights. They can be responsive to pedestrian pushing, but lights are the only things that reliably make cars stop.
Make sure all existing sidewalks are navigable. No obstacles for height such as branches, and any trip hazards clearly identified if not repairs
Design and permit areas with distances to be within walking range.
Get started asap.
Stop closing sidewalks for construction.
Enforce laws regarding when and how cars can enter a crosswalk when there are pedestrians present.

Help those who have to walk to get to work.
Slower vehicle speeds and drivers who stop for pedestrians.
Reduce the wait time to cross arterial streets at signalized intersections.
Discourage drivers from speeding on residential streets used as detours to avoid high congestion intersections.
Sidewalks first need to go to the areas that have low walkability and where it's dangerous for people/children/pets to walk in their neighborhood. After that, it would be great to start thinking about how to better connect each neighborhood to its surrounding neighborhoods, creating one big Seattle network.
Build sidewalks and keep communities walkable
Repair existing sidewalks. I've had two bad falls because of broken sidewalks (and I'm not old).
Improve walkability in the heaviest pedestrian areas and especially with a skew towards paths kids take to school.
Maintain walkways and stairways in less affluent neighborhoods.
More sidewalks.
Put in sidewalks in neighborhoods that don't have them. Then you'll see those neighborhoods become more "walkable"
Put pedestrian, bicycle, and mass transit traffic first. Stop worshipping automobile traffic.
Fix or add sidewalks in south park
Connect families to connected parks & greenways. Priority: provide a pedestrian/bicycle greenway North-South from Lichten Springs park to Green Lake park, along a quiet street (rather than next to an arterial) with flashing crosswalks (or bridges) across 85th, 80th, and Green Lake Way.
Lighting
Improve sidewalks
Crosswalks and sidewalks on both sides of the street
Use permaculture design methods to create natural and edible landscapes around popular walking areas, along with informative signs about what the landscaping is doing and what the plants are!
Sidewalks, sidewalks, sidewalks. Get the kids out of the roads!
More sidewalks
Adding sidewalks of some type.
More crosswalk lines at intersections
Make it illegal for cars to turn right on red.
We need a bike route separated from vehicles to connect the north/south bike route through South Park from where it ends at 8th and Kenyon to the King County Green River bike trail.
We need pavement on the parking spaces on the south side of the Duwamish Waterway Park.

We need more sidewalks radiating outward from the Concord International Elementary School. Some have been built over the years, but there are still more needed as well as bulbs and other means of slowing traffic surrounding the school.
We need a solution to the huge trees roots raising the sidewalks on 8th Ave South and Dallas Ave S. There is controversy over cutting the trees down, which goes against the City plans to increase canopy cover, too. So, we need to have bulbs built out into the parking part of the streets where new smaller trees can be planted. Once they are grown, then maybe the older trees can be removed. Or, maybe the sidewalks could be raised onto wooden board walks above the existing sidewalks?
We have a South Park plan for greenways that would connect each street end that dead-ends at the River into a zigzag bike/pedestrian way that takes people from one River street-end viewpoint to the next along 2 Ave S, 5th Ave S, 7th Ave S (beside the to-be-built pumping station, 8th Ave S (already a pocket park there), 10th Ave S (at Duwamish Waterway Park), 12th Ave S. (SPU owns tiny parcel adjacent to street end), Rose St, and ending at the South Park Bridge.
We need a safe walking space over Highway 99/509 between Cloverdale and 1st/Olsen Place separating people from vehicles. There is no grocery store in South Park (we are a food desert) so people have to go to the Red Apple on the other side of the freeway.
There need to be more cross walks along 14th Ave S from the SP bridge to highway 99. Ditto on Cloverdale St or some other traffic calming changes.
Dallas Ave is not designated as an arterial but driven by semi-trucks and other commercial vehicles as if it is with no one on Dallas yielding to cross traffic. This is a long-standing issue that has not been addressed. The street is partly in Seattle and part in unincorporated King County, at least until when ever the ""sliver by the river"" is incorporated by the City.
Light parks and focus on other safety features in parks and greenways to allow peds to travel completely away from streets in already established infrastructure.
More crosswalks in busy urban core neighborhoods where walk scores are high. We live in Roosevelt and people do not stop to let you cross the street unless there is a crosswalk, of which there are too few.
"Hard question! I think the biggest challenge/risk is the lack of arterial cross-walks in residential neighborhoods. I live in Maple Leaf, and 15th Ave NE has zero city-sanctioned cross-walks between Lake City Way and NE Northgate Way, a distance of nearly 2 miles. Citizens have responded by creating several ""flags in a bucket"" stations to encourage drivers to stop of their own volition, which is a response undertaken in hundreds of other Puget Sound neighborhoods. But 15th Ave NE is an absolute race track at all hours. The only nominal deterrent is the ""your speed"" tracker at 85th. Given that 15th Ave NE is also a bus line may impede or facilitate pedestrian improvements in the city's mind. But the fact is, it's only a matter of time before a transit rider is struck by a car somewhere along this thoroughfare.
This is just a singular example, emblematic of numerous other arterials city-wide. I walk as often as possible--it's my preferred mode of transportation. Although I live 5.5 miles from downtown, I'll choose walking over driving or transit when my schedule permits, so I've accrued considerable ""lived experience"" with walking conditions all over the city. I'm thrilled that the City is undertaking this survey and happy to contribute to the Pedestrian Master Plan in whatever ways I can. Thank you!"
Pull a Paris, and move to primarily single-lane (with 1 parking lane) roads: more space for pedestrians, less stressful, more space for businesses, cleaner air, forced constraints around autos ... which forces the debate about mass transit to a boiling point.
"We need to able to walk on our street. Now there is no drainage, the sides of the road are very uneven and difficult to walk on. This forces you into the street where most people are speeding. They don't slow down for you and they often splash you when they speed through the puddles. For the most part drivers do not go around you but pass you as closely as they can. It feels very dangerous. The priority should be safety for people trying to get through their neighborhood. "

Improve walking safety on heavily used 14th Avenue N.W. In Crown Hill, which is used for access to a nearby neighborhood school and is used as a pedestrian short cut from Holman Road to 85th Avenue N.W. There are currently no sidewalks and the street lighting is dim.
<b>ENFORCE SPEED LIMITS</b>
Dedicated walking areas, like any previously shown, would help in any area without current walking options. But please understand that it would not make ME (or my family) walk anymore. I walk a lot, to work, with kids, for health. I live in a good neighborhood for walking (sidewalk options on at least one side of most streets.) I love that my family of four only owns one car. BUT, the reasons we don't walk more are weather, time, and hilly-ness. These problems cannot be solved with a walking master plan.
Improve pedestrian lighting.
Traffic on Rainier, south of Juneau Street, still needs to be slowed down!
Add sidewalks to residential streets in North Seattle.
Makes sure streets with heavy pedestrian volumes have sidewalks on both sides...don't force pedestrians to cross streets only to have to cross again to get to their destination.
More street lights
Be mindful of the life cycle cost of improvements and that design life of asphalt and concrete are not the same. Factor in future maintenance, tree root issues, utility needs, drainage issues etc.
Sidewalks everywhere with good signage and curb cuts for walkers.
Create safer crosswalks, especially near schools. Maybe that means adding more 4-way stops to increase pedestrian awareness, especially in residential areas. We can do better.
Busy streets in the downtown core with pedestrian crossings at stop sign intersections or yields for cars (no stoplight) or other pedestrian crossings not at stop lights should have buttons that pedestrians can push that start alert lights as a warning for cars. This has been done either just on the side of the street, or by incorporating lights in the roadway for safety. Additionally, more lights in a core area downtown for walking during early morning and evening would be a key safety improvement for commuters.
Arterial roads maintenance and improvements. Keep sidewalks well maintained so walking becomes and stays an attractive option. Cut back imposing blackberry bushes/other imposing vegetation on narrow sidewalks. Trees are great! Canopies clearances tend to be above 8ft. Widen sidewalks.
Slow the traffic down!!!!
Enforce speed and stop laws for drivers of vehicles and bicyclists.
Install & maintain safe street crossings: road striping, overhead lights, traffic-stopping signs & lights.
Improve dangerous street crossings.
Fix existing sidewalks and staircases.
<b>MAKE RIGHT TURNS ON RED ILLEGAL.</b> As New York has done. Plus: enforcement, enforcement, enforcement of existing laws and <b>SPEED LIMITS</b> , please!!

Parking enforcement. In our Phinney Ridge neighborhood, cars often park too close to the intersection, blocking safe view at intersections for both cars and peds. And by the way, the city should be doing more to protect the limited parking in areas like ours where there is so much construction of multi-unit buildings. People do not get rid of their cars immediately, and businesses as well as residents are affected by the glut of huge numbers of cars. Builders should be required to include a reasonable number of parking spaces in their plans. Zero parking is unrealistic.
Improve crossings
Put paths where there are streets with no sidewalks.
Make it safe for pedestrians to walk, cross streets etc. Drivers need to learn to share the road.
Add more sidewalks north of 85th (Greenwood/Phinney/Crown Hill), where high-density population and commerce are expanding quickly but sidewalks are almost nonexistent.
Sidewalks for low income and maybe pedestrian bridges across Denny rather than having pedestrians trying to run across traffic or putting in a crosswalk that will severely impede traffic.
Better walking conditions on busy arterials
Need a crosswalk on 66th street and Linden for people leaving the E line. The existing crosswalk is too far south and many people need to cross farther north. Cars don't stop for pedestrians.
Make pleasant places to walk.
Better enforcement/greater penalties for running red lights, especially downtown. I would also love to have some car free zones downtown - e.g. Pike Place Market.
Sidewalks for busy North End streets
"Sidewalks....throughout hub urban villages that link peripheral to central in fun creative ways.
Help us make each neighborhood safer, more viable, livable and workable for all...so we want to stay work live in our neighborhood. And all more rarely hop in a car alone to shop, visit, work elsewhere. I drive places less alone, try to double up reasons to go out of my neighborhood by car alone more, use public transport to visit a friend or go downtown, let my daughter take public transport to her specialized school on Queen Anne and I want to continue making more of these choices and feel it is more of a happy/easy choice rather than one that is necessary.
Safe walking paths
Improve street crossings
Make drivers more aware of pedestrians
Fixing the uplifted sidewalks from tree roots would be my largest concern. I trip constantly, I can only imagine how children or elderly deal with them!
Calm traffic down- I live just off Seward Park Ave, which is a residential arterial, and while we have good sidewalks, the speed limit is now faster than on Rainier Ave S and there are fewer stops. People routinely speed and don't stop for pedestrians, even at marked crosswalks. It's noisy, frustrating and I avoid walking on it whenever possible.
Safety first
More sidewalks, or walking trails



“Drivers believe they are the highest priority and often just plain ignore pedestrians. Drivers who are at fault for injuring pedestrians should be heavily penalized - much like has been done with drunk driving. Pedestrian’s rights should be enforced. e.g. tickets to drivers who fail to yield, etc. Basically, whatever is necessary to force drivers to learn the laws and obey them.”
Tell people who walk to wear light colored clothing and to not dilly dally when crossing an intersection
Require adequate parking underneath new buildings so that cars aren’t hunting around the neighborhoods looking for street parking
Lighting
I guess provide walkways on very busy arterials.
More sidewalks. Fix broken sidewalks
Stop allowing construction sites to block both sides of a road, or allowing them to require pedestrians crossing back and forth repeatedly. Dexter Ave, Capital Hill and SLU have been very bad about this in the past few years.
“More pedestrian traffic signals are needed. There are places where multiple lanes of traffic, from multiple directions - are funneled into a single lane. In the case of 5th and Denny, there is _no_ pedestrian crosswalk. I and others are at the mercy of drivers stopping to recognize in the crosswalk (next to the Golden Singha restaurant). Drivers speed by us regularly.”
In residential areas, particularly, improve lighting to encourage walking after dark - especially important in the winter. Install more lights where traffic has increased, such as in Upper Queen Anne. Create pedestrian walkways where currently there are no sidewalks. DO NOT use the rubberized sidewalk squares - we have a few of those in Queen Anne, and they buckle and are very slippery when wet.
First put space between the cars and pedestrian. Second, and equally important, repair the sidewalks where there are serious tripping hazards.
Continental to add neighborhood sidewalks.
Add turn signals or implement more all-walk signals downtown, esp during rush hour times. Would be safer for pedestrians and help traffic flow.
Add sidewalks
White hash marks re painted
Safe routes to school
CONSTRUCTION projects should not be allowed to disregard peds in favor of closing sidewalks.. And leaving us stranded...
Invest in sidewalks of residential as well as arterials in north Seattle
Slow down the cars
Put walking paths and bike paths on the quiet abandoned tramways and create better traffic flow for cars on arterials within no more than 5 blocks.
Improve public transportation access, which would make walking more advantageous than driving.
All apartments, condos, houses need off street parking, to ease space for walking. There are too many inattentive drivers so safe sidewalks not. Next to road is a priority.

More crosswalks better signage etc to ensure drivers stop at existing crosswalks
School crossing guards at more crossings than the streets immediately adjacent to the school if there are other dangerous intersections or crossings one or two blocks away.
Thanks for having resident input!
A walkway of every street
In neighborhoods where growth is rapid -- Ballard, Phinney Ridge as examples -- perform extensive transit and pedestrian studies. Respond accordingly with stop signs, stop lights, pedestrian crossings with push-button lights.
Sidewalks on streets without them.
Safety...especially at busy intersections.
Make all sidewalks accessible for handicapped and the elderly. I have noticed way too many sidewalks that don’t have ramps which makes it difficult or impossible for people in wheelchairs or walkers to use them. I have seen an elderly gentleman on his hover round using the street to get to the corner store because there is no ramp on the sidewalks. This is unacceptable.
Forbid cyclists from riding on sidewalks if they are over 18 years old especially if bike lanes are available.
Improve lighting on sidewalks so walking is safer at night and eliminate tripping hazards. Ensure homeowners clear leaves and debris from sidewalks to ensure they are clear of slipping or tripping hazards.
Build sidewalks and pedestrian only periods at busy intersections.
Change the timing on the crosswalks - it is the easiest, fastest route to safety. Don’t have the cars turn into lanes at the same time as the walk signal. Drivers see Green = Go. Pedestrian sees Walk and thinks it is safe. But both are headed into the same space. Dangerous and there are many hits and near misses. Just delay the drivers by 10 seconds - it will save a life.
Provide walkways
Better provisions for pedestrian traffic, enforcement of traffic rules for bike. Bikes are more frequently a hazard to pedestrian’s than cars.
More lighting on residential streets. In Queen Anne huge issue - at night it’s dark and people drive fast.
Make reasonable safe routes on potentially highest use pedestrian routes.
Put sidewalks where there are none.
Better visibility for pedestrians.
Proper lighting, sidewalks clear of trees and bushes.
Be consistent in applying solutions. Right now, it seems that “improvements” are introduced in random neighborhoods in an experimental and partial way. For example, one block of sidewalks is put in and then the pedestrian is faced with wandering on the edge of the paved (often narrow) street, dodging parked cars while moving cars are driving by.

Build good sidewalks in the residential areas that currently lack them. I live in the north end of Maple Leaf which was promised sidewalks by the city when the city annexed the area in the 1960s. We are still waiting for the city to fulfill it's promise. Meanwhile the city is encouraging the density of the area to increase without providing the infrastructure needed. I also don't see how the city can keep discriminating against the elderly or those with disabilities by making them try to walk in the street or on uneven ground.
Ensure all developments have parking included so street parking is not as congested leading to questionable and dangerous parking making walkways and visibility less accessible to pedestrians
Provide physical barriers between car and pedestrian flow. Resolve use of parking lanes as barriers between car traffic and pedestrian flow and coordinate with bicycle lanes where opening doors of parked cars become a hazard, especially on the downhill grade side of a street.
Build sidewalks and walking paths where they don't exist.
Reduce tripping hazards, for example, root pushing up on asphalt
Provide adequate street lighting so that sidewalks are safe at night. In my neighborhood if I go out at night I take a flashlight. There is a one-block section near me that is pitch black (no lighting at all)--eastbound Valley St. between 1st Ave. N. and Queen Anne Ave.
Provide walking paths where there are none now.
Control and enforce speed. Controlled intersections that put pedestrians first, from downtown to residential streets. Anything else becomes a bypass for Ways to highlight.
"Build the simplest cheapest sidewalks, plant the strips, preserve all the on-street parking, Buy more green space."
More sidewalks.
More crosswalks! Especially on roads like Airport Way in SoDo.
South lake union - the heavy walker and auto traffic is dangerous in that part of town
Ensure crosswalks are clearly marked and keep cars from parking too close (so other drivers can see you crossing the street).
Mark all unmarked crosswalks
Residential sidewalks to transit stops
Expand the width of sidewalks in general, and in proportion to street size. Rainier, for example, should be slowed (already in progress, right?), but an appropriate sidewalk width for its existing North End would be 15 foot wide sidewalk. Rainier is madhouse, though.
Repair existing sidewalks to eliminate tripping hazards.
Slowing traffic down- enforcing parking violations
Improve/increase lighting, build more sidewalks.
Build sidewalks
Maintaining existing sidewalks and crosswalks. Some of the most dangerous crossings in our neighborhood in Magnolia are no longer well marked or well lit.
I like the added nature features

Putting sidewalk where currently there are none, and add lighting
Bellevue has those crosswalk lights that flash on demand for pedestrians who want to cross. Something like that would be useful on streets like Rainier or King where marked crosswalks are distant from each other.
Maintain the existing sidewalks better. Repair the raised areas and the areas that have huge puddles.
Build crosswalks with led lighting built into the sidewalk concrete that can be manually activated by the walker to use crosswalk.
"Depends on area. I'm on Queen Anne Hill and we have it good. What we need here won't apply at all to areas that don't even have sidewalks.
I think the survey needs to address specific areas not the city as a whole. Most people will answer the questions from their narrow perspective, not a city wide perspective.
Lower speed limits are probably the one thing that could help everywhere. Cracking down on distracted driving would also help. Adding some type of sidewalk to areas that have none is probably a higher priority than, say, fixing the small bumps in the existing Queen Anne sidewalks. "
Make it more pedestrian friendly (sidewalks, walkways, lighting, wheelchair/disabled usable)
Create more sidewalks
Clear sidewalks for pedestrians and easily marked for drivers to see
Clear delineation between car routes and people routes even on neighborhood streets.
I live in Greenwood north of 85th. I walk, but did not when my son was little bc I felt the lack of sidewalks were not safe. For vulnerable individuals the lack of sidewalks precludes walking in to businesses that are less than a half mile away.
Probably improve the level of terrible driving in this city. Barring that, installing sidewalks in the North part of the city in residential areas connecting to arterials would probably bring more small businesses to those areas.
More things to walk TO in neighborhoods.
Improve crossing safety on busy streets
Get the drunks off the road
More lighting. As a female walking in downtown and Queen Anne, lighted streets is necessary for my safety
Teaching people to look for cars before crossing a street, and to wear reflecting strips when walking in the dark.
Enforce traffic laws that protect pedestrians.
Fix the uneven sidewalks and provide better lighting.
Safe street crossings. Enforce speed limits
Build new pedestrian ways where they are missing.
Better lighting and slower speed limits

I think there could be problems trying to fix a whole hose of issues...drainage, utilities, etc., when doing sidewalks. Put the focus on making safe spaces for walkers, especially kids who walk, ride to school, and areas frequented by the elderly, disabled and transit riders.
Create more of them
Hold drivers more accountable for stopping in crosswalks, not slowing down when appropriate, and generally treating pedestrians like second-class citizens
More lighting. Well painted crosswalks with lights.
Safer crossings.
Ticket cars and bikes that run red lights or block the box.
There are several crosswalks that need to be repainted.
Better marked crosswalks
More traffic lights at busy intersections in downtown. 1st, 2nd, and 3rd Ave can be very dangerous when people cannot see around buses.
Sidewalks should be well lit!
Set sidewalks back from the road. I walk along 85th St a lot to go to the bus stop, and I'm not comfortable being that close to the cars whizzing by. Lower speed limits would be nice, but being farther away from traffic would be an alternative as well.
Reduce traffic speed on both arterial and residential streets. The posted speed is ok, but so many cars go so much faster.
Change the way construction companies block off sidewalks whenever they want to! The amount of time the routes are blocked is also a factor.
Stop treating pedestrians as fifth class citizens.
Fix sidewalks.
Proper sidewalks. Clearly defined crosswalks. Enforce rules that govern drivers. More crossing signs.
Make some barriers to separate car traffic and pedestrians.
Make sure sidewalks are in all neighborhoods in particular around schools in poor neighborhoods! Also maintain the sidewalks
Widen the sidewalks/provide a better barrier to cars on the Ballard bridge. Fix buckling and uneven sidewalks downtown. Install pedestrian signals at mid-block crosswalks (pedestrians press button to activate light instead of the light always being on. They do this in Calgary Canada and it's great!)
Slow traffic down.
Take away the driver's licenses of the drivers who think of pedestrians as an impediment to drink coffee, text and occasionally pay attention to the road.
Create walking spaces bordered with local vegetation to improve safety and health.
Safety

Clearly designated walking areas/sidewalks/paths.
Light crosswalks and provide sound for those crossing (like at 24th Ave NW & NW 58th St).
Lighting! And crosswalks that are adequately painted. Many designated crosswalks have faded paint or are poorly lit. Please please please help drivers be aware of crosswalks while educating Peds to be observant of cars.
Reduce the number of cars in street and get bikes off sidewalks
Install sidewalks in neighborhoods, particularly in Licton Springs, where there are none.
Keep intersections from developing huge puddles! The sidewalk can be great but if my route requires stepping into massive puddles when I cross roadways I will be reluctant to keep waking it.
Improve and prioritize pedestrian crossings, especially in high traffic areas. For example, pedestrian crossings near Seattle Center on Mercer and Denny require pedestrians to activate crossing signals. This is problematic considering that during daytime hours pedestrians cross these intersections at almost every cycle of the light and many are tourists that might not be familiar with what to do. Many times I watch people standing confused as to why they didn't get a walk signal.
Lighted paths especially because 6 months out of the year it is so very dark.
Major arterials are often unpleasant to walk along, unless there's some barrier between pedestrian/car traffic (like greenery or trees). In areas where it's impossible to make this kind of improvement, focus on making alternate (but still efficient) walking routes through neighborhoods (with slower/less traffic), while ensuring pedestrian's ability to cross the major streets safely.
Put crosswalks where they don't exist! Put sidewalks where they don't exist.
Drivers often don't want to stop/slow down. Rarely do I see cars stop for people waiting to cross at intersections.
Create speed blocks and institute sidewalk where there aren't any
Provide some sort of hardscape walking path everywhere (less slipping in wet weather) and to provide more noticeable signage or better enforcement of people not stopping for crosswalks on unsignalized sections of higher traffic areas & arterials.
Creating walking space, lower the driving speeds in residential areas
Increasing visibility. Crosswalks are faded and there isn't enough lighting to allow for drivers to see pedestrians. Reflective signs, repainting, etc.
Create no-car pedestrian precincts as are common in Europe
More sidewalks that provide a buffer between cars and pedestrians.
Improve the sidewalks in all the neighborhoods that are not downtown. Too much of the money is devoted to downtown already.
Create a microsite where pedestrians can quickly add intersections that need crossing signals, markings, or something to make it safe to cross.
I live just outside downtown so not in a really residential area. For me, repairs to sidewalks would improve things

Widen sidewalks in high-traffic areas -- for example, on Second Avenue near the Seattle Center, or downtown, I often find myself having to step into the street to walk by slower walkers or groups going the other direction.
More crosswalks/turning circles
Provide sidewalks where there aren't any.
Keep improving on the crossings and greenways throughout the city with the small engineering tweaks that improve the interface between cars and pedestrians.
Keep cars out of crosswalks.
Slow traffic to reasonable speeds where there can be higher volume of pedestrian traffic. On portions of Lake City Way the traffic speed is 35 miles per hour (which means people are doing 45 to 50 miles per hour) and then traffic speeds are marked as 30 miles per hour, and then further down the road speeds back up again. Why can't the traffic speed be uniform - 30 mph from the time traffic exits the freeway until it reaches 145th?
Give out more tickets to drivers who don't seem to understand how traffic lights and stop signs work. I have almost been hit when pushing my sons stroller through crosswalks more times than I can remember. Mercer Street from 1st Ave N through 4th Ave W are the worst and yet I have never seen any patrols in this area.
"Traffic calming measures - curb cutouts and raised crosswalks etc. Roosevelt north of 85th is somewhat scary - cars speed and no lights/stop signs to slow down. Only a matter of time before someone gets seriously injured"
Addressing driver inattention! Stuff like enforcing texting while driving laws, roundabouts, and increased crosswalk visibility (like those blinky crosswalks). Sorry to sound like a crazy person but so many people I know have been grazed or hit by a driver (my boyfriend broke his toes this way and the driver didn't even stop!). It is by far the scariest part of being a pedestrian.
Please better enforce drivers using their cellphones while driving (texting especially!).
Ensure that priority is given to safe pedestrian routes accessing the new transit centers.
Lower speeds and build the lower-cost pedestrian improvements.
The existing sidewalks are dangerous due to the ups and downs of the cement, please fix these existing issues. I fell last year and almost broke my nose. I'm a senior and like to walk.
Slow down cars.
Lighting
Reduce aggressive cars
As stated in the previous answer, flashing crosswalks such as those found along Tukwila International Blvd.
Make crossing busy arterial like 15th NE between 7th and NG way safer. Speeding cars at rush hour and no crosswalks and vehicles blocking corner visibility for both pedestrians and oncoming cars are a hazard for pedestrians getting to and from buses.
Adding sidewalks where there are none.
Slow down traffic in residential area and post signs would be the quickest and easiest thing to do. Do that first and then start to add the construction projects.
Keep traffic and walk paths separate

More signalized intersections
Connect light rail to U district and Northgate shopping center with overpass walkway to North Seattle community college.
Adequate signage to indicate to both pedestrians and drivers when it is their time to be in the road.
Enforce traffic laws!
Remove barriers such as restaurant outdoor seating areas where the sidewalks are too narrow to allow for pedestrians to pass safely.
Bigger signs and slow cars down
Hold drivers accountable for running red lights and blocking sidewalks. This happens all the time downtown (2d/Spring) and Lower Queen Anne (5th/Mercer), and I have never (not an exaggeration) seen a driver penalized for these behaviors.
Add sidewalks where they are missing. Do more education with kids and their parents near schools to use the established safe walking route, and to not speed when dropping off their kids in the morning.
Add and maintain sidewalks and lighting. For a larger fix, Seattle needs to drastically reduce the amount of cars on the road, improve the overall transit structure, and increase density in the core so that more people are able to use the existing infrastructure. As long as the city continues to sprawl outwards, there will be too many cars on the road and pedestrians/cyclists will be at increased risk.
More prominent sidewalk lines.
In the greater downtown area, a concern is cars that do not stop for pedestrians.
Slow down traffic, cars and cyclists both.
Educate drivers to look for pedestrians before making turns
Maintain the crosswalks by making sure they are always clear and well lit at night.
Regulate bikers...I can't stress it enough because of daily encounters. They do not yield. As long as there is a sidewalk I will walk it. It doesn't matter how pretty it looks. As long as it is safe I will walk.
Safer conditions for crossing streets, more crosswalks that are well marked and lit.
Repair existing sidewalks.
Ensure there are good visual queues (like stripes on the streets and large sign) to tell drivers where crosswalks are so they can react in time.
Create safe paths
"1) adding sidewalks where there are none 2) addressing the areas where people are hurt - especially areas where cars can turn right after yielding"
Separation from traffic.
Allow residents to remove trees that cause existing sidewalks to break via roots.
Ensure that all pedestrians have safe walking spaces, and that crosswalks are clearly marked and painted. The latter part is especially important given how little visibility there is for road surface markings during even light rain.

Repaint missing cross walk areas.
Walk all ways crosswalks--so no cars are turning into people with the right-of-way in a crosswalk.
Create sidewalks (or walking paths, etc.) where there are none currently.
Educate drivers that walkers have the right of way and that they need to stop for them!
Lighting for greenway and staircases that are otherwise unlit and dangerous in the dark. Like the stairs on Galer on East Queen Anne.
Make cross walks or sidewalks on busy streets,
Lights and signage that are noticeable in all conditions.
For me, the tree roots that change the pitch of the sidewalk and add large curbs in the middle of the sidewalk cause a dangerous situation that should be fixed.
Good lighting
Build more crosswalks along busy arterials. I see people sprint across north Aurora all the time because the crosswalks are so far apart. As a driver it's terrifying to have to always watch out for them.
Keep streets in good condition for walking
Lighting.
PRESERVE SIDEWALKS AROUND CONSTRUCTION- ridiculous to have to zig zag perpetually around incessant barriers
Add as many sidewalks as possible so people are not walking on the road with cars.
Lighting at night...
Safer crosswalks
I would say start with repairing all the cracked and uneven sidewalks. They are a hazard to everyone, especially people who cannot see well or are in wheelchairs.
More/better sidewalks and walking paths.
Repair the existing sidewalks
More lights
Ticket drivers for aggressive & reckless driving!
More sidewalks. Outside of the central Seattle area (15th Ave NE through Maple Leaf as an example, and up into Shoreline) it can be dangerous and difficult to walk especially after dark.
Better visibility of current crosswalks-light, paint, stop lights, etc.
"Improve pedestrian crossing safety.
Paint faded pedestrian crossing markings. Place on-road markings on the approach to pedestrian. Narrow the traffic flow through the crossings to calm traffic and raise visibility. Improve lighting at night over these crossings. Ensure existing signs remain visible and maintained."

Make bikers illegal on sidewalks
Improve lighting
Provide adequately designed sidewalks for pedestrians
In popular areas of Seattle where there are a lot of walkers and the sidewalk ends for some distance add sidewalks. Repair areas where the sidewalks have badly buckled causing walkers to easily trip. Hesitant to add trees by sidewalks because as they grow the roots can cause the sidewalks to buckle. Adjust the crosswalk street lights to change within a reasonable time. For example at 60th and Phinney you wait way to long after you push the button to cross. I contacted the city about this light and no one bothered to even respond. Many mothers with children wait at this light way to long trying to keep their children in check while waiting. One time as I walked up a mentally ill man was starting to hassle a lady with children. He only left because I walked up. She felt trapped and couldn't cross in a reasonable time frame. The police might monitor some of the crosswalks. I walk all the time and can't believe the number of motorists and bikes that will not stop for you. Bikers going to fast go within a few feet of you at times.
Keep traffic on arterials moving at a reasonable speed with pedestrian walkways set off
Institute ALL DIRECTION CROSSING for pedestrians in downtown intersections. It causes so much congestion, confusion and traffic back up when the turning vehicles need to yield to pedestrians in very busy intersections. Installing lights for pedestrians to cross in all/both directions - like the light system at Pike & 1st intersection.
I do think people and cars need to be separated. I have walked and rode my bike on shared streets in Europe. It was not ideal, but at least in Europe, people who drive respect walkers and cyclists. In the US, cars seem to rule and always win when trying to share with pedestrians.
Enforce pedestrian right of ways. Or create physical barriers to slowing driver speed.
Create more and better crosswalks.
Classify routes according to (1) lack of existing facilities, (2) how much vehicular traffic is on the route, and (2) how much pedestrian traffic should be on the route. Assign priority 1 to where all 3 show very strong need coincides, priority 2 where 3 show less strong need, priority 2 where 2 of 3 show strong need, priority 3 where 2 out of 3 show less strong need ... etc.
Dedicated walkways/sidewalks, and safer intersections.
Slow down traffic.
Put in some form on sidewalk on the streets serving schools. Kids first.
Deal with the CRAZY, AGGRESSIVE drivers, as stated above.
Educate drivers that corner to corner is a pedestrian right-of-way, and they have to stop for pedestrians in the roadway. I had a driver stop, then charge me and yell at me when crossing corner to corner on a neighborhood road. They had plenty of time to stop, it wasn't a dangerous crossing - until they made it dangerous and threatened me with their car.
Fire all city officials and workers who mismanage and go over budget on every project.
More all-way walk crosswalks.
We live in a hilly city - you gotta repair cracked sidewalks. Most sidewalks in the city look pulverized - it's not safe. Also - line up the ramps with the crosswalks. How is a wheelchair-bound person or blind individual expected to veer to find the ramp?

Reduce speeds, patrol speeds, provide crosswalks - and for all, focus on lower-income areas.
Crosswalks with flashing lights on busy arterials, especially near transit stops, are very important to encourage bus use and to make pedestrians feel safe. With wintertime Seattle's early darkness and cloudy, rainy skies, pedestrians are not easy to see. Drivers are also focused on other things - brake lights and traffic signals, so they need obvious markers, such as bright flashing lights to pay attention to pedestrians.
Narrow streets and on-street parking
Residential streets without sidewalks is the single, most important thing SDOT should be focused on. Not bike lanes...
Separate walking path.
Get more people walking. Pedestrian power will take care of the rest.
Make sure new development - especially commercial- allows for a super wide sidewalk- especially on corners and intersections. It's ridiculous how narrow and dangerous the sidewalks are in the "urban village/ main corridor" of west Seattle on 35th and Avalon, WS Bridge/ Fauntleroy, Alaska, is- tiny sidewalks and huge looming buildings are not safe for pedestrians/ especially young people walking to school and walking to the metro bus.
Repair broken & uneven sidewalks. Make sure streets that have no sidewalks have sidewalks. Encourage drivers & bicyclists to slow down & be more observant.
Build sidewalks in Seattle; spend city money on building sidewalks instead of spending our \$ to paint Capitol Hill for Gay Pride week. It's clear our mayor only cares about downtown and capitol hill but he and the city council should pay attention because those of us in the north end are discussing pulling away from Seattle and asking Shoreline to annex us. We're tired of paying taxes to Seattle and getting nothing.
"Separate cars and bikes and people!!!!!!! Sharrows are a joke, and thinking that reducing speed on shared streets will help is a sad delusion. There is no enforcement now of laws, so changing the law won't help. Since we force bikes off of the streets and onto sidewalks, we create problems for walkers. Separate things! Even helping just bikers with their own lanes will help the walkers.
Provide better lighting... make pedestrians realize how invisible they are... and drivers more careful to drive slower ... make crossings light up when peds are present....
Sidewalks.
Keep cyclists off sidewalks.
Somehow make the sidewalks more slip-resistant and smoother to prevent tripping.
More sidewalks or 'sidewalk-like objects. Thank you.
At a minimum provide paths set a side from traffic or buffered. Get kids to school safely, encourage transit ridership by safe paths to bus stops.
The number one improvement for walking would be to slow down traffic. And to add greenery/rain gardens for traffic calming.
"Install sidewalks where it makes sense to do so, not wholesale. I walk a fair amount, in my neighborhood, in other neighborhoods, and downtown. I think Seattle is already quite fine."
Sidewalks everywhere and not let developers take over the sidewalk and make people walk in busy streets.

4th road is kind of private road behind of Lakeside school area between 137th to 140th due to drive on road. It was so hard to see the car coming downhill on 140th. I almost drive hit other vehicle because the vehicle drove turn left on 140th and 4th are not safely. Second things, Some people came the area and smoke pot and move their car to dump the stuff out of guard next to 1-5 often dumped trashed between from 4th Ave NE.
Make them level and more of an even walking surface.
Create sidewalks.
Add sidewalks to busy roads.
Sidewalks
I'll walk any where really but I think the most challenging aspect I've experienced is basically running the gauntlet getting across Leary to the bus. :) More crosswalks are needed between neighborhoods and transit stops. And if the City can afford it, like the recent efforts for bike lanes, it would be great to have dedicated "lanes" for walkers or the ability to share with bikers? I already use their lanes for running to work. :) Also, would it be possible to close some streets to cars? I love Bell Street, for example, even though it's not completely car free but why not go the next step? And like the parklet effort, can we alter our built environment in places by removing parking spaces in favor of other more people friendly uses? Imagine how cities would look if the percentage of land dedicated to parking was much much less. Wow.....Thanks!
Provide sidewalks which are safely separate from the roads carrying motorized vehicles.
Have more of those machines to turn on and lights for walking at intersections,
Build paths and sidewalks where obviously needed, repair sidewalks that are truly a mess and don't build sidewalks in our Broadview neighborhood..its great the way it is. Spend money only where it truly is needed. Density is probably the most important issue.
Put in some pedestrian walking areas in all residential zones.
Provide sidewalks where there are none like in greenwood North of 85th street.
Keep cars from blocking crosswalks particularly during rush hours. Make sure crosswalks are maintained, e.g., paint crossing strips more often as needed.
Enforce the laws on drivers who put pedestrians at risk every day. Traffic cameras and extra patrols so drivers know there is actually a penalty, a consequence, for putting lives at risk
Fix dangerous intersections for everyone's safety.
Remove tripping hazards; provide sidewalks where missing
More curb cuts
Slow cars down around pedestrians and improve enforcement of laws that are supposed to protect pedestrians. For instance, ticket cars that turn too close to walkers or fail to yield.
Make drivers obey the crosswalk laws! This needs to be actually enforced! Looking the other way does not cut it! People get hit almost every day!!!!
Repairing damaged sidewalks, and building new sidewalks where they are absent.
Make a safe place to walk, separated from vehicles, particularly to allow access to public transportation.

Make crossing intersections downtown safer by adding more ALL WALK signals, eliminate Right on Red, enforce running lights and blocking crosswalks.
Put sidewalks in place on NE 100th, NE 98th and 32nd Avenue NE.
Enforce traffic laws for cars, drivers believe that they can break traffic laws with impunity. Also, I love the idea of making shared paths for walking, biking, and driving, as the cause of much bad driver behavior is the belief that they should have priority over other modes of transport.
(1) Sidewalks in every neighborhood within the city. (2) There are too many crossings at major arterials where the walk light must be manually activated. This is NOT pedestrian friendly; the walk light should be part of the regular cycle. (3) At major busy intersections, especially wide streets and where several streets converge, there is often not enough walk light time given for pedestrian crossing
Install sidewalks in residential neighborhoods that lack them. All the other ideas such as extending existing sidewalks into the street should not even be considered until everyone has a sidewalk on their street.
Repair cracks and sidewalks raised by roots
Pedestrians in Seattle seem to have gotten into the habit of using their "pedestrian right of way" as an excuse to walk out in front of cars, almost challenging cars to hit them. Whatever happened to looking both ways before crossing the street. Now it's, "I'm going to walk out regardless of the flow of traffic and if someone hits me it's their fault."
More accessibility for people using mobility devices.
Build sidewalks where none exist, on at least one side of the street, starting with the narrowest streets with the most traffic.
Have full sidewalks in all neighborhoods. Especially near schools, parks and bus route.
"Include concrete walk on winding streets and those with fast moving vehicles like we have on 12th Ave NW.
Provide a network of paths (walks) to transportation means. Also provide much better transportation rather than continuously reducing service to this area."
Identify the hazardous areas, just like you have attempted to do for bicycles, and improve those with concrete sidewalks. Make certain there is at least a path on all residential streets. No asphalt. Just Concrete.
Greenways should have priority but not over less used hazardous area without sidewalks like on winding street where car can not see pedestrians.
A network of concrete sidewalk leading to transportation is important.
Address speeding on residential streets
Connect the sidewalk along the north part of the city and south end of the city.
Repair the damaged, build the missing, and SLOW DOWN THE TRAFFIC! #TwentyIsPlenty
Create a continuous walkable network of sidewalks. If not every residential street has sidewalks, at least there should be nearby non-arterial, quiet streets that do.
Reduce # of cars -> Improve mass transit and make pedestrian modes of transportation the preferred priority
Go with what people answering this survey suggest

Provide any method of a designated walkway/pathway for pedestrians for ALL neighborhoods not just high density and/or demographically wealthy.
Reduce driving speeds.
Safe and accessible for wheelchairs
You could stop screwing around, and actually get the job done.
Fix the stuff we have.
Make every effort to improve visibility so that drivers can always see pedestrians.
Education and enforcement of pedestrian right of way at unmarked crosswalks.
Make sure that SDOT traffic engineers must walk, bike, etc. through some of the worst intersections/ neighborhoods for pedestrian safety. Understanding of the problem from the perspective of the users is critical. All too often a project only addresses automotive traffic concerns. Sidewalks and bike lanes that just end dumping users into heavy traffic area are a huge barrier to increases in walking.
Intersection crossing improvements!
Slow traffic down in areas where cars and pedestrians mix.
Stop letting every construction project block the sidewalks around its block
Build sidewalks where there aren't any, in particular the Crown Hill area.
Adjust sidewalk standards so you don't have to fix every single other problem (e.g., drainage) before making safer places for people to walk
Keep sidewalks open during long term construction. For me, long term is anything more than a week.
Slow traffic on residential streets. Add sidewalks.
Put red-light cameras on 3rd Avenue and start giving tickets to bus drivers. I've had two very near misses in the last three years -- it's one of the reasons I'm looking to stop working downtown.
Provide sidewalks for all neighborhoods, including Crown Hill!
Stop the rain? Regrade the steep hills? [just kidding]. My highest priority would be to create and maintain safer crossings of busy arterials.
Connectivity!
Reduce the number of unprotected left turns on major arterials.
Enforce the no-texting/cellphone while driving law.
For me, crossing busy streets is the biggest blocker.
Focus on areas with the most pedestrian traffic and lowest car ownership rates. Downtown etc...
Ensure sidewalks exist along every roadway.
"Wide sidewalks with out obstructions.
Fix the curbs in the most used walking areas for wheel chairs.

Slow down cars and hold distracted and aggressive drivers accountable.
“Enforce traffic laws on cars. Ticket distracted drivers and those who speed. Also time the lights downtown for walking. I work downtown and walk everyday. I stop at every light because of the signal timing. When you include how many cars run red lights or don't pay attention while turning it seriously detracts from the pedestrian experience downtown.”
More green spaces! I only walk or jog; no car. With the building crush this year in West Seattle I fear I'll be trapped in a concrete jungle. These new builders are building right to the sidewalks.
I have often thought that the City needs a central head of design. In doing so, this person can help oversee the random patchwork of poorly planned fixes, old sidewalks, etc. The city should start to feel like it has been well considered - making downtown sidewalks, alleys better-looking and less of a tripping hazard would be a great start.
Some sort of safe pathway or sidewalk on all streets where it's possible & practical
Less cars on the road, more biking, walkways, mass transit. A bad cyclist can really hurt someone, but a bad car driver will kill someone.
Curbed sidewalks with storm drains for all neighborhoods
Remove any crosswalk that does not flash to indicate someone is walking there
Educating non-walkers about the advantages of walking.
Reduce speed limits in residential areas to 15 or 20 mph. That would be huge on my block, where drivers race through trying to avoid traffic on a parallel artery.
Calm traffic: slow cars down, mark crosswalks and expect drivers to yield, install speed cameras and use constantly rather than just during school hours
Make right-on-red illegal. By far the majority of near-misses I've experienced while walking is due to drivers attempting to make a right-hand turn on a red light and almost hitting pedestrians crossing with a walk symbol.
Slow down traffic and maintain sidewalks.
More low-level lighting ... doesn't matter what the sidewalk looks like if pedestrians and cars can't see it
Improve lighting
Making routes from residential areas to local businesses (grocery stores, restaurants, etc.) safer and more pleasant (less noise, pollution, trash, etc.)
Educate drivers to be more conscience of pedestrians. Way too many close calls with inconsiderate drivers. As a walker, I need to be constantly vigilant of drivers who are make turns in front of me coming up from behind me.
Sidewalks
Build sidewalks. Even the lower-cost sidewalks are a huge improvement over sharing the street with cars. End the neglect of the annex portions of Seattle and make the investment to bring those areas up to (or close to) the standards of the core of Seattle.
Level out the hills.

What is very important to me is to have crosswalks with blinking lights that alert drivers of pedestrians crossing the street.
On existing infrastructure --- make sure cracks, uneven pavement caused by tree roots and other anomalies get fixed!
Provide safe options for children walking to school, including making sure that narrow residential streets have walking paths, proper lighting and arterials on the route have marked crosswalks.
Put pedestrian safety first: arterials and busy streets where there aren't safe, well-lit places to cross; safe routes to school (get kids walking to school again); high-density areas where elderly, children and lower-income families can walk to transit and other services; and along busy main roads and arterials.
None!
Invest more in safe and pleasant walkways/greenbelts/etc so that more people are comfortable walking instead of driving.
Build as many sidewalks as possible in areas where they do not currently exist.
There people have to cross arterials and there are no places to cross or at least the distance between them is too far.
My mom has mobility issues, and so she really needs smooth surfaces and wheelchair cut-outs in order to get around. Improving sidewalks and installing safe cutouts (that don't force the wheelchair too far into the street or so far back from the intersection that they aren't visible to turning traffic) is very important. Also, my daughter's school has sidewalks only on the arterials, but not on the other residential streets leading up to the school grounds. Improving this access is very important to me.
Get drug dealers and pan handlers off of the sidewalks in the U district, Capitol Hill, downtown....
Add sidewalks throughout north Seattle
A new school is being built on NE 117th St and Pinehurst Way NE for Hazel Wolf K-8 to open Fall 2016 and most of the streets within 10 blocks do not have sidewalks. This will definitely need to be corrected since there are many children in that area who will be attending this school when it opens.
Add sidewalks on roads that do not have them.
Safe crossings, safe crossings, safe crossings. At intersections. On busy arterials. Drivers don't stop for pedestrians. Eliminate Free right turns at traffic lights. Or change lights to time pedestrian signals differently with auto signals.
Separate people from cars by a physical barrier.
Sidewalks in North Seattle
Improve driver awareness of pedestrians. I don't own a car and walk everyday in Seattle, mostly in capitol hill, first hill and downtown. The thing that is most often frustrating to me is the conveniences granted drivers at the expense of pedestrians, including limited crosswalk times, right turn on red, general inattention drivers have for pedestrians. Downtown especially, i have been nearly hit by cars several times, especially by cars making right turns and not looking out for pedestrians (5th and spring is awful bc freeway entrance). I appreciate the roundabouts in neighborhoods that provide landscaping and also slow down car traffic.
Sidewalks and/or walking paths clearly, safely, and beautifully separating people from cars, on streets where none exist today.



Places like Northgate between mall and target and mall and library or transit center would benefit from skybridges. There are a LOT of people who cross outside of cross walks because of where they park and it is really dangerous.
Make people more comfortable walking. Especially to schools and community hubs. We need lower speeds and speed enforcement in neighborhoods. I hope you will be able to work with SPD in accomplishing this.
Add sidewalks
Sidewalks in North Seattle for pedestrians. Some kind of traffic rules in the neighborhoods in Greenwood. It's crazy. Cars and bikes/pedestrians cannot be on these same streets. I bike to work and have at least one questionable encounter with a bad/lazy driver a week (running stops through my neighborhood in Greenwood residential). Drivers, especially during rush hour, are getting worse.
Separate pedestrians from traffic with a designated path!
Improve walkways for hills and access to Burke Gilman trail.
Safety on Rainier Ave.
Wider sidewalks in downtown to encourage a walking habit combined with great bus services to get there.
Improve sightlines by enforcing, or better yet, engineering in the 30 feet no parking area leading up to the intersection.
Too many sidewalks have bushes encroaching on them from the neighboring property, so it's more narrow than intended. Can we get property owners to "adopt" their sidewalk and take it seriously?
"Single??" - Design buildings with awnings. Design/Promote 24/7 public walkways through downtown buildings that keep pedestrians out of the rain. Make wider sidewalks and don't lease them on the cheap 24/7 to businesses that are only open 12/6. In neighborhoods without sidewalks, explore the feasibility of getting homeowners to contribute their own labor to construct sidewalks in order to bring construction costs down. Eliminate through streets in neighborhoods to eliminate motorists cutting through them at arterial-speeds.
More sidewalks in the areas that don't have them.
Provide sidewalks on Puget Ridge.
I would like to see some improvement for pedestrians on the Ballard Bridge. I know that is a very expensive proposition, but the sidewalk is so very narrow - even a taller barrier would be a big improvement.
Adding more sidewalks or alternative sidewalk options.
Add walking paths/sidewalks in areas that have none
Stop cars from turning right on red and make sidewalks wider so people can actually pass each other comfortably.
Provide barriers between car traffic and walking paths on busy arterials -- such as landscaping.
Add wide sidewalks with curbs to all streets
Sidewalks"

Require all new commercial construction that abuts the walkway to provide awnings. Downtown Market street in Ballard has awnings, and that makes a huge difference. When the new building at N 105 and Aurora Ave N had a community design review, I suggested awnings, and they said it would be too expensive. They're spending \$15 million on a new building, and they can't spend another \$500 for an awning that will help everyone? They are only that inconsiderate because the city lets them get away with it. Same with downtown Seattle. They spent untold millions building the new public library, and the whole east side, on 5th avenue, is open to the weather. They put a covered walkway there, and then blocked it off on the south so no one could use it!
"Hard to say - my neighborhood is really good - all neighborhoods should be so good. Broken sidewalks are a problem due to tree roots or overgrown bushes."
Good lighting and safe walking paths
More ped bridges across busy roads like Aurora, etc.
Provide the sidewalks in north Seattle that were promised over 60 years ago which the city has yet to deliver; north Seattle routinely is ignored; Seattle taxes us but routinely uses the funds on glamour projects for close-in neighborhoods
Sidewalks!!!
Create safe walking routes in the areas with the most pedestrian traffic and in areas where people need to walk to get to area businesses and transportation services -- especially in lower income neighborhoods where fewer people may have access to their own cars.
Make easy to walk from "here" to "there" without obstacles such as heavy traffic to cross, or places you have to walk in a busy (unsafe) street.
Sidewalks in all residential areas.
Ticket the cars that are illegally parked at the intersections and driveways.
Sidewalks north of 85th
Reduce the number of cars (e.g., ban them from downtown and certain other streets, such as the University Ave), or separate the road from the people. Hearing noise and breathing exhaust while walking is one of the reasons.
Sand Point Way at 110th St. is a very dangerous crossing. Kids are walking to school during rush hour. There is a cross walk, but it's in the middle of a long downhill - miles from a stop light in either direction. So cars spread out into a long line and few will stop for school kids. I put up flags but they don't help much. We need a sign which measures speed and reminds people of the speed limit (30mph, but most people drive 45), and pedestrian crossing lights. If commuters won't stop for school kids carrying a flag, maybe putting in a stoplight will get their attention.
Build sidewalks in residential areas so people can walk in their neighborhood
"Sidewalks! Start with areas that have none and prioritize as follows: Getting kids to and from schools and parks, getting neighborhoods connected to their retail hubs and mass transit options, getting people off the road, especially in residential areas with a high volumes of traffic (often neighborhoods with high volume of cut through traffic)."
Make sure crossing signals are long enough for ppl to get thru. Fremont and 36 and Fremont and 39 are too short
Some kind of sidewalks everywhere

Provide sidewalks/walkways, safe arterial crossings, and slow traffic speeds, esp in residential neighborhoods where there are not traditional sidewalks.
“For situations like NE 95th Street between Lake City Way and 35th Ave NE & 35th NE & Sand Point Way NE: Arterial. Other routes for pedestrians are extremely limited or difficult to maneuver. NE 95th has NO barrier between vehicles driving up to 40mph and peds. Peds use this route to reach bus routes, beach access, the Burke Gilman Trail. Because I live here, I know this very dangerous arterial. I imagine there are more situations such as this. These are my priorities to improve walking: improve the walking spaces on arterials which lead to bus routes or more walking opportunities.”
Cedar Park -> is North Seattle whom has no sidewalks! Build them here first. Not in areas where there has always been sidewalks.
Narrow roads and reduce car speeds. Provide safe crossings and elevate pedestrians above all other modes. Walking isn't dangerous — our reliance on and catering to cars is.
Put sidewalks on where none exist and install more cross walks on busy streets
More sidewalks and ramps at intersections where their are sidewalks.
People can coexist with traffic on residential streets. Sometimes the streets need to be “calmed” as this survey aptly phrases it. Perhaps more calming features may help and have the added benefit of discouraging short cuts through neighborhoods to avoid traffic signals.
“Safe sidewalks to promote people to exercise, kids to safely move around an area, neighborhood. I understand there is a money shortage but with all of the revenue Being generated by code changes with building apartments, multiple homes on small lots-dollars need to redirected.”
Speed-reducing devices on residential streets where there are problems with cars speeding -- as long as these devices do not hinder aid cars and fire trucks.
Sidewalks with curbs!
Improve alternatives to individual vehicles.
Provide some type of walk way
Ensure ALL arterial roadways have high-quality concrete sidewalks (min 6' clear area, no utility poles) on both sides with planter strip separation from traffic and safe street crossings at frequent intervals.
Safe raised border low cost sidewalks
Add sidewalks in neighborhoods like Lake City.
Sidewalks, sidewalks, sidewalks
For our neighborhood, the most important thing is sidewalks.
Target the worst areas first.
Sidewalks or walking paths but not sharing streets with cars. It is very unsafe with our rain and darkness
Slow down the motorists and make them stop for pedestrians. There are plenty of us out walking that obey the laws by crossing only at sidewalks and at traffic lights. It is very dangerous to walk in the city of Seattle, regardless of the sidewalks. Maintain the sidewalks we do have! Most are in terrible shape. Fine people who block the sidewalks with there garbage cans and recycle/yard waste bins. Many occupations put these bins out and leave them out all week blocking the sidewalks.

Provide a space that is separate from the road itself.
Build more sidewalks in North Seattle--- which has very few.
Put in the side walks
Add or improve walkways on busy arterials that are used by low-income people who rely on walking, biking, and public transit.
A good start would be removing bicycles from all pedestrian walkways.
Safe sidewalks and paths/trails
Please build more sidewalks in north Seattle! We were promised sidewalks when the City annexed north Seattle in 1955. Most of north Seattle does not have sidewalks, including many busy streets. The rest of the City already has sidewalks. Building more sidewalks in north Seattle should be a top priority, so we can catch up with the rest of the City.
Enforce the traffic code on arterials. Motorists routinely bully pedestrians who want and need to cross an arterial. They don't stop during the rush hour even if the pedestrian is off the curb. I've often been halfway across an arterial and had motorists speed by both in front and in back. For years, our community council has asked for traffic enforcement from the police to no avail. The City should establish a special crosswalk enforcement unit within the traffic division of the police department dedicated to crosswalk enforcement. It would pay for itself in tickets issued. As it is now, a pedestrian needs to be killed at a crosswalk, and then the police do some enforcement for a short interval or the Director of Transportation posts “do not cross” signs to direct pedestrians elsewhere.
Better crosswalks like the new one at NW 80th and 1st Ave NW that flashes lights when the cross button is pushed
More All-Ways stoplights.
Improve routes in coordination with public transit / local destinations - having an area be frequented by pedestrians seems as critical to safety as the physical structure.
Make getting to mass transit safe from our homes.
More and improved sidewalks.
Designated sidewalks or walkways for pedestrians
Sidewalks in residential areas without sidewalks.
Start connecting up schools parks, schools and stores in north Seattle !!!!
Now that it's dark when I'm walking at night after work, I would appreciate more lighting.
More sidewalks in areas without that connect the important features of a neighborhood such as schools, shops, services such as libraries, etc. Fill in the side streets on a rotational basis then.
Get rid of double power poles -- they are in the middle of our sidewalks at Northgate.
Put in sidewalks in area that don't have them. Low cost options are welcome.
I know this is expensive but adding sidewalks, regardless of the type, would improve walking conditions by a lot!
Replace all missing sidewalks.

Make sure there is enough safe pedestrian space on the streets--without areas of steep side-slope, parked cars, ditches, puddling and other barriers.
I live in near the new Cedar Park school. I would like to see sidewalks on just one side of the street, connecting at least 125th and 35th to the School site along 37th, 39th, 130th and 135th. That would allow me to be confident about my children moving around the neighborhood.
(Re)build streets and sidewalks with separated walking area and no curbs! That is great. Must have buffer. This allows for more green, more path and less cost. Yeah!
Lighting of sidewalks that do exist so folks can see their way and vehicles can see them.
Maintain existing sidewalks and add sidewalks where there are none (example Greenwood). I do not feel safe walking in the street. Also well marked crosswalks such as the new one at 80th and 1st Ave NW. And more zebra stripes (not lights) on shopping streets such as Phinney Ave and Greenwood Ave.
Fix all the treacherous big unsightly tree pits! They take up useful sidewalk space and present tripping hazards.
Improve walking paths to and from school (for example, to and from John Rogers Elementary in NE Seattle)
Continue to expand mass transit so that we dramatically decrease the number of cars.
More sidewalks of any type
Cedar park needs side walks and traffic mediation. Our roads are busy arterials and motorists drive too fast. Also there is little room to share the road as a pedestrian with cars parked and narrow roads.
Start by having every street in Seattle have a sidewalk.
I think creating spaces dedicated to pedestrians. I am not a big fan of woonerfs in America. They may work fine in the Netherlands. I don't think they are good fit for Americans. We are too individualistic.
Fully connect every place with some form of sidewalk or greenway so people don't have to share busy roads with cars
We should pedestrianize our urban spaces, especially tourist centers (such as the road that goes through Pike Place) and the main streets in our neighborhoods (such as Broadway on Capitol Hill).
Get people out of cars! Cars are the problem, just like guns are the problem. We can pretend that slowing cars down is a long-term fix but it isn't, particularly with a population that is expected to explode. Make it more costly & difficult for people to drive a car, and the number of cars will be reduced, and the safety of walking, cycling, and driving, will be greatly improved.
Provide pedestrians their own space to walk. We have a problem on Aurora at 130th, where businesses on the NW corner force people to walk down low on the shoulder on the road.
Build walkways on side streets.
Provide safe walking paths (not in the street) as much as possible. Especially in the evenings returning from the bus street walking without sidewalks can be very dangerous - good example see 135th between 20th and 25th NE.
Give it the same high priority that have been giving to bicycle lanes. It's pitiful the city dies so much for cyclist and so little for pedestrians.
Provide distance, or a barrier, between traffic and walkway.

Have adequate maintenance for existing sidewalks so they are safe.
I'm very happy with walking conditions in Seattle. It's a very walkable city. Automobile traffic is starting to become congested, however, and deserves attention.
"Sidewalks in residential areas, especially along Phinney and Dayton Avenues in North Seattle, north of 85th Street. Lack of sidewalks was an issue long before we moved here 25 years ago..."
SLOW DOWN ALL VEHICLES including the lawless bicycle riders
In Capitol Hill, the most dangerous problem is unlevel sidewalks, often due to sidewalks in disrepair. People often trip on these. I tripped once while carrying my grand daughter; so I was unable to block my fall. I landed on my face, smashed my glasses and terrified both me and my young grand daughter, who would not stop crying for an hour.
The easiest thing that would make an improvement is to enforce rules about overgrown sidewalks. I realize this would cost money, but if a problem is reported and not fixed, enforcement costs could be offset with a fine.
Have home owners properly maintain sidewalks (primarily vegetation) and add marked crosswalks on arterials (Greenwood Ave N between 73rd and 80th for example).
Keep the sidewalks repaired so there are no cracks and or damage from tree roots, make them wide enough for a wheelchair, and have ramps where appropriate and make the walks with smooth material so it is not bumpy for scooters and wheelchair.
"Comprehensive solution. Safer streets in the Lake City area. "
I would like to have homeowners responsible for maintaining the full width of the existing sidewalk. Many homes let their plants and trees grow where up to 60% of the sidewalk is not functional due to overgrowth.
Create a buffer between the sidewalks and roads and put speed bumps and traffic circles in residential neighborhoods to prevent cars from using residential streets as short cuts during high traffic hours. So, many cars use the neighborhoods as speeds to avoid high traffic on main streets.
Better physical crossing of arterials - bridges when possible over the busiest streets like Lake City Way, Aurora etc
Make walking safe with a comfort zone for pedestrians..
Sidewalks of some kind
Make them safe. Spending more money on brush and trees only gives people an ability to hide behind them. Having an open sidewalk, allows for people to see what is coming either in front, behind or on the side of them. Once we have enough safe walkways for people then I would recommend repairing what is necessary in the busier areas as they already have pathways.
"Busier streets with no sidewalks need some sort of walking path improvement. Such as NE 127th Street between 30th Avenue NE and 25th Avenue NE.
I like the new pushbutton-controlled blinking-signalled crosswalks, like on Lake City Way NE between 125th and 127th, better than having a full stoplight, which annoys drivers."
More sidewalks in the north end, particularly in residential neighborhoods connecting neighborhoods to retail core.
Add sidewalks/lower-cost walkways.

<p>“In the areas I walk the most (South Lake Union, Downtown, Capitol Hill), there is often a ton of construction blocking off very important sidewalk space, forcing pedestrians to step into traffic or go out of their way to stay on a sidewalk. Obviously it isn’t possible to prevent that entirely, but if there are any steps that could be taken that might shorten that time (it can last for months without signs of that sidewalk being a danger site or of any construction being done to fix it), that would fix most of the problems I have walking in those areas.</p>
<p>Aside from that, compared to other cities I have lived in, Seattle sidewalks (in those areas, at least) are very clear, well-designed, and admirably functional. “</p>
<p>More cheap sidewalks where we don’t have them.</p>
<p>Talk and listen to us with open ears and minds.</p>
<p>Build ways to cross busy arterial streets (especially where there are hills that decrease visibility), to avoid having to cross in between speeding traffic.</p>
<p>Crosswalks with lights, stop signs, enforce crosswalks.</p>
<p>This is dreaming however a device that can be placed on residential streets that can record traffic speeds and mail someone a ticket for speeding</p>
<p>Anything that separates cars from pedestrians.</p>
<p>More sidewalks!</p>
<p>Maintain shoulder on streets with no sidewalks so that if you have to walk there, you can be safe</p>
<p>Walking areas without having to enter the roadway. More lighting at crossing areas.</p>
<p>Sidewalks or safe walking paths in the north-end.</p>
<p>Sidewalks are the best way to keep school children and pedestrians safe.</p>
<p>Separate pedestrians from cars. I have seen too many wheelchair users in Lake City who veer out into traffic when it rains to avoid puddles. Very dangerous!</p>
<p>Provide safe routes to elementary schools.</p>
<p><b>BUILD SIDEWALKS (of any kind) in NORTH SEATTLE.....PLEASE!!!!!!!!!!!!!!</b></p>
<p>More sidewalks in the neighborhoods that don’t have any at all. I get so mad when I see improvements in Capitol Hill, Ballard, the central district, etc where they already have sidewalks and meanwhile, I’m waiting for the bus in a ditch on Sand Point, or trying to get to the Burke without risking my or my son’s life. Please help the north end! I’m just one of thousands up here who need the same basic services everyone south of 85th takes for granted. I don’t need a sidewalk on my little street but it sure would be nice once I get onto a busy street to be safe.</p>
<p>Adding sidewalks to major and minor arterials in traditionally under-served regions of the city (Lake City)</p>
<p>“Make them safe for school-kids in the dark walking on walkless roads in the dark. Cars buzzing by like for example, on 35th NE it is dangerous just waiting for an accident to happen”</p>
<p>Provide safe walking surfaces on at least one side of vehicular traffic on all arterials, routes to schools and transit access routes.</p>
<p>Provide any kind of safer walking paths, calm cut through traffic on residential streets.</p>
<p>Slowing traffic down on residential streets</p>

<p>Build sidewalks! Not even covering entire neighborhoods at first, but I think creating greenways in places without sidewalks is more important than creating them in the places that DO have sidewalks, which seems to have been the focus of greenways thus far. Even a few focused safe places to walk would go a long long way. Like, here in my neighborhood, they’ve been building out 90th from Holman/15th block by block. I’d love to see it just be done all the way across to 3rd or Greenwood, with safe crossings at 3rd and 8th. Just having safe routes that we can take that are not on busy arterials would help immensely, given how unsafe it can be to walk in our streets. People south of 85th already have sidewalks/a safe way to go, let them wait for greenways.</p>
<p>Keep on top of hazards and make a channel for prioritizing actions/repairs/improvements. (As an example, look at the block on NE 127th St between 28th Ave NE &amp; 30th Ave NE in Lake City: This a block taken up by businesses with NO place to walk. The car dealership uses all the space on the south side for parking, forcing pedestrians &amp; wheel chairs out into the street. There is marginal walking space on the north side of the street (not much better). When it rains, there are huge puddles of standing water, with vehicles often drenching anyone nearby.</p>
<p>Don’t lower speed limits. Traffic is bad already. Stop optimizing for a vocal minority and think practically.</p>
<p>LEVEL and decent lighting especially since in daylight saving times it gets dark so early now.</p>
<p>Get sidewalks in where they are not and add crossing lights to heavy arterials, the flags residents have moved to putting in place on their own only go so far to keep residents and kids safe commuting in the north end neighborhoods.</p>
<p>Provide sidewalks in low income neighborhoods and residential neighborhoods to create safe routes to schools and business districts. Focus should be given to NE Seattle.</p>
<p>Police - crack down on texting and speeding drivers.</p>
<p>Install walkways so that residents, especially children, are provided safe walking conditions.</p>
<p>Create designated places for pedestrians by any means necessary in NE Seattle. Level the playing field a bit before making improvements in other neighborhoods that already have designated areas to walk.</p>
<p>Slow the traffic!</p>
<p>Enforcement of Failure to Yield. SPD completely ignores this deadly crime.</p>
<p>Cover the basics. Connect us to public transit and popular/necessary destinations with sidewalks of any kind with lighting enough to provide a basic sense of safety.</p>
<p>Get rid of barriers whether they be outdoor seating where the sidewalk is too narrow, trees with branches that are too low to walk comfortably under, sandwich boards that take up half the sidewalk, uprooted surfaces due to tree branches.</p>
<p>Build sidewalks. Turn narrow streets into one way and add a walking/biking lane.</p>
<p>Bring more dedicated walking spaces (i.e. sidewalks) to NE Seattle, specifically Wedgwood, north of 85th. That needs to happen. You will not be able to prevent people from speeding, thus people will continue to feel unsafe, until dedicated walking spaces are installed.</p>
<p>Finish building sidewalks north of 85th and in west Seattle.</p>
<p>Sidewalks on all residential streets.</p>
<p>Raised or separated sidewalks in neighborhoods with kids, especially with schools.</p>

So much of north Seattle has no sidewalks. So you're on the streets with cars and it's dangerous and unpleasant.
Make more frequent crosswalks across roads like Rainier Ave. Where there are no crosswalks for 2 or 3 long blocks at a time.
Put up posters and other social marketing campaigns to encourage people to walk. For example, put up signs at certain intersections/stoplights reminding drivers "If you were walking, it would take you 10 minutes to get downtown from here", "if you were walking it would cost \$0 to park", etc. But safety/crime is an issue in many areas, so lighting is as important as sidewalks, as well as general crime prevention.
Sidewalks in residential and arterial roads that currently don't have any.
Build as much sidewalks as possible.
More sidewalks => and when you build new ones, make them wider.
Require wider planting strips for st trees
Police enforcement of existing laws that provide for safe environment for pedestrians. I'm not referring to jaywalking. Drivers not stopping for pedestrians at crosswalks is a very unenforced violation in my experience.
Improve public transportation to get cars off the road; add bike-only roads, again, to get more cars off the roads; lower numbers of cars means life is safer for people on foot.
The busiest cross walk intersections need BIG FAT BOLD walking stripes. Not the same old 3 foot wide white strips.
Build more sidewalks
Provide public transportation that is faster than cars
Creating safe ways for pedestrians to cross busy, multi-lane streets.
Make sure that there is a clear path for pedestrians along all major roadways
Maintain existing sidewalks, trails, etc; provide a network of new sidewalks that link residential areas with arterials, local business districts, and community destinations.
Provide some aesthetic that makes all walkways be consistent even if they are different material and widths. Signs warning cars and assuring peds is best because everyone then knows that's where the people are supposed to be. Much of the bike signage downtown and lane markers are great for this. Even if they don't like it, it's clear where the bikes belong.
Put in more pedestrian activated lights across arterials.
Slow down traffic in residential areas with engineered solutions .
Sidewalks
Traffic-calming, car-free areas, woonerfs, crosswalk near Greenwood library, less rain.
Fix the sidewalks that are in disrepair such as those along NE 40th Street in Wallingford. The oak trees have lifted the sidewalks horribly in this high transit corridor making it treacherous for wheel chairs and regular pedestrians. The trees should be replaced to eliminate future damage!
Slow cars down and enforce speed limits.

Sidewalks!! Seattle needs sidewalks to make a walkable, livable city. Better for health, safety, prop values, livability!
Build more sidewalks and stripe more intersections for safety!
Wider paths for walkers and away from the street.
Provide structured walking paths or sidewalks where none currently exist.
Having a walking network that is connecting neighborhoods to public transportation
Reform commercial zoning with the goal of establishing basic services and shops within half a mile of every residence.
Do a major public education campaign for walkers and drivers on the laws and safety.
Add sidewalks on main walking paths to schools (for example- 30th Ave NE between NE 90th & NE 95th)
Adding sidewalk to where there is none.
Less bike lanes, more sidewalks
I live in far NE Seattle where sidewalks are almost nonexistent. I am fine walking on our neighborhood streets where cars are few and not too fast, but our closest park requires walking across 125th. The only crosswalk is quite far from where we'd like to cross, plus the cars are SO fast, so we never walk to the park. I understand I can't cater sidewalks to my preferences! But we also have to cross 15th to get to school and we don't do that because, again, super fast cars, and walking on a narrow sidewalk quite a ways to the only crosswalk. We drive!
Aggressively ticket cars when they break laws that endanger people walking -- e.g., speeding, failing to yield at marked and unmarked crosswalks, running red lights, etc.
Wider sidewalks. Control encroachments onto the walk ways. E.g. Plantings, bushes, sidewalk cafes for businesses. Too many businesses are being allowed to use the public sidewalks to extend their restraints and stores which Henderson the use of the walkways for the public. This should be watched and limited. Restaurant so in downtown are the worst and specifically in south lake Union. There are supposed to be 3000 to 4000 people on the sidewalks at any given time and restaurant so have permanent seating structures. E.g. Mistral. It is a hazard.
Build crosswalks. Please do not lower speed limits.
Provide walking paths separate from vehicle traffic.
Enforce speed limits and improve lighting
There are many important things, perhaps summarized by increasing the dignity and priority of walking. Right now, pedestrians are second class citizens in this city. This can be changed by eliminating beg buttons, reducing crossing wait time (nothing demeans walkers more than having to push a button and then wait 5 minutes to cross a street), preventing cars and delivery trucks from parking on sidewalks, slowing car traffic everywhere, and requiring cars to yield to those on foot (with enforcement). If walking is a priority (and it should be), then traffic engineers need to think of ways to send signals that indicate that walking is an important use--the most important use--of our public space (our streets). Right now, our streets are engineered to prioritize cars, and walkers are required to cede space and time (not to mention safety) to cars with every interaction.
Repair broken sidewalks.

Separation of walking path and roadway with outlaws or landscaping. Curbs alone are scary when traffic is faster than 25mph.
Traffic control: residential streets aren't freeways, and there should be good, clear, walk signals on busy streets, with all-way walks on the busiest, like at the Junction in West Seattle.
Slow down speeding cars, and distracted drivers who don't see pedestrians. Provide more curb bulbs as standard designs in urban settings. Crossing at non signal intersections is frustrating and challenging.
Some sort of sidewalk in neighborhoods
Designated walking paths and /or sidewalks are sorely needed in NE Seattle.
Put in sidewalks. Require new construction to provide sidewalks as they build while you roll out the plan. Give those of us in an island of sidewalklessness a place to walk and keep our kids safe.
The single most important thing you can do is add sidewalks to the neighborhoods in North Seattle. Of course that is a large area but why was this never done in the first place. I believe this needs to be done now.
Increase the pace of sidewalk grinding down of sidewalk irregularities due to tree roots in present neighborhoods.
SIDEWALKS!!
"Lower the speed limits across the board. I personally think the speed limit downtown should be 20mph everywhere. There are pedestrians who stand really close to the edge of the curb, and it's scary. Many cities in Europe have made city centers car-free, building major parking lots on the perimeter of the city center. Only public transit, bikes and pedestrians are allowed at city center. This actually promotes retail business because people on foot do more impulse shopping. It also improves air quality in the urban area.
Also, Pioneer Square is a beautiful historic area where many people sit outside for beers, lunches, and just plain walking around enjoying the beautiful buildings. However, the experience is very poor because there are constantly large trucks driving by or making deliveries. Please consider restricting the hours that large vehicles can access Pioneer Square (for example early in the morning or after 5pm)."
More paths and sidewalks
Add more sidewalks and add more traffic signals to make it easier to cross streets.
Build sidewalks where there are none. Provide good lighting.
Require that sidewalk access is maintained in construction areas.
Lighting and a designated space for walkers that is clear, I really like the green paint for bicycles. It lets you know, bikes are here!
"One, Repair sidewalks that are in disrepair. Two, reduce speeds on city streets -- arterials and residential.
Provide sidewalks with a curb or other defined separation between road and walking path.
BUILD SIDEWALKS!!! How many times and for how many decades do you need to hear it to act on it??? Sidewalks have been promised for 50+ years in many neighborhoods, beginning when much less density, less traffic, and lower vehicle speeds were the norm. Now there is clear danger to pedestrians. There are major arterials where there is no regulated crossing point for several blocks (Rainier Ave S and MLK - two easy examples - have the accident statistics to support the need for SDOT to consider safe pedestrian circulation a absolute MUST for this so-called "world class city."
Like everything except sharing the street with cars.

"Okay, I think I have clearly stated that in my previous responses but I will reiterate what I feel is the single most important thing: Insure sidewalks are in good condition and something I didn't think of earlier but make the residential streets with more barriers to slow down traffic. Speed bumps aren't really the sole answer; making people go around obstacles works better from what I have seen. "
I really think we have far too much traffic crammed into spaces that are needed for arterial streets, which can impact negatively on walking. Try putting the bike baths of residential streets one block on either side of an arterial and you will reduce the likelihood of accidents involving bikes, walkers or cars.
Improve those situations where infrastructure creates a safety risk. As a regular walker in many Seattle neighborhoods (thanks to my Tuesday morning and Thursday morning Sound Striders walking groups) we see many sidewalks heaved by trees that represent a significant tripping hazard. And in fact several of our walkers have fallen and smashed their face or broken a bone, and we are walkers in good shape, not normally physically challenged. These sidewalks should be fixed.
More sidewalks in the north Seattle where they were promised .
Build sidewalks. I live on Sand Point way near 117th and walk my daughter to school, it is very dangerous without the sidewalks
Create safe walkways for people with limited mobility (which includes not ending a walkway abruptly)
Build sidewalks on major arterials connecting communities or providing access to transportation, recreation, and services.
Enforce existing traffic laws. Speeding, cellphone use at intersections, refusal of drivers to yield to pedestrians makes my daily walk to transit extremely hazardous. I have at least one near miss a week, crossing at controlled intersections, with a walk light.
Return to our former policy of rigorously ticketing and punishing jaywalkers (punishment being a fine and a day in pedestrian school). I don't know why we got away from that; it used to make it heaven to drive and walk in Seattle.
Sidewalks and sidewalk repairs
Consider people of all ages and abilities.
Driver education (must stop at unmarked cross walks), speed limit enforcement, speed limit reduction
Put alerting, flashing lights in places where there are schools, parks and major business neighborhoods.
More sidewalks -- there needs to be more dedicated spaces for walkers -- in our neighborhood (Meadowbrook) there are no sidewalks and I often feel unsafe walking with my kids to/from school on streets. And that is with the roundabouts in place to slow cars down.
We need more sidewalks in residential neighborhoods!!!!
Build sidewalks on arterials, particularly those that get lot's of transit.
Wider sidewalks! Even in the "walkable" parts of the city the sidewalks are terribly narrow.
Flat even surfaces
Slower speeds on residential and arterials where there is pedestrian traffic. No traffic calming and higher speed limits encourage people to get through as fast as possible, which means less safety for those trying to cross, especially in this time of year when it's dark in both the AM and PM commutes.

Provide some kind of walking accessibility on every street. Then, and only then, can you really do a pedestrian plan for people really walk.
Separate walking paths from vehicles.
Encourage driver awareness of pedestrians and bicycles at all times. Encourage safe walking and riding habits at all times.
End sidewalk closures due to construction
North Aurora is an armpit and is very pedestrian unfriendly even though there are many stores there with houses nearby. I have two recommendations: 1) See what Shoreline did with Aurora--it's like paradise in comparison as soon as you hit 145th, and 2) install a number of simple but functional pedestrian bridges over Aurora. Please do NOT spend a lot of money on a couple "signature" bridges. Build a lot of them sturdy but cheaply, and start ticketing pedestrians who try to cross improperly.
Lower speed limits citywide to 30mph. If New York City can do 25mph, we can at least manage 30!
At intersections with stop lights, there needs to be separating between when drivers can go and when the pedestrians can cross the street. Cars stuck waiting for pedestrians to cross creates congestion and frustration between drivers and the pedestrians. Technology is available to create safer intersections for everyone. Please stop the excuses about how pedestrians won't know what to do. Education needs to be provided to the pedestrians if the crossing signals are changed at intersections. Enforcement needs to be made to people that do not obey the cross signals.
Expand and improve the Greenway network.
Get people to respect walkers/bikers more and pay more attention driving.
Side-walks, paths or whatever lower cost option is available. Keep the arterials slowed down a bit (like you're doing with 23rd St already and soon to put into place on Rainier Ave
Any kind of pedestrian-only walking space on streets that do not have sidewalks.
Enforce speed limits and crossing laws everywhere
Fix broken sidewalks. Build sidewalks in busy areas where none exist.
Improve street lighting! We hear so frequently about pedestrians being hit by cars in the rainy months. When I'm driving, I'm always on alert for pedestrians but I have a lot of trouble seeing people sometimes if they are wearing dark clothes and it's raining and it's dark and it's foggy. In this climate, in particular, we need good street lights.
Calm more arterials to speeds below 35 mph and pay cops to enforce the speed limits.
Better enforcement of traffic laws at intersections. (I have a crosswalk near my home, that I must use nearly every day, in which many drivers do not stop for me even if I am already in the intersection!! I have had to basically fling myself out of the way of a speeding vehicle several times over the past 10 years. I have also been aggressively honked at for crossing in a well-marked crosswalk with children or groceries.) As our traffic worsens, many drivers seem to see pedestrians as obstacles.
Provide safe walking conditions for children to,from and around schools.
Build sidewalks. Please. Columbia City needs them for a diverse population to use amenities equitably.
See #10
More well lit sidewalks where there aren't any

Connectivity to transit options and public spaces
Repair sidewalks that are very uneven and a tripping hazard as a result such as on E Cherry ST between 18th ave and 23rd Ave.
Make greenways which exclude cars completely.
Get car drivers to slow down and drive as though they aren't the only ones around.
Make sidewalks in busy residential areas that connect people to stores & schools
Build sidewalks and lots of them!
Get cars to slow down
Have designated (non road) space for walking. This can be traditional sidewalk, paved path, or even gravel path. They just need need to separated from the road so pedestrians are not in fear of being run over by vehicles.
Slow down the cars. Reduce speed limits. Make streets narrower. Add more bike lanes and curb bulbs. Add crosswalks.
"Enforce the norm that moving cars go in the middle of the street, then parked cars, with clear spaces for pedestrians *outside* of the parking area, even if this means that the space for moving cars feels constricted. By contrast, on too many of our streets (in NE Seattle), the vague street edges lead to parked cars all the way against the vegetation, and pedestrians forced between parked and moving cars.
"Reduce vehicle speed limits to 20 mph citywide, more 'no turn on red' for vehicles, more traffic speeding enforcement (cameras, traffic enforcement).
I walk to work every day from Cap Hill to Belltown. I can't tell you the number of times I have felt petrified and endangered in a crosswalk when I had a pedestrian light to walk. Vehicles and vehicle speed I think is the biggest challenge to pedestrian safety. "
Enforcement of current traffic laws.
Separate cars and bikes from pedestrians.
Add sidewalks to paths to schools without them
Our South Seattle neighborhood has very few sidewalks and fast cars so it is not safe for kids or old people to walk.
Fix dangerous sidewalks in areas with high density use/near transit (Chinatown, International District come to mind) as an example.
Mid street cross walks in areas where there is a long way between lights
Provide sidewalks in high traffic residential streets such as 38th Ave NE that children and families use as a main thoroughfare.
In my neighborhood, put in sidewalks of some kind.
Arterial sidewalks, and neighborhood connector pathways. Off-street, alley, trail and right-of-way access (under power line runs) is very enabling
Sidewalks on busy streets

Sidewalks in North Seattle.
Help cars get their turn going through intersections! Places like Virginia and Western, and 4 or 5 way intersections around Greenlake with Stop Signs make it difficult for cars to get a turn. I can't blame drivers for being frustrated, hurrying through, which makes it dangerous for pedestrians. Pedestrians often don't pay attention, or can't tell when a car should get a turn, or don't try to take turns with cars. It might seem ironic, but helping cars travel will help pedestrians be safe.
Make it safe to cross the damn street. That means adding crosswalks, adding stop signs, adding signals. Enforce the speed limit. Reduce the speed limit. It's rarely the walking down the road that's problematic. It's what happens when you get to the end of the block and need to cross to street. Sure, lots of drivers don't even notice pedestrians. But most do. They make eye contact as they tear through the crosswalk (marked or unmarked) at 30 mph. They know they don't have to stop, because this is Seattle, where you're more liable to get ticked for jaywalking than for failure to stop.
Sidewalks.
Ensure access to smooth, wide sidewalks.
Put sidewalks in where there are not any.
Add designated walking spaces where there are no sidewalks.
Change the zoning! The 80 year old zoning for mixed use is so obviously flawed and inadequate that there are very few viable neighborhood business districts -- most of it is laid out in strips or small sets of single lots (i.e. unusable for viable widespread walking). Density and rezoning, not your expensive and ineffective 20 year goal, is the answer.
Separate pedestrians from automobile traffic.
Control the traffic, put in more traffic signals---speed control, watch for pedestrians, and give pedestrians the right of way.
Calm traffic.
Neighborhood greenways from residential to needed services, such as transportation, groceries, etc. Fewer people in cars would greatly improve walking conditions.
Sidewalk maintenance and repair, lighting improvements, lower max speed limits (both arterial and residential)
Improve public transit, especially dedicated lane streetcars, light rail, and other traffic unaffected transit.
Just build the damn sidewalks, one at a time if that's all you can do. I have lived in three major cities, a medium size one, and a small town and Seattle is the only place with streets without sidewalks. And make all the curbs the same height.
Improve connections between transit stops/schools and neighborhoods. For example, providing sidewalk along Ravenna north of NE 95th. This is a dangerous blind curve that is used by lots of pedestrians to reach bus stops on Lake City Way. Getting pedestrians involved in prioritizing areas for improvement is very commendable.
Provide some way to safely cross streets that are busy arterials such as lighted and flashing crosswalks, traffic signals that are pedestrian controlled and overpasses
Put in sidewalks in N.E. Seattle where there are lots of young children in strollers, riding bikes, and walking to the many schools.

Get rid of the stupid pedestrian push buttons for traffic lights. They are just a chicanery for pedestrians and do not improve car traffic flow.
Actually do some of these lower-cost options since you get more bang for the buck
The city needs many more crosswalks that have flags and other reinforced methods of providing security for pedestrian crossings.
At intersections, I worry about turning cars, whether left or right, even when the light says it's OK to walk. When driving, I don't pay much attention to whether the walk sign is on or not, and have gotten into close situations as both a driver & a pedestrian. Fix this by changing the driving law. Don't let cars turn while the walk sign is on. - Implement this as a ticket-able offense with a PR campaign to let drivers know it's coming.
Anything other than walking along the street. It just occurred to me that we need signs along these streets that have nothing, reminding pedestrians that they need to walk against the traffic and to wear some sort of clothing that make them visible at night!
Sidewalks on all streets, speed bumps, islands at intersections.
Probably slow down traffic, and have drivers focus on where they are driving and what is going on around them.
Slow down the cars through physical obstructions (not just posting lower speeds, which people often ignore).
Enforce speed limits. Enforce phone/texting/distracted driver laws. Was almost hit by a driver reading a magazine as he sailed through a stop sign!
Slow down cars
"Make it safe for kids to walk to school
Even reducing speed limits in some areas would encourage more walking. But god walking paths make all the difference. They do not need to be traditional sidewalks but need to be visually distinct and prevent cars from parking right on top of them! Increasing metro services and making them accessible would do wonders to reduce traffic and encourage more walking.
"Put more sidewalks in areas with none, especially where children/students walk to schools/parks etc..."
I work at a school on 109th Ave NE and live near 92nd Ave NE and both areas are abnormally lacking in sidewalks for being in urban Seattle neighborhoods."
Hold drivers accountable for their poor driving habits and skills
Sidewalks in neighborhoods with no sidewalks installed.
Make sure some kind of sidewalk is installed throughout walking paths heavily used by school children. The north end of Seattle (Lake City and Cedar Park) are severely deficient in their sidewalks. Please prioritize those areas.
It would have to be providing safe walking access on busy arterials.
Traffic calming infrastructure. Drivers refuse to obey the speed limits. Greater enforcement would help but road diets work better.
Sidewalks for children walking to their schools!
Traffic signal timing. Disallowing vehicle right turns on red in areas with high pedestrian volume or bicycle traffic.



“Enforce property owners to maintain sidewalks. Pedestrian crossings at every cross street on Lake City Way North. Ever try to cross Lake City Way?”
More sidewalks
Build sidewalks on at least one side of the street around John Rogers Elementary area and Meadowbrook in general. And create more calming areas so traffic will slow down. Cars go too fast on our street 98th st.
- Increase the barrier/distance between the pedestrian and the vehicle
Adding sidewalks to areas in Seattle that don't have them
Add sidewalks where missing.
Figure out how to end the entitled attitude that drivers seem to have.
Build safe sidewalks in neighborhoods without them. It is a safety and equity issue.
Install sidewalks on arterials that currently have none!!!
Make it a priority in policy without taxing the heck out of residents. Charge all Seattle developers impact fees. Put it back on the corporations that are a source of the major congestion and population growth.
Sidewalks that cars can't park on
There is no such thing as the single most important thing. Could you say...What is the single most important thing about raising a child? Anyway, we are moving into a new mode of traveling about, so there are many needs vying for limited monies and attention. I encounter different problems in different neighborhoods. You could pose this neighborhood by neighborhood. Disperse the Feet First folks to walk and query those they encounter. Survey the walkers that attend their events.
Access across aurora
Drivers making a right turn don't look for pedestrians crossing the street. Those drivers are more focused on avoiding cars chilling from the left. At the intersection of Dexter AVE N and Mercer street, cars cannot make a right turn when the crosswalk signal is on. That intersection is now one many pedestrians feel safe to walk through. However, at the intersection of Mercer and 5th Ave N, pedestrians are forced to run out of the way of cars making right turns. As a bike messenger in Queen Anne, I've seen a lot of this taking place.
Just give us a safe space to walk!
Make everyone aware of the laws regarding pedestrians. It seems like half the people on the roads think that they only need to stop for lights and signs, and can ignore walkers even if they are in the roadway, while half think they need to stop if they see someone on the sidewalk who might want to cross. The first endangers pedestrians, the second makes it seem like walkers are holding up car traffic even if they were never trying to cross the road. Almost no one seems to know that pedestrians have the right of way only when they are in the road, within one lane width of a car.
Wider side walls in busy areas.
Some type of sidewalk, even the ones outlined in these pictures
Restricting how much of walkways residential development can close and take up while under construction.

Sidewalks and bike lanes on minor arterials or residential streets that parallel minor or major arterials. Address the vagrants and homeless problem and get rid of the rv's parking on the streets blocking shoulders. Just as important get rid of the open drainage ditches and grind the streets level or reduce side slope before placing more chip seal. Along those lines build up the road edge so there is not a drop off the edge of the road. Keep cars from print on the asphalt walkways where no curb is present and keep gravel off the asphalt walks such as on 1st ave. NE. Net to north acres park.
Lane diets, reduce speeds and increase safe crossings in South Seattle.
SIDEWALKS
Creating more corridors across busy roads and highways. Hard to get across Aurora, I-5, and 15th.
I was honked at recently while crossing legally, and with the implied-crosswalk right of way RCW. This was in Ballard, crossing a major arterial. Driver education needs to be a part of any effort, is the point of my story. And probably the most important thing. Uninformed drivers are the bane of my existence.
Timing the lights to be able to turn and not have pedestrians in walkway. Dangerous to both parties. The lights need to be timed. Every other city has this.
Lighting.
Sidewalks on Aurora.
Sidewalks on all residential streets
Sidewalks & speed inhibitors near schools.
Educate drivers that pedestrians have the right of way in cross walks.
Create safer walking environments (sidewalks, crossings, traffic calming) for school children and those who need to walk.
Provide safe sidewalks where there are none.
Safe walking route to schools, especially elementary level where young kids walk by themselves
I think sidewalks where there are none are especially important in neighborhoods where children are asked to walk to school.
Provide safe, accessible paths along corridors outside of Capitol Hill and rich yuppie neighborhoods. Light rail is coming and passing through many neighborhoods north of the "green" belt that need safe access to transit.
Install sidewalks north of 85th!
Traffic lights at really busy crosswalks.
Prioritize non-motorized transportation modes (walking, bicycling) on all residential streets so that cars must always yield to all non-cars on residential streets
Build more sidewalks.
Drivers need to be aware of pedestrians crossing during a green light.
Add a category to the "Find It, Fix It" app to report obstructions to sidewalks and bike lane rights of way and act on those reports.
Build more side walks in residential areas.

Sidewalks / pedestrian paths
Build sidewalks
Any kind of way to block from being hit by a car is a bonus. But we also have to be safe from crazy bikers as well. They ride very dangerously and think they own the roads in Seattle. Cars sometimes swerve from that and could hit walkers. So we need barriers of some kind.
Provide separate defined walking areas along all streets.
Have sidewalks everywhere, even if it means choosing one of the lower cost kinds, (except that one very ugly one where the "curb" is in sections)
Slow car speed.
Make sure that pedestrians have the chance to be seen. Keep vegetation trimmed. Enforce the 20 ft. from intersections no parking rule.
"1. VERY important: MAKE right-turning drivers LOOK UP and IN FRONT of them (instead of just to the left for oncoming cars). I have had to yell loudly at cars and even tap on their fenders to make sure they see me. And when I do that I am afraid that if they have bad tempers and guns they will shoot me. But several times I have nearly been run over by right-turning drivers. I'm just trying to cross the street. And they WILL NOT look! 2. Make the Walk signals last long enough to actually get across the street, and allow them to come on after less long of a wait--so that a pedestrian does not have to wait a long long long time for the green ""walk"" to come on.
"Ticket drivers who create unsafe conditions for pedestrians! Examples: not stopping to make a right on red / not looking / not yielding to peds. Running stop signs, stop lights. Generally failing to yield due to distraction or simply not caring."
I'm alert and young-ish so I am very proactive about my safety. I never assume a driver is going to yield to me. In general I find physical barriers to make walking more relaxing due to the added measure of safety. I routinely walk miles daily on the streets / sidewalks in Seattle."
Keep adding sidewalks that feel safe to people of all levels of abilities.
Add sidewalks
Make access to I-5 buses safer
Enforce traffic laws.
Clearly visible pedestrian walkways that are visible to vehicles as walkways. Sidewalks in North Seattle. Clear walkways that don't have poles on the middle or that just disappear! Like on 145th or meridian.
Build sidewalks and improve lighting around sidewalks.
Provide wide sidewalks with a safe buffer like trees from cars on major streets such as greenwood.
Have more landscaping as a buffer between traffic and pedestrians
Lighting sidewalks. We have such a long time with low light I think it's important to ensure the sidewalks are well lit.
Not sure
Add more sidewalks in residential neighborhoods

Design and develop a systematic process that engages people for the life of the city and ensures that desired results are achieved: Use real-time strategic planning that is based on what we know works from other cities like ours, what are citizen priorities, and budget and time constraints. Skillfully engaged stakeholders throughout the planning ,implementation, review and re-focusing, to ensure that the ongoing work of improving pedestrian experiences in the city is transparent, efficient and effective. Once a performance management platform established, use Lean principles to ensure continuous improvement.
Make dedicated pedestrian space off the street -- it doesn't matter to me what kind -- just separated from the cars with a curb, strip, or landscaping.
Sidewalks of any kind on at least one side of any residential street that is fairly busy (and safe crossing places to connect one side of the street with the side that has the sidewalk). Definitely prioritize based on danger to pedestrians. A quiet residential street is low priority.
Connected walkways/sidewalks, and more well-marked crosswalks. (Cars usually don't stop for pedestrians in crosswalks.)
Make walking more attractive than driving. Make it fun! Make sidewalks easy and accessible for everyone. Prioritize sidewalks and pedestrian zones over roads.
Provide sidewalks.
Install sidewalks where none now exist.
Create new walkways of any type where there currently are none.
Slow down cars and increase awareness of pedestrians
Start building low cost walking paths along arterials, then fill in the neighborhoods
More clearly designated pedestrian walkways including crosswalks.
Clearly delineated walking spaces, separate from driving spaces (or with spaces to the side to be moved to as cars pass). This isn't just an issue for pedestrians, but also for drivers. It is almost more stressful to drive in my neighborhood, especially where people have planted up to/even onto pavement (and particularly at corners).
Space between cars and people. Physical walking space that is dedicated to walkers (non-driving).
"Add as many pedestrian pathways as possible and slow the traffic down, and fix potholes and Recessed sewer covers."
More goddamn sidewalks! Especially in Broadview area. Especially 3rd Ave NW and Greenwood Ave N.
Improve existing sidewalks in high traffic areas
Keep the sidewalks clear of leaves, moss and other slippery debris or heavily fine homeowners and businesses who do not.
"Discourage aggressive drivers. Seriously, I would love love love to see speed limits seriously enforced.
Nice sidewalks are nice. But don't build them just to enable convenience for speeders."
More safe places to cross busy streets.
Slower driving speeds

See to it that the car traffic is not driving too fast for the street environment, i.e. a lot of pedestrians, particularly school children and elderly
Create level walkways.
Enforce speed limits!
I wish I knew.
More sidewalks
Make sure pedestrians know that they are at least as entitled to the public space as cars and drivers.
"Aside from my prior comment, I also think Seattle should consider making improvements to Aurora Avenue, such as those Shoreline has been implementing over the past several years.
Complete corridors on residential streets and arterials. Having a continuous sidewalk on given corridors is more helpful than random block faces.
Side walks!
Build us sidewalks, period. North of 85th on residential streets affected by cut through traffic. You built us the Greenway on 17th Northwest to help with the bicyclist but this does nothing to protect the pedestrian. We feel left out and still it is not safe for us to walk down our own street because of the bicyclist now and the speeding cars that are avoiding the traffic light on 85th and 15th Northwest. When we try to walk down your own street we get pushed aside by speeding cars. The traffic Holmes do nothing to stop them down
Enforce laws about stopping for pedestrians to cross streets
Quit doing stupid things like rainbow sidewalks.
Make sure cars don't block the cross walk at intersection.
"Get tough on crosswalk enforcement
Drop the city wide speed limit to 20 mph
Work to remove bad drivers from the road through suspensions.
Decommission roads by diverting non local traffic away from those roads
Commission for car free roads and spaces
Pedestrian signals downtown and sidewalks in north Seattle
Reduce speeds
More walking surfaces and control the cars. Not stopping, not yielding, talking/texting while driving, and speeding are far too common and make roads feel unsafe.
"Make it easier to cross arterial streets. Pedestrians should NEVER have to push a button at a signalized intersection. Remove those discriminatory beg buttons and always provide a walk signal.
Dedicated right-turn lanes should be liberally removed, as they widen the street crossing more than needed.
We also need more safe ways to cross streets at unsignalized intersections and mid block crossings. Olive Way in Capitol Hill, for instance, should have more of the pedestrian islands like at Boylston Avenue.

Continue to build sidewalks, whether low cost or not. Where builders are constructing multi-unit structures, they should be required to contribute, or be responsible for putting in sidewalks, at the very least, next to their property, and even better, extending beyond their properties. In many cases these multi unit lots significantly decrease the privacy of the other neighbors so they should pay back into the neighborhood to improve something else, like extending sidewalks.
Fix existing sidewalks that have cracks or raised uneven areas, or "polished" rocks that are slippery when covered with moss.
Fix broken existing sidewalks or raised areas that have resulted from shifts in pavement due to tree root growth.
Prioritize continuous sidewalks on 5-8 block grids (for example Greenwood Ave N, 3rd Ave NW, Aurora Ave N)
Lower speeds, specifically on arterials; not just signage but with engineering solutions like re-channelizations
More sidewalks
Rigid enforcement of traffic laws, particularly as they pertain to speed and intersection regulation. Signage and all the rest means nothing without teeth.
Improve public transit
Improve accessibility.
Address poor driving practices that endanger pedestrians trying to cross streets.
Fix broken sidewalks and make new ones where none exist
Sorry, I have no idea.
Night lighting and cleared walkways
Though personally (as a long-distance runner) I want to see proper sidewalks on arterials like 3rd Ave NW, the most important thing has to be comprehensive pedestrian routes near schools.
We already walk nearly everywhere, so we don't think there's a huge issue. But feeling personally safe, not just from cars but from crime, is a big one.
This is a stupid question....Build sidewalks you big dummy
More sidewalks on both sides of Sandpoint Way near Magnuson Park.
Fixing the Ballard bridge walking problems, just make the sidewalk/bike lane only on one side of the bridge (to increase space) or take the bridge down to three lanes with the middle lane changing direction based on time of day. It's geographic oddities and little gaps in the network's core that can really put a crimp in a nice walk.
Improve very uneven pavement and tree roots on existing sidewalks,
Wider multi-use paths on busy streets
Sidewalks with curbs that can be navigated with a stroller on every arterial.
Having space set aside for pedestrians that is clearly separate from cars.
Safe crossings of busy streets/intersections. E.g., Rainier & Jackson.

Slow down cars, and manage demand to decrease the volume of cars.
Paint crosswalk stripes on all legal pedestrian crosswalks.
Maintenance on landscaping that blocks street signs, traffic signals and signs, blocks street lights and narrows or otherwise damages footpath.
Add sidewalks to all residential streets that are on a bus route or lead to one. Add sidewalks to all neighborhoods with schools in a 1 mile radius, esp in North Seattle
Don't allow construction to close sidewalks unless they build pedestrian walkways, like they are required to do in most major cities.
Dedicated walking spaces along all routes that people desire to walk. This means not needing to walk in the road, and not needing to go far out of the way.
Make pedestrian crosswalk lights a priority over through car traffic.
Build sidewalks on streets that don't have them.
Sidewalks in north Seattle.
Synchronize lighting better. Some are so short even for a young person hard to cross in time. Have crosswalks without stop lights but lights that flash so a car can see someone is getting ready to cross this would be good for high traffic areas.
Build sidewalks in areas where there are none. I live in Greenwood and large portions have no sidewalks at all, so when I walk my dogs, etc. I avoid certain areas. When I do walk in areas without sidewalks it feels dangerous, even if the roads are wide.
Making sure cars yield to pedestrians (through enforcement and more stop signs/lights/VERY visible crosswalks & flashing lights.)
How can we train people who drive cars to put the safety of bike riders and pedestrians first?
Prioritize pedestrian safety. In addition to physical improvements like sidewalks, driver education is important. Also, signs indicating whether a stop is 2-way or 4-way should be at every stop sign.
Provide more opportunities/eliminate barriers along busy arterials.
Slow down auto traffic.
Make sure that all cross walk signals change WITHOUT having to push a button.
Dis-invent cell phones.
Slow down auto drivers, particularly on residential streets favored by walkers and cyclists.
The city needs to realize that we are a city that relies on automobiles. Until our very economic infrastructure changes, attempting to socially engineer a walkable city will fail. We need to focus on diversifying our business infrastructure (creating business units in neighborhood communities) and creating better transit. Once those are under way, the city should focus on improving walkability to those units and nodes.
Enforce the laws about yielding right of way in crosswalks and at corners, against jaywalking, and especially speed limits on arterial in residential neighborhoods. Maybe a public education campaign?
Slow speeds for cars.

Lighting.
Slow down cars.
Demand that homeowners and business owners make the necessary repairs to tripping hazards. Too often I find the "cheap" fix of filling in the area between broken or raised sections with asphalt repair kits does not mean a lessened tripping hazard when walking in the rain or dusk.
Get the fast-moving bicyclists off the sidewalks.
Build sidewalks.
Consider balance of car, bike, and foot traffic in busy arterials. For example, in busy streets like Mercer, there is high car, bike, and foot traffic. To address this, large cities like Hong Kong create footbridges that allow car traffic to flow more consistently without disturbing bike/foot traffic. People get impatient currently and jaywalk or walk before cross signal is on; winding through stopped cars. Footbridge can also be used to display mural art which enhances the city. Can also be used for photography sites/points due to height; great for tourists. Also, on an unrelated note, cyclists often do not use the new bike pathway on Mercer because it is inconvenient if they are on the opposite side of Mercer (without a bike path) going East and turning South on Dexter. Need to make walking, cycling, and driving as convenient as possible!
Maintenance
Create real barriers between cars and the other modes of transport/
Separate sidewalks with smooth transition zones for bicycles, wheelchairs, and strollers!
Better crosswalks, more 4-way stops on more intersections, faster response times to crossing signal button pushes.
Reduce traffic, reduce speed limits, and put cross walks on arterials
Fix pre existing sidewalks
Slow down the cars, and enforce the laws- cars do not stop for pedestrians in marked crosswalks, let alone pedestrians crossing at unmarked ones. Speeding is ubiquitous. Running red lights is a commonplace. What the heck has happened to "Seattle nice?" We need to get it back.
Get more people walking, so whatever change(s) turn the most people into walkers.
Traffic calming on almost all roadways would be a huge plus. Under all green lights for traffic also have the walk light show, too, even if the button wasn't pushed. For almost all crosswalks, make the button immediately trigger a walk light (not delay for a lot of time like most crosswalks in the city- that is the most frustrating thing ever!).
We need to have continuous sidewalks around Jane Addams Middle School to make our routes to school safer.
Provide safe walking areas on busy arterials that have transit service or high-use destinations (schools, food banks, community centers, grocery stores, etc.).
Slow down cars. Pedestrians often end up walking on arterial streets (like Rainier Avenue) that are unpleasant, but other routes would take much longer due to the topography. It is essential to make these arterial streets safer, by having more of a buffer between cars and pedestrians, and improve the safety at intersections.

A stronger, more visible, police presence and enforcement of existing traffic laws would help immensely. Running red lights, in particular, has become rampant. I had to jump and roll when a car came within inches of hitting me in a crosswalk after running a red light (I had a walk light) in the middle of the day.
Put sidewalks in Broadview. 3rd ave NW would be a nice path for joggers and walkers if it had a safe sidewalk.
Improve sidewalks and slow cars not paying attention)
Have the police ENFORCE the laws of pedestrians. Any intersection is a legal crosswalk, marked or unmarked. The police and Metro bus drivers to me are the worst offenders of stopping for pedestrians in these situations.
Build more damn sidewalks--and level the existing ones that stick up so that people don't trip, get hurt and sue the city.
"* More generally: understand and be aware of pedestrian needs and preferences when designing new projects. * A personal feeling: I am unhappy with manual switching of traffic signals. As a rule, if the light is green for cars, it should also switch green for pedestrians. (Exceptions are OK but these should be exceptional.)
Well defined areas for walking
Reduce speed limits and put in video surveillance of busy areas to dissuade drivers of cars from speeding.
Slower cars and more cross-walks
Actually having the police enforce traffic laws would be a huge help!
Lower the speed limits.
Lower vehicle speeds.
Maintain existing infrastructure.
Get rid of the helmet law to encourage more practical bike usage. More, slower, bikes on the road make other slow speed users (walkers) feel safer.
Implement a roadway plan that gives pedestrians and bikes priority over cars. A quick and practical example would be to activate crosswalk signals within seconds, not minutes, after receiving a crossing request from a pedestrian. An example of a well-timed signal is at Madison and 38th, in front of the Russian Embassy. Here crossing requests are fulfilled in under 5 seconds. An example of poorly timed signals can be found along Alaskan Way, from Broad (Sculpture Park) to Union (Great Wheel), and beyond, where requests can take minutes, leading frustrated pedestrians (often tourists) to frequently jaywalk.
Slow traffic!
It should be connected to places people walk to. Schools, 'errand' places (grocery, library, restaurant), and transit.
Sidewalks where there aren't any. Serious penalties for drivers for break rules. Cameras at pedestrian stop lights where drivers often run red lights.
More sidewalks of any kind in more places
Greenways. Designate side streets next to arterials where the auto traffic is slowed and diverted, bike traffic is on the street, and sidewalks are for pedestrians. In general, walking, biking, and driving traffic goes at three different speeds and needs to be separated.

Create environments that clearly separate autos, cyclist and pedestrians from each other. Public transit should also have dedicated lanes for efficiency.
Improve sightlines for drivers! I walk, bike and drive. As the city becomes more crowded, it blows my mind that basic safety measures like enforcing no park zones 20 to 30 ft from appropriate street intersections are not in place for our very narrow streets. I live in lower Wallingford and while I can't wait for the sidewalks to be repaired, I know there will be a terrible accident soon as we are forced to nose out into arterials from our very narrow streets. That may involve a car or it may involve a cyclist or pedestrian, either way, I feel stressed when driving and uncomfortable while walking in these zones. I'm 35 and a new father - I hope the city really steps up as it increases density.
Reduce car speeds.
Build sidewalks and crossings on arterials
Build sidewalks where there are none
In NW part of town, like on 3rd and on 8th, crosswalks to create defined area to cross
Slow down cars with physical impediments.
Cover areas with the most dangerous traffic where walking options are severely lacking first.
Slow traffic down, especially on arterials where speeds exceed 30 mph.
Level side walks
Fix current sidewalks! (Trees, etc)
Enforce parking regulations! The 30-foot rule for parking within 30 feet of an intersection is not enforced in the neighborhoods. Drivers go 25mph in the neighborhood streets but can't see around the corners where a child or other pedestrian could be about to cross the street.
Less waiting for walk lights at intersections. Some are 2 minutes, which can double the amount of time it takes to get somewhere.
Sidewalks that are smooth, unbroken by street tree roots, and well-lighted.
Listen to the people who need to walk!
Maintain crosswalks at bus stops/school zones. Prioritize those before painting more bike lanes.
Build them. Maybe start with major streets and then move to tier 2 of importance, then tier 3, etc. But please build them
Add curb cuts where absent.
I would just focus on busy streets that don't have a sidewalk. Really, any sort of pathway separated from car traffic works just fine.
Sidewalks in the parts of the city that currently don't have them
Build connections - like you do with the bike network. Think about where people are walking and connections they are making to transit and neighborhood centers.
Poll residents in each neighborhood and adopt the solution that most seem to favor, rather than one citywide approach.

Get people to use crosswalks and cars to stop when folks are in crosswalks. Also possible training on use of crosswalks.
Better crossing markings so that walkers are visible to drivers.
More sidewalks and replacing sidewalks that are broken. My work is located in a neighborhood with no sidewalks. It's very dangerous! The other thing is to replace broken sidewalks. Many of the sidewalks in my neighborhood are broken from tree roots or other shifts in the ground. It's a tripping hazard.
SIDEWALKS (proper sidewalks or any of the other options in this survey)
Adding designated walkways in areas that don't have sidewalks to provide some separation & designated zones for cars and walkers
Residential walkways, especially in areas by schools.
Reduce speed limits for residential streets
Curb cuts! They are not a new idea. It is over twenty-five years since the ADA was passed. Time to fulfill our most basic obligations.
Fewer cars and much greater enforcement of speed limits, stop signs, stop lights and illegal turns (that is, against a light).
More crosswalks, more left turn signals for cars at lights so there are less conflicts there.
Sidewalks on busy streets where they don't exist now.
Add sidewalks where they are missing
Remind people to not text and drive or text and cross streets at the same time.
Add to arterials where there are none and repair or re place trip hazards.
Safe streets for ADA, aging and handicapped walkers. Remove tree trunks that are raising sidewalk cement.
More marked crosswalks!
Put sidewalks by schools and in residences without sidewalks
NA
Maintain and improve existing sidewalks; repair those that are broken or impede a flat walking surface.
"Sidewalks/paths accessible to kids and mobility impaired people. Add them in neighborhood places where people need to go (schools, parks, libraries, shops).
Make construction projects provide appropriate routes and consider the impact of multiple projects going on in same area at same time."
Add more sidewalks/low-cost sideways!
Sidewalks and crosswalks
Build sidewalks where there aren't any
Install curbed sidewalks separated from the street by parking lanes or planting strips.

"The campaign might include a campaign to show drivers who don't walk at all what it's like to be a pedestrian. I've almost been hit while crossing at zebra crossings by drivers turning onto busy arterials-- they're often using their phones. Or, sometimes drivers just don't use their indicators.
I know that reeducation is difficult, but it is essential in helping to reduce potential fatalities. Is there any way to show drivers how they pose a threat to those not in cars?"
Build more sidewalks. Real, traditional sidewalks, paved in concrete, raised above the street elevation.
Improve sidewalk conditions to enable more mobility for individuals with disabilities.
I am walker. I prefer to walk on sidewalks for safety. The Seattle Transportation Dept should accept that Seattle is very Dark and Rainy. Sidewalks should be bright, drain water, and not have ankle breaking bumps and cracks. Crosswalks should be bright, drain water, and not have ankle breaking bumps and pot-holes. Please make everyone who is working on this project walk in Downtown, Lake City Way, 12th Ave E, and Rainier Ave S. it will make it easy to plan for a walking future.
Educate drivers and educate pedestrians and have a lot of education in schools
Slow traffic and more all-way crosswalks.
Level current sidewalk. Less tripping.
Construct some type of sidewalks in the neighborhoods which still lack them.
Cameras at cross walk areas and school zones!
Sidewalks in neighborhoods that have none.
More space for peds! Sidewalks downtown are too tight and in some of the residential neighborhoods there is nothing to slow cars down and no sidewalks. Feels very unsafe.
Traffic goes to fast
Space to walk and crossing access (raise over street so traffic is not impeded)
Make it easier to cross huge busy streets! Like Greenlake ave
"Give us sidewalks in the Northgate/Pinehurst/lake city area!!! Many families with young children live here & lots of low income people & people with different abilities live here. We walk a lot & use public transportation a lot...and our sidewalk system sucks! It's dangerous. Fix it. End of story"
Make real sidewalks in neighborhoods that don't have them before you start making big changes to driving lanes. Cars are important to communities too. There must be balance.
Encourage higher-density land use to create more destinations within walking distance.
Make it more accessible for those who need it most. I have a pram and can make do- but I know many people who have disabilities and may not have to option to drive.
Keep the sidewalks clear and unbroken.
Ban smoking on sidewalks.
Improve access/safety for strollers, kids with bikes.

Create designated walk spaces on busy streets that don't currently exist. I.e. Greenwood Ave BTW 132nd and north and 125th NW from 3rd to 12th. Cars go high speed through uncontrolled intersections with high volume of walkers and in the case of 125th, with narrow space and no pedestrian call out. Very scary scenario that I live with daily with my 9 and 7 year old kids.
Require increased high rise setbacks and wider sidewalks on arterials with heavy pedestrian traffic e.g. the intersection of Market St and 15th Ave NW is Ballard; the sidewalk on the west side of 15th just north of Market St is way too narrow for comfort. You feel you are boxed in between a tall building and 6 lanes of traffic.
"Fewer cars driving slower.
Sidewalks!
More sidewalks.
Providing good safe well light crosswalks.
More sidewalks in North Seattle.
All sidewalks should have handicapped accessible entrances and exits.
Slow down speed of drivers and work with school and families to walk more responsibly - get off their phone, wear reflective clothes and be aware of vehicles in the area.
Slow down all traffic. Develop mass transit, and walkable urban villages so there are more people out at all times. Build pedestrian overpasses on I-5 and Aurora Ave N,
Focus sidewalk construction linking residential areas with schools, parks and neighborhood businesses.
Enhance mass transit connections/mass transportation infrastructure so that humans can walk from bus stop to light rail to bike racks to shops to schools to work. We walk as much as we can, but often have a long walk to make it to light rail, and are frustrated by choppy bus connections here in South Seattle.
My commute consists of walking and taking LINK light rail. I mostly walk downtown, so I'm biased, but I believe that giving every intersection downtown and on Capitol Hill and South Lake Union and other dense urban neighborhoods a four-way pedestrian crosswalk (like @ 1st and Pike near the Market and at 1st near the Harbor Step/SAM, would be brilliant. Currently, there are crosswalks in SLU (through which I walk daily) that I would describe as anti-pedestrian.
Clearly delineated walking paths separated from roads on residential streets where no sidewalks exist.
Longer crossing times at lights for pedestrians.
Fix the "upheaved" sidewalks-- they are treacherous.
Safety and security.
My neighborhood has very few sidewalks and it is challenging to walk with a stroller.
Create safe, buffered, comfortable sidewalks along arterials and better-engineered crossings... and please speed up reaction time for walk signals in response to button pushing
Wide sidewalks with appropriate easements for neighboring construction.
Fix broken and uneven sidewalks.

See my comment for #10: Repair broken sidewalks. Sidewalks where tree roots have raised cement sections i.e., Madison St., South side between Boren Avenue and freeway overpass. Sidewalks that are broken for no apparent reason, perhaps age i.e., north sidewalk in lower QA between QA Ave and 1st Ave W. These are examples that impact me directly; however, can be found anywhere in the city.
"ASK. There are MANY who would RESPOND. Also, at least at the Senior Center, I attend; NOT everyone CHOOSES to be Computer Literate --- myself, included. As a disabilities Advocate, I have been attending the North King County Mobility Coalition; in Shoreline. THEY have actually, GONE to various Senior Sites, and conducted well-publicized 'Listening Sessions'. ?Why haven't YOU?"
SHA, could give you access, to MANY of their BUILDINGS, including their ""Senior Housing Buildings"". ?Have you even THOUGHT of ASKING, THEM? IF NOT; WHY NOT?"
Fix the Flippin sidewalks that we do have.
"More mixed use zoning and residential commercial areas that are actually within walking distance of all homes. As it stands, even if people in residential areas do want to walk to their destinations, there are few, if any, within range.
Otherwise, in terms of infrastructure, a comprehensive implementation of shared streets throughout the city's residential areas without sidewalks."
Add more cross walks with pedestrian signals. Put them back on Leary in Fremont! Vehicle traffic goes way too fast and people are forced to run across the street where cross walks used to be. Slow the vehicle traffic down. Sorry drivers feel like they are stuck in too much traffic these days, but don't make Fremont residents and visitors put themselves in harms way just because someone wants to drive into Ballard...FAST!
Consider the health of runners
It's all super important. The lack of sidewalks north of N 85th street (like in the greenwood area) needs sidewalks. All facilities in the Rainier Valley are pathetic and we should be ashamed as a city that the public right of way in the "poor" neighborhoods is far worse than in the "affluent" neighborhoods. Safe routes to school is a huge priority as well.
Improve pedestrian safety for crossing of busy arterial streets. Hard to cross when traffic is moving fast and may not realize pedestrian has a limitation so they cannot move fast.
IMPROVE THE SAFETY OF CROSSING ARTERIALS. In our QA neighborhood we have sidewalks and in most locations ADA ramps at crosswalks; but in many cases where residential streets meet arterial streets (eg 5th W and W McGraw), crossing the arterial is a daily danger. The visibility is limited by parked cars. If the intersection is between stopping points on the arterial, cars are speeding to make of time lost at the stopping intersections. At dusk or after dark, many people do not have their best vision. Curb bulbs would help a lot to improve visibility and therefore safety.
Pedestrian-only streets or paths
Build sidewalks in residential areas that do not have them.
Reduce vehicle speed, including bicyclists.
Better visibility (such as lights or noise) when using crosswalks not associated with traffic lights. It is the norm, rather than the exception, that cars do not stop and continue at full speed.
Sidewalks
Effectively reducing vehicle speeds on most streets

Making pedestrians more visible in the dark with brighter streetlights, warning signs and/or flashing lights on intersections with many accidents to make motorists more aware.
Maintain existing sidewalks including repairing those that have trip hazards such as varying levels due to cracks, etc.
Add more sidewalks and crosswalks; repair rundown sidewalks.
Slow down the cars and trucks using physical road design and 100% enforcement. Signs and paint are pretty worthless.
Eliminate unmarked intersections!
Consider all abilities when making improvements. Think of people using wheelchairs, walkers and canes (both for walking and low vision/blind). Partner with the police department to ticket in unsafe crossing areas where cars disregard pedestrians.
Raised sidewalks near schools, better maintenance on existing sidewalks.
More crosswalks to bus stops because people will run across traffic in order to not miss a bus
Improve safety along sidewalks with broken and damaged paths.
Enforce speed limits. What's the point of having them, if the police are absent in this city?
Fix current sidewalks that are not level and have tripping hazards.
Safe side walks on residential streets without sidewalks and stop signs at four way residential intersections. Or at least yield signs.
Keep neighborhoods feeling safe so that we are willing to walk.
"Marketing. Encourage walking. Set up walking tours on web perhaps each with photo competitions. Winners get gift certificate to Wallingford coffee shop.
Ideas for my neighborhood. Just substitute neighborhood names
<ol style="list-style-type: none"> <li>1. 50 tree species of Wallingford</li> <li>2. A 4 mile walking chicken tour of Wallingford. Runs visible from street</li> <li>3. Parks of Wallingford with some history. Gasworks, meridian, Wallingford ...</li> <li>4. Wallingford street paintings. Dragonfly, ladybug, on 41st</li> <li>5. Wallingford architecture of interest.</li> <li>6. House door color bingo</li> <li>7. Google mash-up of flowering trees and suggested walking dates"</li> </ol>
Take down speed limits.
More marked crosswalks on busy streets.
More buses and more frequent schedules so more people can reasonably use the bus instead of cars. Anything else is, I believe, a waste of money.
Repair cracks and upheavals in current sidewalks.
Give pedestrians priority over cars. This can mean reducing the speed limit drastically on any street without sidewalks (such as 15 mph)

Curb separation sidewalks along arterials with a priority for school and community activity areas and routes to bus stops.
Sidewalks yes but even simpler less costly PHOTO enforced flashing lights would help. Also lights at busy streets that are pedestrian ONLY lights. In other words when kids are trying to get to school and have to cross Lake City Way there should be a pedestrian only crossing option before and after school. Photo enforced.
Create more intuitively comfortable walkways (which would include their style, shape, material, integration with the natural surroundings and BETTER LIGHTING! For the evening walks and safety).
Please put cross walks in front of our schools' streets where our children will need to cross the road every morning and afternoon. My daughters go to Olympic Hills elementary school, and the school's street does not have cross walk to use.
Create car-free walking areas downtown, like near Pike Place Market and maybe some side streets in Pioneer Square to create a better walking environment
Put sidewalks in busy streets where there are none. My local examples are 110th St NE and especially Sand Point Way!!
Cars stopping and not hitting you in crosswalks
Improve walkways for all. Traffic and reducing car speed is important, but improving walkways is what will get people to walk more.
Build sidewalks, if you can't create landscape features as barriers due to road width then slow the traffic. In NE Seattle neighborhoods without sidewalks the homeowners park along the edge of the asphalt street and leave no room for pedestrians. This forces walkers out into the street to get around these barriers.
Streets dedicated to pedestrians! I believe that our current context gives automobile drivers more rights than pedestrians. As a pedestrian, I can get a ticket for walking in the middle of the road. That means that someone who chooses to drive a car, which pollutes and can result in injury or death, has more rights in more places than someone who chooses to travel by foot. While sidewalks are important, I believe the only way to really achieve something like "Vision Zero" is to separate different travel modes as much as possible. I think that dedicated walking (and biking) streets are better long-term investments than continuing to try and squeeze all modes of travel onto every street. You can't get hit by a car on a road with no cars!
Get the police to ticket people using their cell phones. Distracted drivers are the biggest risk.
Create more sidewalks/walkways to and near all schools. Provide more crosswalks with flashers and signals near schools.
Provide safe walkways/sidewalks in areas without any existing infrastructure.
More sidewalks
Build sidewalks in neighborhoods without sidewalks, such as the Puget Ridge area of West Seattle.
Sidewalks or safe walking paths so pedestrians are not forced to walk on city streets. At the end of my street is a rehab center and I regularly see patients in electric wheelchairs riding along on the street. This does not seem safe. Also as I said elsewhere, I have small children and we do not walk in our neighborhood because it's not safe. I have dogs that could really use daily walks but I am a single mom so can't take the dogs without my kids, so my dogs don't get walks.
It helps that there is transit to walk to, and to connect our walks. Thank you for the street car lines! I appreciate and support Light Rail and Metro, too!



Keep the sidewalks leading to the light rail well lit and free from overhanging bushes. This is a safety issue and must be solved.
Cross walks on the major arterials in the fastest growing neighborhoods. There are already crosswalks downtown. Public education and code changes as needed to keep people from crossing arterials mid block or at unguarded intersections. Focus improvements to promote growth in hub urban villages to facilitate people walking to/from neighborhood centers with amenities and to/from transit including light rail. Consider the busiest nightlife areas as well for safety. Experiment with pedestrianizing Pike/Pine should be replicated with Ballard Ave. Build municipal parking garages in Hub urban villages to promote growth of light rail (see Metro in Washington DC) or build ride-on bus system. But municipal garages owned and operated by the city on city property (for example on the Yankee Diner site acquired for drainage facilities) would serve the dual benefit promoting transit and in the evenings providing parking for people using village centers so that parking can be taken off of busy streets like Shilshole and popular strips like Ballard Ave can be pedestrianized.
More safe walking paths and sidewalks that separate pedestrians from traffic.
Either reduce traffic speeds and provide a buffer with trees between moving cars and pedestrians with large sidewalks or reduce traffic speeds in neighborhoods and create shared streets in residential areas with landscaping.
Slow speeds on major arterial roads, i.e., 3-lane and 4-lane roads.
We should consider creating bike paths that are safer to ride than painted lines on the street.
Add walking paths in areas where they're missing.
SIDEWALKS in the neighborhoods that don't have them.
Providing safe space for people to walk. Even the worst of the low cost options is better than a gravel burm.
Unfortunately a silver bullet solution doesn't work. Areas are very unique and varied across Seattle. I do think that lower income neighborhoods near commercial centers/villages are a priority. Safe walkways and repairing existing sidewalks that are trip hazards and have low visibility should be priority. For example, the sidewalk along the West Seattle Food Bank. There are lots of bumps caused from tree roots buckling up the sidewalk where lower income families are pushing stroller and carts and it is poorly lit when it is at daybreak, dusk and at night. In addition, this is a major bus stop as well.
Make it fun to walk and take public transportation!
Sidewalks! Make sure they exist in the outer neighborhoods and make sure they aren't blocked by construction and other obstacles when they do exist.
Require awnings on buildings, to help block rain when walking
Safe walking paths to schools, bus stops, and libraries. Also pay more attention to the north end of Seattle; Greenwood Ave N. Is very unsafe for pedestrians, especially kids trying to get to school
Look at zoning laws. If the things people need and use on a regular basis are closer to where they live, they will regularly walk more, but shorter distances. A major barrier to walking is distance between destinations. Small grocery stores, neighborhood bars, transit stops are all examples of common destinations that people use multiple times a week and if within walking distance, would encourage walking.
More crosswalks. Better crosswalks. More enforcement/education on laws regarding cars stopping when someone is in the crosswalk. I cross Winona Ave from 77th toward Green Lake Park almost every day and even though it is a marked crosswalk NO ONE stops. In California there are signs in the middle of the street- I found this to be really helpful as a pedestrian there.

Get rid of the homeless camps that have been allowed to pop up all over the city. Some of these people are known to be dangerous (per the Seattle Police) and it's not a comfortable feeling to be walking past a homeless tent camp not knowing how much potential danger you're putting yourself into; not to mention the health hazards such as the garbage and human waste that accumulate around these camps. Most cities try to get the homeless off the streets but Seattle seems to ignore this.
Provide comprehensive through routes and crossings for pedestrians in and around areas that are now obstacles to walking, such as highway 99, other busy arterials without sidewalks or sufficient crossings, and construction zones.
Provide safe, well-lit sidewalks that are off the road. Clean up homeless people from the sidewalks.
More sidewalks. Sidewalks and paths everywhere. Even if the streets get narrower. Right now in my neighbor there is a free for all with cars and walkers and the temptation it to walk in the middle of the street, which is hard on drivers and walkers, and it makes things look messy.
Pedestrian crosswalk/yield situations need to be better enforced. Too many cars "block the box" downtown, causing unsafe crossing situations for the little insignificant human beings that are not surrounded by a ton of metal and plastic, bicyclists included. And they create traffic for everyone else. Other people simply do not stop for pedestrians because there are no crosswalks or anything to indicate that they should (maybe at best there's a x-ing or yield sign... Maybe), out of some sense of decency, stop for the little bag of flesh and bones that wishes to cross their path. Its hard to demand to be seen when you don't want to be hit.
Sidewalks in areas without them.
Separate the drivers from the pedestrians. Any of the options that keep these two apart are acceptable. Quit putting the responsibility on the pedestrians to move out of the way of cars speeding through residential areas.
Improving sidewalks/safe access to schools should be v. high priority
Slow car traffic or create streets for bike and walkers only
Since we are not into leveling hills any more, creating sidewalks and providing lights for people to cross the streets are top priorities. Also, re traffic in general, all these road diets, etc. Treat symptoms, not the fundamental issue of not knowing the rules of the road. We take 1 drivers test as a teenager, and never again. Reinstating a written drivers test every 5 or even 10 years would do more to reduce stupid driving than all the road engineering you do.
Please put in continuous sidewalks around Jane Addams Middle School to make routes to school safer for our children.
"Reflective clothing is the cheapest thing. Pass out those reflective Velcro bands to be placed around a leg or arm. Some bus ads. Billboards. ""Drivers will hit you if they can't see you.... Do Your Part""
This is of course not the same as engineering a solution (the lower cost sidewalk options!! Right on!) And some may feel it a ""blame the victim"" campaign. But the reality is that it is dark in Seattle in the winter at 4:30. And people ought to be out moving their bodies to get from place to place. And reflective materials are plentiful and cheap. Thank you for asking this question. I hope my answer is helpful to you."
Sidewalk in residential
More crosswalks along busy 4-way streets and school's walk zones
Sidewalks on residential streets that don't have them.
Get cars to follow traffic laws

Extend guard rail on entire length of Ballard Bridge. Paint/ repaint crosswalks
“Improve transit to reduce the number of cars.
Better sidewalks trails, marked crosswalks, and speed bumps. “
Address problem of walking light and green light going on at the same time in intersections where many cars turn right and pedestrian traffic is heavy. It would be safer to stagger the lights, with the pedestrian walk light going first.
Buffers and slowing traffic
Keep the separate from speeding inconsiderate bully bicyclists.
Add lighting in dark walking areas!
Add sidewalks where they are missing
Either continuous sidewalk or no sidewalk. Walking on a sidewalk and then coming to an area where you have to walk out onto the street is worse than no sidewalk
Fix, or repair, sidewalks that have been damaged by large trees moving or breaking the cement.
Lights on streets. Many cap hill side streets are dark!
Make the construction projects not block sidewalks... It’s very annoying downtown
Change the policy on marking crosswalks. Too many drivers fail to yield at unmarked crosswalks as required by law. For too long the city’s policy had been to encourage pedestrians to cross elsewhere in spite of the extreme inconvenience this can cause trying to get to schools or transit stops. Marking more crosswalks would be a hint to drivers that they should yield more.
Get rid of the hills. ;)
More police actively policing so we can feel safe walking in our neighborhoods. We have some sidewalks in my neighborhood but not many. Not having a sidewalk is less of a barrier than not having a safe neighborhood to walk through.
More sidewalks. Sand point way needs side walks!
More sidewalks.
Walkways (sidewalks) for pedestrians.
In myriad ways signal to drivers that genuine humans are likely walking on the side of the road and so to be careful. To me that’s what these designs do, with varying levels of success. This is especially true at night. Preventing crime is also up there.
Getting any form of protected sidewalk onto every residential street in Seattle.
Actually provide unobstructed sidewalks. Please prioritize the sidewalk space for pedestrians rather than sacrificing it for: utility poles (get SCL to underground); pull outs (can we get the mayor’s office to stop caving to developers and deep pocketed businesses); trees (these are important, but are renewable. Can we replace trees that are uprooting the sidewalk with new ones); street furniture (get some regulations passed); cabinets (why are there so many, can’t the city do some joint use); overkill of signage (why do we need so many signs); scale (can we think about downsizing rather than upsizing?)

Make all walk signals automatic- i.e.: not dependent on a push button. People are more likely to run and jaywalk when they expected the light to change and it doesn’t. It’s also very frustrating to be at a corner, wait for the light, and realize too late there’s a button.
Separate walking spaces from driving spaces.
That is such a broad question. Right now my main issue is how fast cars drive on 2nd in Belltown and the fact that there are no blinking lights or crossing flags. I stood next to a SDOT street cleaning guy (they are awesome) and we waited in the rain for all those fast cars coming from Ballard & QA to pass - did I say it was raining on us? The transplants don’t let peds walk - we could use some more signs or a campaign for that - now I just sound grumpy :-). I think the blinking lights - like in Lake City - are really, really, really good while the flags are really, really, really stupid BUT better than nothing. If the city spent any kinda of money on peds like they are on bike lanes - oh yes the bicyclists that nearly hit us peds, holy cow - anyway show us peds some love, please. I think a ped rights marketing campaign would do the most good city/region-wide for the least amount of money: helps in Belltown and helps in White Center or Shoreline where there are sidewalk challenges.
Improve safety with more lighting!! It gets dark early in winter, and would be safer to walk to/from campus with better lighting.
Provide sidewalks and crosswalks on arterials for children en route to school where none currently exist.
“Lighted crosswalks (initiated by crosswalk button) for dark mornings and evenings.
Regulate construction interference with existing sidewalks.”
I walk everywhere in my neighborhood in Ballard as we have sidewalks. The parts that are uncomfortable is all if the campers along trails or places that get dark due to vegetation. It also really bothered me when people let their vegetation grow over the sidewalks so two people could not walk side by side
Lower speeds / lots of traffic calming in neighborhoods. Also better ways to cross arterials safely. Also, just get more cars off the streets!
Slow drivers down in neighborhoods (20 mph).
More consistent walkways and overpasses
Tripping hazards created by cracked and uneven sidewalks. There isn’t even a close second.
Create sidewalks!!!!!!
Sidewalks - in whatever form you can do, period.
Making safe sidewalks and crosswalks to and from schools in neighborhoods. Ticketing speeders in school zones.
Add wide sidewalks and trees and green buffer to busy arterials like 15th Ave NW.
Increase distance between road and walking spaces, standardize crossing areas so that drivers instantly recognize and can anticipate/expect behavior of pedestrians at those crossing areas. Too many different types of crossings, markings, and pedestrian behaviors for it to feel predictable for a driver or for the pedestrians.
Put sidewalks in neighborhoods where there aren’t any!
Teach people what side to walk on. To wear white or reflective clothing when it is dark.
Create as many safe sidewalks that connect as possible

Make safe routes to school the priority.
Make it safe.
At least in Ballard, do something about all the heaved sidewalks. Either get crews out to grind them like you did on NW 58th when the Greenway went in or make the homeowners know that it's their responsibility to maintain their sidewalks and get the heaves ground or their sidewalk replaced. Sidewalk maintenance is the responsibility of the homeowner, after all.
I find quality crossings important, especially at busier roads. Busy roads are often the transportation link (have buses) or segregate people from places they might want to go.
Sidewalks on residential streets in NE Seattle! Ballard, Downtown, Cap Hill, Central District, Wallingford, Fremont, U-District, Green Lake, Queen Anne -all of these neighborhoods have well-established sidewalks or walking paths. NE Seattle deserves the same rights to safe walking in our communities that most other parts of Seattle already has!
Provide safe walking paths. We live north of 85th and there are no sidewalks.
Fix broken sidewalks
Maintain condition of sidewalks that exist. It doesn't do any good to have a sidewalk if it is cracked, broken and otherwise hazardous to move on.
Obvious walking paths free from traffic.
Neighborhoods must have sidewalks.
Make street crossings safer and easier by prioritize pedestrians in stoplight timing and adding more crosswalks.
Slow down the traffic. I see people turning into crosswalks while people are crossing almost every day - even around hospitals and churches.
Safe sidewalks and more tree lined streets all over the city.
More sidewalks.
Provide walking paths (any kind) on and near arterials in north Seattle
Add sidewalks on residential streets. Add curb appeal to houses also.
"Separate sidewalks from roadways as much as possible (vegetation helps my little kids from running into street). In busy areas- I like having wide, covered sidewalks (to protect from rain)."
Lights
Traffic light cycles that won't take forever after pressing the button.
Reduce speeds in residential areas and enforce reduced speed in school zones.
Sidewalk buffers from cars
Reign in aggressive driving: speeding, red-light running, failure to stop at crosswalks, moving right turns on red (often with the driver failing to look both ways or come to anything approximating a complete stop).
Clean up the areas with the homeless. It's shameful that the city allows these individuals to be everywhere and it's unsafe.

Not forgetting about North Seattle
Safety! This includes consistent sidewalks and pathways that allow me to safely get to where I'm going. Better lighting, whether overhead and/or embedded solar/LEDs along pathways to improve visibility AND more street calming features. My street is marked as 30mph. But because there is nothing to 'help' drivers stay at that speed, people drive way above what's posted. SAFETY is the single most important thing you could do!
Reduce traffic volume and speed on side streets and minor arterials.
More bike/walking routes and greenways so we don't have to fight for shared space on arterial roads.
Build sidewalks
Sidewalks or walking paths on all streets, done in a way that cars won't park on the walkways.
Ticket drivers for crosswalk violations and ticket pedestrians for walking against do not walk signs.
Safety, discourage car/tent camping on sidewalks.
For me, I run on the sidewalks in Queen Anne a lot, and the biggest issue for me is sidewalks that are not well maintained and increase the risk of tripping and falling.
Visibility, pedestrians need to be visible to vehicular traffic at all times day or night.
Crosswalks and pedestrian crosswalk signs.
Get more people walking-- improves safety and encourages people to think more about other issues and invest in them
Install sidewalks where they don't exist and fix the ones that are broken or uneven!
Add sidewalks where there are none. Add timers to lights at busy intersections, such as on Sand Point Way by the Princeton bridge.
Install sidewalks in every neighborhood.
Design signals and signage at crosswalks to keep pedestrians, bicyclists, and cars from traveling through simultaneously. An example of bad design: the bike lanes that serves as a Burke-Gilman detour at NE 40th St and 15th Ave NE, where signs direct bicyclists to proceed through the intersection on a 4-way walk signal. Very hazardous to pedestrians, as bicyclists just assume they can go and don't watch for pedestrian cross-traffic.
Add sidewalks or at least some less expensive variation. I have noticed on Aurora Ave N up in Shoreline, I see lots of people walking now, where I don't remember hardly anyone walking before. They put in sidewalks all along Rte 99 and it's made a huge difference. (They also did a lot of other improvements, too...). I walk as much as I can, but am very frustrated that where I live (N of 85th in Crown Hill), there are hardly any sidewalks. I try to stick to the widest streets.
Provide sidewalks with lighting and increase crossings safety at arterial streets. Landscaping with trees makes for a more pleasant and environmentally friendly experience.
Smaller streets, clear crossings
Changes drivers' behavior.

Lighting. Seattle neighborhoods are becoming sketchier by the month. If you want people to be comfortable walking outside of broad daylight hours you need to use principals of environmental design, especially lighting, to make the walkways safer at all hours of the day.
Better lighting.
Fix the Market and Ballard Ave crosswalk signal. It used to work but now takes too long.
Make crossing busy intersections and roadways more convenient, safer, and timed for pedestrians rather than cars.
Create spaces safe from cars.
Something you haven't touched on in this survey feels very important: unmarked intersections. I'm a fourth-generation Seattleite and I'm unfazed by the sheer number of them through the residential neighborhoods, but I don't think that's always true of our newer neighbors.
Provide more lighted intersections for crossing busy streets. For example, in Ballard there are no safe places to cross Leary Ave NW between 15th Ave NW and NW Market St! This is a huge stretch of street that separates residences from local businesses on Ballard Ave.
Fix potholes, side walk irregularities, and remove obstacles that would make it unsafe for pedestrians. i.e. trees that have overgrown roots that crack the concrete
Remove homeless camps from sidewalks and areas between sidewalks and streets. This is far more unsafe for walking than actual sidewalk conditions.
NO bikes on the sidewalk, well lit areas.
Stop construction from blocking the sidewalk. I've seen some really dangerous things happen. Telling people to walk three or four blocks to get around the obstruction isn't the answer.
Safe school walking routes
Spend more time and money on the issues - more crosswalks and more safer crosswalk, enforcement of pedestrian rights, more 4-way stops, and better street light lighting - especially at cross walks. We've spent a ton of money on bike paths and road diets to facilitate buses and cyclists and virtually nothing to improve pedestrian safety
More sidewalks everywhere
Apply a non-slip coating on metal grates, especially on steep hills downtown.
Begin addressing the lack of sidewalks in north Seattle. Where I live (Crown Hill) there is a serious lack of sidewalks. The way that the drainage is set up, there is just the roadway for cars and an open storm drain ditch that is not covered. It is very treacherous in many places. I am worried when I walk my dog at night. We are concerned about whether we need to move to a safer neighborhood with more sidewalks when we have kids - it does not feel safe.
Regulate traffic better, cars going too fast, bicyclists thinking they own the road and the sidewalk and don't have to watch out for anyone, lack of enforcement of parking rules and speed by these same vehicles.
Tax breaks for non car owners and street crossing improvements, such as painting crosswalks and patching tripping hazards, like broken curbs.
Put a sidewalk on every street. I live on 48 Ave S at S Graham St, and 48 Ave has no sidewalks. Kids walk to school along there, it's on a hill, narrow, and people drive as fast as they want to. So hillbilly. Is that what Seattle is?

Separate the people (and their pets) from the vehicles is the most important thing needed to improve walking conditions. At the very least, a well-lit, well-signed, separating curb should be in place to allow pedestrians to walk along any neighborhood street without impeding traffic or tramping through neighbors' yards.
Better maintenance by homeowners who have tree roots causing broken concrete or lumps easy to trip over.
Ticket people for talking on phones/driving distracted.
Provide more safe crossings at busy streets, especially near schools.
Sidewalks on all Safe Routes to School. Nothing is more important.
Monitor vehicle speeds, reduce speed limits, or put speed bumps on residential streets that have now become mini-highways for rush hour traffic. It has become increasingly dangerous to cross the road. Many cars simply do not slow down. They brake at the last minute, or even run around you!
I strongly prefer greenways between sidewalks and road. It will allow people to step around others on the path without going into the road.
I don't know if there is a single important thing I believe it is a combination( sidewalk, signs, lighting etc..)
"Sidewalks -- or the equivalent -- along all streets north of NW/N/NE 85th.
Reduce speeds ( put in speed bumps, traffic stops, and speed cameras) esp around schools.
Make crossing the streets safer for people with toddlers, strollers, multiple children and for elderly people.
Repair tripping hazards.
Remove bikes from sidewalks for anyone age 16 and over... If they are old enough to drive, they are old enough to ride on the street. An exception for escorting children under age 10 would be acceptable.
Complete the broken unfinished sidewalks.
Repair those that are in disrepair!
Slow down the cars!
Pleasant landscaping/scenery. Improved experience, including feelings of safety and relaxation.
Make people feel safe and give them a place to walk without fear of traffic
Lighting since it get dark so early
More side walks/ larger sidewalks.
Make connecting areas between neighborhoods and businesses where pedestrian have priority over cars and where a family can walk in the middle of the street without having to rush out of the way of cars (see peds areas in Europe's)
Put in options - low-cost, diverse (depending on terrain of neighborhood) ones - over walking in the street with bikes and cars.
Consistent access would be very helpful, no matter what the material is.

Widen sidewalks in the downtown and South Lake Union areas: New construction keeps taking place with buildings too close to the street -- new buildings should be set further back to allow for a wider sidewalk in a fast growing and congested area with many walkers. Also sidewalk closures for construction should be kept to a minimum -- too many times sidewalks are closed without any activity taking place to warrant the closure.
Safe routes to school - ones that do not require students to walk more than a few blocks out of their way to find a stoplight to cross a busy street.
Provide safe ways to cross busy streets.
"110th St in NE Seattle, east of 35th Ave NE, needs a sidewalk b/c there is an area where there is no sidewalk and children walk up and down to school there. More asphalt sidewalks in Meadowbrook area."
"Have lights at crosswalks go automatically to walk
Provide space designated for pedestrians that is clearly separate from a road.
Better drainage to prevent giant ponds from forming at intersections.
More accessible curbs for disabled and strollers
"More sidewalks around schools. If we are trying to get kids to walk as part of encouraging exercise & developing life long healthy habits, we must make it safe for them to do so.
By the way, the City can find some significant chunk of general fund \$ to give to SDOT for sidewalks - not \$3.2B, but a few "
Speed calming features on residential streets.
If it takes less expensive alternatives to provide more miles of walking conditions, then do it! We live in North Seattle near Nathan Hale, John Rogers and Jane Adams and for YEARS there has been an unsafe section of roadway that elementary children must traverse. It is a wonder no one has been killed there
Enforce traffic speed regulations.
Make the bicyclists ride properly, make them have a car-sized license, give them tickets when they break the law.
Train and enforce safe driver behavior.
The most important thing to improve walking conditions is to also improve public transit. The two go together if walking is going to be a meaningful and useful way of getting around instead of cars.
Improve connectivity. I'd like to be able to know I can walk from my work place to my home or to restaurants without having to be on a major street or cross an unpleasant I5 pedestrian connector (Northgate particularly)
Provide better routes from neighborhoods to bus stops and bike trails. I live near Aurora and the Interburban Trail, and pedestrian routes to bus stops and the bike trail are scary, especially when walking with my small kids.
Improve walking options to commerce, transportation and public spaces first. Second, put sidewalks in residential neighborhoods.
Make it safer for pedestrians, need additional ways to protect them from cars as too many drivers are not paying attention.
Remember that pedestrians still exist around construction sites...Which is all of Seattle.

Targeted connectivity improvements near arterials. There are spot improvements near highway on/off-ramps, bridges, busy streets, transit centers etc. Where the walking network is broken. The result is pedestrians forced into busy roadways. This significantly impacts the walker's ability to access transit or use walking as an alternative to cars for utilitarian mobility.
I like that you're thinking about lower-cost ways to get more sidewalks built more quickly. Thank you! In my neighborhood, Beacon Hill, we have good sidewalks, but business owners and residents block them too often, usually by parking across the sidewalk in a driveway. It appears to me that there's no enforcement to discourage this, as some neighbors do it routinely and evidently don't think about the barrier this creates, especially for folks with limited mobility.
Real sidewalks.
Lighting
Audible signals to help people of traffic ops while distracted.
Repairing existing walkways.
Walkways/sidewalks on busy streets i.e. Greenwood Ave N, 3rd ave NW, Aurora Ave. (Hard to only choose one)
Provide adequate sidewalks on all primary and secondary arterials.
Provide more contiguous walking routes that don't require frequent street crossings.
Eliminate the need for people to own cars.
Allow people to cross busy streets more easily and give pedestrians more room in busy areas (curb bulb outs) + leading pedestrian signals (love the one at 17th and Madison). While improvements to sidewalks on streets like 23rd Ave are fantastic, priority should be given to crossing arterials and adding sidewalks/crosswalks to areas that lack them, assuming there's the possibility they would get used.
Fix the existing sidewalks.
No right on red! At least for downtown, cap hill, central district, first hill, Fremont, u-district, etc. Anywhere with high walking density.
SLOW TRAFFIC DOWN in school zones and develop safe crossings for kids. Tons of kids would walk to school if it seemed safer.
Put sidewalks by schools
Implement at least one of the options presented, with fair attention to all neighborhoods (don't just focus on Capitol Hill).
Maintain what is there! Too often there are soggy leaves, separated/broken concrete panels (tripping hazard), vegetation intruding into the walking path, street furniture or other obstacles in the path, etc..
Slower speeds, more people on street -- what can you do to encourage more walking
Slow & clam traffic.
Make is easier and safer to cross busy, high traffic streets.
Sidewalks with ample parking and lighting!
Conduct a rigorous and widespread campaign to educate drivers AND pedestrians about how to coexist safely. Let everyone know what the laws are and ENFORCE them!

I can only speak on behalf of my personal experiences -- I live in SLU, a very high construction zone area. Many sidewalks are closed for months on end and it feels like I'm navigating a maze with all the detours. For sidewalks that are open, they are often blocked by construction signage, or made narrower by construction fencing. Sidewalks are also in serious disrepair with many tripping hazards. I do appreciate when construction companies have protected tunnels or barriers for pedestrians. The improvement I would like to see is for fewer closed sidewalks by the construction companies and for a shorter amount of time.
Get property owners to keep their vehicles and VEGETATION off of the sidewalks. In many places trees and/or shrubs cover 2/3 or more of the sidewalks
Reduce speeds (potentially by making some of the one way streets two way) in downtown.
Teach people how to properly cross a street.
Safe crossings of arterials
Improve existing sidewalks - many are very hazardous.
<b>CURBS AND SIDEWALKS!!!!!!!!</b>
Give people who don't have sidewalk options an option. In the winter time, especially, just walking to and from a bus stop or school can be taking ones life in your hands. There are limited lights in residential neighborhoods, and you are expect to share the street with cars in the dark and rain, it's ridiculous. All this talk about safe routes to school and greenways, yet few, if any are going where there is absolutely no safety or even a 'route'.
Light up the cross walks and provide sidewalks in neighborhoods with schools.
You could close some streets to autos and make them just for bikes and pedestrians. Make the core of downtown, Capitol Hill, and perhaps the core of the U-District pedestrian and bike only, like many European cities.
Well light sidewalks in urban neighborhoods such as First Hill, Capitol Hill, University District.
Make all crosswalks have the ability to light up like the ones that are on Lake City Way just south of 125th.
In Seattle, over all, reduce the speed of traffic near residential areas and shopping (business districts). Put in more crosswalks with red lights, that make cars actually stop. I have been hit by cars 3 times crossing the streets in Georgetown, I just haven't died yet. Make the cars slow down and stop.
Work with neighborhoods to ensure that sidewalk improvements form valuable networks; this will prioritize to greatest needs and give people incentives to contribute if a local financing mechanism is incorporated.
Slowing down traffic in our neighborhoods. Improving walking conditions for students coming to and from school. More flashing school zone signs. Working school zone traffic cameras.
"Put speed bumps and speed cameras in front of all schools. NE 110th St. at 34 Av NE needs both. Many kids cross to go to Jane Addams Middle School and cars speed through the intersection. Four kids and a traffic volunteer just about got hit today. Cameras are expensive but they pay for themselves. Why can't the city take out loans for them and pay back the cost from the fines?"
Also 34th Av NE needs a speed bump in front of Jane Addams Middle School. Cars speed down that section after leaving kids off late after the bell while kids are darting into the street to get to school when they are late. Please prioritize kids on their way to school and other activities."
Adding sidewalks.
Sidewalks in every single street in Seattle! Handicap accessibility!

Get cars to slow down
Build sidewalks. For me the street is for cars, buses, and bikes, and walkers need their own dedicated path.
Extend the interurban trail to improve access in busy areas
Make sure that there are safe crossing areas near schools, libraries, and community centers.
Create a separate area for pedestrians to walk on busy streets, provide crosswalks.
In neighborhoods, require home owners to regularly trim trees, bushes that infringe on sidewalk and to repair or replace uneven cracked or broken sidewalks.
Make sure low-income neighborhoods and children have safe and accessible paths to community centers, schools and transit.
No concrete approach stands out for me. The key is to avoid the mindset of trying to fit pedestrians in where the all-important cars allow the space. Pedestrians should be at least an equal priority going forward.
Fix existing broken sidewalks first!
Add some sort of walking path where people walk along busy streets
Slow traffic and enforce traffic laws.
Make sure that the areas with the most cars and congestion have good paths, sidewalks, etc. to invite, engage and keep people walking to achieve meeting their needs of getting to and from the events, businesses and facilities that help them lead and fulfill their lives.
SOMEHOW get drivers to slow down!
Repair existing sidewalks, build new ones where they don't exist.
"Have those stoplights which measure speed and photograph a car license number at every school in the city. No one wants to get a fine for \$189 (or whatever it is). If this has already been done, continue to assess risks and benefits by using the results of this master plan."
Get cars to slow down.
Connect places people want to walk to - local businesses, parks, etc. - with inviting walkways. These walkways are not necessarily along roads or paved. Create routes people want to walk because they are pleasant.
Equity! Target your improvements where people are the poorest.
Slow down the cars
Define the priority and predictability of peds
Build more sidewalks, even more if they're lower cost. But please invest as much as you can so that they're an amenity.
I walk downtown mostly and cars do not respect crosswalks or lights. I personally know of two people who have been hit by cars driving into a crosswalk and one of those people died.
Slower traffic and more sidewalks
More sidewalks

Build sidewalks where there don't exist.
I don't feel safe crossing streets that don't have a cross walk or at least a sign that alerts drivers that there could be pedestrians crossing. I just don't trust drivers to stop, or be alert enough to slow down and check for pedestrians.
"Address crossings - even at arterials when there is a light.
Speed enforcement in areas with frequent top speeds (i.e. Rainier Ave)
Addressing sidewalk encroachment from vegetation"
Fix the decrepit sidewalks. The bumps and cracks cause people to fall and can cause bad injuries.
Walking paths where none exist on residential streets.
More sidewalks that are maintained
100 feet of sidewalk missing on east side of Lakeview Blvd E, between E Blaine St and E Howe St stairways.
Sidewalks in North Seattle
Install walkways where none exist - i.e. between West Mercer Place and Elliott Ave. West.
"Highly visible crosswalks with flashing lights on either side (some already installed) with additional embedded flashing lights in the street, particularly on paths to schools across busy arterial streets.
Raised, enclosed walkways above some busy streets (15th Ave NW, Aurora) to thoroughly isolate pedestrians from cars. I've seen too many examples of people crossing the street when a car turning right off a fast arterial nearly collides with the pedestrians."
Crosswalks across busy streets.
Put sidewalks in the neighborhoods. I see school children having to walk around giant puddles with no sidewalk to get to their schools. This is absolutely not safe.
Add more (and better marked) crosswalks.
Lease fix the interaction at 24th Ave E / E John St and E Madison St. Currently, pedestrians crossing John on 24th are often honked at or. nearly hit by drivers turning onto John off of Madison, even when we are in the crosswalk and have the walk light. It makes no sense, and it's a miracle no one has died or been seriously injured.
You need to build sidewalks or other options that separate cars from pedestrians in areas that do not have sidewalks yet.
Construct low-cost pathways/walkways on residential streets in neighborhoods that currently have no sidewalks.
Sidewalks
Starting in the out lying neighbors
maintenance. Fix existing sidewalks before you make any more.
Get parked cars off sidewalks & get the Lake City loiterers off the sidewalks. Both block sidewalks in the Lake City area and are the #1 reason I drive to nearby businesses

Access ramps for mobility challenged citizens.
Nice appearing, wide sidewalks on major streets.
Reduce the speed limit for cars. 20 MPH on residential streets (15 MPH would be even better) and 25 on arterials. Oh, and maybe SPD could enforce these limits once in a while.
More sidewalks
End the free right turns downtown. I have near misses sometimes. They don't all pay attention. Many don't stop and look.
Stop prioritizing bicycles.
Adding sidewalks.
Bring neighborhood amenities to South Seattle, and buffer Rainier ave S. The big loud arterial is unpleasant but feels necessary to get to transit center
"Increasing 24-HOUR access to passages through buildings, using escalators, elevators, etc.so that mobility-impaired people needn't climb steep hills.
Also, removing/shading excessive light. This especially applies to the floodlight-type fixtures too often mounted at street corners. These lights are TOO BRIGHT, and they are too often directed in such a way as to shine directly into pedestrians'. bicyclists' and other non-motorists' eyes, which results in less, not more, visibility. There are abundant examples of good, non-direct lighting around. These should be studied and, where possible, duplicated. At the very least, lighting fixtures should be shaded so that light goes only down, and not up or laterally."
Take care of uneven pavement
Just make it easier for pedestrians to get around, make the crosswalk lights the priority not the stoplights, a pedestrian shouldnt have to wait 5 mins for the ability to cross. Some areas just need a good cleaning because hedges trees and bushes are overgrown which have taken over the sidewalks or are covering lights to make stairs visible at night. Fix sidewalks that are broken or no longer level, make cross walking signals easier to see for vehicles and when a traffic chance has been make make it visible and known, don't just change it an expect cars/drivers to notice the change without proper markings.
I think better lighting is important. Some areas get pretty dark, particularly if there are a lot of trees around.
Enforce traffic laws in pedestrian areas.
Slow cars down and make side walks wider.
Please build sidewalks where there are none.
Honestly, I think different areas and streets need different solutions. Some streets need lower speed limits, some need more crosswalks, some places need better lighting. There isn't one thing that can or needs to be done everywhere.
Build more sidewalks where there are none, especially near schools, transit corridors, and streets connecting to the Burke Gilman Trail.
Make it completely transparent to a driver at night where the street and sidewalk are.
Slow down cars
separate walking and driving everywhere.

Get everyone off those pesky sidewalks and into vehicles.
A marketing campaign that tells people they can walk -- they should walk. Walking is good, almost everyone can walk. Biking is hard, driving requires parking, buses -- suck! quite honestly, and yes, I take them, but I hate them. Walking is what we almost all do, even to get from our car to our house or the store -- remind people, go to the back of the parking lot, walk to the shop only half a mile away, your car is your time machine -- your walk is your break for you -- market that to people. This is YOUR TIME for YOU! walk.
More ramps and better sidewalk conditions.
Provide safe pedestrian only signal cycles on major arterials.
Great large well lit sidewalks connecting to all light rail stations.
Side walks
Pay more attention to citizens' suggestions. When I have expressed concern to SDOT about unsafe crossing locations I would get cookie-cutter responses that gave me the impression that the convenience of drivers is more important than the safety of pedestrians.
Repair hazardous sidewalks -- e.g., tree roots creating uneven pavements (see 35th Avenue NE in the Meadowbrook area, or the south side of Madison Street between, say, Terry Ave and the freeway) and other uneven paving stones (a huge swath of 5th Avenue Downtown), and sidewalks that are slippery, particularly in hilly areas.
"Make them crime free.
Enforce law requiring drivers to yield to pedestrians at marked and unmarked crosswalks. Educate drivers and pedestrians about right of way rules.
Marked and signalized crossings at frequent intersections along busy arterials (such as, in my neighborhood, 35th Ave. N.E. or Sand Point Way or N.E. 95th st.) that connect important shopping areas, libraries, parks, post offices & schools. Sidewalks along connector arterials, such as N.E. 95th st., that are too busy to walk along and that have no sidewalks or incomplete sidewalks.
Build sidewalks north of 85th!!!!
Slow down cars and reduce the number of them on the street.
Sidewalks for bus riders i.e.. NE 120th St.
Fix existing sidewalks
ADA accessible sidewalks
Connections. Keep ped priority over construction, like a real city.
Ensure there are good pedestrian routes near, but not actually on, high-speed arterials.
"Raise public awareness about the concept of an ""unmarked crosswalk"" as discussed in RCW 46.61.235. Drivers generally will not stop for pedestrians anywhere right now."
More streets where cars are forbidden or severely limited. The speed and traffic on neighborhood streets is too high. Too many people try to drive the neighborhood streets in a vain effort to avoid rush hour traffic.
Sidewalks of some sort on busy streets (for example 3rd Ave NW) so that people can get to businesses, schools, etc.

Increase density -> more pedestrians -> more businesses that cater to pedestrians in the area -> more impetus to improve pedestrian experience in the area -> more people want to live there -> more density -> virtuous circle.
Improving streetscapes with landscaping, business parking lanes, and/or protected bicycle lanes. Designing walkways to be wider and more inviting in and around centers and villages.
Require development projects to provide safe walking paths without chronically closing sides of the street to pedestrians.
Use less expensive options to create more miles of sidewalks on streets that currently do not have sidewalks
Slow down traffic
Increase the number of controlled pedestrian crossing points at busy arterials.
Add more sidewalks in neighborhoods where there are none
MORE SIDEWALKS especially in northeast and north Seattle. It's absurd that there are so many streets in the outlying neighborhoods which have no sidewalks along busy(though minor) arterials
"Sidewalks.
At signal controlled intersections, countdown crossing lights rather than static white/orange hands would be nice.
In the high traffic areas, increase the width of the buffers. Work with DPD to change the crazy setbacks we have in Urban Village zones. (I felt so safe walking on the streets of downtown Chicago this year - the setbacks were wide and the sidewalks even wider! The recent death of a toddler in Bellevue that occurred as a result of a car accident in the roadway reminded me how vulnerable we are as pedestrians when we walk near streets that have a high volume of traffic.
Safe routes to schools must include at least one sidewalk (designated pedestrian walkway) on each street to schools within at least a mile radius from schools. My children can't take a bus as we're just under a mile from the school, however we are unable to walk on sidewalks the complete route to school, it's unacceptable and I can't feel comfortable sending my kids walking to school alone.
Pave the cow paths. People are already walking and trying to cross roads. Make sure they can do so safely.
The most uncomfortable walking is without sidewalks or with intermittent sidewalks such as is found on Aurora Ave north of 105th. Any sidewalk is better than nothing. I'm a bus rider and want to feel safe from getting to and from the stops.
Repair ALL trip hazards first!
Sidewalks in our residential neighborhoods
Cannot pick one thing
Clean up Aurora Ave N to make the business areas more accessible, safe and inviting for pedestrians.
Lighting
Offer incentives or a contractor program for home owners to repair or replace existing sidewalks. If this process was streamlined and costs were predetermined on a per linear foot basis a lot more folks would be willing to cut a check and get new sidewalks installed.



Provide some form of walking space on residential streets with any significant traffic at speed.
I would say keep pedestrians and cars/bikes as far apart as possible. Other than that, more "No Turn on Red" signs, walk all way intersections, crosswalks with flashing lights to alert drivers/cyclists to peds, reminding cyclists that they need to follow the rules of the road also, etc.
Prioritize areas with highest accident/injury number first for repair and consistent maintenance.
Reduce on street parking so that sight lines to vehicular traffic is improved. Can't tell you how many times I've been surprised by cars hidden by a line of parked cars on so-called traffic calmed streets where the two former inner lanes are now a parking strip. I find it is actually easier and safer to cross a four-lane street.
"Uncontrolled crosswalks are dangerous. Cars don't know or just don't stop. More controlled intersections.
And enough time to cross with a traffic light."
Slower speeds - adding speed bumps and traffic circles.
Improve sidewalks. Increase gas prices.
Enforce the law requiring cars to stop for pedestrians in unmarked crosswalks!
The City should repair uneven sidewalks mainly caused by overgrown tree roots and not wait for landlords of rental buildings to repair them.
Good lighting
Provide safe walking routes in high traffic areas so children and older adults can safely and comfortably get around.
Green pleasant walk ways
"Launch a campaign to alert walkers to wearing brighter colors or lights on their person..... The scariest thing about driving in Seattle, in the winter dark.... Especially when it's raining.... Is having a person dressed in dark colors, crossing a dark street... Loom up in front of your car!
Some space between sidewalks and cars.
Boot squatters (adjacent property owners) from city rights of way and improve for ped use. Reduce the speed limit on all streets.
Lower speed limits, white lines indicating to drivers that there are pedestrians and the peds have the right of way, more cops to enforce speed limits. This town is nuts! I walk everywhere and am constantly amazed at how dangerous it is for peds - drivers have this studied focused look. I feel like I could be run over and no one would notice. Seattle is full of drivers who don't give a damn, and because there is no law enforcement they don't care
Safer crossings on busy arterials.
It will mark your neighborhood as less desirable. It wasn't worth building sidewalks to begin with and doesn't warrant the building of real sidewalks. I doubt an asphalt sidewalk would ever be built in Madison Park, Magnolia...

Make it easier to cross busy arterial streets and prevent cars and walkers from competing to go first. Many intersections in Ballard would benefit from a diagonal cross walk so that cars turning right on green get a chance to turn, walkers don't fear being cut off/hit, and drivers don't fear accidentally missing the person who is running behind them to make the cross walk. Drivers compete with walkers when traffic lights don't allow extra time for those turning right on green to wait for walkers. This should be considered at the Ballard High School intersection since teenagers don't always make smart decisions.
More sidewalks, period!
Wider paths
More lighting.
Provide safe walkways on arterials that do not have them.
More sidewalks.
Safe busy arterials
Separate pedestrians and cars as much as possible.
Buses running red lights and blocking crosswalks. Bicycles not obeying traffic signs and laws. My biggest danger when walking is busses running red lights and bicycles.
Clearly marked crosswalks!
Provide a well defined area for pedestrians to walk and clear signage informing pedestrians and drivers of the safe way to interact with one another.
Updating sidewalks in busy neighborhood areas and schools. I applaud efforts to control right turning traffic in particularly busy areas too.
More sidewalks and more trails like the Burke Gilman. I also would like to see more painted and lighted crosswalks for busy intersections.
Provide a network of sidewalks in the annexation of Seattle (i.e. that portion of Seattle that has very little or no sidewalks). The network of sidewalks would serve schools, transit and businesses.
Build more sidewalks
Designated walking space for pedestrians i.e sidewalks or some of the other low cost options you mention and slower speeds on residential streets that are actually enforced especially around school zones and parks were there will be lots of foot traffic.
Speed bumps in residential streets
Educate and enforce laws for yielding to pedestrians.
Connections where there are none
Slow the traffic on side streets.
Contiguous sidewalk on northeast 110th Street, between 35th Avenue Northeast and Sand Point Way. This street serves 2000 Seattle Public School students for John Rogers elementary, Jane Addams middle, and Nathan Hale high school.
Make sidewalks and crosswalks as accessible as possible for disabled and slow moving pedestrians. Fix sidewalks with tripping hazards.

"First, and foremost, let's get bicycles off the sidewalk!!
A bicycle should be allowed on the sidewalk only if the rider is dismounted.
The notion of shared ped/bike paths is absurd, given Seattle cyclists complete disregard for pedestrian safety.
How about we try 4-way pedestrian stops? This means that all wheeled traffic in all directions at an intersection stops for pedestrians to cross in any direction. This is used to great effect in Australia, for example. This means that when the intersection is stopped for pedestrians, then only pedestrians are in the intersection, including no right turn on red. Then when the intersection is shifted to wheeled traffic, no pedestrians are in the intersection. This provides a great deal of comfort to both pedestrians and drivers. It's just as harrowing for a driver to have to deal with pedestrians and other cars at the same time in a busy intersection.
There are many intersections in Seattle in which the pedestrians must play dodge and dive to avoid being run over by."
Remove our hills!!! I live in W Seattle and there's a lot of hills
Incorporate real telecommute incentives for business combined with turning some neighborhood streets into walking parks ONLY (i.e., remove the street to support telecommuting or use of public transit).
Calm traffic and review and revise whatever plan has dedicated reducing lanes on roadways to accommodate the 1% (!) of the city's population that cycles. Cycling is not a viable option for all. Fewer lanes for cars means more hostile traffic. It's ridiculous the amount of resources we've dedicated to this foolish cause, particularly given our population boom.
Maintain overgrown trees better and longer time to cross streets on crosswalks
Widen the streets and area so it feels open and not dark where crime and unknowns may surprise you. Maintain cracked and buckled trip hazards and clean the streets of leaves and trash.
More crossings on major arterials so that people walking don't have to go far out of their way to cross safely.
Just designating a space is good. It doesn't have to be fancy. Existing is good enough.
Build sidewalks that are as high as traditional sidewalks to keep a safe barrier between cars and pedestrians.
Better walking conditions especially in neighborhoods with no place to walk other than the street.
Target areas that have the most pedestrian collisions, examine how the collisions happened, and how they could be avoided with improvements.
In many areas of the city the sidewalks are just not wide enough especially downtown. Also in the neighborhoods where there is significant retail.
Install some kind of "sidewalk" on all streets that have none. Please do this before even considering upgrades to areas already fortunate enough to have any sidewalks.
More speed bumps around parks. Too many speeding cars. Especially on residential streets like 55th ave s in front of kubota gardens.
More trees/bushes/landscaping as barrier to traffic
Put sidewalks in areas near schools/community centers.
Instead of two sided sidewalks have 1...

Lighting
Build sidewalks where they don't exist--especially near schools where lots of people walk.
Sidewalks and curbs in disrepair, cause accidents.
Things pointed out in earlier questions.
Protect pedestrians from being terrorized by rageful and careless drivers on heavily trafficked and congested thoroughfares; build pedestrian overpasses so both vehicles and walkers can be on their way without delaying one another.
Teach bicyclers the rules of the road. I believe bicycles should be licensed in order to make them more responsible drivers. If they could be identified maybe they would be more careful.
Provide visibility so people and cars can both be seen
Add sidewalks on arterials that go to schools
Remove bike lanes.
It's a tie between safer crosswalks and more sidewalks.
Pick up the trash! I can't believe how much garbage is lying around on the sidewalks and parking strips. Rats everywhere. More visible, convenient crosswalks and traffic calming would make walking more pleasant. Hwy 99 needs massive improvement. Shoreline is doing a nice job of beautifying Hwy 99.. Seattle is a dump in comparison.
Build safe pathways in neighborhoods.
Overpasses or underpasses for major arterials, such as Mercer, Aurora, and 15th NW.
"Sidewalks/walkways in residential areas, separated from cars!
More controlled crosswalks that indicate to cars that pedestrians are walking (flashing lights, stop signs)
Maintain and repair existing sidewalks.
Sidewalks on arterials with bus routes.
Have it.
Get cars to stop at intersections and slow down
Ensuring access for pedestrians and not having pedestrians feel "at the mercy" of traffic
Eliminate bikes on the sidewalks and ticket them aggressively.
Improve safe connections between neighborhoods and important commercial, educational, recreational, etc... hubs!
Sidewalks in NE Seattle where an enormous number of ESL and low income families live. Seattle schools refuse to bus children whom live less than a mile from school. They walk on hazardous streets. It's been made even worse around cedar park with sidewalks that are much too wide and there have been many near misses of families trying to cross streets that don't have cross-walks and there are no school zone or speed limit signs

In the u-district I frequently find myself walking in the street due to narrow sidewalks, sandwich boards and other advertising, plantings, etc. I walk everywhere so those obstacles don't prevent me from walking. Where the situation is problematic is crossing over I-5. There is no good/safe path for pedestrians to move to and from Wallingford/Greenlake. It is either disgusting/dangerous conditions beneath the freeway or shared space with traffic over the bridges. For such significant neighborhoods with high walk-ability, there should be a pedestrian priority crossing that is NOT shared with vehicle traffic.
Get on with it!!!
Put up good lighting, concrete sidewalks and streets, and good crosswalks for pedestrians. That is more than a single item, but I believe there is a lot of important things that are needed to improve walking conditions. Oh one more thing...Please get rid of the bicycles off the streets or suggest they learn how to ride the bikes.
Prohibit (and ENFORCE) property owners from landscaping public land in any manner that physically blocks all pedestrian movement other than on the paved roadway. While perhaps well-intentioned (and sometimes actually aesthetically pleasing), the private use of public land that is needed for safe pedestrian movement is both arrogant and piratical. I cannot understand how it is tolerated at all, and in some neighborhoods (e.g. Wedgwood) it is widespread, making the precinct as a whole dangerous for walkers.
Car free zones...
Prioritize improvements that will also slow drivers down. Vehicles driving at high speeds pose hazards to pedestrians.
Cut so w of the overhead at city hall, get salaries and benefits in line with the real world, require developers to create walkable safe side walks, and you will find some money for it. I pay more an more property taxes. Provide a service.
Eliminate uneven surfaces such as a raised concrete slab
Improve pedestrian environment at Rainier Ave S
Sidewalks that protect you from traffic (with a curb or landscaping) that go to places I want to be like business hubs, mass transit etc.
Repair all of the broken concrete on the current sidewalks. Fix the hazards that are already out there.
Remove tripping hazards
Make more things close to me by reconnecting the street grid over i-5.
Provide walks where none exist and maintain the condition of existing walks. I avoid streets where the surface is so broken as to create hazards. This means more thought and time to get to destination. At 80 I can see well and maintain good balance, but many of my peers can't or won't walk in the neighborhood for fear of falling.
"Educate, and definitely fine ""bad"" pedestrians. For decades Seattle was infamous for giving jaywalkers tickets... Just try driving on Broadway on Capitol Hill... Pedestrians are constantly jaywalking because they know that there will be no consequences. Eight years ago West Seattle drivers stopped for pedestrians (who were crossing the street legally)... now, they just keep going (even at a marked crosswalk) and have the nerve to either glare at or appear angry that the pedestrian got in their way.
And did this result in less vehicle vs pedestrian accidents? What are the statistics on that compared to the past decade?"
More crosswalks and lights in downtown streets, esp. Belltown. All Belltown streets should have crosswalks, and most have lights.

Better maintain the existing sidewalks. There are so many dangerous sidewalks out there with tripping hazards.
No more closures of sidewalks for private construction projects. Improve walking routes on arterial a.
Constant, consistent, visible enforcement of traffic laws. Give expensive tickets to drivers who don't stop for pedestrians, turn right on red into the path of pedestrians crossing at a green light, block crosswalks and intersections, drive too fast, run red lights, talk/text on their phones while driving, cut off buses, etc.
Enforce speed limits for cars.
Get both walkers and drivers off their cell phones.
Build sidewalks where there aren't any.
Stiffly penalize drivers that don't yield at marked pedestrian crossings
Install more sidewalks in residential neighborhoods, especially in South Seattle - Rainier Beach
I have no opinion here. I think two of the biggest challenges to walking are hills and weather, which we have no control over.
Slow down traffic, restripe crosswalks, install those 'pedestrian crossing' flashing light buttons.
To the extent possible, provide separation between pedestrian and vehicle traffic.
Sidewalks in residential areas.
Fix damaged sidewalks in urban villages
Public service commercials to make people aware of how to be safe...and the harm that speeding in cars and on bikes can cause. Let's all slow down and become more aware.
Focus on safe, unobstructed walking paths or sidewalks.
Require people to keep their greenery off the sidewalk and bushes trimmed. Often the sidewalks are blocked by plants and bushes that have overgrown. This also reduces visibility on corners. Require that sidewalks remove debris such as sticks, leaves, trash, etc. When these are wet, it is very dangerous. I am a young woman in my mid 20s and have fallen multiple times on steep sidewalks where wet debris is left behind. It's an accessibility issue for ALL people in the city.
I think removing cars from core urban areas and letting people, bikes, and public transit share the space would be amazing.
Reduce the speed of traffic.
More green streets.
Give us a place to walk separated from the traffic
Make sure there are well-maintained sidewalks along the busiest streets
Build connections between neighborhoods. Make neighborhoods destinations.
Fix sidewalks that are likely to trip people
More crosswalks in urban areas (thinking of Capitol Hill in particular)

Build side walks in busy arterials.
Maintenance and improvements on busy streets! There are a bajillion residential streets without sidewalks - focus on where we can make the biggest bang for the buck, on the busy streets and arterials.
More painted crosswalks on busy arterials.
Focus on the areas that have the most foot traffic and transit options. Those that are taking transit, need safe routes for walking to and from their locations. Residential streets are not too much of a priority, as the vehicle traffic is traveling slowly. More Skybridges or alternatives to crossing the street at major intersections. It not only provides a more convenient way to cross, but it also keeps the traffic flowing.
Even out tree roots, cracks, damaged sidewalks.
Put sidewalks in where there aren't any, especially in neighborhoods that are close to transit. We live close to a light rail stop and do not have a safe path to walk to the station making the use of public transportation extremely unsafe.
Fix the buckling and poorly maintained sidewalks.
Please get more cars off the streets!!!
Keep up with road diets and such. Don't listen to the angry folks that think their ability to drive to where they want/need to in their definition of a reasonable amount of time trumps pedestrians right to safe travel; don't let them bully you. Also, if SDOT could have any influence in this way, keep working with SPD on enforcement. I have to say, that I felt for quite awhile that SDOT was giving short shrift to pedestrians, such as removing crosswalks, instead of coming up with a way to make a particular crossing safer, and am glad that more recently, SDOT has been addressing pedestrian issues, and proposing and implementing pedestrian safety measures.
Maintain current pedestrian paths; improve/add crosswalks to major arterials; increase lighting along pedestrian walkways; increase safety measures in higher crime areas (911 call boxes, foot patrols, etc.)
"Reduce right turns on green at central-city intersections, by using green arrow similar to the Second Avenue bike lane.
Create more ""Walk All Ways with Walk"" (Denny/Westlake, Olive/Westlake, First/Yesler) locations
Abandon the fiction of ""unmarked crosswalks"" by blocking unsafe passage (Denny/Terry)."
Speed of the cars. I walk everywhere. I barely even need to take the bus. On 15th Avenue East, where I live, there is still a lovely of pageantry, when pedestrians cross the walks. I figure it is a chance for me to wave at my neighbors and interface with the others species that lives on my planet--cars. But when I am walking downtown, or on Olive Way for example, towards downtown, with those big wide crossings, I am very very careful about the cars. When I was walking, raising my young, I saw too many things that could be near fatalities. It upset me terribly. I pick the streets that seem the most pedestrian safe, for example, Pine, not Pike. Also lights is lovely, especially for women at night. As our city grows, and becomes more bustling at night, that becomes more possible for me. More lights on our Cap Hill streets would be nice.
Painted crosswalks near bus stops on 30+ MPH streets (great example is at NW 100th Pl between 6th Ave NW and 7th Ave NW) Very dangerous crossing to Carkeek Park entrance
Create a pleasant "sense of place" along sidewalks with amenities that raise the level of the ped environment.
Fix the streets so that cars and/or bikes are not swerving all over the place trying to avoid broken pavement and pot holes
More sidewalks in residential neighborhoods that lead to arterial roads, hopefully with sidewalks.

Make pedestrians walking a priority over vehicles driving on the road.
More sidewalks/pedestrian paths
More crosswalks.
Make sure that people can walk to important destinations (light rail, grocery stores, community centers) on LOW STRESS routes. A 5 ft sidewalk along Rainier with 5 seconds to cross the street is very high stress. I'd much rather weave through a delightful neighborhood with wayfinding telling me how close destinations are.
Put traffic controls in place that make it clear to drivers that they must respect pedestrians' right to the crosswalk, and to cross when the walk light is on. For example, no turn on red when the walk sign is on.
Make drivers and bicyclists more aware of pedestrians. Bicyclists do not belong riding in crosswalks!
Safe sidewalks/pedestrian paths through as many neighborhoods as possible.
SLOW DOWN DRIVERS!
Just do something. It'd be great is traffic cops would patrol and ticket at busy crosswalks that are notorious for having cars fly through too.
Build elevated transit.
Add and improve sidewalks to main roads and transit locations.
Unobstructed sidewalks with curb ramps.
Facilitate the transition to robot cars
Fix rises in the sidewalks, roots pushing up sidewalks, crumbling sidewalks
Safety. Dedicated Sidewalks. Sidewalks without tripping hazards. Good lighting. Police patrols.
Ensure there is always some sort of separate path to walk on
More separation from driving traffic.
"Sidewalks are constantly blocked off from construction - even when only walking a short distance, you have to keep crossing back and forth across the street because so many sidewalk sections are closed. Also, a new light put in at the crosswalk in front of my house makes it take excessively long to cross the street, because the cars used to stop at the crosswalk but now they have a very, very long green light."
Add more street trees and improve connections to our urban villages and parks!
Provide side walks
Prevent blockages dues to construction, ensure existing sidewalks are well maintained and wide enough if sidewalk cafes or other business-usages are going to share the space.
SPD needs to make it a priority to enforce posted speed limits.
Put sidewalks in north Seattle! I happen to live on Linden Ave N, where beautiful sidewalks were put in a few years ago. It has made our neighborhood so much better! I hate driving along Roosevelt Way north of 130th when it is dark as there are no sidewalks and people are forced to walk in the street. I grew up in that area and that was always our northern boundary line for where we could ride our bikes, and that was 40 years ago. I can't believe there still aren't sidewalks along Roosevelt. Come on, Seattle, you're better than that.

Provide spacious sidewalks at least 6' wide. Or 4' wide with a 2' planter strip.
Creating and supporting the car free lifestyle. Make it easy to walk to transit.
Repair broken, cracked sidewalks and other trip hazards.
Signaled crossing across busy, high-speed streets for safety
Better lighting along trails where there is not street lighting (I-90 trail on Beacon Hill for example)
More separation between cars and people. Where people dominate, road should completely look different, and as if it was invading the people's space- not that people are the guest in the car's space.
A clear barrier between the auto traffic and the pedestrian.
Wider sidewalks.
Smooth sidewalks and paths without broken concrete to trip on.
Make all signalized crosswalks automatic. Crosswalk signals that do not change with traffic lights force pedestrians to wait an extra cycle.
Lower speed limit on residential and arterial streets and wider sidewalks. I choose not to walk but go by car because it is very unpleasant to walk. I am feeling like walking on a highway on 23 Ave S. But if the cars will drive slower, it will be more pleasant to walk versus drive.
Fix the broken pavements.
"Fix the countdown signals that send pedestrians into the busy streets. Must figure out a more accurate Walk / Don't Walk signage"
Limit growth! There is too much construction and too many people.
Make it easier/safer to get across streets. Walking is great, but constantly stopping and waiting for cars isn't.
Provide walking paths in neighborhoods
Widen sidewalks.
Obviously more sidewalks for example on 3rd Ave NW but also campaign for walkers to LOOK before crossing the street. I drive as well as walk a lot. Many walkers step off the sidewalk into the driving lane with no caution or awareness that not every driver has fast reflexes or good brakes or rapt attention.
Enact and or enforce on contractors to provide safe paths around their construction, affecting pedestrian and bike paths.
Sidewalks in north Seattle.
Add more crosswalks and make it mandatory for drivers to stop even when its not a crosswalk.
Build sidewalks on residential streets that do not have them - especially the most direct routes from homes to retail, i.e.: on NE 50th street between 35th ave NE and Blakely.
Allow small businesses to open in residential areas so there is someplace to walk to.
Build sidewalks!!!!
Since it's out of the question to take away the hills, I'll say lighting the walkways to see the surface conditions.

Provide connected network of paths that are dedicated to pedestrians and bikes where cars are not allowed.
Improve crossings at busy arterials - especially in areas that are primarily residential
Build sidewalks, ideally with lighting.
Put sidewalks into lower-income areas that don't have them. (No, that's not where I live, but there's where I think the need is most desperate.)
Maintain sidewalks.
Enforce homeowner requirement to keep sidewalks clear of live foliage and fallen leaves.
Repaint existing crosswalks and clean stickers off the pedestrian crossing signs on Capitol Hill. Make sure that construction sites preserve areas for walkways.
Build more sidewalks that are separated from the roadway by landscaping or other buffer.
More sidewalks where they are missing. Also, fewer areas with competing/confusing signage for pedestrians, bikes, cars, etc.
With all the trees, the sidewalks get raised from the roots growing. This is a major trip hazard. Don't plant trees with enormous roots that ruin our existing sidewalks.
For pedestrian safety, particularly in SE Seattle, lower speed limits are crucial. With a large population accessing the light rail system needing to cross Rainier - improving access to light rail for pedestrian is a top priority, and should include: reduced speed limits on nearby arterials (all of Rainier - not just Hillman to Columbia City), improved lighting (for safety) and landscape improvements.
Exercise
Keep footpaths in good repair
Slow the cars down!!
All arterial streets should have safe, ADA compliant, sidewalks or ped paths.
Well delineated walking paths with clear separation from vehicles.
Cover walkways in busy areas to protect people from the rain.
Have a sidewalk on at least one side of the street
Slow down cars.
Design non-arterial streets for non-arterial speeds. Curate a visual environment that tells drivers that the non-arterial public street realm is for walkers and bikers first, THEN for them. Top using FREEWAY lane widths for CITY streets! Unless there are many trucks/buses, 10 feet is plenty!
Invest money and resources to ensuring that every residential neighborhood has a walkability score of at least 70.
Sidewalks where there are none and crossing signals at busy intersections where there are none (sorry, that was two important things :D).
Leary Way near the Olympic Athletic club could use a traffic light. I have to cross it to get to the club and it is very dangerous. The cars are going fast and there are a lot of them.

Promptly fix any broken street crossing buttons or add technology that lets a pedestrian know when they are not working.
Stop lights at all crosswalks, even if they're only triggered when someone presses the button. The crosswalks on 15th Ave NE without lights are death traps.
NE 65th St is a nightmare for cars, bikes, and pedestrians. With the eventual light rail station at Roosevelt, now is the opportunity to improve east/west conditions making NE 65th safer and more pleasant for pedestrians. Successful improvements on NE 75th St should lend credence to potential risks if NE 65th St remains in its current state and benefits of improvements.
Continuously reevaluate intersections downtown as new developments come online. Traffic signals will have to be adjusted to accommodate throngs of new people/employees. Consider all-walk crosswalks--this may be necessary to keep pedestrians moving near the new Amazon development in Denny Triangle.
Lower speed limits on neighborhood streets. Enforcement of speed.
In the downtown core, limit the width of outdoor seating areas on the public sidewalk. There are newly built areas in the Denny Triangle where the sidewalk is so narrow between the planting strip and outdoor seating that pedestrians, wheelchairs, baby carriages, etc. cannot pass each other in opposite directions without one person having to step out of the way. There should be a minimum width allowed for the sidewalk.
Slow down vehicles on residential streets (traffic calming measures).
Put more sidewalk in. For example where I live, on 20th Ave S between Lucille and Orca, there are no sidewalks on Orca- the very west (top) of the hill. This is a danger to children who wait for the bus at 22nd & Orca.
Build out missing sidewalks. They don't necessarily need to be concrete. Gravel would be fine too.
Less people.
More four-way traffic stops--the pedestrian has a fighting chance to be noticed.
Use more speed humps, speed bumps and traffic circles on residential streets without sidewalks. Do not install sidewalks that have grown used to not having them.
Improve pedestrian walkways near schools
Fix sidewalks so they are accessible and not filled with hazards due to tree roots or other issues creating tripping hazards. Put in sidewalks where needed. I like flashing lights for crosswalks. Don't have walk signals with flashing left turn signals.
More intensive police citation for violations that result in driver-pedestrian conflicts (jaywalking, walking against the light, driver failure to yield the right of way to pedestrians, reckless biking)
Make cars less dangerous across the board - have fewer of them, have pedestrians and cars not in the same place (walking malls and pedestrian-or-bike only zones), slow down their speed where there are people, and make safer crossings.
Ticket cars which don't stop for pedestrians, don't stop at crosswalks, speed down Rainier so trying to cross is a crap shoot and generally have no concern for anyone other than the inhabitant of the car. I've yet to see a car pulled over due to not stopping for a pedestrian who has the right of way while I have seen numerous jay-walkers ticketed.
Build sidewalks in areas that are currently unpaved

"I still see neighborhoods without sidewalks. For instance, on Bangor Avenue South. People risk their lives by walking on the small gravel patch alongside the roadway. Build sidewalks where there are none, and widen old narrow sidewalks."
Provide level sidewalks in local business areas where there is a substantial amount of existing foot traffic.
Better lighting for more security when dark in morning and evening.
Safer crossing at intersections.
Backburner every single sidewalk project, without exception, even repairs to existing sidewalks, until North and South Seattle have at least 70% sidewalk coverage. You've had 60+ years for the existing sidewalk network; now you can spend 60 years working on the backlog in North and South Seattle.
Please keep crosswalks painted in places where they don't have traffic lights. Please also give them additional signage, such as on the Burke-Gilman.
Focus on equity such as south Seattle and pockets of north Seattle with low income populations.
Fix the sidewalks and stairways that are broken due to tree roots or are just old and have broken concrete. It is too easy to trip and fall and get hurt on these sidewalks.
One, Provide curb and sidewalks on frequent transit arterials that lack them. Two, impose access management (e.g., channelize left turns, consolidate driveways) on multilane arterials (e.g., north part of Rainier Avenue South, Aurora Avenue North, Elliott and 15th avenues West, 15th Avenue NW, Lake City Way NE).
Take care of what is there - stop taking away parking out of the residential areas we are living the dream and city is making it more difficult. Provide pathway lighting and Get rid of the Crime - They took away our Block watch officers, they added half-way houses there have been two vehicle accidents because they don't walk at the crosswalk, the homelessness in the area has gone way up in last two years. The Drugs are still an issue - even with the murals on the sides of the buildings. There is no follow up.
Make it easier to cross busy streets.
Sidewalks, followed by slower/reduced vehicle speed.
Make high traffic crosswalks safer.
Enforce traffic laws
Side walks side walks and more crossing lights with longer time to cross on larger streets, avenues etc...
Provide a safe way for kids to walk to school, for neighbors to walk to local businesses, and for commuters to bike/walk to transit stops.
Enforce the traffic laws we already have
Honestly, move homeless population off of the streets. (Preferably into safe homes.)
Reduce speed limits. 25 mph should be the absolute maximum on residential streets and no more than 30 mph (and often 25 mph) on arterials... Make them slower where there are more people walking. Some streets should be 20 mph. Any street with no sidewalks should be no more than 20 mph... or less.
Crossing arterial.. People need to slow down and be prepared to stop.. The burden should not be on the ped
More sidewalks, separate bikes from pedestrian traffic.

Traffic calming.
More cross-walks mid-block (like the one in front of the 5th Ave Theater) and traffic enforcement / high fines for drivers who do not yield to pedestrians on walk signals. It is especially bad on Union between the Convention Center and 4th Ave. And in the entire Northgate Mall area between the transit center and Target.
Make sure there is safe walking path separated from traffic....
"Crosswalk safety. Especially at unmarked crosswalks on streets around 15th, Aurora and Dexter where people drive really aggressively. I often don't feel safe near entrances to 99 because people drive really fast for city streets and don't look out for pedestrians. In lower queen Anne and Belltown especially, drivers rarely stop for pedestrians (ex: queen Anne/1st and John or Thomas, western and vine, other similar intersections) and it can be really scary.
Additionally I work in SoDo and pedestrian conditions there are terrible. I have to cross railroad tracks where 3 people have been killed in the last year where railroad crossing signs only block the sidewalk on 1 out of 4 entrances and there is no sidewalk from the bus to my work. One of my coworkers got injured after falling on the train tracks and the alternative is walking in the street. If businesses are going to be allowed to rent commercial space there, safety needs to be a priority. Old warehouses don't have enough parking for the number of employees that can fit in them if it's converted to office space, bus stops don't have safe paths to those buildings and even biking in that neighborhood is unsafe. I think areas where people have been injured are the highest priority but I'm not sure the best way to get that information!"
Listen to residents, and consider their input.
Repair sections of broken sidewalks with trip hazards.
Put sidewalks in around all schools
"Don't make lights on busy streets too long to wait for ped xing--people will grow impatient and try to cross, which could cause injuries. Minimize blocking sidewalks for construction; people don't take detours on foot, and often detours are less handicap accessible than the sidewalks."
More sidewalks or sidewalk like paths
Build more sidewalks
Crosswalks & safe walking (trim trees regularly, pick up trash & leaves from city trees, regular street sweeping) along Rainier Ave to connect communities, encourage walking & crossing streets, boost local business, reduce crime
Improve the sidewalks - some of them are so old and lumpy that is easy for even an able bodied person to trip and bust their head open - the elderly do not heal nearly so well. No need for fancy wider sidewalks or taking street away - just fix what we have - rip out the ancient sections and replace them.
Ticket drivers for not stopping/yielding at right turns on red.
Enforce attentive driving laws because the greatest threat I feel is people not paying attention while driving, who are likely to hit pedestrians.
Build sidewalks/curbs where they don't exist and apply traffic calming features in all residential neighborhoods that request it without making people jump through hoops (radaring their neighbors for example).
Less construction!
Painting crosswalks on the road

Lighting!
"Improve pedestrian crossings, e.g., bulb-outs, painted X-walks, etc.
Train pedestrians to not cross when the walk sign starts flashing, to allow vehicles to turn."
Curb cuts and remove tripping hazards
"There is a street NE 115th (between Sand Point and 35th) that is a residential street but has busy traffic with many pedestrian. The reason is that there are major bus lines on Sand point and 35th Ave NE that feed into 115th in those blocks.
Those 10 blocks or so are also close to many schools, so a sidewalk should be a priority."
Provide sidewalks to neighborhoods that do not currently have them. North of 85th is critical...
Add more sidewalks or paths.
Safety. I walk alot and done so for a long time. Just lately it feels more and more dangerous. At all intersections we have to watch for cars not only not looking for pedestrians, but not looking at all to the world around them, but just at their cell phones. Also, there are many more cars running red lights. At almost all lights I cross I seen cars running red lights.
More sidewalks that are safe for pedestrians which may entail slowing traffic and/or increasing pedestrian protections.
Sidewalks with curbing raised above street level
Completing adequate sidewalks along arterials to connect to transit stops and community facilities which include not only libraries and parks but also restaurants and other places where people would be inclined to walk frequently. While the walking experience on quieter Greenways is preferable, it may be decades before the City completes this network at sufficient spacing to make them viable pedestrian routes, and they need to connect people with transit stops and services to be truly useful.
In addition to building walkways and improving lighting, it would help if there were commercial districts where people could run errands (such as buying food different kinds of establishments, going to the cleaners, buying gifts) and go out to eat and such. I live near Roosevelt and 98th, and the only errand I can run (outside of the Northgate area) is at the hardware store or a pharmacy. There are plenty of storefronts, but they're used for other purposes, and there's not a critical mass of restaurants.
Stop allowing building construction to take over sidewalks and push pedestrians out into the street or into makeshift structures and require decent setbacks for apartment buildings.
Put sidewalks in neighborhoods that have none.
Build sidewalks using whatever material would do the job
Make pedestrians a priority. Then the rest will follow. I can't pick between sidewalks that are a tripping hazard, well lit, and safe from cars.
Add more crossing options, stop signs and roundabouts in residential areas.
Install pedestrian lights for notifying traffic to stop for adults and children to cross the street.
More sidewalks, slow down residential streets

Prioritize quality walking space, make it pleasing separated from moving traffic, connect walking paths across busy streets without a long wait.
Provide more sidewalks or sidewalk alternatives in residential areas and tickets vehicles who park on existing sidewalks
Slow down cars
Ban right turns on red
Aside from the obvious answer of actually giving us sidewalks? How about turning roads into one-ways and putting up guard rails to keep half of the road safe for everyone else to use?
Residential sidewalks in north Seattle (Haller lake)
Build sidewalks or walkways so that pedestrians feel safe! Right now to get anywhere like a bus stop we have to walk on an arterial with cars zooming past as well as bikes. I've been very disappointed w/ all the bikes lanes and ridiculous trolleys while walkways in the city, especially in the Northend, hardly exist!
Improve walking conditions around Jane Addams Middle School and John Rogers Elementary school. And for any school
"Make every street a complete street, with first priority being creating sidewalks where there are none (on busiest streets first, of course).
Change zoning in some residential areas to allow for a limited number of SMALL shops, stores and restaurants to be added to residential areas that are closer to where people live. If you can walk to a convenience store, cafe or restaurant instead of driving, people would be more likely to walk and spend time in their own neighborhood. If I have to get in a car, I will probably go somewhere further away but if I can walk, I stay close to my house. I know people that live 3 blocks further from our nearest commercial street and they drive while we walk because those 3 blocks make a difference.
More sidewalks in residential areas, especially near schools and business districts.
Improve enforcement of moving violations for those who fail to yield to pedestrians.
Continuous sidewalks. More marked crosswalks.
More sidewalks in north Seattle.
Create a designated walking option -- separate from vehicles -- for pedestrians.
Better options for crossing busy arterials.
Put walking paths in Olympic Hills. Please consider upgrading the greenway on 27th Avenue so that it is actually safe for pedestrians and not just bike riders. We have far more pedestrians in my neighborhood than bike riders.
Greenway intersection treatments and signal improvements everywhere
Slow down the speeds, people drive way too fast. When I am a driver, I don't feel comfortable with the speeds of other vehicles. I've had people honking and attempting to go around me when I drive at the speed limit. On my street, I see cars going between 40-50 mph even though it's marked 30 mph and is near a school. Ticket the speeders! It would be safer for everyone whether they are on foot, bike or in a car."
Address issue of mentally unstable people who tend to loiter in the street and dump trash there.

Correct the "killer sidewalks" we currently have, where there are uneven and so easy to trip on, especially in the fall when they are covered with leaves and you can;t even see how uneven they are.
Improve pedestrian visibility and safety near and across high-traffic arterials.
Provide a clearly marked place for walkers especially on busy streets. For the busiest streets, build a barrier at least on one side.
See my last answer.
NW 86th Street is a good example walking from 3rd Ave. NW to 8th Ave. NW. One has to walk between parked cars and one lane of traffic. Too often there is not any space to walk between parked cars and yards. There are either ditches, or gardens people put in to the street.
Adding sidewalks in neighborhoods that do not have them is the highest priority.
Sidewalks.
Cut the speed limit to 20mph
Build safe areas to walk along busy streets and in neighborhoods.
My neighborhood (Wedgwood) has no sidewalks. My family (wife, two boys under age 3 and two dogs) walk daily and share the road with cars. Having any sort of sidewalks (especially on arterials like NE 25th) would be a huge improvement.
Better cross walks with blinking lights when walking a cross walk. Cars also need to slow down also, but that is harder to control.
Figure out the relationships between walking and vehicles at traffic lights. When I'm driving and need to make a right on a green light, it's frustrating to have to wait for pedestrians. It severely impedes traffic flow. Also when pedestrians can trigger a red light, just so they can cross, that also impedes traffic flow and leads to more aggressive driving. For instance, every light under the 99 bridge has a few random pedestrians stopping traffic. Possibly funnel pedestrian traffic to less crossing points, i.e., they cannot push the cross button at that intersection.
Provide safer spaces, and have an education campaign so fewer drivers will resent walkers (and bikers)
Reduce the dependence on cars is the only thing you can do but that requires investment in mass transportation(think subways/trolleys/trams). we live in a city that was developed after the car was invented. Walkable cities were developed before cars were invented. Sidewalks aren't going to fix the fact that most households are a mile or more away from their grocery store or doctors office or whatever. Perhaps there should be some focus on creating small scale commerce zones and pedestrianize the roads around and through them.
More pathways and bike lanes of all types. It is important to make it safer and easier for people to bike as well as walk.
Repair existing sidewalks and create safe walking paths where there are not sidewalks
Pave as many sidewalks on busy arterials where kids walk to school as possible.
"Big issue is Bikes on streets or sidewalks. But streets are usually too narrow to allow a real bike lane. Bikes are a danger to drivers, themselves and pedestrians."



Education drivers about having to stop for pedestrians or making crosswalks more obvious. The sidewalks themselves are mostly fine, in my opinion. The real trouble lies in the lack of connectivity between safe places to walk that force pedestrians to share the road with cars and cyclists.
“Slow down ALL motorized or non motorized ‘movers’ where we share trails or roads. There are many new devices on wheels and many even have motors. They are scary on trails and side walks. Speeding bicycles should be ticketed. And by the way, it would be fair to have all bikes and motorized devices that drive on streets and trails be registered and pay a license fee for the upkeep of streets with bike lanes and trails.”
I am a fan of the colorful crosswalk paint that was recently used on capitol hill. It is low cost, can use colors that represent and help bring more identity and connection with the community (UW colors in university district etc) and makes crosswalks much more interesting and visible.
Ensure that rainwater does not flow across the streets that have no curbs or sidewalk. When that water ices over, especially on a hill, walking becomes treacherous.
Provide safe and consistently available walking options through neighborhoods.
Properly installed permanent solutions to maintain the current sidewalks that now needs immediate repairs.
Get sidewalks with curbs where there are currently none.
Safe cross walks
Since we have an increasing number of older folks who are physically more active and probably would use walking as their most likely exercise, I suspect one of the lower cost items would be Sanicans.
Quit building so many crappy monstrosities. Keeping building at a scale that dignifies the human presence, along with it, creating more greenscaping. Visit Portland and check out the Park Blocks and what they are doing with transit, cycling lanes, drainage swales, etc. Seattle downtown is abominable. Belltown the most hideous. Cold, hard streetscapes. Grottesque.
Repair walkways where concrete sidewalks are uneven in height causing tripping. Ensure that mosses & plant growth that have taken over existing sidewalks(blackberry vines, bushes, etc) are cropped to allow passage( in many cases homeowners should be warned & fined).
Allow people a good choice. Walking 4 extra blocks to use a crossing light is a choice that many people will not use. If it is easy to do, people will do it.
“My biggest pet peeve is perfectly good sidewalks made unsafe by the following situations 1. Not having painted crosswalks at key intersections (paint costs so much less than all the fancy recommendations) 2. Drivers who do not obey the stop sign 3. Residents who allow their plantings to take over the sidewalks 4. Residents who park their cars in such a way that they block good access to the sidewalks”
Create obvious spaces designated for pedestrians (or nonmotorized traffic) and keep it clear/easy to navigate
Fine homeowners for not maintaining their sidewalks and for blocking sidewalks with their vehicles. A warning first, and then a fine. People are very irresponsible about maintaining their sidewalks. Of course, ideally, the city would maintain all the sidewalks, and just tax people more, but I know that’s unlikely to happen.
Just do something(!) in NE Seattle in the maple leaf, victory heights, pine hurst neighborhoods without any side walks. This includes the east side of 15th Ave near the Thornton creek bridge. Thanks!
Sidewalks on busy streets.

Provide safe path where there is a space between pedestrians and cars and a safe place to cross the street.
Secure walkways, road bumps and the increased presence of traffic officers.
Get the cars from cutting through the neighborhoods.
“I don’t think you can improve walking conditions without also tackling the congestion from increased car traffic which is making living and commuting in much of Seattle frustrating and challenging. Impatient drivers tend to run red lights, push speed limits and ignore pedestrians in crosswalks ( this has happened to me many times.) It would be nice if cars could be banned from certain streets but I am sure this is unrealistic. I don’t feel as safe walking in neighborhoods that are experiencing a major increase in car congestion/traffic (i.e. South Lake Union, Denny Ave.).
This is an interesting survey but cosmetic changes aren’t going to improve the quality of walking in this city. “
Create dedicated pedestrian walkways, whether raised, curbed, divided, etc.
Ticket cars blocking intersections and crosswalks. Ticket bikers not following rules. Ticket drivers on cell phones.
Not specifically addressed by this survey, but I would love to see crosswalk timing changed, giving pedestrians 10-20 seconds to get out into a crosswalk before the light turns green. This would make me much more comfortable walking in busy areas, and I’ve seen it used in other cities to make intersections safer.
“WIDTH:... from those not knowing to walk on the right,1) width from walking abreast, 2)width from bikes SEPARATION FROM AUTOS: 1)safety, 2) they intimidate 2) they yell at you if you are at a side walk road PROTECT WALKERS: Give use safe ways to get across the streets you made unsafe for use this year”
Stop reducing bus service. I now walk to 2 nearby buses. They are due to be eliminated. The alternative is too far to walk to so I will now be getting in my car when I want to go downtown/Capitol Hill. I rarely used to drive to either general location because I could walk to a bus.
Provide sidewalks on 45th Ave NE because we have a high density of kids walking and biking to 3 schools and a community center nearby only to have absolutely no safe place to walk or bike on our street. Just observe kids today as they walk home from school everyday---they are out in the street with cars driving too fast because there is no safe place to go.....We need help and we need it now. Don’t wait for a kid to be killed by a car until you guys actually do something.
More crosswalks with ample lighting and signage in areas where needed most.
Some residential areas, especially in Queen Anne do not have sufficient places to walk especially in intersections, some have traffic circles some have no signage whatsoever.
Build more walkways
Address the overly visible homeless/mentally ill population downtown and fill in all the vacant stores to encourage tourism and general wandering. If NYC can do it, we can too.
Repair and maintain the sidewalks we have. Widen ones that don’t accommodate two adults or a parent with kids.
Think more about accessibility for people with Disabilities. Improving curb cuts and crossing areas and street conditions impact people with physical and other disabilities. This community is one of the most vulnerable to unsafe walking and rolling conditions and should be considered a high priority. This means thinking about the visual accessibility of sidewalks and crosswalks, fixing and maintaining and adding curb cuts, etc.

People drive way faster than the speed limit in neighborhoods
Put in missing sidewalks in dangerous places such in my neighborhood at downhill corner of Holly and Seward. And resolve trip hazards.
More raised sidewalks
Improving the safety of neighborhood walkways to encourage walking and routes to public transportation
Anything that provides the walker with an obvious route that is neither in the road with cars nor a question of whether you are walking on someone's property is a useful improvement.
"Provide paths that are physically separate from cars. Preferably, bike paths should be separate from pedestrian paths in high use areas.
The type of path (gravel/asphalt/concrete) is less important than protection from car traffic.
In scenic areas, such as along Lake Washington, there should be portions of pathways that are ADA accessible.
Seattle has both a young active and a senior population, and both should have paths physically separate from car traffic. If possible, this should be done by creating new protected pathways without reducing car lanes."
Slow car speeds even in residential areas and use traffic calming techniques. If a pedestrian is hit while a driver is traveling 30 mph, there is a 30% chance the pedestrian will die. At 40 mph, there is an 80% chance the pedestrian will die. At 20 mph or lower, there is a 98% chance the pedestrian will LIVE!! Children under the age of 15 are biologically incapable of accurately perceiving the speed of an oncoming car if it travels over 20 mph.
No free right turns on a red light at intersections in high traffic areas unless there is a pedestrian walk/no walk signal - preferably with sound.
Fix broken and uneven sidewalks
Make walkways MORE of a priority than auto traffic if indeed it is the intention of the city to continue to reduce the number of cars in the city. At the moment cars are king. Make walk/bike ways more attractive and desirable by making pathways (bus connections) a bigger priority.
Repair sidewalks and remove tripping hazards.
Slow drivers down and make it easier to cross busy streets. Having pedestrian alert crossings and pedestrian crossing signs that automatically turn to "walk" when the light turns green. More pedestrian crossing signs with countdowns showing how much time you have left to cross.
Provide sidewalks in areas that are commonly used by pedestrians (or bicyclists if streets are not acceptable for riding) that lack such sidewalks. One example would be along the west side of Sand Point Way
Create paths where they don't exist
Address problem of uneven sidewalks that cause people to trip and fall.
Fix the existing sidewalks that are uneven. Sidewalks for pedestrians only. Require bicycles to be licensed, registered, and riders pass a safety course
Enforce existing traffic laws, such as speed limit, cell phone use prohibition and requiring the use of signals when changing lanes or turning. In short, bigger police presence, esp. In heavy traffic/ped. Areas.
Decrease traffic in neighborhood retail areas to create a walking high street

Build sidewalks in areas urban areas
Build more sidewalks and crosswalks with stop signs or lights.
Exactly what you are doing: Push forward with sidewalk implementation.
Slowing traffic in high pedestrian, high traffic areas.
Enforce laws for drivers who ignore pedestrians in crosswalks. Ticket the crap out of them.
Sidewalks on All arterials (30mph streets) with a planting strip to provide distance from the fast moving cars and trucks
Sidewalks!
Sidewalks in North Seattle
I have no trouble walking in my neighborhood. My biggest issues are drivers who stop to wave me on and cause backups, screwing the environment. And cyclists and other pedestrians that act as though the world should bow to them, despite the cost.
Build sidewalks where none exist now.
Sidewalks
Make sure there are sidewalks (or walking paths with a barrier) and crosswalks on busy arterial streets.
Build and maintain sidewalks with curb ramps and lighting.
More lighted signals or stop signs where crosswalks are. Most people ignore marked crosswalks and only stop if there's a stop sign or an actual light. I don't even try to cross most arterials in this city unless there's a stop sign or a light - drivers just don't stop.
Have more police out enforcing traffic rules. Give tickets to drivers who don't even stop or slow down when they are doing "right on red" - this is how I've nearly been run over, several times. Also, give tickets to drivers who block intersections and stop at a red light right in the middle of the pedestrian crosswalks. I never see them get ticketed!
More sidewalks!
Drivers down on busy arterials that have a lot of walking traffic AND increase visible crosswalks.
Slow the cars down in residential neighborhoods. Provide a safe way to share the roads with cars- an off the street path
Enforce existing laws regarding cross walks and stop signs
Increase safe pedestrian crosswalks
Improve pedestrian crossings at busy intersections. On my residential island (surrounded by busy streets), I cannot go far without encountering a VERY busy intersection. Seattle has many such islands. We need to link them so pedestrians can feel comfortable, and safe walking longer distances. Leave the car at home a few more times a week. When I speak to my (mostly older) neighbors about the traffic situation we are now in, their attitude frustrates me; it is one of resignation: "eh, what can you do". We built the mess we are now in by putting cars over pedestrians for one hundred years. Traffic engineers made the system we have now by prioritizing motor vehicle traffic. We can make our city liveable again by undoing this. It will take time, but properly designed sidewalks are a start.

More crosswalks and safe areas for disabled folks who use mass transit to travel home
More sidewalks
Education: Get drivers to chill while getting peds to be visible & look up.
Reduce the speed limit, especially on secondary aterials such as Boyer Ave. E. That have such high volumes of traffic. . Also ticket drivers who do not stop when pedestrians are at or enter a crosswalk.
Slow down the cars
“Remove the pedestrian Walk buttons at intersections! Synchronize all Walk lights to the movement of traffic without the necessity of finding and pushing a button.
Use countdown timers on all Walk lights, but educate pedestrians about what they mean. For example, sometimes it seems that “”1 second”” means a pedestrian must begin crossing within 1 second. Sometimes “”1 second”” means the pedestrian must be all the way across the intersection within 1 second. Sometimes “”1 second”” appears to be meaningless. “
Reduce traffic speed and cut-throughs in residential areas. In particular, I think about my neighborhood in Montlake where cars are cutting through the neighborhood to avoid back-ups from 520 (and the related construction). They speed through streets right next to schools and children - very scary!
<b>SIDEWALKS</b>
Maintain sidewalks for roots and cracks, and add green space between the sidewalks and roadway
Enforce speed limits.
Sidewalks in my neighborhood, which is a residential neighborhood. There aren't a ton of cars on the road at the moment, but even one car is a danger for my kids. It's also less inviting for us adults to walk if we have to keep looking for cars to not run over us.
Repair the long neglected sidewalks in the city. I walk regularly throughout the city and the need is great. Unfortunately I have known many friends who have fallen from dangerous sidewalks.
Install more sidewalks, even if they are some of these cheaper options. More sidewalks are desperately needed!
Better cross walk marking and lighting, so cars can see pedestrians waiting to cross.
Repair uneven sidewalks
Maintain current sidewalks
Install concrete sidewalks where they are needed most first, so that children can get to their schools safely.
Enforce property owners to maintain sidewalks.
Build separate walking/ driving paths
Put more stop signs and crossways on arterial roads and wider streets. Make sure road bumps cannot be avoided by cars.
Sidewalks!
Build sidewalks and light rail or high speed lines.

Forget about it.
Add sidewalks
Stop lights. Not just signs. Controlled intersections. More crossing areas that have lights.
Sidewalks along busy roads where there are none
I have compassion for homeless people. But there are getting to be quite ubiquitous on Queen Anne now. As the city grows, more efforts should be taken to help them get off the streets (I know that's a very tall order...)
Walk ways off the streets
Build paths (don't need to be standard, concrete sidewalks), with even a small separation from the streets and build as many as possible.
Build more sidewalks
Fix the sidewalks to make sure there are no uneven sidewalks where people can trip. And make sure the sidewalks are separated from the street by lawn, trees, parking strips, etc.
Allow jaywalking downtown when safe. Pedestrians can look out for cars
Remove the push buttons that trigger the lights for pedestrians. They are not located everywhere, so a person can wait through a light cycle before realizing that they must trigger the light change. One at Mercer and 2nd W is located right in the middle of the sidewalk squished near a light pole...Absurd!
Sidewalks or similar walking paths along all streets.
Educate pedestrians on looking both ways before they cross the street and to stop jay walking in busy unmarked intersections. I think community education and increase marked or light cross walks would be of tremendous help.
Provide sidewalk and maintain the ones that are there. Create safe crossing points in high traffic areas
Start adding side walks
Enforce cell phone laws.
Have truly responsive (changing the light to yellow within 5 seconds) crosswalk buttons and more of them.
Identify the streets in the city that currently present a big safety hazard and impediment to pedestrians walking. I.e. Unlit streets without a shoulder that link pedestrian friendly streets like the section of Ravenna Ave N between NE 95th street and NE 98th street.
Lower speed limits, and actually *enforce* speeding and driving-while-texting laws!
Adding raised sidewalks to all streets
Signage and/or striping to tell motorists that pedestrians have the right of way at intersections.
Level and smooth sidewalks with non slippery surfaces.
Develop a plan to fund sidewalks. Then implement it adapt.
Install proper raised sidewalks on all streets
Slower cars

Make Boyer Ave safer
"1) More, frankly remedial, education of both drivers and pedestrians about the current right-of-way laws 2) Stronger enforcement of anyone that violates right-of-way laws"
Concrete sidewalks for every neighborhood, pedestrian overpasses on heavily trafficked streets like highway 99 and lake city way.
Develop a long term solution for meeting the unmet investment need over a 10 - 20 year period. If we really say we want to encourage walking we need to provide the highest quality walking facilities possible.
Fix current sidewalks, make sure people don't park over sidewalks.
Speed bumps and other speed slowing items in residential areas like Boyer Ave E
Please start ticketing drivers using cell phones. Please restrict car sizes (massive SUV cruising through Capitol Hill on weekend evenings is terrifying when it's clear drinking is involved). A friend of mine was biking home from work last weekend and was hit by a drunk driver using their cell phone on Capitol Hill.
Level sidewalk from roots lifting to prevent tripping hazards
Wide sidewalks.
"Lower and enforce 25 mph in pedestrian zones, in Magnolia for instance from Barrett to Boston, 30th-34th Ave W. Enforce the no phone rule while driving. More ""this is your speed"" gadgets"
Improve improve street crossings. I find in my neighborhood I can wait up to 5 minutes at a corner for a car to stop to allow me to cross the street.
Reduce speeding cars with speed bumps, lit crosswalks and other major traffic calming. CARS DRIVING TOO FAST AND BICYCLISTS RIDING IN THE MIDDLE OF BUSIER STREETS MAKE OUR NEIGHBORHOOD DANGEROUS FOR EVERYONE
Not sure
"Slower traffic Traffic calming Focus where accidents and people are"
Sidewalks on busy arterials should be top priority.
More traffic walk lights. While I don't like, as a driver, needing to stop more often, I believe that it's too easy for drivers to miss pedestrians in cross walks (and that's the safest of all non-traffic-light options).
Enforce existing cross walk laws! Cars run rampant over cross walks. Start with enforcing what we have.
Traffic calming measures to slow down cars on busy streets in or near residential neighborhoods. Just reducing the speed limit won't actually prevent people from speeding.
Improve transit
Better lighting
Repair broken sidewalks. We have many sidewalks already but many of them are not safe, cracked, pitted, uneven, and they are hazardous.
Safe walking paths in residential areas that lack them today. Connects commercial centers in those areas to newly willing pedestrians, generating more business and community with less traffic
Sidewalks of any sort

"More stop signs and signals on arterials: devote more resources to intersection counts and stop/signal warrant studies, and fund implementation of the results in a timely manner.
More stop signs on residential streets: every uncontrolled intersection of two residential streets should be stop- or yield-controlled."
Take away the stupid bike lanes in areas no one uses and add walking lanes.
Change car driver behavior, to reduce speed, reduce failure to yield to pedestrians, and increase attentiveness.
Add more sidewalks/walkways to the north end. Add caution signs for drivers to be more aware of pedestrian when drivers are making right turns on busy streets.
"Do something! That may sound simple but just pick a plan and do it. When I moved into our house twenty years ago I was told we were scheduled to get sidewalks in 15 years. Still nothing and we have a school just up the street. It's the city' job to come up with the money to pay for these improvements. Quit ignoring the neighborhoods and do something!"
Longer "walk" lights
We really do need some separate sidewalks in lake city and north Seattle
Slower speeds. Fewer cars. Safer crossings.
Add sidewalks or walkways that clearly separate cars from pedestrian space
"Trim back overgrowth where sidewalk is narrowed to 'one lane' or less. Clean the streets and sidewalks. Add benches and water fountains. Stairways: Improve by maintaining for safety and security. Add visual interest and landscape, remove overgrowth. Many stairways have room for terraced gardens/pea patches/. Stairways are very important because they connect existing, best walking routes."
Connected walkways ensuring routes across busy arterials available
Build sidewalks north of 85th. I worry every time my kids walk in their neighborhood.
Put sidewalks in on all streets for safety, especially busy arterials
Keep driving speed limits down in residential areas and speed curbs to keep drivers from cutting through smaller residential streets to avoid slow traffic. Very dangerous in both Montlake and Capitol Hill areas
Implement and enforce lower speed limits in combination with traffic calming.
walkways before bikeways
Have some kind of good walking place on busy streets.
More sidewalks/paths
Provide additional marked crosswalk locations along Greenlake Way with flashing signals and flags , also along Woodlawn Ave. Slow speed limit to 25 or less on busy roads and arterial so and enforce those speeds.
build sidewalks. Teach pedestrians to be appropriate in their interactions with cars- take their turns, etc., etc.

This project-sidewalks is critical to walking. I just moved from North Admiral in West Seattle to Victory Hts near Northgate and walk a lot with dogs. We walk whether it's sunny, rainy or dark. I am struggling to figure out how to walk around neighborhood. Even Northgate Way which has a sidewalk, is bad because it is narrow and cars are zooming. Need paved sidewalk options on side streets. Great for exercise, safety and meeting neighbors.
Rain cover downtown
Make sure street drains are clear
Slow down cars on residential streets. Curbs and set backs much more important on arterials
sidewalks or paths with a traffic barrier
REDUCE VEHICLE SPEEDS ON ARTERIALS THAT ARE ACTUALLY RESIDENTIAL STREETS (i.e. BOYER AVE E)
dedicated walking area, not shared with cars on all residential streets, particularly towards parks and schools. bulb outs at intersections. put stop signs in residential areas so that cars know who have right of way
Fix broken and dangerous sidewalks
Adopt the International Dark Sky Association's Model Outdoor Lighting Ordinance- with YELLOW spectrum LEDs instead of current blue heavy spectrum white full spectrum LEDs. The white LEDs have a cheaper first cost but will lower biome quality for plants, animals and human disruption of sleep cycle and studied susceptibility to higher cancer rates. Full cut off design and cowling to end light trespass, glare, and light pollution generally, will make nighttime walking both safer and more enjoyable. Returning the experience of seeing ALL the night sky stars to our children and grandchildren should be a high design and construction priority as the new sidewalks are lit with new lights. Or old sidewalks are relit with IDA MOLO approved designs. Matching spectrum of current low/high pressure sodium lights to the new LEDs should be a no-brainer rather than the lazy recourse to white full spectrum disrupting lights as suggested by lighting manufacturers and currently pushed by City Light management. Cheaper up front and easy to install (wrongly and counter to ILA light pollution stds.) is NOT better in long run or plants, animals and people. Go with fully cowled cut off designs with yellow spectrum.
Teach pedestrians to be aware of their surroundings -- see people jaywalking and crossing streets without checking and in front of moving cars daily. More crosswalks and better education/enforcement to use crosswalks.
Reduce speeds on minor arterials; create walking arterials somewhat like what is being done for bicycles.
Just need some walking space away from cars.
Slower speeds in residential arterials.
Replace broken sidewalks or demand that property owners do so. Way too many trip hazards throughout the city.
More sidewalks in areas where very few exist
Build more sidewalks even if it pisses off homeowners (I am s homeowner, by the way).
Fix existing side walks.
Sidewalks

Make pedestrian access a higher priority when granting building permits. Make it a requirement that construction sites still allow pedestrian access. Make major arterials such as Dexter Ave. N. safer for pedestrians by installing traffic lights at every east/west intersections. The Seattle police have got to make enforcing traffic laws a priority, especially downtown.
Well understood walking signage for cars and people.
Making crossings on busy streets more frequent
Sidewalks!!!!
Add sidewalks to as many streets in the city as fiscally possible. I think you would find that people would get out and walk more if all streets had sidewalk.
Correct the existing hazards for high traffic areas
Safety! Safe space for pedestrians and barriers from vehicles. I would also like to see SPD enforcing jay walking regulations, especially downtown. I have to drive for work and it's really a challenge during the morning and evening commute because people are just walking wherever and whenever they would like.
Add features that make women feel safe walking alone.
Keep bicycles from speeding on pedestrian and mixed use paths.
More dedicated walking paths with fewer obstructions.
Use well marked crosswalks on busiest arterial a with light active when people are IN the crosswalk.
Improved conditions that make walking an option for more people
In crowded neighborhoods, 4 way stops with just crosswalks are dangerous. Need traffic lights! Where Queen Anne Ave. N meets Boston St in Upper Queen Anne is a good example.
Actually start with advising property owners they do not own the SDOT easement
Reduce speed of cars.....fix sidewalks which is very important..
stop encouraging population density.
provide designated sidewalks
I like the Greenways idea, though that doesn't work everywhere. Separating pedestrians and traffic in some way is probably most important.
Add sidewalks north of 85th
replace the retaining wall with a sidewalk at kinear park, add pedestrian lights, or at least put a crosswalk where the sidewalk ends at the transition from w. olympic place to w. olympic way.
Create walking surfaces that separate pedestrians from vehicles and do not present hazards
Safe crosswalks at busy intersections.
It is extremely important to have some type of sidewalk/path in residential areas. I pick up my grandchild twice a week in a neighborhood where there is absolutely no place for people to walk. I see people walking their dogs, children walking with parents and people going to work in cars. This neighborhood even has curbs, but no sidewalks or paths. What were people thinking?

Buckling sidewalks cause pedestrians to trip and fall
Presuming we aren't going to repeat a Denny Regrade to lessen our steep hills...I think current sidewalks need to be made safe (eliminate dangerous cracks, bad lighting, overgrown shrubs from yards, etc). Having a sidewalk "lulls" me into a sense of safety when I actually need to be hyper-vigilant in too many neighborhoods--and I walk a lot of them with the city's senior walking groups each week as well as for my own needs.
For me replace the aggregate/stone surface sidewalks which is not even feasible. I CAN NOT walk on the wet slippery surfaces.
Lighting for walking in the dark, esp an issue in winter. designated walking paths not to be shared with bicycles.
Complete the system with some of these lower cost options and stop saying you don't have enough money. There is a ton of money in this town. What's missing is a lack of political will to prioritize.
Clearly separate zones for pedestrians from zones for bikes and cars.
Fix the cracked sidewalks and take away the grates around trees.
Build sidewalks where people live. Downtown has enough lights for people who are crossing and not enough population to prioritize. People in residential areas walk dogs or walk for exercise where they live and will forgo cars if they can walk to shops and community buildings and spaces.
More sidewalks for children going to and from schools.
Provide safe, navigable, designated walking paths. Constructing them in a way that cars can't park on them is vital.
Keep sidewalks clean and maintained. I live in Lower Queen Anne/Uptown so I'm really most familiar with these as I walk them every day. Some of the sidewalks downtown on 4th Ave near the Westlake Center I find a little slippery under foot because of the type of surface that had been used. Sometimes I guess a surface may be very aesthetically pleasing but not the very best for walking since we often have to navigate wet sidewalks.
Improve crossing for busy streets.
Make it easy and convenient to walk, short cuts etc; fix lights so that the walk sign always goes on when possible
Sidewalks only on busy roads.
Safe crossings, driver education, reduce speeds on "arterials" that are actually residential streets.
Put in sidewalks in more residential areas, especially those connecting to schools and retail, and make sure paths to bus stops are not blocked by major roads with no crosswalks. I had to run across Lake City Way for years to catch the 72/372 at Ravenna Way NE around 90th and it was extremely dangerous.
When you have kids in a walk zone for school, there are actually sidewalks for them to walk down.
Separate vehicles from pedestrians in the most effective, economical way possible and as soon as possible - especially on the arterials.
Sidewalks and slow traffic to 20 mph on residential streets.
Provide paved walking paths to all Seattle streets.

Institute safeguards that regulate vehicular traffic, including bicycles. These would include but not be limited to: signage, speed bumps or other methods of slowing traffic, strict and regular enforcement of laws that protect pedestrians in designated crosswalks.
Keep cars driving slow. Do NOT install more of those ridiculous "speed bumps" that are very long (6-8' long?) and low. They make it fun to drive fast over them, and do not slow down cars AT ALL!! Better speed bumps that ACTUALLY slow cars down would be needed. Don't add more sidewalks in Olympic Hills!!!!!! They will ruin the nice country feel and will lead to more stifling walking conditions as is the case in other places where you've had to add narrow sidewalks after-the fact.
Provide pleasant paths with landscaped barriers to walk along...some separation from cars is needed.
Enforce traffic signals, signs and posted speeds.
I like the idea of officially lowering the speed limit on residential streets to 20 mph. I also think judiciously placed speed bumps can be useful. I don't think curb bulbs (or whatever you call them) or roundabouts work at all. I see too many people roaring through and around them. Another good way to slow drivers down, or to remind them, are those "your speed is..." along the side of the road.
Build sidewalks!
Bring back the lower cost options. Also, see if you can make a volunteer opportunity similar to "Adopt-a-Street" where qualified citizens can help with construction, etc. Remember KISS - Keep It Simple Stupid! Please try to cut back on needless costly study grants and "just do it" You already have the information!
Build sidewalks in neighborhoods (blocks) that are adjacent to schools.
Repair and maintain paths. Fill cracks, resurface periodically when there's root damage.
Slow cars on side streets which get spill over from artery streets during high traffic. Also, crossing for bikes and pedestrians for high traffic streets through neighborhoods, like Boyer ave in Montlake.
Sidewalks with or without curbs.
"Eliminate drivers taking the ""free right!"" Drivers seldom bother to check the crosswalk, and it's the single thing that has caused me the most close calls, and most of the near-miss especially and hits that I have observed as a pedestrian. Second thing, that you didn't ask for, is more public transit."
Put it more lighting. Put in walking paths at parks or other places that are safe and away from traffic.
Safe, self contained walking paths connecting arterials that lead to schools, parks, community centers and mass transit stops.
Police speeding and lighting on dark streets
Improve connections between neighborhoods, for example between SLU/Downtown and Capitol Hill, or SLU and Queen Anne.
More crosswalks with yellow flashing lights to alert drivers when a pedestrian is about to step into the street. Lake City has a couple of these and they really work!
A barrier between the road way and walking path
Deal with tripping hazards. I have fallen and most people I know have fallen. Especially in older residential neighborhoods - Queen Anne, Capitol Hill, etc.
Walkways on arterials

Build more pages and/or sidewalks.
Fix the bleeping sidewalks.
“Sidewalk along one side of 95th Ave NE between NE 35th St and Sand Point Way NE Sidewalk along 105th Ave NE between NE 45th St and 35th Ave NE These are streets my kids walk on to school and bus.”
Keep bikes off the roads and sidewalks.
Leave our street alone
Add sidewalks/walkways around the perimeter of schools that don't already have them. Also extend sidewalks/walking paths on the major feeder routes in the school walk zones. We cannot expect families to have their kids walk to school if we're not providing safe routes. I help with traffic safety around Jane Addams Middle School and am shocked everyday by the crazy situations those kids are in as the walk to school!
Enforce texting/cellphone laws for drivers
Build sidewalks/walking paths in neighborhoods where none currently exist.
Do something about sight lines at intersection of Boyer Avenue East and E Lynn St. Cars entering from 16 Ave East are not noticed by Westbound on E Lynn nor Northbound on Boyer. The roundabout has plantings that obscure vision of vehicle drivers to pedestrians in crosswalk. I know as I was hit by a car as a pedestrian. Cars are also speeding through roundabout.
Safe access a cross busy roads.
Reduce car speeds and provide safe crosswalks (because cars speed and don't pay attention to peds and bikes)
Put pedestrian before maximum traffic efficiency, e.g. walk lights get priority over cars.
Away from traffic if possible, any sidewalk is better than none.
Reduce speeds with signs that state people's speeds and reduce road widths (i.e. 3rd Ave NW, 39th Ave NW, Leary). I am always vigilant walking in my neighborhood because people speed so much. I fear for my family's safety.
More traffic lights on streets like Roosevelt that have become very busy.
Safer walking paths and traffic speeds reduced in neighborhoods.
Stabilize rent and get some support to the homeless. Also, dismantle the WDOT and rebuild it from scratch so that people who do drive can actually live their lives.
Speed bumps and flashing crosswalks that will slow down and warn drivers of pedestrians.
Fix traffic signals that leave cars stuck in busy intersections near schools & transit (for example, 10th Ave E & Roanoke St)
In my neighborhood I think providing any sort of sidewalk is the most important thing.
Slow the drivers down and make them pay attention to the road, particularly vulnerable road users.

We live in Loyal Heights, and the main problem is low-hanging branches and vehicles blocking the sidewalks. We also walk downtown, and it's plenty walkable for us. Other than removing things that block existing sidewalk, my priority would be to add sidewalks where they're missing, even if they aren't the "perfect" design.
Sidewalks! Make pedestrians a priority.
Build sidewalks with curbs.
Make crossing safer at busy intersections.
Keep kids safe by giving them walking pathways that protect them from car traffic
This is not an answer to your question, but I want to express concern about the inconsistency in how audible crossing signals were installed in my neighborhood recently. Some intersections require the pedestrian to press a call button in order to get a safe crossing, while others do not. I find this confusing and annoying. One may miss an opportunity to cross the street safely if one does not press the call button. Please fix this!
Residential streets need safe access to arterials north of 85th street.
Fix damaged sidewalks from tree roots
The Montlake bridge area serves an enormous amount of pedestrians and bikers. Because of this traffic I find it daunting to be on foot crossing the bridge and walking on the nearby sidewalks because of the bike riders brushing by me and my dog often just inches away. Cutting down on car traffic seems an ideal most of us share, so something should be done to make the walking and bicycling commute to the University safer for everyone involved.
Just more sidewalks and making sure those existing ones are safe (no cracks nor dumbs)
Be creative in street design and mitigation and do t rely solely on the design of the walking path. My priority is that there be well regulated traffics flow. This is the single biggest factor that influences my walking habits. I walk 7 miles a day round trip to work and see how difficult it is to feel safe when I am on a street that does not regulate traffic flow.
Aggressive ticketing of cars who run crosswalks. Particularly those that honk at cars stopped at crosswalks, then gun their engines and speed around the car stopped at the crosswalk right in front of the crossing pedestrians.
I like the curvy sidewalks with plantings. I would like to see a few pedestrian-activated walk lights on 15th Ave NE (between 80th and Northgate Way); similar to the lights installed on NW 65th St near Ballard High School. NOT like the lights on NE Roosevelt that are pedestrian activated but look like stop lights. These are confusing to drivers. When drivers on Roosevelt see a green light they do not expect to see a car crossing Roosevelt from the side street (the lights are only activated by pedestrians). It is a very inadequate and stupid system.
Slow speeding drivers thought small residential streets.
It's not the most important, but itnhasbt come up yet...plese increase traction on metal plates in downtown. They are very slippery when it rains.
Build in areas where people will use it. I know that it hard to predict, but there must be some way to collect data. This survey will only get you the vocal ones not the poor who do not own cars. I don't know how you would collect data on walking patterns but in my opinion use science not politics or the affluent citizens who have lots of free time pushing their personal agenda. I assume that areas of high housing density would need sidewalks over areas of low housing density.

Sidewalks in North Seattle
Safe surfaces, visibility
Put sidewalks where there are none. There are many streets that are popular to pedestrians that have no sidewalks. Also keep crosswalks freshly painted so drivers can see where pedestrians might be.
Stop closing off sidewalks next to construction sites. This forces pedestrians to walk in car traffic, which is incredibly dangerous. Developers and contractors need to find other solutions besides closing off vital pedestrian access.
Build more sidewalks or separated pedestrian paths.
Provide safe routes.
Sidewalks on All streets by 2020
Build paths or sidewalks in residential neighborhoods where kids walk to schools!
Make cars slow down. Cars drive way way way too fast in my neighborhood. There are not enough safe places to cross Lake City Way either.
Enforce ordinances against aggressive drivers.
Create more sidewalks.
Get home owners to clear their sidewalks of plant growth. You
Make people trim their encroaching vegetation and keep their sidewalk in good condition for people of all levels.
"Density - allow more housing units in a smaller space. This will increase the number of people on the street. After that, though - definitely sidewalks and good crossings."
Keep pedestrians safely away from fast drivers on neighborhood/residential streets.
Add sidewalks or the alternatives you've proposed.
More lighted cross walks, more stop signs in residential areas and lower traffic speeds.
Slow down traffic on smaller arterials in residential like Boyer Ave/Furhman Ave which are difficult to cross safely during rush hours
Stop giving money to developers and put in solid, safe, quality sidewalks....real curbs, buffers. I don't care if it's asphalt, but I want it wide enough for two, a curb of standard height to deflect a tire, and a buffer of green. You are going to have to pay the piper one day. May as well begin now.
"Educate drivers to the pedestrian laws.
Ex stop for white cane users and don't zip past us thinking we don't see you at all.been startled by so very daring maneuvers.. That I dint think drivers would do for sighted. Sidewalks. Constriction on sidewalk should not happen both side of street sidewalk at same time. Like 17th and 85th I am bussing to15th when I can normally walk it. If it's a choice wait for bus or walk. I side id th street at a time if possible or free bus ride "
Stop jaywalkers.

Add sidewalks to neighborhoods that don't have them. It is too dangerous to have families walking in streets with traffic congestion getting worse.
Safe walking routes to school where children do not have to share the road with drivers.
Ban cars altogether in parts of the city and have pedestrian only streets! For example, in pike place!! Why are card even allowed in there?? The biggest problem is the poor additude of drivers here- cars are king are they know it and ignore the safety of pedestrians or bikers.
Get pedestrians off of the streets.
Have places that people want to walk to and the walking facility to get them there! Services! Business districts! Parks! Views! Sidewalks!!!!
Make bicyclists follow the rules. Get rid of the bicycle lanes around the walking path at Greenlake; they already have one on the outer perimeter. Put more of the blinking lights on crosswalks; it lets me know as a driver that someone wants to cross the street. Don't allow bicyclist on highly trafficked streets; they don't follow the rules and drivers don't know bicyclists street rules, it also confuses people who want to cross the streets. Since cars mostly pay for the up keep of the streets, let the motorists have some say as well. I almost hit a kid on a bicycle, I was following street rules, he wasn't . So you see this survey wasn't the right one for me. It only made me angry!
Implement sidewalks where there are no sidewalks, such as parts of the Wedgwood neighborhood! =]
Lower speed limits and improve crossings.
Education so that drivers KNOW when a pedestrian attempting to cross at a corner it is REQUIRED to stop.
Fix gaping, cracking sidewalks.
Create pedestrians only spaces. West lake and Broadway would be good examples, look to to Europe for other examples. Create spaces to encourage people over cars.
"Slow traffic and add sidewalks
Building / Installing NEW sidewalks in place that have never had them. As more and more people are moving in and walking to take public transit the residential areas without sidewalks ( North Maple Leaf and Greenwood) are getting really dangerous. Especially when walking at night or early morning where cars are flying by and you have NO sidewalk to walk on to get out of their way.
Make sidewalks. Mirror at the corners (inter sections). I walk on the street every single day. I don't feel safe at all. There are tons of kids around here walk on the street. Not safe.
Fix the plethora of slabs that are unevenly jutting up. At least make the ones we have as safe as possible.
"Reduce speeds. PERIOD.
Improve field of vision, reduce injury, improve stopping time"
Make separate walking areas so that walkers don't have to share the space wirth cars.
"With all the \$ going to bike lanes, why is it still legal for bikes to be on sidewalks-even when a bike lane is present?? Even gravel paths would be an improvement in many areas. I live on a very short street, but one street over from school so many will speed down our street-seems like increased speed enforcement might help pay for some paths "
Give me things within walking distance (1 miles) to walk to, and pleasant paths to walk there!



Be sure that pedestrians can be seen by car drivers.
Alternatives to walking in the street with cars, and the substandard "sidewalks" on NE 95th St near Lake City Way.
Crosswalks in neighborhoods and along arterials such as 24th south of the UW near Interlaken
Good sidewalks on busy streets. For example, on Mercer Place the sidewalk stops halfway along the street. And cars drive fast up that street from Elliot.
Stop studying it, stop talking about it, and do it. It's been promised and paid for by tax increases since north Seattle was annexed and added to the city, but never been delivered.
Build sidewalks where they are missing in residential areas especially connecting neighborhoods to schools and businesses.
Increase access to reliable transit with short wait times.
Sidewalks in places where they don't currently exist
Focus on the areas with no sidewalks.
Add sidewalks to residential streets that have none.
Scrap proposition 1, come up with much smaller sectioned plans, make sure the work comes in on-time and under budget and then ask another smaller tax. In general, help the middle class survive in Seattle by lowering taxes and utility rates. Smaller and less expensive packages managed on-time and under budget will allow the city government to earn the trust of the citizens. 30% turnout at the polls, which is consistent these days, does not fairly assess the crushing blow of over taxation to the middle class. And with projects like Bertha, the seawall, the street cars being grossly over budget and delayed and with projects like the rainbow crosswalks painted for the gay pride parade festivities exclusively at a cost of \$61K to \$101K, the city has lost it's trust of the people and shown a real lack of competency. Please do not over tax my family out of our home. We are the middle class and we are meant to live in Seattle too.
More temporally responsive walk signals
Provide sidewalks in areas that don't have sidewalks.
Slow cars down.
Separate cars from pedestrians and slow cars down.
Put sidewalks on NE 100th st
Safe and comfortable street crossings
Create sidewalks, especially in places like NE 95th where people are trying to get to transit.
Enforce existing driving laws/violations: driving while on cell phone, driving while speeding, not stopping at intersections for peds...
More sidewalks in neighborhoods!!
Slow traffic and create safe walking paths or sidewalks on busy arterials - especially nears schools. 105th Ave NE and 110th Ave NE between 35th Ave and Sandpoint Way. There is heavy pedestrian traffic heading to John Rogers Elementary, Jane Addams Middle School, and Nathan Hale High School. Cars are constantly speeding and neglecting to stop for pedestrians on 110th and 105th.

Fix tripping hazards
Place sidewalks on the streets
More crosswalks, more visible crosswalks, traffic circles in resident roads (and other traffic calming devices) more stop signs. Better signage all around
Lower speed limits, give more speeding tickets, build more sidewalks.
Pedestrian sidewalks or designated walkways.
Sidewalks on routes to schools
Narrow roadways as appropriate.
Create walking paths where none exist. Keep folks from walking in the same space as moving cars.
Slow cars in residential areas
Sidewalks on our busiest streets is the least we can do. (North Aurora, really there isn't any excuse to have no sidewalks there.)
Separate cars and people; organize parking in north Seattle, this is called hillbilly parking in West Virginia; park on the street,
Better access to schools for kids. Curb cuts, sidewalks, and arterial crossings
Get the homeless campers off the public right-of-ways! Allow police to enforce the no-camping and no-littering laws. Public spaces - bike paths, sidewalks and under overpasses - are NOT public campgrounds, urinals and dumps.
More sidewalks with separation from cars, trucks,bikes.
Ensure that there are curbed and/or separated sidewalks between denser residential areas and nearby commercial areas.
Sidewalks/paths and lighting
More and better designed crosswalks.
Put sidewalks were there're none
Eliminate the uglies: graffiti, car horns and pan handlers. Make every sidewalk pleasant for grandparents pushing strollers. If we can achieve that high mark, then all the Trendies, Hippies and Healthies will be just fine.
Some type of sidewalk (whether on one side of street or two) everywhere. Eventually they should be on both sides of the street. Traffic calming measures without some type of sidewalk are not very effective from my experience in our neighborhood.
Make sure there is good lighting
Increase sidewalks
Repair the hazards...
"Connecting safe side walks from arterials to schools pubic and private schools. (Meadowbrook neighborhood etc.)"

Side walks.
“Anything that will slow traffic down (speed bumps) or create a separate walking path for pedestrians is an improvement. For those of us who do not have sidewalks or any room to park our cars (guests, etc) we have to risk the chance of our cars getting hit by other drivers driving too fast or close to our parked cars on the side of the road. “
Create more safe walking places.
Sidewalks or some of these other lower cost options.
Smooth walking surfaces with barrier between peds and cars
Smile more.
Slow down cars , more separation
Require preservation of pedestrian walkways during new building construction. Don't allow blocking of sidewalks during construction.
Add sidewalks or walking facilities in residential areas where families are walking (and want to walk -- they often don't walk because it feels unsafe) and slow car traffic and make vehicles aware of pedestrians.
Install some kind of designated and separated area for pedestrians on all streets, especially residential that don't have them. Also, make sure there is safe lighting at night.
Build some kind of “sidewalk” or walking path, utilizing economical materials, in as many places as possible and as soon as possible.
Separate traffic from walkways
Repair where needed.
Take care of side walks now on our narrow streets. No more excuses for ditches along the roads, drop offs, or overgrowth.
Lighting
Sidewalks on busy arterioles. I live on an arteriole which curves significantly and there are many children, strollers,etc. walking in the street. I feel it's only a matter of time before some driving too fast hits someone they don't see until it's too late. We're also walking distance to two schools which means lots of children walking and high schoolers driving!
Build more sidewalks!
Address pedestrian safety on busy arterials such as Boyer in the Montlake neighborhood. Seattle is one of the few, if not the only city in the state that has a higher speed limit for arterial streets than the state standard. Because many drivers exceed the posted speed limit, the speed on all arterials should be reduced to the state standard.
Kids safe walking to school
More designated walking spaces. We share so much of the road with other vehicles, motor and non-motor.

Install sidewalks in areas used by students. This includes walk to school routes as well as routes used by teams -- Meadowbrook track team (k-8th graders) and Nathan Hale track & cross country teams run from NHS to Matthews Beach and there are no sidewalks on the majority of this route. 45th Ave NE from NE 95th to 105th and 105th out to 35th AVE NE is a major walking route with no sidewalk or walking path. This area needs to be improved.
Sidewalks or walking paths or street slow downs and shared walkways on streets north of 85th.
Increase safety of the walkway.
Build sidewalks in residential neighborhoods
More clearly marked crosswalks and pedestrian ROW signage.
Repair uneven sidewalks, and install curb ramps.
Make areas where people walk now even better so more people will be enticed walk. Pedestrian volumes in Seattle seem very low compared to other walkable cities. Having sidewalk is not enough. So you have to choose -- build sidewalk and have more places with very low predestrail volume, or try to increase pedestrian volume where you already have sidewalks and some level of pedestrian traffic. If you really want significantly more people walking, there needs to be more street trees, nice plantings, more interesting building facades, less vacant retail space, more sidewalk cafes, etc. That would entice more people in Seattle to walk.
I have a request: can you please continue the very short sidewalk that is desperately needed along terry avenue, near union (connecting the sidewalk to the top of union steps. In fact, union steps needs a DESPERATE makeover as it is full of homeless people shooting up and living there. More attention/traffic to this area might curb this).
Install sidewalks in neighborhoods and safe routes to schools which have no sidewalks!
Sidewalks! Sidewalks! Sidewalks! It's scary sharing the road with drivers who aren't looking for you.
Wider, hazard-free walking spaces. (Did I cheat and mention ??)
Put real pedestrian improvements on the north end of 3rd ave NW
Speed bumps, stop signs, speed camera
Put sidewalks on all arterials.
Calm traffic including bicycles who don't share the road and often threaten pedestrians as well as motorists
Safety-sidewalks in residential areas close to schools. I watch dozens of kids walk on the street everyday in our busy neighborhood because there are no sidewalks.
Please build sidewalks in north Seattle.
Sidewalks/safe walkway installations In residential areas that allow people to walk safely around the neighborhood to their neighbors' houses, services and schools. We lack community (and have increased crime) when we can't get out and interact with other people person to person. We have public health problems because people can't walk most places very safely. We don't attract businesses to invest in our city when our neighborhoods lack attractive livability features like pedestrian and bikes safety features on roadways. There are so many reasons to invest in pedestrian safety but a safe space to walk alongside roads is the place to start to make these good things happen in our city.
Good places to cross streets.

Not having to worry about street people harassing pedestrians. I recently had relatives come to town from Back east. They were horrified at the state of our roads & downtown (We went downtown to eat, but left due to aggressive panhandling around Pike Place Market). My relatives said they would not come back to Seattle again unless they had to--I was ashamed. But let's spend more \$\$ on bike lanes shall we?!?
Get some freaking sidewalks on busy arterial roads. NE 95th street is a prime example
More education and enforcement for pedestrian safety
Build Sidewalks where there are none, esp in south Seattle.
Put in more sidewalks or pathways for walking/biking.
Build sidewalks
Repair existing sidewalks in the highest use areas.
Sidewalks or walking paths
Educate people that pedestrians crossing at a four-way intersection/no traffic lights, whether there is a cross walk or not, have the right of way. Very few cars ever stop unless there is a clearly marked crosswalk with neon signage.
I like the paved cross walks on Capitol Hill. They are eye catching for drivers and should be replicated elsewhere.
Build sidewalks where there are none.... Everyone's children deserve to have a safe walking path to school!
Rationalize traffic signals to accommodate both pedestrians and motorists.
Provide continuous sidewalks around and to/from ALL Seattle Public Schools.
Provide sidewalks on busy streets, especially those where children wait for the bus. On Sand Point Way for example, there is no sidewalk and also bushes are overgrown. This forces pedestrians to walk in the road and dodge speeding vehicles.
Provide designated paths that are next to but not on streets. It is not safe to walk on streets with cars.
Adding more sidewalks
More sidewalks
Make sidewalks on the ways to schools.
Build sidewalks on both sides of every street in Seattle. Cars and peds should be separate, 100% of time. It makes traffic flow better and peds safer. Every other city does this. I feel like I live in the backwoods.
Build more sidewalks in areas that do not have sidewalks, especially along busy arterials and busy neighborhood streets.
Anything would be great. I live on 31st Ave NE in the Lake City Area.
Add sidewalks in residential districts. (Not a problem where I live, so I walk almost all the time.)
Build sidewalks
Please put sidewalks in my neighborhood. :)

More sidewalks in residential areas (where sidewalks do not exist) that allow access to transit.
Where there are existing sidewalks, we need to fix the uneven pavement and eliminate the vegetation that is encroaching onto and over the sidewalks. I've almost been hit crossing busy arterials (Eastlake Ave E at Fuhrman Ave E) even though there are crosswalks and walk lights! I really don't know what to do there. It seems like the drivers coming out of Fuhrman Ave E turning onto Eastlake Ave E are so desperate to make that turn that they really don't "see" the pedestrians even in bright daylight.
Add safe sidewalks
Sidewalks
Reduce traffic speeds and increase clear pedestrian right of ways and access. Driver frustration is a big problem in several areas (Lynn/Boyer traffic circle, NE Pacific/7th Ave NE 4 way/pedestrian/Burke Gilman intersection).
30th Ave NE is a major walking street for kids walking to Wedgwood Elementary. It is also the main driving street. It desperately needs a side walk on the whole street from NE 95th St to 89th St where the sidewalk starts up.
Build sidewalks in places where there currently are none or where they exist, but do not have any raised barrier.
Reduce car speeds
Build sidewalks on residential streets that are missing them.
Repair the streets and sidewalks.
Add sidewalks and safe walking options in residential neighborhoods and connect them to bus stops and local businesses
"Slower speeds in neighborhoods, rolling bumps on Boyer/Fuhrman - take out the bricks - too noisy for the residents.."
Separation of peds from cars. And it really doesn't matter how it's done. I live on NE 100th St near a very active Waldorf school and I walk the neighborhood twice per day with our dog. As both a pedestrian and driver, sharing the narrow, poorly-edged street is very very stressful. Despite reflective clothing and lights, my winter evening dog walks regularly involve hauling myself (and the dog) into roadside landscaping to avoid getting run down.
Reduce the number of cars by adding lots more rapid transit systems. Next comes more sidewalks.
Provide well constructed, well lite and well defined pedestrian pathways buffered from vehicle and bike traffic.
Speed limits low
More sidewalks in general, and keeping up on maintenance. There are several spots where the grass/weeds are only cut back once or twice a year, and in between the grass gets over 5' tall and starts to grow over the sidewalk, and dead leaves get left to rot which makes for very hazardous walking conditions over slippery, wet leaves over an inch thick. I've also fallen before when the sidewalks aren't level.
I would like to see a major emphasis on construction of the asphalt alternative sidewalk as was proposed by Mayor Murray, T. Burgess and Scott Kubly at their press conference on Wednesday, Oct 22 near Meadowbrook. I would also like to see a streamlined process developed for petitioning SDOT for neighborhood sidewalks other than those depicted in the initial alt. sidewalk plan. Thanks

More cross walks. Reduce speeds on residential streets. Keep sidewalks clean
Be stroller-friendly for Seattle's babies!!
Advise and enforce property owners they do not have the right to park on and over plant the sidewalk easement so that we have to walk on the street. "Man up". You have the authority to enforce.
"Add sidewalks
Remove construction that blocks sidewalks. Once I was walking and came to a part where the sidewalk was closed due to housing construction (weren't even working on the sidewalk itself) and when I crossed the street, there was the exact same thing on the other side! No way to walk forward without going to another street or walking on the road.
Slow traffic on arterials so pedestrians and cyclists can feel safe. The city should lower all speed limits to 25 MPH with traffic cameras to give citations.
Speed bumps on residential streets. Relatively inexpensive, and effective.
Add sidewalks on residential arterials without sidewalks: Example, N 100th street from Aurora Ave N to the west...very dangerous!
Fix cracks where the grade changes and is a trip hazard.
Less rainbow crosswalks. More effective ones
Make sure they are building built with equity in mind around transit heavy and dependent communities
Provide safe crossing across major arterials. In particular I am affected by the lack of safe crossing between the Arboretum and Interlaken Parks.
Decrease the population growth in the city.
Remove access/safety barriers for folks who would LIKE to walk but don't feel safe. Begin with well-lit, clearly designated walkways to get commuters walking to public transportation where it makes sense, with safe and efficient ways for them to cross busy streets and access transit. Second - and equally important - ensure safe walking options for kids to get to and from schools.
My street is S. Dawson St., A steep hill down to MLK and a busy arterial. The sidewalk on the lower half is in disgraceful disrepair. Traffic is fast down the hill and kids are forced onto the road by the state of the sidewalk, especially between 30th and the bottom of the hill at MLK.
Keep traffic on the main arteries and not down side streets which prohibit walking opportunities due to increase in traffic
Better marked crosswalks, signs about jaywalking and traffic signals. In downtown installing all way walk lights at major intersections on Pine Street (3rd, 4th, 5th, 6th and 7th Avenues) for example would help cars move more smoothly though those intersections and HOPEFULLY keep people from crossing against lights!
Build sidewalks! When you build, people will come!!! Thank you ;)
Separate cars, bikes and people on three different grades and/or protected paths such as street for cars, bike lane protected by a curb (same level as street with a barrier) and then a raised sidewalk for pedestrians.
Have sidewalks and slower mph.
Sidewalks

Build sidewalks! One particular need is on S. Dawson St, west of Martin Luther King Way, heading up to 28th St. This is a main route for people to get from the Beacon Hill/Columbia City neighborhood to the Columbia City rail station and yet the sidewalk is patchy and broken. Most people, including children, walk on the street, or they do not feel comfortable walking at all down the street. Fewer people are using light rail because of that. It's a strange contrast from the east side of Martin Luther King Way, which has great sidewalks. Yet the the west side is a more diverse neighborhood, with a lot of people reliant on transit and walking.
Install sidewalks where they don't exist, especially important to support the coming light rail stations.
Put in sidewalks on Dawson Avenue in Beacon Hill from 28th Avenue S to Martin Luther King so we can come down this huge hill without walking in the street and get to the transit safely on Martin Luther King.
Build them!!! In areas that have been without sidewalks since houses were built. We should be first as other who already have sidewalks should be placed on lower priority.
Make the 2 mile school walkzone for kids walkable.
Put in designated walking paths in residential neighborhoods.
Safety. Protecting walkers from cars & bicycles.
More sidewalks where we don't already have them - especially near schools.
Deal with the large barrier roads that cross through neighborhoods. Try taking a pleasant stroll down Rainier ave or from University Hospital to the Montlake Library.
"In the downtown area you could make it more visitor friendly... Put up signs of what business are the neighborhood with location maps. They could advertise events and local attractions that bring revenue. They would also work to help people navigate around the less desirable areas. Keeping the sidewalks repaired, well lit, and uncluttered should be the most simple part of keeping them attractive and usable."
Slow down traffic speeds through signal timing.
Sidewalk on at least one side of residential streets.
More crosswalks in residential neighborhoods with signals and long enough to get across the street
Make safer crossings of busy streets to provide access to parks, schools and businesses.
Build sidewalks on all streets that get any pedestrians at all.
By focusing on safety - both in terms of reducing traffic interactions and making areas "feel" safer (lighting, encouraging more use on particular streets so people are congregated)
Arterial crossings in the NEIGHBORHOOD crossing areas close to school, businesses, libraries and parks. You need to make these extra safe.
Keep pedestrians safe!
Reduce crossing distances at intersections
Help move traffic better in designated aterials (I don't see the point of the 'road diets'), so cars are not diverted to quieter residential streets. (Better sidewalks, timed signals, pedestrian bridges where possible)
Build more walking paths, wider sidewalks, remove trip hazards.
Enforcement of cars blocking crosswalks and on turning right on red without stopping.

Street lights and safety at crossings.
Make high pedestrian traffic areas (dense, urban areas like the U District & Capitol Hill) feel safer to walk
Lower the speed limit on residential and arterial streets.
Find a way to move traffic so that everyone isn't cutting through our quiet neighborhoods to avoid sitting in grid lock.
Make sure arterials have ample & safe sidewalks.
Make crosswalk safer with flags flashing lights etc.
I find that many drivers ignore/do notice marked crosswalks on busy arterial streets. I think more needs to be done to draw attention to these crosswalks. I've had people ignore me as a pedestrian even when I was pregnant or when I am walking with my baby/stroller.
Sidewalks/walking improvements so kids can get safely to schools - at least on one side of the streets with safe crosswalks to get from one to the next.
Provide proper places to walk and then go after people who continue to jaywalk or not use the crosswalks provided.
Add sidewalks where there are none in residential neighborhoods, and repair old sidewalks. Maple Leaf needs it!
In my opinion, it would be to simply put sidewalks (even rudimentary ones) in places where they don't exist.
Build sidewalks where there are not existing ones, and put up signs indicating drivers that that need to yield to pedestrians at crossings, so that pedestrians are not forced to wait while many cars in a row zoom by and then scurry across in between cards.
Sidewalks or separation from cars in areas that don't have them (i.e., north of 85th St.), Including residential streets. Crosswalks on major arterials.
A separate area for pedestrians. There is so much focus on a separate area for bikes, why not people? I come from a small town in Ohio where we walked every where. I WANT to walk to the grocery. I WANT to walk my kids to school. I WANT to do family walks after dinner to see the neighbors and go to the park. We have an awesome micro living right here in Pinehurst. But Wight sidewalks, I don't risk my kids safety, so we drive the three blocks to Safeway, and we go to Maple Leaf park where there are sidewalks. One sided separate paved area with a bump line is my preference. thanks for listening to us! :-)
Give more options for public transport to get people within walking distance of their destination. The light rail is a good start for North/South travel. Now please improve travel in other directions.
I think building sidewalks of some kind in areas that do not have them is best thing we can do to promote walking.
Improve driver awareness and the visibility of crosswalks. I like the button-activated flashing crosswalks on major roads (like the new one on 15th Ave NE just north of UW). As a driver, I notice them much more and begin looking for pedestrians before I even approach the intersection.
Enforce speed limits.
More sidewalks.

Decentralize. Make sure distances are 'walkable'. People should be able to walk to grocery stores, parks, libraries, etc.
Make it stop raining, lol.
More controlled intersections.
Better bus system is most important
Evening the sidewalk out is the single most important thing. Slabs don't line up and create numerous tripping hazards.
Traffic enforcement cameras: please blanket the city in them. Other than that, put in sidewalks where they're missing. We can afford it. GDP per capita is many times what it was 50 or 100 years ago. It's a complete embarrassment we claim we can't afford to build sidewalks now when we could back then. It's just pathetic.
Allow density throughout the city, abolish single family zoning, utilize new development and LIDs to fund neighborhood sidewalks
"Put sidewalks in neighborhoods that don't have them. (Pinehurst comes to mind)
It's crazy to think that we are looking to spend money elsewhere when sidewalks are a basic part of a cities infrastructure.
More lighting in dimly lit pedestrian and cyclist routes.
There should always be a clear place where I know to walk and motorists know that folks will be walking.
Start ticketing drivers who do not yield to pedestrians in signed crosswalks. You have red light cameras; do the same at crosswalks.
Sidewalks in areas of the city where none currently exist.
Implement Vision Zero and more sidewalks, safer walking alternative along major arterials.
Keep talking about it-- make people feel like it's a normal thing to do.
Frequent, safe crossings on arterials such as Rainier Ave. S. that align with where the bus stops are.
Ban right turns on red in urban centers and urban villages.
Lower the speed limits on side streets and enforce them. My streets (19th Ave NW and NW 87th) are constantly used as a short cut to get to 15th Ave NW by speeders.
Correct poorly designed curb-cuts and/or create them where they do not exist. Recently redesigned 5th Ave N & Broad (SW corner of intersection) was made by someone who has never seen a mobility scooter before. Two signs, raised curbs and a narrow curb-cut make this a maze of inefficiency and difficult navigation.
Have larger no parking zones on either side of crosswalks. We use the crosswalk at NW 65th street and 26th Ave NW almost every day to walk to Adams Elementary. I used a grant to make flags for this crossing and cars often don't see us unless we step into the street even with the bright orange flags. Cars park way to close to this crosswalk all the time which diminishes visibility. Plus people go way to fast on 65th. We've had some close calls.
Provide sidewalks to schools.
Sorry, can't just do a single thing! Slower speeds, more stop signs and stop lights, speed bumps, enforcement of distracted driver laws. As I stand on arterials I see probably 1/3 of drivers looking at phones.

Provide the space for it off the street in residential areas
Continuity of walking facilities
Better lighting on park pathways and residential streets. Especially for the dark winter months, the light is really a detractor for walking on your own. Also keeping a closer tab on cars who speed or don't respect pedestrian crosswalks in well-trafficked areas. I frequently have cars speed past when I'm waiting to enter the crosswalk on a busy street right across from a major park.
Put sidewalks in neighborhoods that don't have them like Olympic Hills. I live on 135th that has no sidewalks and drivers drive extremely fast making it very dangerous.
No turn on red for cars in busy pedestrian areas and create safe walk to schools zones as planned.
Build sidewalks!
Sidewalks
Add sidewalks around schools.
Same response as # 10. Don't wait until someone dies to make these needed improvements!
Build sidewalks on major connecting streets in North Seattle, especially Roosevelt between 1st and Aurora. This is frequent route taken by people walking up to bus stops and shops on Aurora, and there is no safe space to walk in some sections.
Shorter signal phases and more crosswalks would improve conditions remarkably. Having to wait at signalized crosswalks probably constitutes 35-40% of the time it takes to walk places in the most heavily traveled neighborhoods. Also, insufficient crosswalks make the journey on foot take much longer than it ought to.
Lower cost improvements!
More connectivity with sidewalks and green ways to neighborhoods that do not currently have them.
Make it safe to cross arterial at regular, short intervals.
Some type of walkway (doesn't have to be a traditional raised sidewalk) on at least one side of every street.
Providing better spaces for people to walk and safe crossings.
Bring back crews working with homeowners/businesses to repair damaged and to prune back overgrown existing sidewalks.
Slow traffic.
Focus on reducing fatalities and injuries
Building safe pathways to everyday destinations; stores, schools, and business districts through policing of dodgy areas and providing physical protection from traffic
Make sure families have a safe route.
"Create safer ways to cross streets in residential areas. Traffic has gotten very heavy on cross-streets in our neighborhood and the biggest barrier to my walking is that there is no way to easily and safely cross 40th street to get to the business area without having to divert to the far ends of the street. 34th has similar issues that limit access to the Burke-Gilman trail.

Put in sidewalks where none exist on both sides of a street. At least have one sidewalk on one side of the road (assuming the road is not very busy or easy to cross).
Better crosswalk at boren school.
Find effective ways to get people to drive less, and when they are driving, to slow down and pay attention, such as traffic calming infrastructure, effective laws against using "mobile devices" while driving, public education, etc..
LESS RAIN
Put sidewalks where they are missing.
Put wide walks in neighborhoods that don't have them. Sharing The Road With Cars Who busy Neighborhood Streets To Cut Throughout Stop Lights When IN A Hurry Is scary.
More sidewalk, duh.
Cracking down on drivers that do not obey walk signs and rules governing crosswalks. Related, ticketing more cars that block crosswalks by parking in front of them.
Crosswalks! Specifically in Ballard. Specifically across from Cafe Mox. Their parking is on the opposite side of a very busy 4 lane road and there are bus stops on either side. There aren't crosswalks anywhere near that area and people are constantly jaywalking because there is no other option.
Keep improving light rail and other transit options not beholden to traffic patterns
Ensuring that crosswalks are visible, and that cars can't park right up to the corner causing poor visibility for crossing where there is not a crosswalk.
Keep cars and people separate
Public education about watching for pedestrians and common courtesy. From personal experience, some drivers don't think that pedestrians have a right to cross at corners -- that they must be in a marked crosswalk. (No, I don't "make" drivers stop for me.) If your promotional materials only show pedestrians crossing in marked crosswalks, it promotes this misconception.
More curb cuts near neighborhood downtowns, more sidewalks. Also downtown construction sites - less blocking off of sidewalks and moving people across streets back and forth.
Barriers between traffic and people.
Build according to specifications in previous question.
Speed
More sidewalks. More traffic calming in high pedestrian areas.
In addition to infrastructure that supports pedestrians, enforcement of traffic laws. I live in Wallingford, a very walkable neighborhood, and daily I encounter violation of my right of way by drivers. I feel like it's just a matter of time before something happens to me or another pedestrian.
Sidewalks (of any sort really)

<p>“Sidewalks where we don’t have them. People don’t walk because they feel unsafe. Walking is healthy activity. People don’t use transit, even though they might despite being outside official .5 mile radius, because it’s unsafe. Many downstream negative effects to not having any sidewalks at all. Or, as in our case at S Lucile near Renton Ave and 38th, we have a Sidewalk Desert amidst streets with sidewalks. Bad scene. Renton at Lucile, in particular, features blind intersection, hills limiting sight, no sidewalks, kids at bus stops, fast traffic and folks waking because they had sidewalks finding themselves forced into narrow streets with cars and delivery trucks.”</p>
<p>Concrete sidewalks and crosswalk buttons that don’t take ten years for the signal to change. After pushing a button, nobody should ever wait longer than a full minute to cross. EVER.</p>
<p>More sidewalks</p>
<p>Lighting</p>
<p>Good lighting, well-timed walk signals, keep bikes off of sidewalks, limit uneven surfaces like the “bricks” along the McCaw Hall parking garage on Mercer.</p>
<p>Sidewalks.</p>
<p>More accessibility for the disabled.</p>
<p>Repair sidewalks in the downtown. Specifically in our historic Pioneer Square District.</p>
<p>Sidewalks, or equivalent, on key streets in areas that don’t have them.</p>
<p>Reasonable crosswalk times. Most are so short that they are difficult for all but the healthiest of individuals and adults</p>
<p>I think that focusing on places where people are getting hurt is really important, but the single thing that would have the most impact would be for the city to start enforcing laws that protect pedestrians: drivers speeding, drivers not stopping for people crossing the street, drivers talking on their phones, people parking on the sidewalk. It shouldn’t have to cost so much to make things better for pedestrians. So much of the problem comes from driver behavior.</p>
<p>Install some kind of separate sidewalk in neighborhoods which currently have no sidewalks.</p>
<p>Enforce yield laws for crosswalks at ALL intersections, not just marked crosswalks. Many drivers seem unaware that every intersection is a crosswalk where they’re required to stop for people trying to cross the street.</p>
<p>Sidewalks</p>
<p>Buffer walkways from traffic especially in areas with kids</p>
<p>Add crosswalks where construction sites block one side of an arterial. Crossing John St. East of Broadway to get around the light rail construction site has been hairy for years. But if you forgot to cross at the light clear back at 12th Ave. that was your only option.</p>
<p>Make it safe for families with young children.</p>
<p>Separate cars and people</p>
<p>Need more sidewalks in Greenwood near 100th and Aurora. There are tons of people who walk up and down the street and cars drive fast.</p>

<p>Every street in Seattle should either be a shared street with extremely low speeds (think Bell Street Park downtown, or N 77th St just east of Aurora), or else it should have separated pedestrian paths on both sides. I don’t care if they have curbs -- in fact, I’d prefer if they didn’t -- but there should be _something_.</p>
<p>Have clear, demarcated areas where pedestrians should walk that is somehow separated from the road. It doesn’t need to be with a curb, as landscaping and other methods do the trick to let walkers know where to be to avoid vehicles.</p>
<p>SIDEWALKS!!!! any maybe and educational campaign to teach motorists how to use the small roundabouts in north Seattle.</p>
<p>Improve conditions for crossing streets. I’m less worried about safety walking ALONG streets as I am CROSSING streets, especially for my children who are moving around the city without me.</p>
<p>Ensuring that every block of every street has a walking solution that provides non-slip walking areas protected from *excessive* traffic by curbing and/or landscaping. Example: My street (9400 block of 10th Ave SW) does not have drainage OR sidewalks, and each winter when it freezes there is an ice slick that people have to walk over to get to shopping or the bus stop. Some day an elderly person is going to be hurt there and the City will be responsible for it. We don’t need a sidewalk if the drainage issues are solved, and we wouldn’t have to create new drainage infrastructure if there were a raised sidewalk; the problem can be solved multiple ways - I believe this is true throughout the City.</p>
<p>Many roads do not have clear cross walks, or even clear markers for where cars need to stop. Crossing the street in many places in Seattle is troublesome, and this is the most important safety thing to work on. Some cross walks have lights that blink to let cars know there is a cross walk, but when the lights are ALWAYS blinking it appears confusing to cars. Cross walks with lights that blink are a great idea, but they should all be set to have a button for people to push to turn them on before crossing, this is much for effective in getting the cars attention. It also appears much safer.</p>
<p>Keep existing pedestrian amenities clear from trash and overgrowth, and in good repair.</p>
<p>Cross walks and side walks around schools. Speed bumps on cut through streets.</p>
<p>More side walks in residential streets above 85th!!!!</p>
<p>Put sidewalks in neighborhoods where there are none! I live in Greenwood north of 85th between Greenwood Ave. and 8th st. It is super stressful to navigate between parked cars on the side of the road and fast moving traffic. It has become especially stressful now that I have a young child that I push in a stroller on all of our errands into the greenwood shopping area.</p>
<p>City-wide traffic calming (e.g., narrower traffic lanes, raised crosswalks, speed humps, chicanes, traffic circles, rapid flash beacons).</p>
<p>Maintain the sidewalks and roads we have as so uneven and pot holed that dangerous.</p>
<p>More sidewalks and better crossing at major arterials.</p>
<p>Reduce and enforce speed limits. No one follows them.</p>
<p>Put a pedestrian crosswalk sign to cross 15th Ave NE, on NE 55th Street.</p>
<p>Put comfortable, safe, easily accessible walking paths through artificially created barriers such as highways, cul-de-sacs, and roads with fast-flowing traffic. More access!!!</p>
<p>Decrease the deference to cars in transportation planning. I drive a lot, but often wish the non-driving options available to me were even remotely as convenient as driving. I think they can be if we stop prioritizing car traffic at the expense of other transit options, walking options key among those.</p>

For me in my neighborhood, it would be finding a way to reduce vehicle speed on non-arterials. I live at 93rd and Linden, and cars are constantly flying by our house. I would love to see speed bumps put in or something as a lot of people in our neighborhood are always out walking their strollers and dogs.
Add more reliable transit so that walking + transit becomes a good alternative to driving.
More clearly defined sidewalks
Separated paved walking paths available on every street, not shared with cars, parked or otherwise.
Create a more amenable atmosphere to pedestrian use. This means allow street life such as sidewalk cafes, vendors, and markets. This would create an atmosphere where people want to be walking because it's interesting to walk and provides access to valuable services and environments. It has much less to do with building infrastructure such as sidewalks. Great pedestrian cities like Paris are pedestrian because people want to walk, not because the sidewalks are good.
Maintain what we have. Many existing sidewalks are impassable due to vegetation and are dangerous due to broken concrete, tree roots, etc.
Please create a space between sidewalks and cars.
Stop ignoring North Seattle and its aging population. Please put in proper lighting and sidewalks with ADA accessibility between Holman and 9th along Greenwood. The bus drivers drop off people along that strip right into blackberry bushes. People in wheel chairs are forced to use the road, which isn't safe at all.
Put sidewalks or at least something off the street for walking in North Seattle. This is the single biggest complaint I have about living here-I can't safely go for a walk with my children and I see many kids walking to school or people in wheelchairs just inches away from speeding traffic on Greenwood Ave. You can not be a 'walkable' city until the ENTIRE city has safe places for people to walk.
Making it easier to cross busy arterial streets is huge!
True sidewalks along arterial streets, like Greenwood between 90th and 105th.
Make sure that every street has a sidewalk which is easily passable (not obstructed or interrupted).
Sidewalks on at least one side of residential streets
Slow speed limits and enforce them
Enact developers to install/repair sidewalks as new properties are built.
Visibility at intersections, particularly where residential streets cross arterials.
Don't let construction projects close the sidewalk for long periods of time.
"Fill in gaps in sidewalk system as it connects to schools, transit and neighborhood centers
Repair what we already have while introducing the new pathways you have shown us. I am sure our budgets will not allow a comprehensive remodel of all our sidewalks.
Make sure that there is enough space for wheelchairs and strollers on sidewalks - including keeping utility poles out of sidewalks and ramps!
Build sidewalks.

Sidewalks in North Seattle! Please stop pretending that it is OK to refer to us as "unimproved" and then continue to not improve our walking conditions and storm-water drainage. Serving only the highways and major arterials turns side streets into arterials.
Cultural change: ensure people driving a vehicle feel it is their responsibility not to harm others with it.
Enforce traffic laws, including speed limits and pedestrian crossing at corners.
Install more sidewalks where they are needed.
Traffic calming for both cars and bicycles.
Please, please, please put sidewalks into areas that are close to arterials and on school bus lines. Take a look at the blocks between Orcas, 39th Avenue South, Martin Luther King Jr. Way, and over to the Columbia City light rail station. The intersection of 37th, Brandon and 39th are school bus stops; kids walk there all the time to get to Orcas or be picked up on the corners and there is about an 8-10 block stretch of no sidewalks down Lucile Street, 37th, 39th and over to the light rail station. It is a real disincentive to walk to the light rail station because of no sidewalks and it is not safe for kids and parents who are getting picked up by the bus or walking to Orcas to catch the public transit buses there for school.
There are too many things to do to just name one. For me, in my neighborhood (which has sidewalks) the biggest thing is sidewalk repair. And slowing traffic on the arterials. I guess that's two things. They're both important.
"Place the stop line at light intersections 2 or 3 feet from the sidewalk markings. Cars are always trying to take every inch and stop right in the middle of the cross walk. The only way cars do not come right up to me when I walk is carry an umbrella. Cars stay at the distance of the umbrella length. Next is Cell phone use. That would have to be my number one single most important safety concern."
Add traffic lights to high use intersections where popular walking routes cross major arterials. For instance 12th and 64th NE is a popular intersection (next to Whole Foods Market), but at rush hour there are 3 lanes of traffic moving north on 64th and often at a high speed. There is no light here to help pedestrians.
Revise street designs that signal to drivers that they can go fast without regard to pedestrians. Contrary to what the speed limit or right-of-way laws might say, drivers respond to road design. So for example when I cross 23rd at Mercer, even though I have the right of way in theory, in reality there are 4 wide lanes full of speeding drivers who don't even consider slowing down, much less yielding.
Space should be welcoming, enjoyable and safe.
Build/repair walking improvements in lower-income neighborhoods.
Safe crossings at intersections
I would improve sidewalks that are cracked and raised due to trees. These increase the risk of tripping and falling
Fix the Ballard Bridge!
Slow the speed of traffic and improve crossings on streets like NE 65th.
Sidewalks in as many places as possible
Increase density so that there are places we want to go to that are within walking distance.
Fix curb cuts so they work for people with wheelchairs or strollers.
Clearly marked pedestrian footpaths. Pedestrian only areas downtown.



Have someone pick up the garbage, furniture, crap that people dump on street corners. For example there is a sofa, TV and shower on the corner of 123rd Ave NE and Roosevelt Way that is blocking handicapped ramp. People have filed many, many complaints and it has still not been moved. Plus it makes the neighborhood look like crap.
Allow adequate space for two pedestrians to move freely on the walk way. Strollers and children to use without tripping and elderly to able without concerns.
Handle car traffic better. To members bike lanes frustrate drivers, making them less careful, like the new abomination on 15th NE!
prevent construction companies from blocking sidewalks for construction projects.
Provide enough space for pedestrians with different needs to safely walk, on sidewalks with ramps, where we don't feel like we are constantly buzzed by cars.
Increase the collective understanding that vehicles are tertiary in their right to the use of the ROW. They take-up the greatest area, have the greatest negative economic impact and are responsible for nearly all accidents. As a result, they must be more intensely curbed in their share (or presumed share) of the ROW. Transit, pedestrians and cyclists must be made to feel the priority and have the right of way relative to private vehicles. Providing and enforcing rules or design elements that reduce speeds and invert the hierarchy of private vehicles to those other three modes of travel is more fundamental than any single given infrastructure strategy or design.
"Traffic calming!!! Second to that, require adjustments around construction zones, then actually enforce them."
"Lower the speed limit!!!
Put in more curb cuts.
Put sidewalks on residential streets that has none. Spending money on repairs for existing ones in downtown, Capitol hill, queen Anne, (etc) will not make the rest of the neighborhoods in Seattle safer.
Have sidewalks on all arterials and busy non-arterial streets.
Fix trip hazards on existing walkways.
Sidewalks and clearly marked crosswalks, so cars, pedestrians and bikes all know where others and themselves are supposed to be.
Add sidewalks to neighborhoods.
Reduce default speed limits to 20 mph on neighborhood streets and 25 on arterials.
<b>MORE SIDEWALKS.</b>
Increase rapid and off-grade mass transit. If you don't make it easy to leave the car behind, no amount of pretty landscaping and fancy sidewalks will get people to actually walk. Build better transit!
Congestion charge, a la London
Make utilitarian walking work -- to the stores, to transit, etc. I think improvement for recreational walking is important, but not "the single most" important thing.
Close greenways to cars

More accessibility for everyone. Make sure low income neighborhoods have similar conditions to other neighborhoods.
Improve safety along arterials and at large arterial crossings, such as 80th and Lake City. Those large arterials function as boundaries that stop people from walking from one neighborhood to another. With transit routes simplifying and going away, more people will need to cross arterials to reach transit stops.
Visually separate space for pedestrians in which cars are not allowed to park, and where illegal parking is enforced. These spaces must also work for people who need wheelchairs or other mobility assistance. Please! I drive as often as I walk, so I am not against car owners. But if people can easily park in the newly created walkways, that leaves pedestrians even further out into the street and in more danger than ever.
Slow traffic.
Unsafe walking conditions is the utmost concern that can be addressed by building low-cost sidewalks where there are none in North Seattle. This is particularly important on main arterial roads, residential neighborhoods and around schools.
Force all builders to build better safer pedestrian walkways as condition of building and make builders keep them open while construction is going on. Have you tried navigating Seattle on foot around all the new construction? It's impossible.
Have a path for pedestrians.
"Add sidewalks of *any* kind to streets with regular pedestrian traffic! This provides an obvious safe space for pedestrians, which will be much more effective than trying to slow traffic. Selfishly, my block of N 100th Street between Aurora and Linden has tons of pedestrian traffic (including many wheelchairs, children, and elderly or slow-moving residents). Cars driving at 30+ MPH to/from the light at 100th & Aurora, despite oncoming traffic, pedestrians, and a roundabout at the end of the block. Because cars park along the edge of the street, pedestrians are pushed well into the way of traffic. A sidewalk on at least one side of the street seems the only way to solve this. "
Divide this project into pieces, seek additional federal state and local funding sources including private grants, and conquer this mess. The only way this is going to happen is project by project as funding is available and raised.
"Slow the cars down on residential streets, especially in the Central District by Union and Madison and on Denny through Capitol Hill.
Improve crosswalk delineations/stripping, all around town.
Fund programs in house and at non-profits that help educate people on safe walking and encourage more walking."
Make walking more secure and accessible as an option so more people can and will walk.
Educating car drivers. Toughen up getting a driver's license, more awareness campaign, catch and penalize drivers not yielding, not paying attention to pedestrians.
Improve pedestrian connection between Wallingford and U District Rail Station.
More sidewalks or paths that separate vehicles and pedestrians.
Please collaborate with the Seattle Public School transportation services and make them put the safety their first priority and provide the bus stops on not busy streets.
Get people who drive to slow down, obey traffic laws, and yield. Consistently.

More crossings at busy streets (Nickerson)
Improve crosswalk paint with wide solid lines which run perpendicular to traffic flow, clearly delineating the pedestrian priority at crosswalks. For intersections without a timed signal, a flashing LED strip when pedestrian triggers a signal would be great, especially at night.
“Some kind of sidewalk or swail or any path in NE Seattle so that we don’t have to share the space with cars!! Many of our “residential” streets are used as shortcuts by many cars, and so get a lot of traffic. We need to make these safer.”
More sidewalks in residential areas
Fewer cars on the road - create walking greenways like you have for bikes which are dominated by non-motorized traffic. I prefer walking on 20th Ave over 23rd Ave for this reason.
SDOT and SPD to respect laws that ban parking within 20 feet of crosswalks assuring optimum visibility and vision of all roadway users including pedestrians, bicyclists and motorists. Eliminate all parking within 20 feet of crosswalks. This will also improve movement of vehicles through intersections helping to solve broader transportation and pollution problems.
Reduce traffic speeds
Lay sidewalks in areas that there are none & fix hazards in existing sidewalks.
In years past neighborhoods would form a local improvement district to cover all the streets. This method should be used for all streets in an area. However, arterial streets should be improved using other funding sources.
Increase transit, quit “calming” streets. Begin by NOT making streets more dangerous. It’ll save you money and make it possible to make true safety upgrades.
Buffers between cars and people
Provide safe ways to cross streets.
Stop closing the sidewalks. When you do so tell us why and for how long and give us some advance notice. Make the safety and convenience of the resident taxpayers, not the convenience of construction companies the main priority in these situations. It is clear and obvious that this is not the case and that neither the safety or the convenience of pedestrians has been or is currently a major factor in making these decisions.
Lowering car speeds, educating and enforcing distracted car and bike drivers.
For me, it would be sidewalks in North Seattle. (But I would expect the city to prioritize areas where pedestrians are most likely to be injured.)
“There are 2. We are becoming more populated, so many areas that don’t have sidewalks now do. If you want people to walk need better access across busy arterials. Walking a long distance isn’t going to happen. On a positive note, he flashing beacons really do help. I can now safely get across Holden SW”
Reduce the speed of cars.
Sidewalks on all residential streets. People walk their dogs, their kids, themselves in the street because they have no other choice and in the dark or bad weather (which let’s face it is a good portion of the year) is unsafe for pedestrians AND drivers.
Sidewalks

Buffers between busy street and traffic (ex: 50th street between Green Lake and 20th, 45th Street east of 4th Ave). At present I drive the few blocks from East Wallingford to U Dist rather than walk as close proximity to heavy traffic is not safe
Discourage cars from traveling on neighborhood streets that are near major arterials. An example of this is 26th Avenue East between Boren & Madison. That street is a dense neighborhood, full of families, kids, using sidewalks. Too many cars are using it as a cut through to avoid 23rd Avenue East in both directions. It’s also a “greenway” and yet does not have proper amenities such as speed bumps. It’s also part of the Lake WA “bike loop” and yet it does not have a bike lane. In this situation consider: adding a bike lane, add speed bumps and create barriers that do not allow cars to access the zone from so easily. Another thought would be to take a portion of that to one-way. These sorts of things would reduce vehicle traffic & speeding and make it safer for pedestrians and bicycles.
Focus on safe routes for the most vulnerable - low-income children and the elderly.
Educate drivers on their responsibility to yield to pedestrians in both marked crosswalks and unmarked intersections.
Fix the stairs..it provides great connectors for schools, transit and the neighborhood. And fix the sideways that connect them. There is a huge lost opportunity in the Rainier valley for better walking if you clean the stairs, fix the sidewalk and slow down the traffic on Rainier Ave.
No idea really, beyond slowing vehicles. I’m not a traffic engineer. :)
Improve quality of life. Less street people getting in people’s face. Less rats. Less agro drivers (reduce traffic). Lower housing costs.
Focus on low-income and low-access residents and people who have to take transit to get to basic services.
Provide safe/ADA compliant sidewalks on all streets - don’t let construction projects, adjacent businesses, adjacent property owners take over the sidewalk with blockages that can last over a year, narrowing of the sidewalks with the restaurant uses, vegetation which is allowed to block sidewalks, dirt/leaves/snow/ice that’s allowed to accumulate.
Sidewalks and crosswalks with SIGNALS, where drivers actually STOP. Also: Don’t let developers use all the public access, covered pedestrian bridges out of the way of traffic aren’t going to kill the bottom line.
More traffic signals on arterial without them for long stretches. They create truly safe crossings by breaking flow if traffic into pods or pulses. Without these traffic lights the stoopid little flags do not work and really tell us YOU DO NOT matter. You expect some 12 year old to stop traffic and guess at what asshole driver won’t go into the oncoming lane to pass? Also general illegal driving like parking the wrong way or simple speeding needs to stop.
Bring sidewalks to the neighborhoods that don’t have them.
Improve the rate of cars that stop for pedestrians. Even at marked crosswalks (especially downtown and in Belltown and Lower QA), cars will often drive through at 10+ miles over the speed limit while a pedestrian is waiting. I have had several instances at crosswalks where one car will stop for me, and the car(s) in the next lane over have to slam on their brakes so I don’t get hit. I have taken to stopping in the middle of the crosswalk and checking around the stopped car to make sure I’m still safe.
Sidewalks!
Implement a 20 is plenty program where speed limits for all Seattle residential streets are lowered to 20mph, signed for 20mph and then gradually engineered to 20mph. This could go a very long way toward solving the lack of sidewalks in the outlying neighborhoods, while making them bike friendly and safer for all modes. It has worked well in other major cities like London.

Start building them now and stop talking about it.
Maintain current paths from vegetative overgrowth
Please build more sidewalks on residential streets in the north end so my kids can walk to the park and to school safely!
More sidewalks.
Build real sidewalks.
More and better marked pedestrian crossings with traffic cameras to take photos and ticket people who don't stop. (I stood at a crosswalk on Stone Way recently and counted 73 cars before anyone stopped though I was clearly visible and waiting.)
Create safe pathways of ANY sort for pedestrians north of 85th street. They don't have to be traditional sidewalks - any sort of designated pedestrian pathway, preferably not on an arterial but on a quieter residential street that runs parallel to an arterial, is better than the nothing we have now.
Make all walking lights turn at the same time so all pedestrians can cross at the same time and not have to worry about any cars. Then allow all cars to go (in turns of course, but without having to worry about any pedestrians). I have nearly been hit by cars turning right when I have a walk sign at least a dozen times.
In my neighborhood, uneven sidewalks are out of control. I would say here, that's most important. But in south Seattle where hardly any money is every spent on improvements? Probably connectivity to transit. Plus traffic calming/safer to cross streets.
"Provide delineated walking zones on arterials and transit feeder streets. Also: Enforce laws regarding yielding the right of way to pedestrians. Do public relations work on right of way issues. Publicly engage bicyclists on right of way issues, including obeying traffic laws. Drivers are very frustrated with bicyclist militancy and bicyclist scofflaws. This spills over into pedestrian issues."
Make walk lights automatic at crosswalks. Get rid of the buttons. Send the signal to ALL that pedestrians are a natural part of the traffic landscape, not an afterthought. (Look to Chicago for guidance.)
Reduce traffic volume. Cars are what makes walking unsafe. Providing alternatives to driving improves the safety and aesthetics of walking.
There need to be more and better ways to cross busy streets - pedestrian over- or under-passes would be great!
Fix groundwater seepage discharge points. These are dangerous in all seasons, and represent a serious liability to the City.
Find a way to reduce the number of cars on the road. People driving are the single most terrifying aspect of cycling or walking anywhere in Seattle, but especially in areas (ahem, North Seattle) where there are no sidewalks. Whether it's failure to obey/know the law or just a blatant disregard (eg mobile phone use), people driving are awful in this town. Sit on a curb and watch people. Watch them near cyclists and pedestrians. If you reduce the number of cars on the road, Seattle will become a much more walkable city.
More painted and signed crosswalks and fewer beg buttons to push in order to cross the street.
Greenwood Ave N....FIX IT.
Put in sidewalks on arterials and neighborhoods. just get it done.
North Seattle needs sidewalks now. Walkable businesses would also be nice.

Install some sort of sidewalk.
More designated easy to see cross walks.
Slow down the drivers so that they can see the pedestrians. So that they can actually have time to stop for us when we are waiting to cross the street. We need ramps at every intersection for strollers and wheelchairs. Sorry, that was two things.
Sidewalks and paths so that there are no "dead ends" where you feel it is impossible or unsafe to walk.
To ensure that children, elderly and disabled have safe access/passage as pedestrians.
Separation of traffic and pedestrian through some form of sidewalk.
In my neighborhood: decrease speed of traffic. Two years in a row now, we've had accidents where cars collide at a high enough speed that one of them ends up on it's roof, in the ditch. We're lucky no-one has been killed, and it certainly doesn't make for an inviting pedestrian environment.
Building sidewalks everywhere would be the single most important thing.
There are two crosswalks in Fremont that really effect me and many other people and families in Fremont. 1) the crosswalk at 39th and Fremont--that is used by a significant amount of B.F. Day children. In order to cross from certain sides of the streets, you have to wait for up to 3 traffic light changes and it can take over 6 minutes, which leads to a lot of people crossing unsafely. Add to this the very unsafe speed that vehicles often travel on 39th (they fly up that hill to a blind intersection and there are often crashes). Also, there is no school speed limit sign as vehicles travel from 39th on Fremont Way N., so most vehicles ignore the safety speed. It is all very unsafe, and an intersection used by a lot of children. 2) The intersection at 35th and Fremont Ave, crossing from the west side of the street: the light is not nearly long enough to cross; if we don't run as soon as the light changes, we don't make it. It gets my heart racing every time, as again, there is a lot of traffic at that intersection. I would love to see these two intersections addressed as a part of this plan. Thanks for reading!
Build sidewalks, comprehensively, in north Seattle
My neighborhood doesn't have sidewalks, and that makes it much harder to walk in. I work in Belltown, which is perfectly walkable.
Sidewalks.
No turn on red for cars & separate green light for ped lights, i.e. not at same time as cars.
Sidewalks in residential areas.
Good question! I think it's focus on safety for pedestrians (wide sidewalks - super safe crosswalks) on busy arterials
Get more walking paths
Create more sidewalk areas
Building separated pedestrian walkways, whether by grade or by features like a lawn or garden.
Lighting, and safe street crossings

We NEED cut-throughs, alleys, ways for pedestrians to not be locked to the same route as cars! Seattle's hills and ravines mean our city is packed with streets that end suddenly or go off in unwanted directions. Take it from me-- walking anywhere except on an arterial is a nightmare, not because of the lack of sidewalks, but because of the difficulty finding a route! I cannot count how often I have ended up walking an extra mile because I could not find a street that went through and there was no provision for a short simple pedestrian path-- and an extra mile may not be a big deal to a car but it is huge to your feet.. We need the "public right-of-way" between houses or alongside developments to actually be open to the PUBLIC RIGHT OF WAY at least every quarter mile. I live just a few blocks away from the Burke Gilman Trail-- but I have to go over twenty blocks out of my way to access it because there are no kind of pedestrian-specific routes to it. When I've visited cities built for pedestrians in Europe and Israel, believe me, they were packed with short little simple cut throughs and right of ways where pedestrians could take a route different than the cars.
Put in any type of walking path in neighborhoods that don't have them!!! Broadview on 3rd is especially dangerous! It needs some attention ASAP as there are many families in the area that would enjoy some sidewalks.
Give people a safe space to walk.
Reduce speed limits for cars, create separate facilities for bicycles and pedestrians, get somewhere close to mode share.
More sidewalks in under served neighborhoods. (Delridge, north Seattle before shoreline, aurora north, etc).
Better lighting. More police presence in the area I have to walk. There are a lot of homeless junkies along the path. It doesn't feel safe. I feel I can't walk to early shift because it is dark at 6am. I can't walk home from late shift because it is dark at 11pm and shady elements are out there. For me, because I am not disabled, walking is more an issue of safety than sidewalks.
Get bikes off trails.
"Build inexpensive, winding asphalt sidewalks. They don't have to be stamped and stained. But combine them with landscaping, perhaps landscaping that captures storm-water, to help separate them from traffic. In my own neighborhood, I have concrete sidewalks. But would go for walks in more neighborhoods where asphalt sidewalks were put in, just to enjoy them."
I feel like in our area where we live we are in very much in need of sidewalks on our street people zoom down our street thinking it's a quick cut through to sound you play field and it feels very unsafe just walking out to your car or having your kids out and that just having that visual barrier between the street I think would be safer
Sidewalk along N Greenwood Ave!!!
Sidewalks or safe alternatives in residential areas.
An education to inform drivers that the law states they must stop for pedestrians at ALL crosswalks -- coupled with a ticket-writing blitz. It seems that few are aware of this law, or else don't care.
Sidewalks!
Make me feel safer with my young kids.
"Inform people about the importance of LOOKING BOTH WAYS BEFORE YOU CROSS THE STREET. There are people who clearly believe that they can step out into traffic and cars will stop for them."
Keep pedestrians safe
Add sidewalks to residential neighborhoods.

Sidewalks in neighborhoods. Do what isn't visible to 'all' but meaningful to each person paying King county property taxes first. There will always be an opportunity to raise awareness about the places which are highly visible.
Decrease speeds and enforce current speeds. Road diets to slow cars down. I live on an arterial with a 30 mph speed limit. I estimate 90% of the cars are going 15 over that.
Invest in North Seattle! It helps businesses and growth and families.
Maintain and add new sidewalks connecting those most in need to transit and schools
Do it right the first time every time there is a street redesign
"Fix the broken sidewalks! Educate the drivers. Lock up the drunks. Remind bus riders not to smoke on public transportation! Take your pick!!
Make it easy to walk and bike across busy arterials
Sidewalks for everyone not only for wealthy
Safe walking areas that both cyclists and drivers need to respect. The cyclists are worse than the drivers in some areas.
Make crosswalks where they are needed in busy intersections. Some intersections, like Denny and Western, make no sense in that you need to cross 3 different roads in order to get to the other side of the street.
Maintain sidewalks during construction especially in areas with high pedestrian volumes. Put in a covered walk way (scaffolding or containers) or take a parking or traffic lane. If other cities can do it Seattle should be able to.
Fix the current broken sidewalks
SIDEWALKS!!!
Build walkways on arterials, stop relying on speed limits to curb drivers instead use physical barriers speed bumps and roundabouts, make sure walking areas are well lit
Better crossings of busy streets.
Put sidewalks on at least one side of the road in neighborhoods that want them. I see kids in our neighborhood playing in the street with cars that zoom by and it's scary.
Reduce the numbers of cars... but that's not feasible! Provide means of protection from impatient and careless drivers. Making pedestrian pathways that are clearly differentiated from the rest of the road will help, barriers such as curbs and trees help, but ultimately it comes down to the drivers.
Make Haller Lake more walkable - improve the safety of existing sidewalks and add more
Separate pedestrians from traffic
Sidewalks. North Seattle is not a family friendly area. The only place you can walk and not be afraid to get run over is Greenlake and Greenlake is very crowded.
Build more sidewalks in areas that don't have them already.
Reduce speeders cars and cyclists. Maintain rules of the road for all users and what is expected of them.
Better crosswalks, more crosswalks.

Provide any kind of sidewalks. Something is better than nothing. My favorite options are raised, second favorite is where pedestrians are separated from vehicles by swale or significant vegetation -- some sort of barrier.
Slowing cars down.
Stop closing sidewalks for construction!
Provide sidewalks on busy arterials (like sand point way between 125th and 95th).
More sidewalks up north !
Add sidewalks in designated greenway and residential areas, especially near shopping and transit
Slow down auto traffic. Use diverters to keep cars off of neighborhood streets.
Build safe crossings across busy streets.
Reduced traffic speed limits.
Continue to build infrastructure and public transportation.
Build crosswalks across 3rd Ave NW between 85th Ave NW and 100th Ave NW (and connect them with sidewalks to the parks in the area.)
Educate, educate, educate ALL parties: walker, biker, auto
More walking paths separated from vehicular traffic on more streets.
Build more sidewalks and pedestrian friendly thoroughfares
Connections around light rail, retail and schools. And building sidewalks in residential areas without.
Accessibility.
Connect schools and businesses with neighborhoods on traffic-calm streets.
Curb Ramps along arterial streets and streets with transit stops.
Add more safe cross walks
Provide sidewalks in all of the residential neighborhoods that have buffers and are well lit.
Put in more crosswalks and lights. And do not have the crossing lights have to be pushed or else you won't get the "Walk" light. It should just say "Walk", without having to push a button.
Seattle needs to find something else to spend your money on. I don't walk anymore because i don't want to get shot. the rest of the so called problems do not bother me.
Better lighting and designated walkways. Cameras at crosswalks.
Add sidewalks. Keep bicycles off them.
Install sidewalks where there are no sidewalks

In residential areas cars park on both sides of the street meaning that on some streets only one car can drive down the street at a time. Because of all the parked cars, the driving cars can sometimes not see pedestrians moving in between the cars. I would like to see street parking disallowed for those residences with driveways and street parking limited to only one side of the street so that pedestrians are easier to see.
Driver education/enforcement re pedestrian right of way, and explicit "stop for pedestrians and bicyclist" signs. Building all these nice walking areas like new sidewalks, and greenways much less helpful if vulnerable users can't safely cross at arterials.
Make sidewalks for all residential street!
Provide walkways separated from traffic on busy streets that are essential to access urban villages, such as along Sand Point Way NE that connects to existing sidewalks along NE 125th st.
An actual carved out walking/pedestrian only path in residential areas North of Seattle would be a huge improvement. It seems most areas in Seattle proper have sidewalks (Capitol Hill, Downtown, Queen Anne, uDistrict, etc.).
Stricter regulation for construction zones, enforcing sidewalk closures as last possible resort, and reducing signs/other obstacles placed in pedestrian right of way.
Connectivity to key locations - schools, mass transit, parks. Make leaving the car at home completely worthwhile
Make sure transit stops are well connected to neighborhoods via sidewalks. Specifically, connect the north side of Dawson street to the west side of MLK so people walking to the Columbia city stop down the hill from the Lockmore part of Beacon Hill have a sidewalk the whole way. Most of the way there is a sidewalk but for some reason it ends the last block.
Add more pedestrian-only walkways.
Repairing seriously damaged sidewalks to be accessible to handicapped people
Pedestrianize neighborhood cores.
Definitely sidewalks.
Prioritize investments in safety in the lower-income, more transit dependent areas of the city.
Most days - slow cars. Today - decrease pollution. Throat actually hurts after walking a couple of hours on busier streets than usual. Chores done, but streets were busy.
For downtown, create pedestrian only streets.
The biggest problem I have walking in the Greenwood area are the bicycle riders not looking and going fast (some cases faster then cars) in walking areas
Add sidewalks where missing in North Seattle
"If there is a pedestrian signal, it needs to turn green automatically with traffic (although it may make sense to make the pedestrian cycle shorter if no one hits the button). No REQUIRING the beg button be hit to activate a pedestrian signal at a normal intersection. - Encourages jaywalking and unpredictable behavior - Wastes time at the most unpleasant areas of a trip - Makes people on foot feel like 2nd class citizens"
Give all of the residents in Seattle sidewalks!

Fix the broken sidewalks where there are sidewalks.
Buffers between sidewalk and roadway. Also, streetlights on every street.
Put sidewalks in areas that don't have them. The North end was annexed over 50 years ago with the promise of sidewalks and that has not happened. If it was safer to walk in the North end we would not be "car dependent". We have light rail coming to 145th and we need safe sidewalks to access it.
We need dedicated walking paths in the city. We need them in North Seattle. More children are walking to school and there are more pedestrians in general. We need walking paths.
Presumption of liability for motorists
Improve arterial crossings. Raised crosswalks, removal of "beg buttons", curb bulbs, pedestrian islands, etc.
Put sidewalks in haller lake. I used to live in Ballard moved because house to large. We bought in haller lake a small house and now walking is dangerous with no sidewalks and.....Lighting not always as good. Better walkways would increase business to local stores
Build generous, pleasant, connective walking paths that integrate building doorways with street life. Treat them like they are used for mobility by counting delay caused by lights, crossings, obstacles, etc. and treat them like they are used for access by counting the opportunities available by type and demographics, keeping accurate records of where they need maintenance and who is responsible to keep them free flowing, safe and inviting. Measure conflict points and conflict free paths and distribute that information so it can be tracked over time to gauge improvement. Enforce crossing laws for drivers to stop and prosecute anyone that collides with a pedestrian. There should be a mandatory fine and summary judgment against the driver of a vehicle that strikes a pedestrian or bicyclist.
"Install walking paths on streets that do not have them. Instill turn signal stop lights on Lake City Way--both tied for single most important."
Create designated walking paths that are separate from the roads
Education. As long as we continue to have real people driving cars and making real mistakes, we need to be educating everyone-people who drive, walk and bike--the rules of the road and courtesy--without one mode being the dominant. We continue to live in a car-designed roadbed and in order for there not to be conflict between users we need one set of rules that guides everyone's behavior. Maybe in the future with automated vehicles, we can once again go back to the streets being open for more activities like in the streetcar days. Until then we struggle to find enjoyable spaces for carbon neutral, self-propelled users like peds, bikes, and ebikes
Slower automobile speeds and safer crossings
Sidewalks in residential areas
Since you did a calming road diet on 15th people are speeding in our neighborhood so sidewalks would be great since traffic circles are not working
Revisit lights and pedestrian walk lights at busy intersections. Like stone way. Make the ped lights longer and during peek time always on not just when someone presses it.
Neighborhood sidewalks need to be installed
More sidewalks in residential areas in NE Seattle
Same as above said. Potholes, failing sidewalks, and lighting issues need to be addressed.

Slower driving speeds.
Improve conditions crossing busy streets
More sidewalks .
Fix broken and uneven sidewalks
Build sidewalks
As someone who walks 1.7 miles to/from work each day each way (Capitol Hill to Belltown via Denny) - not much. Most of the city has plenty of sidewalks, although on Denny I wish you would actually narrow the sidewalks to add an additional lane heading eastbound. Remove the parking in front of 24 Hour Fitness on Minor and make it 2 lanes entering the freeway. The cost is well worth getting rid of a massive congestion chokepoint on Denny between Dexter and Stewart in the afternoons. And the sidewalks are so wide on Denny, they could easily be narrowed, particularly between Fairview & Stewart.
Consider walkers as part of the plan, not an afterthought -- treat walking as a legitimate means of transportation.
Decrease or eliminate interaction between pedestrians and cars.
Stop cars from bullying peds of their rightful right-of-way
Reduce speeds in neighborhoods and enforce the heck out of it. The revenue from tickets would probably fund the cost of half of the improvements. Additionally, ridiculously high fines for offenders would be a great addition.
More sidewalks on streets that lack them, either raised or with good drainage.
On main thoroughfares connecting people to services/destinations focus on widening sidewalks and/or separating people from traffic with plantings/barriers. (And slow down traffic!)
Get people to stop texting and walking/texting and driving (yes, I know these are out of your control! But educating drivers and walkers may be helpful?)
For me, it's to add paths/sidewalks to some of the residential areas. I live near the Fauntleroy ferry and finding a sidewalk is very hit and miss. It's damn near impossible to push a stroller around (if you're not on the street). I'd also like to see some coordination with traffic engineers. I walk downtown every day and am becoming increasingly frustrated that I can't walk a block without hitting a red light. I feel like the traffic lights in downtown Seattle are poorly timed for both pedestrians and cars.
Lower speed limits and enforce them.
Keep sidewalks level and grippy.
Enforce failure of people driving to yield at busy arterial intersections and engineer 20 mph or slower zones on neighborhood streets.
Maintain walking access during construction. Do not detour people across the block; reduce traffic lanes to maintain walking access before closing sidewalks for construction.
Make neighborhoods without sidewalks more accessible and friendly to encourage development and community. People don't like walking in streets. It's not safe and the streets or abutting property can be hazardous.
Slow down car traffic and convince/force drivers to yield to pedestrians.

Since I live/work in areas that have sidewalks, my perception is that focus should be on adding ADA ramps, as it's shocking the lack of them around the city.
Get drivers to slow down!
Have consistent wide elevated sidewalks without tripping hazards, such as shifted panels, or shrubs getting in the way.
Improve the flow of motor-vehicle traffic so that drivers do not get frustrated and take shortcuts down secondary streets. Keep traffic on arterials flowing, not stop and go, especially east/west arterials. Make sure arterials have adequate pedestrian sidewalks and crossings. If drivers do not get so frustrated that they seek shortcuts by turning down secondary streets, sidewalks will not be as necessary on them.
Provide neighborhoods, such as Bitter Lake, that hardly have sidewalks or walking areas, with such areas so that the community may become more engaged. I live on 128th street in between Fremont and Linden and I hope that the Pedestrian Master Plan would be to include that block to be improved with a sidewalk or other such walking improvement.
Pedestrian safety should take priority over vehicle throughput. Some of this can be accomplished by improving pedestrian access to and across busy arterials. Some can be accomplished by improving alternate walking paths along neighborhood greenways. Traffic calming should also be part of the toolset.
More signals and crosswalks on busy streets. These streets often serve as a barrier to places beyond.
Sidewalks in North Seattle leading to transit stops.
Please built sidewalks of some variety near all schools. Kids who live within 2 miles of a school are expected to walk, bike or be dropped off by an adult. Many children will end up walking or biking and they need safe ways to do that (besides it's good for kids to walk to bike to school if there is a safe route).
Increase the amount of sidewalks and crosswalks
Improve pedestrian crossings and non-lighted intersections with signage reminding drivers to yield to pedestrians (and do a massive marketing campaign to all licensed drivers to remind them of the importance of doing so!)
Stop with the rainbow crosswalks and invest in painting crosswalks where they are most needed. Fix light timing.
More sidewalks of any type
Improve pedestrian access to major transit hubs. For example, improve pedestrian access to the Mount Baker lightrail station by providing safer walking paths across MLK & Rainier. This could include changing traffic patterns at MLK & Rainier (I fully support restricting the flow of car traffic through this intersection) or changing traffic signals to accommodate pedestrians (no right hand turns on red).
Diverters! All over the place! Eliminate all cut-through traffic on non-arterial streets.
Delay green light so that folks can actually cross at crosswalks safely before cars just GO
"Provide more and safer ped and bike crossings of arterials
Connecting neighborhood
More sidewalks in areas without them especially on arterials and residential streets with higher number of cars or dangerous conditions, blind hills or curves etc...
Provide walking paths where they currently don't exist

Make it safe for pedestrians to walk, cross streets etc. Drivers need to learn to share the road.
Add more sidewalks north of 85th (Greenwood/Phinney/Crown Hill), where high-density population and commerce are expanding quickly but sidewalks are almost nonexistent.
Sidewalks for low income and maybe pedestrian bridges across Denny rather than having pedestrians trying to run across traffic or putting in a crosswalk that will severely impede traffic.
Better walking conditions on busy arterials
Need a crosswalk on 66th street and Linden for people leaving the E line. The existing crosswalk is too far south and many people need to cross farther north. Cars don't stop for pedestrians.
Make pleasant places to walk.
Better enforcement/greater penalties for running red lights, especially downtown. I would also love to have some car free zones downtown - e.g. Pike Place Market.
Sidewalks for busy North End streets
"Sidewalks....throughout hub urban villages that link periferral to central in fun creative ways.
Help us make each neighborhood safer, more viable, livable and workable for all...so we want to stay work live in our our neighborhood. And all more rarely hop in a car alone to shop, visit, work elsewhere. I drive places less alone, try to double up reasons to go out of my neighborhood by car alone more, use public transport to visit a friend or go downtown, let my daughter take public transport to her specialized school on Queen Anne and I want to continue making more of these choices and feel it is more of a happy/easy choice rather than one that is necessary.
Safe walking paths
Improve street crossings
Make drivers more aware of pedestrians
Fixing the uplifted sidewalks from tree roots would be my largest concern. I trip constantly, I can only imagine how children or elderly deal with them!
Calm traffic down- I live just off Seward Park Ave, which is a residential arterial, and while we have good sidewalks, the speed limit is now faster than on Rainier Ave S and there are fewer stops. People routinely speed and don't stop for pedestrians, even at marked crosswalks. It's noisy, frustrating and I avoid walking on it whenever possible.
Safety first
More sidewalks, or walking trails
"Drivers believe they are the highest priority and often just plain ignore pedestrians.
Drivers who are at fault for injuring pedestrians should be heavily penalized - much like has been done with drunk driving.
Pedestrian's rights should be enforced. e.g. tickets to drivers who fail to yield, etc.
Basically, whatever is necessary to force drivers to learn the laws and obey them."
Tell people who walk to wear light colored clothing and to not dilly dally when crossing an intersection

Require adequate parking underneath new buildings so that cars aren't hunting around the neighborhoods looking for street parking
Lighting
I guess provide walkways on very busy arterials.
More sidewalks. Fix broken sidewalks
Stop allowing construction sites to block both sides of a road, or allowing them to require pedestrians crossing back and forth repeatedly. Dexter Ave, Capital Hill and SLU have been very bad about this in the past few years.
"More pedestrian traffic signals are needed.
There are places where multiple lanes of traffic, from multiple directions - are funneled into a single lane. In the case of 5th and Denny, there is _no_ pedestrian crosswalk. I and others are at the mercy of drivers stopping to recognize in the crosswalk (next to the Golden Singha restaurant). Drivers speed by us regularly. "
In residential areas, particularly, improve lighting to encourage walking after dark - especially important in the winter. Install more lights where traffic has increased, such as in Upper Queen Anne. Create pedestrian walkways where currently there are no sidewalks. DO NOT use the rubberized sidewalk squares - we have a few of those in Queen Anne, and they buckle and are very slippery when wet.
First put space between the cars and pedestrian. Second, and equally important, repair the sidewalks where there are serious tripping hazards.
Continental to add neighborhood sidewalks.
Add turn signals or implement more all-walk signals downtown, esp during rush hour times. Would be safer for pedestrians and help traffic flow.
Add sidewalks
White hash marks re painted
"Safe routes to school
CONSTRUCTION projects should not be allowed to disregard peds in favor of closing sidewalks.. and leaving us stranded...
Invest in sidewalks of residential as well as arterials in north Seattle
Slow down the cars
Put walking paths and bike paths on the quiet abandoned tramways and create better traffic flow for cars on arterials within no more than 5 blocks.
Improve public transportation access, which would make waking more advantageous than driving.
All apartments, condos, houses need off street parking, to ease space for walking. There are too many inattentive drivers so safe sidewalks not. Next to road is a priority.
More crosswalks better si age etc to ensure drivers stop at existing crosswalks
School crossing guards at more crossings than the streets immediately adjacent to the school if there are other dangerous intersections or crossings one or two blocks away.

Thanks for having resident input!
A walkway of every street
In neighborhoods where growth is rapid -- Ballard, Phinney Ridge as examples -- perform extensive transit and pedestrian studies. Respond accordingly with stop signs, stop lights, pedestrian crossings with push-button lights.
Sidewalks on streets without them.
Safety...especially at busy intersections.
"Make all sidewalks accessible for handicapped and the elderly. I have noticed way too many sidewalks that don't have ramps which makes it difficult or impossible for people in wheelchairs or walkers to use them. I have seen an elderly gentleman on his hover round using the street to get to the corner store because there is no ramp on the sidewalks. This is unexceptable.
"Forbid cyclists from riding on sidewalks if they are over 18 years old especially if bike lanes are available.
Improve lighting on sidewalks so walking is safer at night and eliminate tripping hazards. Ensure homeowners clear leaves and debris from sidewalks to ensure they are clear of slipping or tripping hazards."
Build sidewalks and pedestrian only periods at busy intersections.
Change the timing on the crosswalks - it is the easiest, fastest route to safety. don't have the cars turn into lanes at the same time as the walk signal. Drivers see Green = Go. Pedestrian sees Walk and thinks it is safe. But both are headed into the same space. Dangerous and there are many hits and near misses. Just delay the drivers by 10 seconds - it will save a life.
Provide walkways
Better provisions for pedestrian traffic, enforcement of traffic rules for bike. Bikes are more frequently a hazard to pedestrian's than cars.
More lighting on residential streets. in queen Anne huge issue - at night it's dark and people drive fast.
Make reasonable safe routes on potentially highest use pedestrian routes.
Put sidewalks where there are none.
Better visibility for pedestrians.
Proper lighting, sidewalks clear of trees and bushes.
Be consistent in applying solutions. Right now, it seems that "improvements" are introduced in random neighborhoods in an experimental and partial way. For example, one block of sidewalks is put in and then the pedestrian is faced with wandering on the edge of the paved (often narrow) street, dodging parked cars while moving cars are driving by.
Build good sidewalks in the residential areas that currently lack them. I live in the north end of Maple Leaf which was promised sidewalks by the city when the city annexed the area in the 1960s. We are still waiting for the city to fulfill it's promise. Meanwhile the city is encouraging the density of the area to increase without providing the infrastructure needed. I also don't see how the city can keep discriminating against the elderly or those with disabilities by making them try to walk in the street or on uneven ground.
Ensure all developments have parking included so street parking is not as congested leading to questionable and dangerous parking making walkways and visibility less accessible to pedestrians



Provide physical barriers between car and pedestrian flow. Resolve use of parking lanes as barriers between car traffic and pedestrian flow and coordinate with bicycle lanes where opening doors of parked cars become a hazard, especially on the downhill grade side of a street.
Build sidewalks and walking paths where they don't exist.
Reduce tripping hazards, for example, root pushing up on asphalt
Provide adequate street lighting so that sidewalks are safe at night. In my neighborhood if I go out at night I take a flashlight. There is a one-block section near me that is pitch black (no lighting at all)--eastbound Valley St. between 1st Ave. N. and Queen Anne Ave.
Provide walking paths where there are none now.
Control and enforce speed. Controlled intersections that put pedestrians first, from downtown to residential streets. Anything else becomes a bypass for Ways to highlight.
Build the simplest cheapest sidewalks, plant the strips, preserve all the on-street parking,
Buy more green space.
More sidewalks.
More crosswalks! Especially on roads like Airport Way in SoDo.
South lake union - the heavy walker and auto traffic is dangerous in that part of town
Ensure crosswalks are clearly marked and keep cars from parking too close (so other drivers can see you crossing the street).
Mark all unmarked crosswalks
Residential sidewalks to transit stops
Expand the width of sidewalks in general, and in proportion to street size. Rainier, for example, should be slowed (already in progress, right?), but an appropriate sidewalk width for its existing North End would be 15 foot wide sidewalk. Rainier is madhouse, though.
Repair existing sidewalks to eliminate tripping hazards.
Slowing traffic down- enforcing parking violations
Improve/increase lighting, build more sidewalks.
Build sidewalks
Maintaining existing sidewalks and crosswalks. Some of the most dangerous crossings in our neighborhood in Magnolia are no longer well marked or well lit.
I like the added nature features
Putting sidewalk where currently there are none, and add lighting
Bellevue has those crosswalk lights that flash on demand for pedestrians who want to cross. Something like that would be useful on streets like Rainier or King where marked crosswalks are distant from each other.
Maintain the existing sidewalks better. Repair the raised areas and the areas that have huge puddles.

Build crosswalks with led lighting built into the sidewalk concrete that can be manually activated by the walker to use crosswalk.
"Depends on area. I'm on Queen Anne Hill and we have it good. What we need here won't apply at all to areas that don't even have sidewalks.
I think the survey needs to address specific areas not the city as a whole. Most people will answer the questions from their narrow perspective, not a city wide perspective.
Lower speed limits are probably the one thing that could help everywhere. Cracking down on distracted driving would also help. Adding some type of sidewalk to areas that have none is probably a higher priority than, say, fixing the small bumps in the existing Queen Anne sidewalks."
Make it more pedestrian friendly (sidewalks, walkways, lighting, wheelchair/disabled usable)
Create more sidewalks
Clear sidewalks for pedestrians and easily marked for drivers to see
Clear delineation between car routes and people routes even on neighborhood streets.
I live in Greenwood north of 85th. I walk, but did not when my son was little bc I felt the lack of sidewalks were not safe. For vulnerable individuals the lack of sidewalks precludes walking in to businesssestatcare less than a half mile away.
Probably improve the level of terrible driving in this city. Barring that, installing sidewalks in the North part of the city in residential areas connecting to arterials would probably bring more small businesses to those areas.
More things to walk TO in neighborhoods.
Improve crossing safety on busy streets
Get the drunks off the road
More lighting. As a female walking in downtown and Queen Anne, lighted streets is necessary for my safety
Teaching people to look for cars before crossing a street, and to wear reflecting strips when walking in the dark.
Enforce traffic laws that protect pedestrians.
Fix the uneven sidewalks and provide better lighting.
Safe street crossings. Enforce speed limits
Build new pedestrian ways where they are missing.
Better lighting and slower speed limits
I think there could be problems trying to fix a whole hose of issues...drainage, utilities, etc., when doing sidewalks. Put the focus on making safe spaces for walkers, especially kids who walk, ride to school, and areas frequented by the elderly, disabled and transit riders.
Create more of them
Hold drivers more accountable for stopping in crosswalks, not slowing down when appropriate, and generally treating pedestrians like second-class citizens

More lighting. Well painted crosswalks with lights.
Safer crossings.
Ticket cars and bikes that run red lights or block the box.
There are several crosswalks that need to be repainted.
Better marked crosswalks
More traffic lights at busy intersections in downtown. 1st, 2nd, and 3rd Ave can be very dangerous when people cannot see around buses.
Sidewalks should be well lit!
Set sidewalks back from the road. I walk along 85th St a lot to go to the bus stop, and I'm not comfortable being that close to the cars whizzing by. Lower speed limits would be nice, but being farther away from traffic would be an alternative as well.
Reduce traffic speed on both arterial and residential streets. The posted speed is ok, but so many cars go so much faster.
Change the way construction companies block off sidewalks whenever they want to! The amount of time the routes are blocked is also a factor.
Stop treating pedestrians as fifth class citizens.
Fix sidewalks.
Proper sidewalks. Clearly defined crosswalks. Enforce rules that govern drivers. More crossing signs.
make some barriers to separate car traffic and pedestrians.
Make sure sidewalks are in all neighborhoods in particular around schools in poor neighborhoods! Also maintain the sidewalks
Widen the sidewalks/provide a better barrier to cars on the Ballard bridge. Fix buckling and uneven sidewalks downtown. Install pedestrian signals at mid-block crosswalks (pedestrians press button to activate light instead of the light always being on. They do this in Calgary Canada and it's great!)
Slow traffic down.
Take away the driver's licenses of the drivers who think of pedestrians as an impediment to drink coffee, text and occasionally pay attention to the road.
Create walking spaces bordered with local vegetation to improve safety and health.
Safety
Clearly designated walking areas/sidewalks/paths.
Light crosswalks and provide sound for those crossing (like at 24th Ave NW & NW 58th St).
Lighting! And crosswalks that are adequately painted. Many designated crosswalks have faded paint or are poorly lit. Please please please help drivers be aware of crosswalks while educating Peds to be observant of cars.
Reduce the number of cars in street and get bikes off sidewalks

Install sidewalks in neighborhoods, particularly in Licton Springs, where there are none.
Keep intersections from developing huge puddles! The sidewalk can be great but if my route requires stepping into massive puddles when I cross roadways I will be reluctant to keep wading it.
Improve and prioritize pedestrian crossings, especially in high traffic areas. For example, pedestrian crossings near Seattle Center on Mercer and Denny require pedestrians to activate crossing signals. This is problematic considering that during daytime hours pedestrians cross these intersections at almost every cycle of the light and many are tourists that might not be familiar with what to do. Many times I watch people standing confused as to why they didn't get a walk signal.
Lighted paths especially because 6 months out of the year it is so very dark.
Major arterials are often unpleasant to walk along, unless there's some barrier between pedestrian/car traffic (like greenery or trees). In areas where it's impossible to make this kind of improvement, focus on making alternate (but still efficient) walking routes through neighborhoods (with slower/less traffic), while ensuring pedestrian's ability to cross the major streets safely.
Put crosswalks where they don't exist! Put sidewalks where they don't exist.
Drivers often don't want to stop/slow down. Rarely do I see cars stop for people waiting to cross at intersections.
Create speed blocks and institute sidewalk where there aren't any
Provide some sort of hardscape walking path everywhere (less slipping in wet weather) and to provide more noticeable signage or better enforcement of people not stopping for crosswalks on unsignalized sections of higher traffic areas & arterials.
Creating walking space, lower the driving speeds in residential areas
Increasing visibility. Crosswalks are faded and there isn't enough lighting to allow for drivers to see pedestrians. Reflective signs, repainting, etc.
Create no-car pedestrian precincts as are common in Europe
More sidewalks that provide a buffer between cars and pedestrians.
Improve the sidewalks in all the neighborhoods that are not downtown. Too much of the money is devoted to downtown already.
Create a microsite where pedestrians can quickly add intersections that need crossing signals, markings, or something to make it safe to cross.
I live just outside downtown so not in a really residential area. For me, repairs to sidewalks would improve things
Widen sidewalks in high-traffic areas -- for example, on Second Avenue near the Seattle Center, or downtown, I often find myself having to step into the street to walk by slower walkers or groups going the other direction.
More crosswalks/turning circles
Provide sidewalks where there aren't any.
Keep improving on the crossings and greenways throughout the city with the small engineering tweaks that improve the interface between cars and pedestrians.

keep cars out of crosswalks.
Slow traffic to reasonable speeds where there can be higher volume of pedestrian traffic. On portions of Lake City Way the traffic speed is 35 miles per hour (which means people are doing 45 to 50 miles per hour) and then traffic speeds are marked as 30 miles per hour, and then further down the road speeds back up again. Why can't the traffic speed be uniform - 30 mph from the time traffic exits the freeway until it reaches 145th?
Give out more tickets to drivers who don't seem to understand how traffic lights and stop signs work. I have almost been hit when pushing my sons stroller through crosswalks more times than I can remember. Mercer Street from 1st Ave N through 4th Ave W are the worst and yet I have never seen any patrols in this area.
"Traffic calming measures - curb cutouts and raised crosswalks etc.
Roosevelt north of 85th is somewhat scary - cars speed and no lights/stop signs to slow down. Only a matter of time before someone gets seriously injured "
Addressing driver inattention! Stuff like enforcing texting while driving laws, roundabouts, and increased crosswalk visibility (like those blinky crosswalks). Sorry to sound like a crazy person but so many people I know have been grazed or hit by a driver (my boyfriend broke his toes this way and the driver didn't even stop!). It is by far the scariest part of being a pedestrian.
Please better enforce drivers using there cellphones while driving (texting especially!).
Ensure that priority is given to safe pedestrian routes accessing the new transit centers.
Lower speeds and build the lower-cost pedestrian improvements.
The existing sidewalks are dangerous due to the ups and downs of the cement, please fix these existing issues. I fell last year and almost broke my nose. I'm a senior and like to walk.
Slow down cars.
Lighting
Reduce aggressive cars
As stated in the previous answer, flashing crosswalks such as those found along Tukwila International Blvd.
Make crossing busy arterial like 15th NE between 7th and NG way safer. Speeding cars at rush hour and no cross walks and vehicles blocking corner visibility for both pedestrians and oncoming cars are a hazard for pedestrians getting to and from buses.
Adding sidewalks where there are none.
slow down traffic in residential area and post signs would be the quickest and easity thing to do. do that first and then start to add the construction projects.
Keep traffic and walk paths separate
More signalized intersections
Connect light rail to u district and Northgate shopping center with overpass walkway to North Seattle community college.
Adequate signage to indicate to both pedestrians and drivers when it is their time to be in the road.
Enforce traffic laws!

Remove barriers such as restaurant outdoor seating areas where the sidewalks are too narrow to allow for pedestrians to pass safely.
Bigger signs and slow cars down
Hold drivers accountable for running red lights and blocking sidewalks. This happens all the time downtown (2d/Spring) and Lower Queen Anne (5th/Mercer), and I have never (not an exaggeration) seen a driver penalized for these behaviors.
Add sidewalks where they are missing. Do more education with kids and their parents near schools to use the established safe walking route, and to not speed when dropping off their kids in the morning.
Add and maintain sidewalks and lighting. For a larger fix, Seattle needs to drastically reduce the amount of cars on the road, improve the overall transit structure, and increase density in the core so that more people are able to use the existing infrastructure. As long as the city continues to sprawl outwards, there will be too many cars on the road and pedestrians/cyclists will be at increased risk.
More prominent sidewalk lines.
In the greater downtown area, a concern is cars that do not stop for pedestrians.
Slow down traffic, cars and cyclists both.
Educate drivers to look for pedestrians before making turns
Maintain the crosswalks by making sure they are always clear and well lit at night.
Regulate bikers...I can't stress it enough because oft daily encounters. They do not yield. As long as there is a sidewalk I will walk it. It doesn't matter how pretty it looks. As long as it is safe I will walk.
Safer conditions for crossing streets, more crosswalks that are well marked and lit.
Repair existing sidewalks.
Ensure there are good visual queues (like stripes on the streets and large sign) to tell drivers where crosswalks are so they can react in time.
Create safe paths
"1) adding sidewalks where there are none 2) addressing the areas where people are hurt - especially areas where cars can turn right after yielding"
Separation from traffic.
Allow residents to remove trees that cause existing sidewalks to break via roots.
Ensure that all pedestrians have safe walking spaces, and that crosswalks are clearly marked and painted. The latter part is especially important given how little visibility there is for road surface markings during even light rain.
Repaint missing cross walk areas.
Walk all ways crosswalks--so no cars are turning into people with the right-of-way in a crosswalk.
Create sidewalks (or walking paths, etc.) where there are none currently.
Educate drivers that walkers have the right of way and that they need to stop for them!

Lighting for greenway and staircases that are otherwise unlit and dangerous in the dark. Like the stairs on Galer on East Queen Anne.
Make cross walks or sidewalks on busy streets,
Lights and signage that are noticeable in all conditions.
For me, the tree roots that change the pitch of the sidewalk and add large curbs in the middle of the sidewalk cause a dangerous situation that should be fixed.
Good lighting
Build more crosswalks along busy arterials. I see people sprint across north Aurora all the time because the crosswalks are so far apart. As a driver it's terrifying to have to always watch out for them.
Keep streets in good condition for walking
lighting.
PRESERVE SIDEWALKS AROUND CONSTRUCTION- ridiculous to have to zig zag perpetually around incessant barriers
Add as many sidewalks as possible so people are not walking on the road with cars.
lighting at night...
Safer crosswalks
I would say start with repairing all the cracked and uneven sidewalks. They are a hazard to everyone, especially people who cannot see well or are in wheelchairs.
More/better sidewalks and walking paths.
Repair the existing sidewalks
More lights
Ticket drivers for aggressive & reckless driving!
More sidewalks. Outside of the central Seattle area (15th Ave NE through Maple Leaf as an example, and up into Shoreline) it can be dangerous and difficult to walk especially after dark.
Better visibility of current crosswalks-light, paint, stop lights, etc.
"Improve pedestrian crossing safety.
Paint faded pedestrian crossing markings. Place on-road markings on the approach to pedestrian. Narrow the traffic flow through the crossings to calm traffic and raise visibility. Improve lighting at night over these crossings. Ensure existing signs remain visible and maintained. "
Make bikers illegal on sidewalks
Improve lighting
Provide adequately designed sidewalks for pedestrians

In popular areas of Seattle where there are a lot of walkers and the sidewalk ends for some distance add sidewalks. Repair areas where the sidewalks have badly buckled causing walkers to easily trip. Hesitant to add trees by sidewalks because as they grow the roots can cause the sidewalks to buckle. Adjust the crosswalk street lights to change within a reasonable time. For example at 60th and Phinney you wait way to long after you push the button to cross. I contacted the city about this light and no one bothered to even respond. Many mothers with children wait at this light way to long trying to keep their children in check while waiting. One time as I walked up a mentally ill man was starting to hassle a lady with children. He only left because I walked up. She felt trapped and couldn't cross in a reasonable time frame. The police might monitor some of the crosswalks. I walk all the time and can't believe the number of motorists and bikes that will not stop for you. Bikers going to fast go within a few feet of you at times.
Keep traffic on arterials moving at a reasonable speed with pedestrian walkways set off
Institute ALL DIRECTION CROSSING for pedestrians in downtown intersections. It causes so much congestion, confusion and traffic back up when the turning vehicles need to yield to pedestrians in very busy intersections. Installing lights for pedestrians to cross in all/both directions - like the light system at Pike & 1st intersection.
I do think people and cars need to be separated. I have walked and rode my bike on shared streets in Europe. It was not ideal, but at least in Europe, people who drive respect walkers and cyclists. In the US, cars seem to rule and always win when trying to share with pedestrians.
Enforce pedestrian right of ways. Or create physical barriers to slowing driver speed.
Create more and better crosswalks.
Classify routes according to (1) lack of existing facilities, (2) how much vehicular traffic is on the route, and (2) how much pedestrian traffic should be on the route. Assign priority 1 to where all 3 show very strong need coincides, priority 2 where 3 show less strong need, priority 2 where 2 of 3 show strong need, priority 3 where 2 out of 3 show less strong need ... etc.
Dedicated walkways/sidewalks, and safer intersections.
Slow down traffic.
Put in some form on sidewalk on the streets serving schools. Kids first.
Deal with the CRAZY, AGGRESSIVE drivers, as stated above.
Educate drivers that corner to corner is a pedestrian right-of-way, and they have to stop for pedestrians in the roadway. I had a driver stop, then charge me and yell at me when crossing corner to corner on a neighborhood road. They had plenty of time to stop, it wasn't a dangerous crossing - until they made it dangerous and threatened me with their car.
Fire all city officials and workers who mismanage and go over budget on every project.
More all-way walk crosswalks.
We live in a hilly city - you gotta repair cracked sidewalks. Most sidewalks in the city look pulverized - it's not safe. Also - line up the ramps with the crosswalks. How is a wheelchair-bound person or blind individual expected to veer to find the ramp?
Reduce speeds, patrol speeds, provide crosswalks - and for all, focus on lower-income areas.
Crosswalks with flashing lights on busy arterials, especially near transit stops, are very important to encourage bus use and to make pedestrians feel safe. With wintertime Seattle's early darkness and cloudy, rainy skies, pedestrians are not easy to see. Drivers are also focused on other things - brake lights and traffic signals, so they need obvious markers, such as bright flashing lights to pay attention to pedestrians.

Narrow streets and on-street parking
Residential streets without sidewalks is the single, most important thing SDOT should be focused on. Not bike lanes...
Separate walking path.
Get more people walking. Pedestrian power will take care of the rest.
Make sure new development - especially commercial- allows for a super wide sidewalk- especially on corners and intersections. It's ridiculous how narrow and dangerous the sidewalks are in the "urban village/ main corridor" of west Seattle on 35th and Avalon, WS Bridge/ Fauntleroy, Alaska, is- tiny sidewalks and huge looming buildings are not safe for pedestrians/ especially young people walking to school and walking to the metro bus.
Repair broken & uneven sidewalks. Make sure streets that have no sidewalks have sidewalks. Encourage drivers & bicyclists to slow down & be more observant.
Build sidewalks in Seattle; spend city money on building sidewalks instead of spending our \$ to paint Capitol Hill for Gay Pride week. It's clear our mayor only cares about downtown and capitol hill but he and the city council should pay attention because those of us in the north end are discussing pulling away from Seattle and asking Shoreline to annex us. We're tired of paying taxes to Seattle and getting nothing.
"Separate cars and bikes and people!!!!!! Sharrows are a joke, and thinking that reducing speed on shared streets will help is a sad delusion. There is no enforcement now of laws, so changing the law won't help. Since we force bikes off of the streets and onto sidewalks, we create problems for walkers. Separate things! Even helping just bikers with their own lanes will help the walkers.
Provide better lighting... make pedestrians realize how invisible they are... and drivers more careful to drive slower ... make crossings light up when peds are present....
"Sidewalks.
I live in Olympic Hills, in Lake City. We don't have room for continuous sidewalks everywhere, but maybe we could have segmented sidewalks, or some type of walkway, in front of houses."
Keep cyclists off sidewalks.
Somehow make the sidewalks more slip-resistant and smoother to prevent tripping.
More sidewalks or 'sidewalk-like objects. Thank you.
At a minimum provide paths set a side from traffic or buffered. Get kids to school safely, encourage transit ridership by safe paths to bus stops.
The number one improvement for walking would be to slow down traffic. And to add greenery/rain gardens for traffic calming.
"Install sidewalks where it makes sense to do so, not wholesale.
I walk a fair amount, in my neighborhood, in other neighborhoods, and downtown. I think Seattle is already quite fine."
Sidewalks everywhere and not let developers take over the sidewalk and make people walk in busy streets.
"4th road is kind of private road behind of Lakeside school area between 137th to 140th due to drive on road. it was so hard to see the car coming downhill on 140th. I almost drive hit other vehicle because the vehicle drove turn left on 140th and 4th are not safely.

Second things, Some people came the area and smoke pot and move their car to dump the stuff out of guard next to 1-5 often dumped trashed between from 4th Ave NE. "
Make them level and more of an even walking surface.
Create sidewalks.
Add sidewalks to busy roads.
Sidewalks
I'll walk any where really but I think the most challenging aspect I've experienced is basically running the gauntlet getting across Leary to the bus. :) More crosswalks are needed between neighborhoods and transit stops. And if the City can afford it, like the recent efforts for bike lanes, it would be great to have dedicated "lanes" for walkers or the ability to share with bikers? I already use their lanes for running to work. :) Also, would it be possible to close some streets to cars? I love Bell Street, for example, even though it's not completely car free but why not go the next step? And like the parklet effort, can we alter our built environment in places by removing parking spaces in favor of other more people friendly uses? Imagine how cities would look if the percentage of land dedicated to parking was much much less. Wow.....Thanks!
Provide sidewalks which are safely separate from the roads carrying motorized vehicles.
Have more of those machines to turn on and lights for walking at intersections,
Build paths and sidewalks where obviously needed, repair sidewalks that are truly a mess and don't build sidewalks in our Broadview neighborhood..its great the way it is. Spend money only where it truly is needed. Density is probably the most important issue.
Put in some pedestrian walking areas in all residential zones.
Provide sidewalks where there are none like in greenwood North of 85th street.
Keep cars from blocking crosswalks particularly during rush hours. Make sure crosswalks are maintained, e.g., paint crossing strips more often as needed.
enforce the laws on drivers who put pedestrians at risk every day. Traffic cameras and extra patrols so drivers know there is actually a penalty, a consequence, for putting lives at risk
Fix dangerous intersections for everyone's safety.
Remove tripping hazards; provide sidewalks where missing
More curb cuts
Slow cars down around pedestrians and improve enforcement of laws that are supposed to protect pedestrians. For instance, ticket cars that turn too close to walkers or fail to yield.
Make drivers obey the crosswalk laws! This needs to be actually enforced! Looking the other way does not cut it! People get hit almost every day!!!!
Repairing damaged sidewalks, and building new sidewalks where they are absent.
Make a safe place to walk, separated from vehicles, particularly to allow access to public transportation.
Make crossing intersections downtown safer by adding more ALL WALK signals, eliminate Right on Red, enforce running lights and blocking crosswalks.
Put sidewalks in place on NE 100th, NE 98th and 32nd Avenue NE.

Enforce traffic laws for cars, drivers believe that they can break traffic laws with impunity. Also, I love the idea of making shared paths for walking, biking, and driving, as the cause of much bad driver behavior is the belief that they should have priority over other modes of transport.
(1) Sidewalks in every neighborhood within the city. (2) There are too many crossings at major arterials where the walk light must be manually activated. This is NOT pedestrian friendly; the walk light should be part of the regular cycle. (3) At major busy intersections, especially wide streets and where several streets converge, there is often not enough walk light time given for pedestrian crossing
Install sidewalks in residential neighborhoods that lack them. All the other ideas such as extending existing sidewalks into the street should not even be considered until everyone has a sidewalk on their street.
repair cracks and sidewalks raised by roots
Pedestrians in Seattle seem to have gotten into the habit of using their "pedestrian right of way" as an excuse to walk out in front of cars, almost challenging cars to hit them. Whatever happened to looking both ways before crossing the street. Now it's, "I'm going to walk out regardless of the flow of traffic and if someone hits me it's their fault."
More accessibility for people using mobility devices.
Build sidewalks where none exist, on at least one side of the street, starting with the narrowest streets with the most traffic.
Have full sidewalks in all neighborhoods. Especially near schools, parks and bus route.
"Include concrete walk on winding streets and those with fast moving vehicles like we have on 12th Ave NW.
Provide a network of paths (walks) to transportation means. Also provide much better transportation rather than continuously reducing service to this area."
"Identify the hazardous areas, just like you have attempted to do for bicycles, and improve those with concrete sidewalks. Make certain there is at least a path on all residential streets. No asphalt. just Concrete.
Greenways should have priority but not over less used hazardous area without sidewalks like on winding street where car can not see pedestrians.
A network of concrete sidewalk leading to transportation is important."
address speeding on residential streets
Connect the sidewalk along the north part of the city and south end of the city.
Repair the damaged, build the missing, and SLOW DOWN THE TRAFFIC! #TwentyIsPlenty
Create a continuous walkable network of sidewalks. If not every residential street has sidewalks, at least there should be nearby non-arterial, quiet streets that do.
Reduce # of cars -> Improve mass transit and make pedestrian modes of transportation the preferred priority
go with what people answering this survey suggest
Provide any method of a designated walkway/pathway for pedestrians for ALL neighborhoods not just high density and/or demographically wealthy.
reduce driving speeds.

Safe and accessible for wheelchairs
You could stop screwing around, and actually get the job done.
Fix the stuff we have.
Make every effort to improve visibility so that drivers can always see pedestrians.
education and enforcement of pedestrian right of way at unmarked crosswalks.
Make sure that SDOT traffic engineers must walk, bike, etc. through some of the worst intersections/ neighborhoods for pedestrian safety. Understanding of the problem from the perspective of the users is critical. All too often a project only addresses automotive traffic concerns. Sidewalks and bike lanes that just end dumping users into heavy traffic area are a huge barrier to increases in walking.
Intersection crossing improvements!
slow traffic down in areas where cars and pedestrians mix.
Stop letting every construction project block the sidewalks around its block
Build sidewalks where there aren't any, in particular the Crown Hill area.
Adjust sidewalk standards so you don't have to fix every single other problem (e.g., drainage) before making safer places for people to walk
Keep sidewalks open during long term construction. For me, long term is anything more than a week.
Slow traffic on residential streets. Add sidewalks.
Put red-light cameras on 3rd Avenue and start giving tickets to bus drivers. I've had two very near misses in the last three years -- it's one of the reasons I'm looking to stop working downtown.
Provide sidewalks for all neighborhoods, including Crown Hill!
Stop the rain? regrade the steep hills? (just kidding). My highest priority would be to create and maintain safer crossings of busy arterials.
Connectivity!
Reduce the number of unprotected left turns on major arterials.
Enforce the no-texting/cellphone while driving law.
For me, crossing busy streets is the biggest blocker.
Focus on areas with the most pedestrian traffic and lowest car ownership rates. Downtown etc...
Ensure sidewalks exist along every roadway.
"Wide sidewalks with out obstructions.
Fix the curbs in the most used walking areas for wheel chairs.
Slow down cars and hold distracted and aggressive drivers accountable.
"Enforce traffic laws on cars. Ticket distracted drivers and those who speed.

Also time the lights downtown for walking. I work downtown and walk everyday. I stop at every light because of the signal timing. When you include how many cars run red lights or don't pay attention while turning it seriously detracts from the pedestrian experience downtown. "
More green spaces! I only walk or jog; no car. With the building crush this year in West Seattle I fear I'll be trapped in a concrete jungle. These new builders are building right to the sidewalks.
I have often thought that the City needs a central head of design. In doing so, this person can help oversee the random patchwork of poorly planned fixes, old sidewalks, etc. The city should start to feel like it has been well considered - making downtown sidewalks, alleys better-looking and less of a tripping hazard would be a great start.
Some sort of safe pathway or sidewalk on all streets where it's possible & practical
Less cars on the road, more biking, walkways, mass transit. A bad cyclist can really hurt someone, but a bad car driver will kill someone.
Curbed sidewalks with storm drains for all neighborhoods
Remove any crosswalk that does not flash to indicate someone is walking there
Educating non-walkers about the advantages of walking.
Reduce speed limits in residential areas to 15 or 20 mph. That would be huge on my block, where drivers race through trying to avoid traffic on a parallel artery.
Calm traffic: slow cars down, mark crosswalks and expect drivers to yield, install speed cameras and use constantly rather than just during school hours
Make right-on-red illegal. By far the majority of near-misses I've experienced while walking is due to drivers attempting to make a right-hand turn on a red light and almost hitting pedestrians crossing with a walk symbol.
Slow down traffic and maintain sidewalks.
More low-level lighting ... doesn't matter what the sidewalk looks like if pedestrians and cars can't see it
Improve lighting
Making routes from residential areas to local businesses (grocery stores, restaurants, etc.) safer and more pleasant (less noise, pollution, trash, etc.)
Educate drivers to be more conscience of pedestrians. Way too many close calls with inconsiderate drivers. As a walker, I need to be constantly vigilant of drivers who are make turns in front of me coming up from behind me.
Sidewalks
Build sidewalks. Even the lower-cost sidewalks are a huge improvement over sharing the street with cars. End the neglect of the annex portions of Seattle and make the investment to bring those areas up to (or close to) the standards of the core of Seattle.
Level out the hills.
What is very important to me is to have crosswalks with blinking lights that alert drivers of pedestrians crossing the street.

On existing infrastructure --- make sure cracks, uneven pavement caused by tree roots and other anomalies get fixed!
Provide safe options for children walking to school, including making sure that narrow residential streets have walking paths, proper lighting and arterials on the route have marked crosswalks.
Put pedestrian safety first: arterials and busy streets where there aren't safe, well-lit places to cross; safe routes to school (get kids walking to school again); high-density areas where elderly, children and lower-income families can walk to transit and other services; and along busy main roads and arterials.
None!
Invest more in safe and pleasant walkways/greenbelts/etc so that more people are comfortable walking instead of driving.
Build as many sidewalks as possible in areas where they do not currently exist.
There people have to cross arterials and there are no places to cross or at least the distance between them is too far.
My mom has mobility issues, and so she really needs smooth surfaces and wheelchair cut-outs in order to get around. Improving sidewalks and installing safe cutouts (that don't force the wheelchair too far into the street or so far back from the intersection that they aren't visible to turning traffic) is very important. Also, my daughter's school has sidewalks only on the arterials, but not on the other residential streets leading up to the school grounds. Improving this access is very important to me.
Get drug dealers and pan handlers off of the sidewalks in the U district, Capitol Hill, downtown....
Add sidewalks throughout north Seattle
A new school is being built on NE 117th St and Pinehurst Way NE for Hazel Wolf K-8 to open Fall 2016 and most of the streets within 10 blocks do not have sidewalks. This will definitely need to be corrected since there are many children in that area who will be attending this school when it opens.
Add sidewalks on roads that do not have them.
Safe crossings, safe crossings, safe crossings. At intersections. On busy arterials. Drivers don't stop for pedestrians. Eliminate Free right turns at traffic lights. Or change lights to time pedestrian signals differently with auto signals.
Separate people from cars by a physical barrier.
Sidewalks in North Seattle
Improve driver awareness of pedestrians. I don't own a car and walk everyday in Seattle, mostly in capitol hill, first hill and downtown. The thing that is most often frustrating to me is the conveniences granted drivers at the expense of pedestrians, including limited crosswalk times, right turn on red, general inattention drivers have for pedestrians. Downtown especially, i have been nearly hit by cars several times, especially by cars making right turns and not looking out for pedestrians (5th and spring is awful bc freeway entrance). I appreciate the roundabouts in neighborhoods that provide landscaping and also slow down car traffic.
Sidewalks and/or walking paths clearly, safely, and beautifully separating people from cars, on streets where none exist today.
Places like Northate between mall and target and mall and library or transit center would benefit from skybridges. There are a LOT of people who cross outside of cross walks because of where they park and it is really dangerous.

Make people more comfortable walking. Especially to schools and community hubs. We need lower speeds and speed enforcement in neighborhoods. I hope you will be able to work with SPD in accomplishing this.
Add sidewalks
Sidewalks in North Seattle for pedestrians. Some kind of traffic rules in the neighborhoods in Greenwood. It's crazy. Cars and bikes/pedestrians cannot be on these same streets. I bike to work and have at least one questionable encounter with a bad/lazy driver a week (running stops through my neighborhood in Greenwood residential). Drivers, especially during rush hour, are getting worse.
Separate pedestrians from traffic with a designated path!
Improve walkways for hills and access to Burke Gilman trail.
Safety on Rainier Ave.
Wider sidewalks in downtown to encourage a walking habit combined with great bus services to get there.
Improve sightlines by enforcing, or better yet, engineering in the 30 feet no parking area leading up to the intersection.
Too many sidewalks have bushes encroaching on them from the neighboring property, so it's more narrow than intended. Can we get property owners to "adopt" their sidewalk and take it seriously?
"Single??" - Design buildings with awnings. Design/Promote 24/7 public walkways through downtown buildings that keep pedestrians out of the rain. Make wider sidewalks and don't lease them on the cheap 24/7 to businesses that are only open 12/6. In neighborhoods without sidewalks, explore the feasibility of getting homeowners to contribute their own labor to construct sidewalks in order to bring construction costs down. Eliminate through streets in neighborhoods to eliminate motorists cutting through them at arterial-speeds.
More sidewalks in the areas that don't have them.
Provide sidewalks on Puget Ridge.
I would like to see some improvement for pedestrians on the Ballard Bridge. I know that is a very expensive proposition, but the sidewalk is so very narrow - even a taller barrier would be a big improvement.
Adding more sidewalks or alternative sidewalk options.
Add walking paths/sidewalks in areas that have none
Stop cars from turning right on red and make sidewalks wider so people can actually pass each other comfortably.
Provide barriers between car traffic and walking paths on busy arterials -- such as landscaping.
Add wide sidewalks with curbs to all streets
Sidewalks"
Require all new commercial construction that abuts the walkway to provide awnings. Downtown Market street in Ballard has awnings, and that makes a huge difference. When the new building at N 105 and Aurora Ave N had a community design review, I suggested awnings, and they said it would be too expensive. They're spending \$15 million on a new building, and they can't spend another \$500 for a awning that will help everyone? They are only that inconsiderate because the city lets them get away with it. Same with downtown Seattle. They spent untold millions building the new public library, and the whole east side, on 5th avenue, is open to the weather. They put a covered walkway there, and then blocked it off on the south so no one could use it!

"Hard to say - my neighborhood is really good - all neighborhoods should be so good.
Broken sidewalks are a problem due to tree roots or overgrown bushes."
Good lighting and safe walking paths
More ped bridges across busy roads like Aurora, etc.
Provide the sidewalks in north Seattle that were promised over 60 years ago which the city has yet to deliver; north Seattle routinely is ignored; Seattle taxes us but routinely uses the funds on glamour projects for close-in neighborhoods
sidewalks!!!
Create safe walking routes in the areas with the most pedestrian traffic and in areas where people need to walk to get to area businesses and transportation services -- especially in lower income neighborhoods where fewer people may have access to their own cars.
Make easy to walk from "here" to "there" without obstacles such as heavy traffic to cross, or places you have to walk in a busy (unsafe) street.
Sidewalks in all residential areas.
Ticket the cars that are illegally parked at the intersections and driveways.
Sidewalks north of 85th
Reduce the number of cars (e.g., ban them from downtown and certain other streets, such as the University Ave), or separate the road from the people. Hearing noise and breathing exhaust while walking is one of the reasons.
Sand Point Way at 110th St. is a very dangerous crossing. Kids are walking to school during rush hour. There is a cross walk, but it's in the middle of a long downhill - miles from a stop light in either direction. So cars spread out into a long line and few will stop for school kids. I put up flags but they don't help much. We need a sign which measures speed and reminds people of the speed limit (30mph, but most people drive 45), and pedestrian crossing lights. If commuters won't stop for school kids carrying a flag, maybe putting in a stoplight will get their attention.
Build sidewalks in residential areas so people can walk in their neighborhood
"Sidewalks! Start with areas that have none and prioritize as follows:
Getting kids to and from schools and parks, getting neighborhoods connected to their retail hubs and mass transit options, getting people off the road, especially in residential areas with a high volumes of traffic (often neighborhoods with high volume of cut through traffic)."
Make sure crossing signals are long enough for ppl to get thru. Fremont and 36 and Fremont and 39 are too short
Some kind of sidewalks everywhere
Provide sidewalks/walkways, safe arterial crossings, and slow traffic speeds, esp in residential neighborhoods where there are not traditional sidewalks.
"For situations like NE 95th Street between Lake City Way and 35th Ave NE & 35th NE & Sand Point Way NE: Arterial. other routes for pedestrians are extremely limited or difficult to maneuver. NE 95th has NO barrier between vehicles driving up to 40mph and peds. Peds use this route to reach bus routes, beach access, the Burke Gilman Trail.



Because I live here, I know this very dangerous arterial. I imagine there are more situations such as this. These are my priorities to improve walking: improve the walking spaces on arterials which lead to bus routes or more walking opportunities.”
Cedar Park -> is North Seattle whom has no sidewalks! Build them here first. Not in areas where there has alwAys been sidewalks.
Narrow roads and reduce car speeds. Provide safe crossings and elevate pedestrians above all other modes. Walking isn't dangerous — our reliance on and catering to cars is.
Put sidewalks on where none exist and install more cross walks on busy streets
More sidewalks and ramps at intersections where their are sidewalks.
People can coexist with traffic on residential streets. Sometimes the streets need to be “calmed” as this survey aptly phrases it. Perhaps more calming features may help and have the added benefit of discouraging short cuts through neighborhoods to avoid traffic signals.
“Safe sidewalks to promote people to exercise, kids to safely move around an area, neighborhood.
I understand there is a money shortage but with all of the revenue Being generated by code changes with building apartments, multiple homes on small lots-dollars need to redirected.”
Speed-reducing devices on residential streets where there are problems with cars speeding -- as long as these devices do not hinder aid cars and fire trucks.
Sidewalks with curbs!
Improve alternatives to individual vehicles.
Provide some type of walk way
Ensure ALL arterial roadways have high-quality concrete sidewalks (min 6' clear area, no utility poles) on both sides with planter strip separation from traffic and safe street crossings at frequent intervals.
Safe raised border low cost sidewalks
Add sidewalks in neighborhoods like Lake City.
Sidewalks, sidewalks, sidewalks
For our neighborhood, the most important thing is sidewalks.
Target the worst areas first.
Sidewalks or walking paths but not sharing streets with cars. It is very unsafe with our rain and darkness
Slow down the motorists and make them stop for pedestrians. There are plenty of us out walking that obey the laws by crossing only at sidewalks and at traffic lights. It is very dangerous to walk in the city of Seattle, regardless of the sidewalks. Maintain the sidewalks we do have! Most are in terrible shape. Fine people who block the sidewalks with there garbage cans and recycle/yard waste bins. Many occupations put these bins out and leave them out all week blocking the sidewalks.
Provide a space that is separate from the road itself.
Build more sidewalks in North Seattle--- which has very few.
Put in the side walks

Add or improve walkways on busy arterials that are used by low-income people who rely on walking, biking, and public transit.
A good start would be removing bicycles from all pedestrian walkways.
Safe sidewalks and paths/trails
Please build more sidewalks in north Seattle! We were promised sidewalks when the City annexed north Seattle in 1955. Most of north Seattle does not have sidewalks, including many busy streets. The rest of the City already has sidewalks. Building more sidewalks in north Seattle should be a top priority, so we can catch up with the rest of the City.
Enforce the traffic code on arterials. Motorists routinely bully pedestrians who want and need to cross an arterial. They don't stop during the rush hour even if the pedestrian is off the curb. I've often been halfway across an arterial and had motorists speed by both in front and in back. For years, our community council has asked for traffic enforcement from the police to no avail. The City should establish a special crosswalk enforcement unit within the traffic division of the police department dedicated to crosswalk enforcement. It would pay for itself in tickets issued. As it is now, a pedestrian needs to be killed at a crosswalk, and then the police do some enforcement for a short interval or the Director of Transportation posts “do not cross” signs to direct pedestrians elsewhere.
better crosswalks like the new one at NW 80th and 1st Ave NW that flashes lights when the cross button is pushed
More All-Ways stoplights.
Improve routes in coordination with public transit / local destinations - having an area be frequented by pedestrians seems as critical to safety as the physical structure.
Make getting to mass transit safe from our homes.
More and improved sidewalks.
Designated sidewalks or walkways for pedestrians
Sidewalks in residential areas without sidewalks.
Start connecting up schools parks, schools and stores in north Seattle !!!!
Now that it's dark when I'm walking at night after work, I would appreciate more lighting.
More sidewalks in areas without that connect the important features of a neighborhood such as schools, shops, services such as libraries, etc. Fill in the side streets on a rotational basis then.
Get rid of double power poles -- they are in the middle of our sidewalks at Northgate.
Put in sidewalks in area that don't have them. Low cost options are welcome.
I know this is expensive but adding sidewalks, regardless of the type, would improve walking conditions by a lot!
Replace all missing sidewalks.
Make sure there is enough safe pedestrian space on the streets--without areas of steep side-slope, parked cars, ditches, puddling and other barriers.

I live in near the new Cedar Park school. I would like to see sidewalks on just one side of the street, connecting at least 125th and 35th to the School site along 37th, 39th, 130th and 135th. That would allow me to be confident about my children moving around the neighborhood.
na
(Re)build streets and sidewalks with separated walking area and no curbs! That is great. Must have buffer. This allows for more green, more path and less cost. Yeah!
Lighting of sidewalks that do exist so folks can see their way and vehicles can see them.
Maintain existing sidewalks and add sidewalks where there are none (example Greenwood). I do not feel safe walking in the street. Also well marked crosswalks such as the new one at 80th and 1st Ave NW. And more zebra stripes (not lights) on shopping streets such as Phinney Ave and Greenwood Ave.
Fix all the treacherous big unsightly tree pits! They take up useful sidewalk space and present tripping hazards.
Improve walking paths to and from school (for example, to and from John Rogers Elementary in NE Seattle)
Continue to expand mass transit so that we dramatically decrease the number of cars.
More sidewalks of any type
Cedar park needs side walks and traffic mediation. Our roads are busy arterials and motorists drive too fast. Also there is little room to share the road as a pedestrian with cars parked and narrow roads.
Start by having every street in Seattle have a sidewalk.
I think creating spaces dedicated to pedestrians. I am not a big fan of woonerfs in America. They may work fine in the Netherlands. I don't think they are good fit for Americans. We are too individualistic.
Fully connect every place with some form of sidewalk or greenway so people don't have to share busy roads with cars
We should pedestrianize our urban spaces, especially tourist centers (such as the road that goes through Pike Place) and the main streets in our neighborhoods (such as Broadway on Capitol Hill).
Get people out of cars! Cars are the problem, just like guns are the problem. We can pretend that slowing cars down is a long-term fix but it isn't, particularly with a population that is expected to explode. Make it more costly & difficult for people to drive a car, and the number of cars will be reduced, and the safety of walking, cycling, and driving, will be greatly improved.
Provide pedestrians their own space to walk. We have a problem on Aurora at 130th, where businesses on the NW corner force people to walk down low on the shoulder on the road.
Build walkways on side streets.
Provide safe walking paths (not in the street) as much as possible. Especially in the evenings returning from the bus street walking without sidewalks can be very dangerous - good example see 135th between 20th and 25th NE.
Give it the same high priority that have been giving to bicycle lanes. It's pitiful the city dies so much for cyclist and so little for pedestrians.
Provide distance, or a barrier, between traffic and walkway.
Have adequate maintenance for existing sidewalks so they are safe.

I'm very happy with walking conditions in Seattle. It's a very walkable city. Automobile traffic is starting to become congested, however, and deserves attention.
"Sidewalks in residential areas, especially along Phinney and Dayton Avenues in North Seattle, north of 85th Street. Lack of sidewalks was an issue long before we moved here 25 years ago..."
SLOW DOWN ALL VEHICLES including the lawless bicycle riders
"In Capitol Hill, the most dangerous problem is unlevel sidewalks, often due to sidewalks in disrepair. People often trip on these. I tripped once while carrying my grand daughter; so I was unable to block my fall. I landed on my face, smashed my glasses and terrified both me and my young grand daughter, who would not stop crying for an hour.
The easiest thing that would make an improvement is to enforce rules about overgrown sidewalks. I realize this would cost money, but if a problem is reported and not fixed, enforcement costs could be offset with a fine.
Have home owners properly maintain sidewalks (primarily vegetation) and add marked crosswalks on arterials (Greenwood Ave N between 73rd and 80th for example).
Keep the sidewalks repaired so there are no cracks and or damage from tree roots, make them wide enough for a wheelchair, and have ramps where appropriate and make the walks with smooth material so it is not bumpy for scooters and wheelchair.
"Comprehensive solution.
Safer streets in the Lake City area. "
I would like to have homeowners responsible for maintaining the full width of the existing sidewalk. Many homes let their plants and trees grow where up to 60% of the sidewalk is not functional due to overgrowth.
Create a buffer between the sidewalks and roads and put speed bumps and traffic circles in residential neighborhoods to prevent cars from using residential streets as short cuts during high traffic hours. So, many cars use the neighborhoods as speeds to avoid high traffic on main streets.
Better physical crossing of arterials - bridges when possible over the busiest streets like Lake City Way, Aurora ect
Make walking safe with a comfort zone for pedestrians..
Sidewalks of some kind
Make them safe. Spending more money on brush and trees only gives people an ability to hide behind them. Having an open sidewalk, allows for people to see what is coming either in front, behind or on the side of them. Once we have enough safe walkways for people then I would recommend repairing what is necessary in the busier areas as they already have pathways.
"Busier streets with no sidewalks need some sort of walking path improvement. Such as NE 127th Street between 30th Avenue NE and 25th Avenue NE.
I like the new pushbutton-controlled blinking-signalled crosswalks, like on Lake City Way NE between 125th and 127th, better than having a full stoplight, which annoys drivers."
More sidewalks in the north end, particularly in residential neighborhoods connecting neighborhoods to retail core.
Add sidewalks/lower-cost walkways.

<p>“In the areas I walk the most (South Lake Union, Downtown, Capitol Hill), there is often a ton of construction blocking off very important sidewalk space, forcing pedestrians to step into traffic or go out of their way to stay on a sidewalk. Obviously it isn’t possible to prevent that entirely, but if there are any steps that could be taken that might shorten that time (it can last for months without signs of that sidewalk being a danger site or of any construction being done to fix it), that would fix most of the problems I have walking in those areas.</p>
<p>Aside from that, compared to other cities I have lived in, Seattle sidewalks (in those areas, at least) are very clear, well-designed, and admirably functional. “</p>
<p>More cheap sidewalks where we don’t have them.</p>
<p>Talk and listen to us with open ears and minds.</p>
<p>Build ways to cross busy arterial streets (especially where there are hills that decrease visibility), to avoid having to cross in between speeding traffic.</p>
<p>Crosswalks with lights, stop signs, enforce crosswalks.</p>
<p>This is dreaming however a device that can be placed on residential streets that can record traffic speeds and mail someone a ticket for speeding</p>
<p>Anything that separates cars from pedestrians.</p>
<p>More sidewalks!</p>
<p>Maintain shoulder on streets with no sidewalks so that if you have to walk there, you can be safe</p>
<p>Walking areas without having to enter the roadway. More lighting at crossing areas.</p>
<p>Sidewalks or safe walking paths in the north-end.</p>
<p>Sidewalks are the best way to keep school children and pedestrians safe.</p>
<p>Separate pedestrians from cars. I have seen too many wheelchair users in Lake City who veer out into traffic when it rains to avoid puddles. Very dangerous!</p>
<p>Provide safe routes to elementary schools.</p>
<p><b>BUILD SIDEWALKS (of any kind) in NORTH SEATTLE.....PLEASE!!!!!!!!!!!!!!</b></p>
<p>More sidewalks in the neighborhoods that don’t have any at all. I get so mad when I see improvements in Capitol Hill, Ballard, the central district, etc where they already have sidewalks and meanwhile, I’m waiting for the bus in a ditch on Sand Point, or trying to get to the Burke without risking my or my son’s life. Please help the north end! I’m just one of thousands up here who need the same basic services everyone south of 85th takes for granted. I don’t need a sidewalk on my little street but it sure would be nice once I get onto a busy street to be safe.</p>
<p>Adding sidewalks to major and minor arterials in traditionally under-served regions of the city (Lake City)</p>
<p>“Make them safe for school-kids in the dark walking on walkless roads in the dark</p>
<p>Cars buzzing by like for example, on 35th NE it is dangerous just waiting for an accident to happen”</p>
<p>Provide safe walking surfaces on at least one side of vehicular traffic on all arterials, routes to schools and transit access routes.</p>
<p>Provide any kind of safer walking paths, calm cut through traffic on residential streets.</p>

<p>Slowing traffic down on residential streets</p>
<p>Build sidewalks! Not even covering entire neighborhoods at first, but I think creating greenways in places without sidewalks is more important than creating them in the places that DO have sidewalks, which seems to have been the focus of greenways thus far. Even a few focused safe places to walk would go a long long way. Like, here in my neighborhood, they’ve been building out 90th from Holman/15th block by block. I’d love to see it just be done all the way across to 3rd or Greenwood, with safe crossings at 3rd and 8th. Just having safe routes that we can take that are not on busy arterials would help immensely, given how unsafe it can be to walk in our streets. People south of 85th already have sidewalks/a safe way to go, let them wait for greenways.</p>
<p>Keep on top of hazards and make a channel for prioritizing actions/repairs/improvements. (As an example, look at the block on NE 127th St between 28th Ave NE &amp; 30th Ave NE in Lake City: This a block taken up by businesses with NO place to walk. The car dealership uses all the space on the south side for parking, forcing pedestrians &amp; wheel chairs out into the street. There is marginal walking space on the north side of the street (not much better). When it rains, there are huge puddles of standing water, with vehicles often drenching anyone nearby.</p>
<p>Don’t lower speed limits. Traffic is bad already. Stop optimizing for a vocal minority and think practically.</p>
<p>LEVEL and decent lighting especially since in daylight saving times it gets dark so early now.</p>
<p>Get sidewalks in where they are not and add crossing lights to heavy arterials, the flags residents have moved to putting in place on their own only go so far to keep residents and kids safe commuting in the north end neighborhoods.</p>
<p>Provide sidewalks in low income neighborhoods and residential neighborhoods to create safe routes to schools and business districts. Focus should be given to NE Seattle.</p>
<p>Police - crack down on texting and speeding drivers.</p>
<p>Install walkways so that residents, especially children, are provided safe walking conditions.</p>
<p>Create designated places for pedestrians by any means necessary in NE Seattle. Level the playing field a bit before making improvements in other neighborhoods that already have designated areas to walk.</p>
<p>Slow the traffic!</p>
<p>Enforcement of Failure to Yield. SPD completely ignores this deadly crime.</p>
<p>Cover the basics. Connect us to public transit and popular/necessary destinations with sidewalks of any kind with lighting enough to provide a basic sense of safety.</p>
<p>Get rid of barriers whether they be outdoor seating where the sidewalk is too narrow, trees with branches that are too low to walk comfortably under, sandwich boards that take up half the sidewalk, uprooted surfaces due to tree branches.</p>
<p>Build sidewalks. Turn narrow streets into one way and add a walking/biking lane.</p>
<p>Bring more dedicated walking spaces (i.e. sidewalks) to NE Seattle, specifically Wedgwood, north of 85th. That needs to happen. You will not be able to prevent people from speeding, thus people will continue to feel unsafe, until dedicated walking spaces are installed.</p>
<p>Finish building sidewalks north of 85th and in west Seattle.</p>
<p>Sidewalks on all residential streets.</p>
<p>Raised or separated sidewalks in neighborhoods with kids, especially with schools.</p>

So much of north Seattle has no sidewalks. So you're on the streets with cars and it's dangerous and unpleasant.
Make more frequent crosswalks across roads like Rainier Ave. where there are no crosswalks for 2 or 3 long blocks at a time.
Put up posters and other social marketing campaigns to encourage people to walk. For example, put up signs at certain intersections/stoplights reminding drivers "If you were walking, it would take you 10 minutes to get downtown from here", "if you were walking it would cost \$0 to park", etc. But safety/crime is an issue in many areas, so lighting is as important as sidewalks, as well as general crime prevention.
Sidewalks in residential and arterial roads that currently don't have any.
Build as much sidewalks as possible.
More sidewalks -= and when you build new ones, make them wider.
Require wider planting strips for st trees
Police enforcement of existing laws that provide for safe environment for pedestrians. I'm not referring to jaywalking. Drivers not stopping for pedestrians at crosswalks is a very unenforced violation in my experience.
Improve public transportation to get cars off the road; add bike-only roads, again, to get more cars off the roads; lower numbers of cars means life is safer for people on foot.
The busiest cross walk intersections need BIG FAT BOLD walking stripes. Not the same old 3 foot wide white strips.
Build more sidewalks
Provide public transportation that is faster than cars
Creating safe ways for pedestrians to cross busy, multi-lane streets.
Make sure that there is a clear path for pedestrians along all major roadways
Maintain existing sidewalks, trails, etc; provide a network of new sidewalks that link residential areas with arterials, local business districts, and community destinations.
Provide some aesthetic that makes all walkways be consistent even if they are different material and widths. Signs warning cars and assuring peds is best because everyone then knows that's where the people are supposed to be. Much of the bike signage downtown and lane markers are great for this. Even if they don't like it, it's clear where the bikes belong.
Put in more pedestrian activated lights across arterials.
Slow down traffic in residential areas with engineered solutions .
Sidewalks
Traffic-calming, car-free areas, woonerfs, crosswalk near Greenwood library, less rain.
Fix the sidewalks that are in disrepair such as those along NE 40th Street in Wallingford. The oak trees have lifted the sidewalks horribly in this high transit corridor making it treacherous for wheel chairs and regular pedestrians. The trees should be replaced to eliminate future damage!
Slow cars down and enforce speed limits.

Sidewalks!! Seattle needs sidewalks to make a walkable, livable city. Better for health, safety, prop values, livability!
Build more sidewalks and stripe more intersections for safety!
Wider paths for walkers and away from the street.
Provide structured walking paths or sidewalks where none currently exist.
Having a walking network that is connecting neighborhoods to public transportation
Reform commercial zoning with the goal of establishing basic services and shops within half a mile of every residence.
Do a major public education campaign for walkers and drivers on the laws and safety.
Add sidewalks on main walking paths to schools (for example- 30th Ave NE between NE 90th & NE 95th)
Adding sidewalk to where there is none.
Less bike lanes, more sidewalks
I live in far NE Seattle where sidewalks are almost nonexistent. I am fine walking on our neighborhood streets where cars are few and not too fast, but our closest park requires walking across 125th. The only crosswalk is quite far from where we'd like to cross, plus the cars are SO fast, so we never walk to the park. I understand I can't cater sidewalks to my preferences! But we also have to cross 15th to get to school and we don't do that because, again, super fast cars, and walking on a narrow sidewalk quite a ways to the only crosswalk. We drive!
Aggressively ticket cars when they break laws that endanger people walking -- e.g., speeding, failing to yield at marked and unmarked crosswalks, running red lights, etc.
Wider sidewalks. Control encroachments onto the walk ways. E.g. Plantings, bushes, sidewalk cafes for businesses. Too many businesses are being allowed to use the public sidewalks to extend their restraints and stores which Henderson the use of the walkways for the public. This should be watched and limited. Restaurant so in downtown are the worst and specifically in south lake Union. There are supposed to be 3000 to 4000 people on the sidewalks at any given time and restaurant so have permanent seating structures. E.g. Mistral. It is a hazard.
Build crosswalks. Please do not lower speed limits.
Provide walking paths separate from vehicle traffic.
Enforce speed limits and improve lighting
There are many important things, perhaps summarized by increasing the dignity and priority of walking. Right now, pedestrians are second class citizens in this city. This can be changed by eliminating beg buttons, reducing crossing wait time (nothing demeans walkers more than having to push a button and then wait 5 minutes to cross a street), preventing cars and delivery trucks from parking on sidewalks, slowing car traffic everywhere, and requiring cars to yield to those on foot (with enforcement). If walking is a priority (and it should be), then traffic engineers need to think of ways to send signals that indicate that walking is an important use--the most important use--of our public space (our streets). Right now, our streets are engineered to prioritize cars, and walkers are required to cede space and time (not to mention safety) to cars with every interaction.
Repair broken sidewalks.

Separation of walking path and roadway with outlaws or landscaping. Curbs alone are scary when traffic is faster than 25mph.
Traffic control: residential streets aren't freeways, and there should be good, clear, walk signals on busy streets, with all-way walks on the busiest, like at the Junction in West Seattle.
Slow down speeding cars, and distracted drivers who don't see pedestrians. Provide more curb bulbs as standard designs in urban settings. Crossing at non signal intersections is frustrating and challenging.
Some sort of sidewalk in neighborhoods
Designated walking paths and /or sidewalks are sorely needed in NE Seattle.
Put in sidewalks. Require new construction to provide sidewalks as they build while you roll out the plan. Give those of us in an island of sidewalklessness a place to walk and keep our kids safe.
The single most important thing you can do is add sidewalks to the neighborhoods in North Seattle. Of course that is a large area but why was this never done in the first place. I believe this needs to be done now.
Increase the pace of sidewalk grinding down of sidewalk irregularities due to tree roots in present neighborhoods.
SIDEWALKS!!
"Lower the speed limits across the board. I personally think the speed limit downtown should be 20mph everywhere. There are pedestrians who stand really close to the edge of the curb, and it's scary. Many cities in Europe have made city centers car-free, building major parking lots on the perimeter of the city center. Only public transit, bikes and pedestrians are allowed at city center. This actually promotes retail business because people on foot do more impulse shopping. It also improves air quality in the urban area.
Also, Pioneer Square is a beautiful historic area where many people sit outside for beers, lunches, and just plain walking around enjoying the beautiful buildings. However, the experience is very poor because there are constantly large trucks driving by or making deliveries. Please consider restricting the hours that large vehicles can access Pioneer Square (for example early in the morning or after 5pm)."
More paths and sidewalks
Add more sidewalks and add more traffic signals to make it easier to cross streets.
Build sidewalks where there are none. Provide good lighting.
Require that sidewalk access is maintained in construction areas.
Lighting and a designated space for walkers that is clear, I really like the green paint for bicycles. It lets you know, bikes are here!
"One, Repair sidewalks that are in disrepair.
Two, reduce speeds on city streets -- arterials and residential.
Provide sidewalks with a curb or other defined separation between road and walking path.
BUILD SIDEWALKS!!! How many times and for how many decades do you need to hear it to act on it??? Sidewalks have been promised for 50+ years in many neighborhoods, beginning when much less density, less traffic, and lower vehicle speeds were the norm. Now there is clear danger to pedestrians. There are major arterials where there is no regulated crossing point for several blocks (Rainier Ave S and MLK - two easy examples - have the accident statistics to support the need for SDOT to consider safe pedestrian circulation a absolute MUST for this so-called "world class city."

Like everything except sharing the street with cars.
"Okay, I think I have clearly stated that in my previous responses but I will reiterate what I feel is the single most important thing:
Insure sidewalks are in good condition and something I didn't think of earlier but make the residential streets with more barriers to slow down traffic. Speed bumps aren't really the sole answer; making people go around obstacles works better from what I have seen. "
I really think we have far too much traffic crammed into spaces that are needed for arterial streets, which can impact negatively on walking. Try putting the bike baths of residential streets one block on either side of an arterial and you will reduce the likelihood of accidents involving bikes, walkers or cars.
Improve those situations where infrastructure creates a safety risk. As a regular walker in many Seattle neighborhoods (thanks to my Tuesday morning and Thursday morning Sound Striders walking groups) we see many sidewalks heaved by trees that represent a significant tripping hazard. And in fact several of our walkers have fallen and smashed their face or broken a bone, and we are walkers in good shape, not normally physically challenged. These sidewalks should be fixed.
More sidewalks in the north Seattle where they were promised .
Build sidewalks. I live on Sand Point way near 117th and walk my daughter to school, it is very dangerous without the sidewalks
Create safe walkways for people with limited mobility (which includes not ending a walkway abruptly)
Build sidewalks on major arterials connecting communities or providing access to transportation, recreation, and services.
Enforce existing traffic laws. Speeding, cellphone use at intersections, refusal of drivers to yield to pedestrians makes my daily walk to transit extremely hazardous. I have at least one near miss a week, crossing at controlled intersections, with a walk light.
Return to our former policy of rigorously ticketing and punishing jaywalkers (punishment being a fine and a day in pedestrian school). I don't know why we got away from that; it used to make it heaven to drive and walk in Seattle.
Sidewalks and sidewalk repairs
Consider people of all ages and abilities.
Driver education (must stop at unmarked cross walks), speed limit enforcement, speed limit reduction
Put alerting, flashing lights in places where there are schools, parks and major business neighborhoods.
More sidewalks -- there needs to be more dedicated spaces for walkers -- in our neighborhood (Meadowbrook) there are no sidewalks and I often feel unsafe walking with my kids to/from school on streets. And that is with the roundabouts in place to slow cars down.
We need more sidewalks in residential neighborhoods!!!!
Build sidewalks on arterials, particularly those that get lot's of transit.
Wider sidewalks! Even in the "walkable" parts of the city the sidewalks are terribly narrow.
Flat even surfaces

Slower speeds on residential and arterials where there is pedestrian traffic. No traffic calming and higher speed limits encourage people to get through as fast as possible, which means less safety for those trying to cross, especially in this time of year when it's dark in both the AM and PM commutes.
provide some kind of walking accessibility on every street. Then, and only then, can you really do a pedestrian plan for people really walk.
Separate walking paths from vehicles.
Encourage driver awareness of pedestrians and bicycles at all times. Encourage safe walking and riding habits at all times.
end sidewalk closures due to construction
North Aurora is an armpit and is very pedestrian unfriendly even though there are many stores there with houses nearby. I have two recommendations: 1) See what Shoreline did with Aurora--it's like paradise in comparison as soon as you hit 145th, and 2) install a number of simple but functional pedestrian bridges over Aurora. Please do NOT spend a lot of money on a couple "signature" bridges. Build a lot of them sturdy but cheaply, and start ticketing pedestrians who try to cross improperly.
Lower speed limits citywide to 30mph. If New York City can do 25mph, we can at least manage 30!
At intersections with stop lights, there needs to be separating between when drivers can go and when the pedestrians can cross the street. Cars stuck waiting for pedestrians to cross creates congestion and frustration between drivers and the pedestrians. Technology is available to create safer intersections for everyone. Please stop the excuses about how pedestrians won't know what to do. Education needs to be provided to the pedestrians if the crossing signals are changed at intersections. Enforcement needs to be made to people that do not obey the cross signals.
Expand and improve the Greenway network.
Get people to respect walkers/bikers more and pay more attention driving.
side-walks, paths or whatever lower cost option is available. Keep the arterials slowed down a bit (like you're doing with 23rd St already and soon to put into place on Rainier Ave
Any kind of pedestrian-only walking space on streets that do not have sidewalks.
Enforce speed limits and crossing laws everywhere
Fix broken sidewalks. Build sidewalks in busy areas where none exist.
Improve street lighting! We hear so frequently about pedestrians being hit by cars in the rainy months. When I'm driving, I'm always on alert for pedestrians but I have a lot of trouble seeing people sometimes if they are wearing dark clothes and it's raining and it's dark and it's foggy. In this climate, in particular, we need good street lights.
Calm more arterials to speeds below 35 mph and pay cops to enforce the speed limits.
Better enforcement of traffic laws at intersections. (I have a crosswalk near my home, that I must use nearly every day, in which many drivers do not stop for me even if I am already in the intersection!! I have had to basically fling myself out of the way of a speeding vehicle several times over the past 10 years. I have also been aggressively honked at for crossing in a well-marked crosswalk with children or groceries.) As our traffic worsens, many drivers seem to see pedestrians as obstacles.
Provide safe walking conditions for children to,from and around schools.
Build sidewalks. Please. Columbia City needs them for a diverse population to use amenities equitably.

See #10
More well lit sidewalks where there aren't any
Connectivity to transit options and public spaces
Repair sidewalks that are very uneven and a tripping hazard as a result such as on E Cherry ST between 18th ave and 23rd Ave.
Make greenways which exclude cars completely.
Get car drivers to slow down and drive as though they aren't the only ones around.
Make sidewalks in busy residential areas that connect people to stores & schools
Build sidewalks and lots of them!
Get cars to slow down
Have designated (non road) space for walking. This can be traditional sidewalk, paved path, or even gravel path. They just need need to separated from the road so pedestrians are not in fear of being run over by vehicles.
Slow down the cars. Reduce speed limits. Make streets narrower. Add more bike lanes and curb bulbs. Add crosswalks.
"Enforce the norm that moving cars go in the middle of the street, then parked cars, with clear spaces for pedestrians *outside* of the parking area, even if this means that the space for moving cars feels constricted. By contrast, on too many of our streets (in NE Seattle), the vague street edges lead to parked cars all the way against the vegetation, and pedestrians forced between parked and moving cars.
"Reduce vehicle speed limits to 20 mph citywide, more 'no turn on red' for vehicles, more traffic speeding enforcement (cameras, traffic enforcement).
I walk to work every day from Cap Hill to Belltown. I can't tell you the number of times I have felt petrified and endangered in a crosswalk when I had a pedestrian light to walk. Vehicles and vehicle speed I think is the biggest challenge to pedestrian safety. "
Enforcement of current traffic laws.
Separate cars and bikes from pedestrians.
Add sidewalks to paths to schools without them
Our South Seattle neighborhood has very few sidewalks and fast cars so it is not safe for kids or old people to walk.
Fix dangerous sidewalks in areas with high density use/near transit (Chinatown, International District come to mind) as an example.
Mid street cross walks in areas where there is a long way between lights
Provide sidewalks in high traffic residential streets such as 38th Ave NE that children and families use as a main thoroughfare.
In my neighborhood, put in sidewalks of some kind.

Arterial sidewalks, and neighborhood connector pathways. Off-street, alley, trail and right-of-way access (under power line runs) is very enabling
Sidewalks on busy streets
Sidewalks in North Seattle.
Help cars get their turn going through intersections! Places like Virginia and Western, and 4 or 5 way intersections around Greenlake with Stop Signs make it difficult for cars to get a turn. I can't blame drivers for being frustrated, hurrying through, which makes it dangerous for pedestrians. Pedestrians often don't pay attention, or can't tell when a car should get a turn, or don't try to take turns with cars. It might seem ironic, but helping cars travel will help pedestrians be safe.
Make it safe to cross the damn street. That means adding crosswalks, adding stop signs, adding signals. Enforce the speed limit. Reduce the speed limit. It's rarely the walking down the road that's problematic. It's what happens when you get to the end of the block and need to cross to street. Sure, lots of drivers don't even notice pedestrians. But most do. They make eye contact as they tear through the crosswalk (marked or unmarked) at 30 mph. They know they don't have to stop, because this is Seattle, where you're more liable to get ticked for jaywalking than for failure to stop.
Sidewalks.
Ensure access to smooth, wide sidewalks.
Put sidewalks in where there are not any.
Add designated walking spaces where there are no sidewalks.
Change the zoning! The 80 year old zoning for mixed use is so obviously flawed and inadequate that there are very few viable neighborhood business districts -- most of it is laid out in strips or small sets of single lots (i.e. unusable for viable widespread walking). Density and rezoning, not your expensive and ineffective 20 year goal, is the answer.
Separate pedestrians from automobile traffic.
Control the traffic, put in more traffic signals---speed control, watch for pedestrians, and give pedestrians the right of way.
Calm traffic.
Neighborhood greenways from residential to needed services, such as transportation, groceries, etc. Fewer people in cars would greatly improve walking conditions.
Sidewalk maintenance and repair, lighting improvements, lower max speed limits (both arterial and residential)
improve public transit, especially dedicated lane streetcars, light rail, and other traffic unaffected transit.
Just build the damn sidewalks, one at a time if that's all you can do. I have lived in three major cities, a medium size one, and a small town and Seattle is the only place with streets without sidewalks. And make all the curbs the same height.
Improve connections between transit stops/schools and neighborhoods. For example, providing sidewalk along Ravenna north of NE 95th. This is a dangerous blind curve that is used by lots of pedestrians to reach bus stops on Lake City Way. Getting pedestrians involved in prioritizing areas for improvement is very commendable.

Provide some way to safely cross streets that are busy arterials such as lighted and flashing crosswalks, traffic signals that are pedestrian controlled and overpasses
Put in sidewalks in N.E. Seattle where there are lots of young children in strollers, riding bikes, and walking to the many schools.
Get rid of the stupid pedestrian push buttons for traffic lights. They are just a chicanery for pedestrians and do not improve car traffic flow.
Actually do some of these lower-cost options since you get more bang for the buck
The city needs many more crosswalks that have flags and other reinforced methods of providing security for pedestrian crossings.
At intersections, I worry about turning cars, whether left or right, even when the light says it's ok to walk. When driving, I don't pay much attention to whether the walk sign is on or not, and have gotten into close situations as both a driver & a pedestrian. Fix this by changing the driving law. Don't let cars turn while the walk sign is on. - Implement this as a ticket-able offense with a PR campaign to let drivers know it's coming.
Anything other than walking along the street. It just occurred to me that we need signs along these streets that have nothing, reminding pedestrians that they need to walk against the traffic and to wear some sort of clothing that make them visible at night!
Sidewalks on all streets, speed bumps, islands at intersections.
Probably slow down traffic, and have drivers focus on where they are driving and what is going on around them.
Slow down the cars through physical obstructions (not just posting lower speeds, which people often ignore).
Enforce speed limits. enforce phone/texting/distracted driver laws. Was almost hit by a driver reading a magazine as he sailed through a stop sign!
Slow down cars
"Make it safe for kids to walk to school
Even reducing speed limits in some areas would encourage more walking. But god walking paths make all the difference. They do not need to be traditional sidewalks but need to be visually distinct and prevent cars from parking right on top of them! Increasing metro services and making them accessible would do wonders to reduce traffic and encourage more walking.
"Put more sidewalks in areas with none, especially where children/students walk to schools/parks etc..."
I work at a school on 109th Ave NE and live near 92nd Ave NE and both areas are abnormally lacking in sidewalks for being in urban Seattle neighborhoods."
Hold drivers accountable for their poor driving habits and skills
Sidewalks in neighborhoods with no sidewalks installed.
Make sure some kind of sidewalk is installed throughout walking paths heavily used by school children. The north end of Seattle (Lake City and Cedar Park) are severely deficient in their sidewalks. Please prioritize those areas.
It would have to be providing safe walking access on busy arterials.

Traffic calming infrastructure. Drivers refuse to obey the speed limits. Greater enforcement would help but road diets work better.
Sidewalks for children walking to their schools!
Traffic signal timing. Disallowing vehicle right turns on red in areas with high pedestrian volume or bicycle traffic.
"Enforce property owners to maintain sidewalks.
Pedestrian crossings at every cross street on Lake City Way North. Ever try to cross Lake City Way?"
More sidewalks
Build sidewalks on at least one side of the street around John Rogers Elementary area and Meadowbrook in general. And create more calming areas so traffic will slow down. Cars go too fast on our street 98th st.
Increase the barrier/distance between the pedestrian and the vehicle
Adding sidewalks to areas in Seattle that don't have them
Add sidewalks where missing.
Figure out how to end the entitled attitude that drivers seem to have.
Build safe sidewalks in neighborhoods without them. It is a safety and equity issue.
Install sidewalks on arterials that currently have none!!!
Make it a priority in policy without taxing the heck out of residents. Charge all Seattle developers impact fees. Put it back on the corporations that are a source of the major congestion and population growth.
Sidewalks that cars can't park on
There is no such thing as the Single most important thing. Could you say...what is the single most important thing about raising a child? Anyway, we are moving into a new mode of traveling about, so there are many needs vying for limited monies and attention. I encounter different problems in different neighborhoods. You could pose this neighborhood by neighborhood. Disperse the Feet First folks to walk and query those they encounter. Survey the walkers that attend their events.
Access across aurora
Drivers making a right turn don't look for pedestrians crossing the street. Those drivers are more focused on avoiding cars chilling from the left. At the intersection of Dexter AVE N and Mercer street, cars cannot make a right turn when the crosswalk signal is on. That intersection is now one many pedestrians feel safe to walk through. However, at the intersection of Mercer and 5th Ave N, pedestrians are forced to run out of the way of cars making right turns. As a bike messenger in Queen Anne, I've seen a lot of this taking place.
Just give us a safe space to walk!
Make everyone aware of the laws regarding pedestrians. It seems like half the people on the roads think that they only need to stop for lights and signs, and can ignore walkers even if they are in the roadway, while half think they need to stop if they see someone on the sidewalk who might want to cross. The first endangers pedestrians, the second makes it seem like walkers are holding up car traffic even if they were never trying to cross the road. Almost no one seems to know that pedestrians have the right of way only when they are in the road, within one lane width of a car.
Wider side walls in busy areas.

Some type of sidewalk, even the ones outlined in these pictures
Restricting how much of walkways residential development can close and take up while under construction.
Sidewalks and bike lanes on minor arterials or residential streets that parallel minor or major arterials. Address the vagrants and homeless problem and get rid of the rv's parking on the streets blocking shoulders. Just as important get rid of the open drainage ditches and grind the streets level or reduce side slope before placing more chip seal. Along those lines build up the road edge so there is not a drop off the edge of the road. Keep cars from print on the asphalt walkways where no curb is present and keep gravel off the asphalt walks such as on 1st ave. NE. Net to north acres park.
Lane diets, reduce speeds and increase safe crossings in South Seattle.
SIDEWALKS
Creating more corridors across busy roads and highways. Hard to get across Aurora, I-5, and 15th.
I was honked at recently while crossing legally, and with the implied-crosswalk right of way RCW. This was in Ballard, crossing a major arterial. Driver education needs to be a part of any effort, is the point of my story. And probably the most important thing. Uninformed drivers are the bane of my existence.
Timing the lights to be able to turn and not have pedestrians in walkway. Dangerous to both parties. The lights need to be timed. Every other city has this.
Lighting.
Sidewalks on Aurora.
Sidewalks on all residential streets
sidewalks & speed inhibitors near schools.
Educate drivers that pedestrians have the right of way in cross walks.
Create safer walking environments (sidewalks, crossings, traffic calming) for school children and those who need to walk.
Provide safe sidewalks where there are none.
Safe walking route to schools, especially elementary level where young kids walk by themselves
I think sidewalks where there are none are especially important in neighborhoods where children are asked to walk to school.
Provide safe, accessible paths along corridors outside of Capitol Hill and rich yuppie neighborhoods. Light rail is coming and passing through many neighborhoods north of the "green" belt that need safe access to transit.
Install sidewalks north of 85th!
Traffic lights at really busy crosswalks.
Prioritize non-motorized transportation modes (walking, bicycling) on all residential streets so that cars must always yield to all non-cars on residential streets
Build more sidewalks.
Drivers need to be aware of pedestrians crossing during a green light.



Add a category to the "Find It, Fix It" app to report obstructions to sidewalks and bike lane rights of way and act on those reports.
Build more side walks in residential areas.
Sidewalks / pedestrian paths
Build sidewalks
Any kind of way to block from being hit by a car is a bonus. But we also have to be safe from crazy bikers as well. They ride very dangerously and think they own the roads in Seattle. Cars sometimes swerve from that and could hit walkers. So we need barriers of some kind.
Provide separate defined walking areas along all streets.
Have sidewalks everywhere, even if it means choosing one of the lower cost kinds, (except that one very ugly one where the "curb" is in sections)
Slow car speed.
Make sure that pedestrians have the chance to be seen. Keep vegetation trimmed. Enforce the 20 ft. from intersections no parking rule.
"1. VERY important: MAKE right-turning drivers LOOK UP and IN FRONT of them (instead of just to the left for oncoming cars). I have had to yell loudly at cars and even tap on their fenders to make sure they see me. And when I do that I am afraid that if they have bad tempers and guns they will shoot me. But several times I have nearly been run over by right-turning drivers. I'm just trying to cross the street. And they WILL NOT look! 2. Make the Walk signals last long enough to actually get across the street, and allow them to come on after less long of a wait--so that a pedestrian does not have to wait a long long long time for the green ""walk"" to come on.
"Ticket drivers who create unsafe conditions for pedestrians! Examples: not stopping to make a right on red / not looking / not yielding to peds. running stop signs, stop lights. generally failing to yield due to distraction or simply not caring. I'm alert and young-ish so I am very proactive about my safety. I never assume a driver is going to yield to me. In general I find physical barriers to make walking more relaxing due to the added measure of safety. I routinely walk miles daily on the streets / sidewalks in Seattle."
Keep adding sidewalks that feel safe to people of all levels of abilities.
Add sidewalks
Make access to I-5 buses safer
Enforce traffic laws.
Clearly visible pedestrian walkways that are visible to vehicles as walkways. Sidewalks in North Seattle. Clear walkways that don't have poles on the middle or that just disappear! Like on 145th or meridian.
Build sidewalks and improve lighting around sidewalks.
Provide wide sidewalks with a safe buffer like trees from cars on major streets such as greenwood.
Have more landscaping as a buffer between traffic and pedestrians
Lighting sidewalks. We have such a long time with low light I think it's important to ensure the sidewalks are well lit.
Not sure

Add more sidewalks in residential neighborhoods
Design and develop a systematic process that engages people for the life of the city and ensures that desired results are achieved: Use real-time strategic planning that is based on what we know works from other cities like ours, what are citizen priorities, and budget and time constraints. Skillfully engaged stakeholders throughout the planning ,implementation, review and re-focusing, to ensure that the ongoing work of improving pedestrian experiences in the city is transparent, efficient and effective. Once a performance management platform established, use Lean principles to ensure continuous improvement.
Make dedicated pedestrian space off the street -- it doesn't matter to me what kind -- just separated from the cars with a curb, strip, or landscaping.
Sidewalks of any kind on at least one side of any residential street that is fairly busy (and safe crossing places to connect one side of the street with the side that has the sidewalk). Definitely prioritize based on danger to pedestrians. A quiet residential street is low priority.
Connected walkways/sidewalks, and more well-marked crosswalks. (Cars usually don't stop for pedestrians in crosswalks.)
Make walking more attractive than driving. Make it fun! Make sidewalks easy and accessible for everyone. Prioritize sidewalks and pedestrian zones over roads.
Provide sidewalks.
Install sidewalks where none now exist.
Create new walkways of any type where there currently are none.
slow down cars and increase awareness of pedestrians
Start building low cost walking paths along arterials, then fill in the neighborhoods
More clearly designated pedestrian walkways including crosswalks.
Clearly delineated walking spaces, separate from driving spaces (or with spaces to the side to be moved to as cars pass). This isn't just an issue for pedestrians, but also for drivers. It is almost more stressful to drive in my neighborhood, especially where people have planted up to/even onto pavement (and particularly at corners).
Space between cars and people. Physical walking space that is dedicated to walkers (non-driving).
"Add as many pedestrian pathways as possible and slow the traffic down, and fix potholes and recessed sewer covers."
More goddamn sidewalks! Especially in Broadview area. Especially 3rd Ave NW and Greenwood Ave N.
Improve existing sidewalks in high traffic areas
Keep the sidewalks clear of leaves, moss and other slippery debris or heavily fine homeowners and businesses who do not.
"Discourage aggressive drivers. Seriously, I would love love love to see speed limits seriously enforced.
Nice sidewalks are nice. But don't build them just to enable convenience for speeders."
More safe places to cross busy streets.
Slower driving speeds

Provide an interconnected network of pleasant, safe walking spaces along both arterials and residential streets.
Create some sense of consistency, perhaps a master design plan with various needs in mind, start over on many of the sidewalks as they make no sense at all where poles, trees and other barriers seem to be arbitrarily placed. Close your eyes and go for a walk ...you will soon understand the obstacle course created by Seattle sidewalks.
Mixed use retail, greenways
We have a South Park plan for greenways that would connect each street end that dead-ends at the River into a zigzag bike/pedestrian way that takes people from one River street-end viewpoint to the next along 2 Ave S, 5th Ave S, 7th Ave S (beside the to-be-built pumping station, 8th Ave S (already a pocket park there), 10th Ave S (at Duwamish Waterway Park), 12th Ave S. (SPU owns tiny parcel adjacent to street end), Rose St, and ending at the South Park Bridge.
We need a safe walking space over Highway 99/509 between Cloverdale and 1st/Olsen Place separating people from vehicles. There is no grocery store in South Park (we are a food desert) so people have to go to the Red Apple on the other side of the freeway.
There need to be more cross walks along 14th Ave S from the SP bridge to highway 99. Ditto on Cloverdale St or some other traffic calming changes.
Dallas Ave is not designated as an arterial but driven by semi-trucks and other commercial vehicles as if it is with no one on Dallas yielding to cross traffic. This is a long-standing issue that has not been addressed. The street is partly in Seattle and part in unincorporated King County, at least until when ever the ""sliver by the river"" is incorporated by the City.
light parks and focus on other safety features in parks and greenways to allow peds to travel completely away from streets in already established infrastructure.
More crosswalks in busy urban core neighborhoods where walk scores are high. We live in Roosevelt and people do not stop to let you cross the street unless there is a crosswalk, of which there are too few.
""Hard question! I think the biggest challenge/risk is the lack of arterial cross-walks in residential neighborhoods. I live in Maple Leaf, and 15th Ave NE has zero city-sanctioned cross-walks between Lake City Way and NE Northgate Way, a distance of nearly 2 miles. Citizens have responded by creating several ""flags in a bucket"" stations to encourage drivers to stop of their own volition, which is a response undertaken in hundreds of other Puget Sound neighborhoods. But 15th Ave NE is an absolute race track at all hours. The only nominal deterrent is the ""your speed"" tracker at 85th. Given that 15th Ave NE is also a bus line may impede or facilitate pedestrian improvements in the city's mind. But the fact is, it's only a matter of time before a transit rider is struck by a car somewhere along this thoroughfare.
This is just a singular example, emblematic of numerous other arterials city-wide. I walk as often as possible--it's my preferred mode of transportation. Although I live 5.5 miles from downtown, I'll choose walking over driving or transit when my schedule permits, so I've accrued considerable ""lived experience"" with walking conditions all over the city. I'm thrilled that the City is undertaking this survey and happy to contribute to the Pedestrian Master Plan in whatever ways I can. Thank you! ""
Pull a Paris, and move to primarily single-lane (with 1 parking lane) roads: more space for pedestrians, less stressful, more space for businesses, cleaner air, forced constraints around autos ... which forces the debate about mass transit to a boiling point.
""We need to able to walk on our street. Now there is no drainage, the sides of the road are very uneven and difficult to walk on. This forces you into the street where most people are speeding. They don't slow down for you and they often splash you when they speed through the puddles. For the most part drivers do not go around you but pass you as closely as they can. It feels very dangerous.

We have a South Park plan for greenways that would connect each street end that dead-ends at the River into a zigzag bike/pedestrian way that takes people from one River street-end viewpoint to the next along 2 Ave S, 5th Ave S, 7th Ave S (beside the to-be-built pumping station, 8th Ave S (already a pocket park there), 10th Ave S (at Duwamish Waterway Park), 12th Ave S. (SPU owns tiny parcel adjacent to street end), Rose St, and ending at the South Park Bridge.
We need a safe walking space over Highway 99/509 between Cloverdale and 1st/Olsen Place separating people from vehicles. There is no grocery store in South Park (we are a food desert) so people have to go to the Red Apple on the other side of the freeway.
There need to be more cross walks along 14th Ave S from the SP bridge to highway 99. Ditto on Cloverdale St or some other traffic calming changes.
Dallas Ave is not designated as an arterial but driven by semi-trucks and other commercial vehicles as if it is with no one on Dallas yielding to cross traffic. This is a long-standing issue that has not been addressed. The street is partly in Seattle and part in unincorporated King County, at least until when ever the ""sliver by the river"" is incorporated by the City.
light parks and focus on other safety features in parks and greenways to allow peds to travel completely away from streets in already established infrastructure.
More crosswalks in busy urban core neighborhoods where walk scores are high. We live in Roosevelt and people do not stop to let you cross the street unless there is a crosswalk, of which there are too few.
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""We need to able to walk on our street. Now there is no drainage, the sides of the road are very uneven and difficult to walk on. This forces you into the street where most people are speeding. They don't slow down for you and they often splash you when they speed through the puddles. For the most part drivers do not go around you but pass you as closely as they can. It feels very dangerous.
The priority should be safety for people trying to get through their neighborhood. ""
Improve walking safety on heavily used 14th Avenue N.W. in Crown Hill, which is used for access to a nearby neighborhood school and is used as a pedestrian short cut from Holman Road to 85th Avenue N.W. There are currently no sidewalks and the street lighting is dim.
ENFORCE SPEED LIMITS

Dedicated walking areas, like any previously shown, would help in any area without current walking options. But please understand that it would not make ME (or my family) walk anymore. I walk a lot, to work, with kids, for health. I live in a good neighborhood for walking (sidewalk options on at least one side of most streets.) I love that my family of four only owns one car. BUT, the reasons we don't walk more are weather, time, and hilly-ness. These problems cannot be solved with a walking master plan.
Improve pedestrian lighting.
Traffic on Rainier, south of Juneau Street, still needs to be slowed down!
Add sidewalks to residential streets in North Seattle.
Makes sure streets with heavy pedestrian volumes have sidewalks on both sides...don't force pedestrians to cross streets only to have to cross again to get to their destination.
More street lights
Be mindful of the life cycle cost of improvements and that design life of asphalt and concrete are not the same. Factor in future maintenance, tree root issues, utility needs, drainage issues etc.
Sidewalks everywhere with good signage and curb cuts for walkers.
Create safer crosswalks, especially near schools. Maybe that means adding more 4-way stops to increase pedestrian awareness, especially in residential areas. We can do better.
Busy streets in the downtown core with pedestrian crossings at stop sign intersections or yields for cars (no stoplight) or other pedestrian crossings not at stop lights should have buttons that pedestrians can push that start alert lights as a warning for cars. This has been done either just on the side of the street, or by incorporating lights in the roadway for safety. Additionally, more lights in a core area downtown for walking during early morning and evening would be a key safety improvement for commuters.
Arterial roads maintenance and improvements. Keep sidewalks well maintained so walking becomes and stays an attractive option. Cut back imposing blackberry bushes/other imposing vegetation on narrow sidewalks. Trees are great! canopies clearances tend to be above 8ft. Widen sidewalks.
Slow the traffic down!!!!
Enforce speed and stop laws for drivers of vehicles and bicyclists.
Install & maintain safe street crossings: road striping, overhead lights, traffic-stopping signs & lights.
Improve dangerous street crossings.
Fix existing sidewalks and staircases.
MAKE RIGHT TURNS ON RED ILLEGAL. As New York has done. Plus: enforcement, enforcement, enforcement of existing laws and SPEED LIMITS, please!!
Parking enforcement. In our Phinney Ridge neighborhood, cars often park too close to the intersection, blocking safe view at intersections for both cars and peds. And by the way, the city should be doing more to protect the limited parking in areas like ours where there is so much construction of multi-unit buildings. People do not get rid of their cars immediately, and businesses as well as residents are affected by the glut of huge numbers of cars. Builders should be required to include a reasonable number of parking spaces in their plans. Zero parking is unrealistic.
Improve crossings
Put paths where there are streets with no sidewalks.

See to it that the car traffic is not driving too fast for the street environment, i.e. a lot of pedestrians, particularly school children and elderly
Create level walkways.
Enforce speed limits!
I wish I knew.
More sidewalks
Make sure pedestrians know that they are at least as entitled to the public space as cars and drivers.
"Aside from my prior comment, I also think Seattle should consider making improvements to Aurora Avenue, such as those Shoreline has been implementing over the past several years.
Complete corridors on residential streets and arterials. Having a continuous sidewalk on given corridors is more helpful than random block faces.
Side walks!
Build us sidewalks, period. North of 85th on residential streets affected by cut through traffic. you built us the Greenway on 17th Northwest to help with the bicyclist but this does nothing to protect the pedestrian. we feel left out and still it is not safe for us to walk down our own street because of the bicyclist now and the speeding cars that are avoiding the traffic light on 85th and 15th Northwest. When we try to walk down your own street we get pushed aside by speeding cars. The traffic Holmes do nothing to stop them down
Enforce laws about stopping for pedestrians to cross streets
Quit doing stupid things like rainbow sidewalks.
Make sure cars don't block the cross walk at intersection.
"Get tough on crosswalk enforcement
Drop the city wide speed limit to 20 mph
Work to remove bad drivers from the road through suspensions.
Decommission roads by diverting non local traffic away from those roads
Commission for car free roads and spaces
Pedestrian signals downtown and sidewalks in north Seattle
Reduce speeds
More walking surfaces and control the cars. Not stopping, not yielding, talking/texting while driving, and speeding are far too common and make roads feel unsafe.
"Make it easier to cross arterial streets. Pedestrians should NEVER have to push a button at a signalized intersection. Remove those discriminatory beg buttons and always provide a walk signal.
Dedicated right-turn lanes should be liberally removed, as they widen the street crossing more than needed.
We also need more safe ways to cross streets at unsignalized intersections and mid block crossings. Olive Way in Capitol Hill, for instance, should have more of the pedestrian islands like at Boylston Avenue.

Continue to build sidewalks, whether low cost or not. Where builders are constructing multi-unit structures, they should be required to contribute, or be responsible for putting in sidewalks, at the very least, next to their property, and even better, extending beyond their properties. In many cases these multi unit lots significantly decrease the privacy of the other neighbors so they should pay back into the neighborhood to improve something else, like extending sidewalks.
Fix existing sidewalks that have cracks or raised uneven areas, or “polished” rocks that are slippery when covered with moss.
Fix broken existing sidewalks or raised areas that have resulted from shifts in pavement due to tree root growth.
Prioritize continuous sidewalks on 5-8 block grids (for example Greenwood Ave N, 3rd Ave NW, Aurora Ave N)
Lower speeds, specifically on arterials; not just signage but with engineering solutions like re-channelizations
More sidewalks
Rigid enforcement of traffic laws, particularly as they pertain to speed and intersection regulation. Signage and all the rest means nothing without teeth.
Improve public transit
Improve accessibility.
Address poor driving practices that endanger pedestrians trying to cross streets.
Fix broken sidewalks and make new ones where none exist
Sorry, I have no idea.
Night lighting and cleared walkways
Though personally (as a long-distance runner) I want to see proper sidewalks on arterials like 3rd Ave NW, the most important thing has to be comprehensive pedestrian routes near schools.
We already walk nearly everywhere, so we don't think there's a huge issue. But feeling personally safe, not just from cars but from crime, is a big one.
This is a stupid question....build sidewalks you big dummy
More sidewalks on both sides of Sandpoint Way near Magnuson Park.
Fixing the Ballard bridge walking problems, just make the sidewalk/bike lane only on one side of the bridge (to increase space) or take the bridge down to three lanes with the middle lane changing direction based on time of day. It's geographic oddities and little gaps in the network's core that can really put a crimp in a nice walk.
Improve very uneven pavement and tree roots on existing sidewalks,
Wider multi-use paths on busy streets
Sidewalks with curbs that can be navigated with a stroller on every arterial.
Having space set aside for pedestrians that is clearly separate from cars.
Safe crossings of busy streets/intersections. E.g., Rainier & Jackson.

Slow down cars, and manage demand to decrease the volume of cars.
Paint crosswalk stripes on all legal pedestrian crosswalks.
Maintenance on landscaping that blocks street signs, traffic signals and signs, blocks street lights and narrows or otherwise damages footpath.
Add sidewalks to all residential streets that are on a bus route or lead to one. Add sidewalks to all neighborhoods with schools in a 1 mile radius, esp in North Seattle
Don't allow construction to close sidewalks unless they build pedestrian walkways, like they are required to do in most major cities.
Dedicated walking spaces along all routes that people desire to walk. This means not needing to walk in the road, and not needing to go far out of the way.
Make pedestrian crosswalk lights a priority over through car traffic.
Build sidewalks on streets that don't have them.
Sidewalks in north Seattle.
Synchronize lighting better. Some are so short even for a young person hard to cross in time. Have crosswalks without stop lights but lights that flash so a car can see someone is getting ready to cross this would be good for high traffic areas.
Build sidewalks in areas where there are none. I live in Greenwood and large portions have no sidewalks at all, so when I walk my dogs, etc. I avoid certain areas. When I do walk in areas without sidewalks it feels dangerous, even if the roads are wide.
Making sure cars yield to pedestrians (through enforcement and more stop signs/lights/VERY visible crosswalks & flashing lights.)
How can we train people who drive cars to put the safety of bike riders and pedestrians first?
Prioritize pedestrian safety. In addition to physical improvements like sidewalks, driver education is important. Also, signs indicating whether a stop is 2-way or 4-way should be at every stop sign.
Provide more opportunities/eliminate barriers along busy arterials.
Slow down auto traffic.
Make sure that all cross walk signals change WITHOUT having to push a button.
Dis-invent cell phones.
Slow down auto drivers, particularly on residential streets favored by walkers and cyclists.
The city needs to realize that we are a city that relies on automobiles. Until our very economic infrastructure changes, attempting to socially engineer a walkable city will fail. We need to focus on diversifying our business infrastructure (creating business units in neighborhood communities) and creating better transit. Once those are under way, the city should focus on improving walkability to those units and nodes.
Enforce the laws about yielding right of way in crosswalks and at corners, against jaywalking, and especially speed limits on arterial in residential neighborhoods. Maybe a public education campaign?
Slow speeds for cars.

Lighting.
Slow down cars.
Demand that homeowners and business owners make the necessary repairs to tripping hazards. Too often I find the "cheap" fix of filling in the area between broken or raised sections with asphalt repair kits does not mean a lessened tripping hazard when walking in the rain or dusk.
Get the fast-moving bicyclists off the sidewalks.
Build sidewalks.
Consider balance of car, bike, and foot traffic in busy arterials. For example, in busy streets like Mercer, there is high car, bike, and foot traffic. To address this, large cities like Hong Kong create footbridges that allow car traffic to flow more consistently without disturbing bike/foot traffic. People get impatient currently and jaywalk or walk before cross signal is on; winding through stopped cars. Footbridge can also be used to display mural art which enhances the city. Can also be used for photography sites/points due to height; great for tourists. Also, on an unrelated note, cyclists often do not use the new bike pathway on Mercer because it is inconvenient if they are on the opposite side of Mercer (without a bike path) going East and turning South on Dexter. Need to make walking, cycling, and driving as convenient as possible!
Maintenance
Create real barriers between cars and the other modes of transport/
Separate sidewalks with smooth transition zones for bicycles, wheelchairs, and strollers!
Better crosswalks, more 4-way stops on more intersections, faster response times to crossing signal button pushes.
Reduce traffic, reduce speed limits, and put cross walks on arterials
Fix pre existing sidewalks
Slow down the cars, and enforce the laws- cars do not stop for pedestrians in marked crosswalks, let alone pedestrians crossing at unmarked ones. Speeding is ubiquitous. Running red lights is a commonplace. What the heck has happened to "Seattle nice?" We need to get it back.
Get more people walking, so whatever change(s) turn the most people into walkers.
Traffic calming on almost all roadways would be a huge plus. Under all green lights for traffic also have the walk light show, too, even if the button wasn't pushed. For almost all crosswalks, make the button immediately trigger a walk light (not delay for a lot of time like most crosswalks in the city- that is the most frustrating thing ever!).
We need to have continuous sidewalks around Jane Addams Middle School to make our routes to school safer.
Provide safe walking areas on busy arterials that have transit service or high-use destinations (schools, food banks, community centers, grocery stores, etc.).
Slow down cars. Pedestrians often end up walking on arterial streets (like Rainier Avenue) that are unpleasant, but other routes would take much longer due to the topography. It is essential to make these arterial streets safer, by having more of a buffer between cars and pedestrians, and improve the safety at intersections.

A stronger, more visible, police presence and enforcement of existing traffic laws would help immensely. Running red lights, in particular, has become rampant. I had to jump and roll when a car came within inches of hitting me in a crosswalk after running a red light (I had a walk light) in the middle of the day.
Put sidewalks in Broadview. 3rd ave NW would be a nice path for joggers and walkers if it had a safe sidewalk.
improve sidewalks and slow cars (cars not paying attention)
Have the police ENFORCE the laws of pedestrians. Any intersection is a legal crosswalk, marked or unmarked. The police and Metro bus drivers to me are the worst offenders of stopping for pedestrians in these situations.
Build more damn sidewalks--and level the existing ones that stick up so that people don't trip, get hurt and sue the city. ** more generally: understand and be aware of pedestrian needs and preferences when designing new projects. * A personal feeling: I am unhappy with manual switching of traffic signals. As a rule, if the light is green for cars, it should also switch green for pedestrians. (Exceptions are OK but these should be exceptional.)
Well defined areas for walking
Reduce speed limits and put in video surveillance of busy areas to dissuade drivers of cars from speeding.
slower cars and more cross-walks
Actually having the police enforce traffic laws would be a huge help!
Lower the speed limits.
Lower vehicle speeds.
Maintain existing infrastructure.
Get rid of the helmet law to encourage more practical bike usage. More, slower, bikes on the road make other slow speed users (walkers) feel safer.
Implement a roadway plan that gives pedestrians and bikes priority over cars. A quick and practical example would be to activate crosswalk signals within seconds, not minutes, after receiving a crossing request from a pedestrian. An example of a well-timed signal is at Madison and 38th, in front of the Russian Embassy. Here crossing requests are fulfilled in under 5 seconds. An example of poorly timed signals can be found along Alaskan Way, from Broad (Sculpture Park) to Union (Great Wheel), and beyond, where requests can take minutes, leading frustrated pedestrians (often tourists) to frequently jaywalk.
Slow traffic!
It should be connected to places people walk to. Schools, 'errand' places (grocery, library, restaurant), and transit.
Sidewalks where there aren't any. Serious penalties for drivers for break rules. Cameras at pedestrian stop lights where drivers often run red lights.
More sidewalks of any kind in more places
Greenways. Designate side streets next to arterials where the auto traffic is slowed and diverted, bike traffic is on the street, and sidewalks are for pedestrians. In general, walking, biking, and driving traffic goes at three different speeds and needs to be separated.

Create environments that clearly separate autos, cyclist and pedestrians from each other. Public transit should also have dedicated lanes for efficiency.
Improve sightlines for drivers! I walk, bike and drive. As the city becomes more crowded, it blows my mind that basic safety measures like enforcing no park zones 20 to 30 ft from appropriate street intersections are not in place for our very narrow streets. I live in lower Wallingford and while I can't wait for the sidewalks to be repaired, I know there will be a terrible accident soon as we are forced to nose out into arterials from our very narrow streets. That may involve a car or it may involve a cyclist or pedestrian, either way, I feel stressed when driving and uncomfortable while walking in these zones. I'm 35 and a new father - I hope the city really steps up as it increases density.
Reduce car speeds.
Build sidewalks and crossings on arterials
Build sidewalks where there are none
In NW part of town, like on 3rd and on 8th, crosswalks to create defined area to cross
Slow down cars with physical impediments.
Cover areas with the most dangerous traffic where walking options are severely lacking first.
Slow traffic down, especially on arterials where speeds exceed 30 mph.
Level side walks
Fix current sidewalks! (trees, etc)
Enforce parking regulations! The 30-foot rule for parking within 30 feet of an intersection is not enforced in the neighborhoods. Drivers go 25mph in the neighborhood streets but can't see around the corners where a child or other pedestrian could be about to cross the street.
Less waiting for walk lights at intersections. Some are 2 minutes, which can double the amount of time it takes to get somewhere.
Sidewalks that are smooth, unbroken by street tree roots, and well-lighted.
Listen to the people who need to walk!
Maintain crosswalks at bus stops/school zones. Prioritize those before painting more bike lanes.
Build them. Maybe start with major streets and then move to tier 2 of importance, then tier 3, etc. But please build them
Add curb cuts where absent.
I would just focus on busy streets that don't have a sidewalk. Really, any sort of pathway separated from car traffic works just fine.
Sidewalks in the parts of the city that currently don't have them
Build connections - like you do with the bike network. Think about where people are walking and connections they are making to transit and neighborhood centers.
Poll residents in each neighborhood and adopt the solution that most seem to favor, rather than one citywide approach.

Get people to use crosswalks and cars to stop when folks are in crosswalks. Also possible training on use of crosswalks.
Better crossing markings so that walkers are visible to drivers.
More sidewalks and replacing sidewalks that are broken. My work is located in a neighborhood with no sidewalks. It's very dangerous! The other thing is to replace broken sidewalks. Many of the sidewalks in my neighborhood are broken from tree roots or other shifts in the ground. It's a tripping hazard.
SIDEWALKS (proper sidewalks or any of the other options in this survey)
Adding designated walkways in areas that don't have sidewalks to provide some separation & designated zones for cars and walkers
Residential walkways, especially in areas by schools.
Reduce speed limits for residential streets
Curb cuts! They are not a new idea. It is over twenty-five years since the ADA was passed. Time to fulfill our most basic obligations.
Fewer cars and much greater enforcement of speed limits, stop signs, stop lights and illegal turns (that is, against a light).
More crosswalks, more left turn signals for cars at lights so there are less conflicts there.
Sidewalks on busy streets where they don't exist now.
Add sidewalks where they are missing
Remind people to not text and drive or text and cross streets at the same time.
Add to arterials where there are none and repair or re place trip hazards.
Safe streets for ADA, aging and handicapped walkers. Remove tree trunks that are raising sidewalk cement.
More marked crosswalks!
Put sidewalks by schools and in residences without sidewalks
NA
Maintain and improve existing sidewalks; repair those that are broken or impede a flat walking surface.
"Sidewalks/paths accessible to kids and mobility impaired people. Add them in neighborhood places where people need to go (schools, parks, libraries, shops).
Make construction projects provide appropriate routes and consider the impact of multiple projects going on in same area at same time."
Add more sidewalks/low-cost sideways!
Sidewalks and crosswalks
Build sidewalks where there aren't any
Install curbed sidewalks separated from the street by parking lanes or planting strips.

<p>“The campaign might include a campaign to show drivers who don’t walk at all what it’s like to be a pedestrian. I’ve almost been hit while crossing at zebra crossings by drivers turning onto busy arterials-- they’re often using their phones. Or, sometimes drivers just don’t use their indicators. I know that reeducation is difficult, but it is essential in helping to reduce potential fatalities. Is there any way to show drivers how they pose a threat to those not in cars?”</p>
<p>Build more sidewalks. Real, traditional sidewalks, paved in concrete, raised above the street elevation.</p>
<p>Improve sidewalk conditions to enable more mobility for individuals with disabilities.</p>
<p>I am walker. I prefer to walk on sidewalks for safety. The Seattle Transportation Dept should accept that Seattle is very Dark and Rainy. Sidewalks should be bright, drain water, and not have ankle breaking bumps and cracks. Crosswalks should be bright, drain water, and not have ankle breaking bumps and pot-holes. Please make everyone who is working on this project walk in Downtown, Lake City Way, 12th Ave E, and Rainier Ave S. it will make it easy to plan for a walking future.</p>
<p>Educate drivers and educate pedestrians and have a lot of education in schools</p>
<p>Slow traffic and more all-way crosswalks.</p>
<p>Level current sidewalk.less tripping.</p>
<p>Construct some type of sidewalks in the neighborhoods which still lack them.</p>
<p>Cameras at cross walk areas and school zones!</p>
<p>Sidewalks in neighborhoods that have none.</p>
<p>More space for peds! Sidewalks downtown are too tight and in some of the residential neighborhoods there is nothing to slow cars down and no sidewalks. Feels very unsafe.</p>
<p>Traffic goes to fast</p>
<p>Space to walk and crossing access (raise over street so traffic is not impeded)</p>
<p>Make it easier to cross huge busy streets! Like Greenlake ave</p>
<p>“Give us sidewalks in the Northgate/Pinehurst/lake city area!!! Many families with young children live here &amp; lots of low income people &amp; people with different abilities live here. We walk a lot &amp; use public transportation a lot...and our sidewalk system sucks! It’s dangerous. Fix it. End of story”</p>
<p>Make real sidewalks in neighborhoods that don’t have them before you start making big changes to driving lanes. Cars are important to communities too. There must be balance.</p>
<p>Encourage higher-density land use to create more destinations within walking distance.</p>
<p>Make it more accessible for those who need it most. I have a pram and can make do- but I know many people who have disabilities and may not have to option to drive.</p>
<p>Keep the sidewalks clear and unbroken.</p>
<p>Ban smoking on sidewalks.</p>
<p>Improve access/safety for strollers, kids with bikes.</p>

<p>Create designated walk spaces on busy streets that don’t currently exist. I.e. Greenwood Ave BTW 132nd and north and 125th NW from 3rd to 12th. Cars go high speed through uncontrolled intersections with high volume of walkers and in the case of 125th, with narrow space and no pedestrian call out. Very scary scenario that I live with daily with my 9 and 7 year old kids.</p>
<p>Require increased high rise setbacks and wider sidewalks on arterials with heavy pedestrian traffic e.g. the intersection of Market St and 15th Ave NW is Ballard; the sidewalk on the west side of 15th just north of Market St is way too narrow for comfort. You feel you are boxed in between a tall building and 6 lanes of traffic.</p>
<p>“Fewer cars driving slower.</p>
<p>Sidewalks!</p>
<p>More sidewalks.</p>
<p>Providing good safe well light crosswalks.</p>
<p>More sidewalks in North Seattle.</p>
<p>All sidewalks should have handicapped accessible entrances and exits.</p>
<p>Slow down speed of drivers and work with school and families to walk more responsibly - get off their phone, wear reflective clothes and be aware of vehicles in the area.</p>
<p>Slow down all traffic. Develop mass transit, and walkable urban villages so there are more people out at all times. Build pedestrian overpasses on I-5 and Aurora Ave N,</p>
<p>Focus sidewalk construction linking residential areas with schools, parks and neighborhood businesses.</p>
<p>Enhance mass transit connections/mass transportation infrastructure so that humans can walk from bus stop to light rail to bike racks to shops to schools to work. We walk as much as we can, but often have a long walk to make it to light rail, and are frustrated by choppy bus connections here in South Seattle.</p>
<p>My commute consists of walking and taking LINK light rail. I mostly walk downtown, so I’m biased, but I believe that giving every intersection downtown and on Capitol Hill and South Lake Union and other dense urban neighborhoods a four-way pedestrian crosswalk (like @ 1st and Pike near the Market and at 1st near the Harbor Step/SAM, would be brilliant. Currently, there are crosswalks in SLU (through which I walk daily) that I would describe as anti-pedestrian.</p>
<p>Clearly delineated walking paths spearetd from roads on residential streets where no sidewalks exist.</p>
<p>Longer crossing times at lights for pedestrians.</p>
<p>Fix the “upheaved” sidewalks-- they are treacherous.</p>
<p>Safety and security.</p>
<p>My neighborhood has very few sidewalks and it is challenging to walk with a stroller.</p>
<p>Create safe, buffered, comfortable sidewalks along arterials and better-engineered crossings... and please speed up reaction time for walk signals in response to button pushing</p>
<p>Wide sidewalks with appropriate easements for neighboring construction.</p>
<p>Fix broken and uneven sidewalks.</p>

See my comment for #10: Repair broken sidewalks. Sidewalks where tree roots have raised cement sections i.e., Madison St., south side between Boren Avenue and freeway overpass. Sidewalks that are broken for no apparent reason, perhaps age i.e., north sidewalk in lower QA between QA Ave and 1st Ave W. These are examples that impact me directly; however, can be found anywhere in the city.
“ASK. There are MANY who would RESPOND. Also, at least at the Senior Center, I attend; NOT everyone CHOOSES to be Computer Literate --- myself, included. As a disabilities Advocate, I have been attending the North King County Mobility Coalition; in Shoreline. THEY have actually, GONE to various Senior Sites, and conducted well-publicized ‘Listening Sessions’. ?Why haven’t YOU?”
SHA, could give you access, to MANY of their BUILDINGS, including their “Senior Housing Buildings”. ?Have you even THOUGHT of ASKING, THEM? IF NOT; WHY NOT?”
Fix the Flippin sidewalks that we do have.
“More mixed use zoning and residential commercial areas that are actually within walking distance of all homes. As it stands, even if people in residential areas do want to walk to their destinations, there are few, if any, within range.
Otherwise, in terms of infrastructure, a comprehensive implementation of shared streets throughout the city’s residential areas without sidewalks.”
Add more cross walks with pedestrian signals. Put them back on Leary in Fremont! Vehicle traffic goes way too fast and people are forced to run across the street where cross walks used to be. Slow the vehicle traffic down. Sorry drivers feel like they are stuck in too much traffic these days, but don’t make Fremont residents and visitors put themselves in harms way just because someone wants to drive into Ballard...FAST!
Consider the health of runners
It’s all super important. The lack of sidewalks north of N 85th street (like in the greenwood area) needs sidewalks. All facilities in the Rainier Valley are pathetic and we should be ashamed as a city that the public right of way in the “poor” neighborhoods is far worse than in the “affluent” neighborhoods. Safe routes to school is a huge priority as well.
Improve pedestrian safety for crossing of busy arterial streets. Hard to cross when traffic is moving fast and may not realize pedestrian has a limitation so they cannot move fast.
IMPROVE THE SAFETY OF CROSSING ARTERIALS. In our QA neighborhood we have sidewalks and in most locations ADA ramps at crosswalks; but in many cases where residential streets meet arterial streets (eg 5th W and W McGraw), crossing the arterial is a daily danger. The visibility is limited by parked cars. If the intersection is between stopping points on the arterial, cars are speeding to make of time lost at the stopping intersections. At dusk or after dark, many people do not have their best vision. Curb bulbs would help a lot to improve visibility and therefore safety.
Pedestrian-only streets or paths
Build sidewalks in residential areas that do not have them.
Reduce vehicle speed, including bicyclists.
Better visibility (such as lights or noise) when using crosswalks not associated with traffic lights. It is the norm, rather than the exception, that cars do not stop and continue at full speed.
Sidewalks
Effectively reducing vehicle speeds on most streets

Making pedestrians more visible in the dark with brighter streetlights, warning signs and/or flashing lights on intersections with many accidents to make motorists more aware.
Maintain existing sidewalks including repairing those that have trip hazards such as varying levels due to cracks, etc.
Add more sidewalks and crosswalks; repair rundown sidewalks.
Slow down the cars and trucks using physical road design and 100% enforcement. Signs and paint are pretty worthless.
Eliminate unmarked intersections!
Consider all abilities when making improvements. Think of people using wheelchairs, walkers and canes (both for walking and low vision/blind). Partner with the police department to ticket in unsafe crossing areas where cars disregard pedestrians.
Raised sidewalks near schools, better maintenance on existing sidewalks.
More crosswalks to bus stops because people will run across traffic in order to not miss a bus
Improve safety along sidewalks with broken and damaged paths.
Enforce speed limits. What’s the point of having them, if the police are absent in this city?
Fix current sidewalks that are not level and have tripping hazards.
Safe side walks on residential streets without sidewalks and stop signs at four way residential intersections. Or at least yield signs.
Keep neighborhoods feeling safe so that we are willing to walk.
“Marketing. Encourage walking. Set up walking tours on web perhaps each with photo competitions. Winners get gift certificate to Wallingford coffee shop.
Ideas for my neighborhood. Just substitute neighborhood names
1. 50 tree species of Wallingford
2. A 4 mile walking chicken tour of Wallingford. Runs visible from street
3. Parks of Wallingford with some history. Gasworks, meridian, Wallingford ...
4. Wallingford street paintings. Dragonfly, ladybug, on on 41st
5. Wallingford architecture of interest.
6. House door color bingo
7. Google mash-up of flowering trees and suggested walking dates”
Take down speed limits.
More marked crosswalks on busy streets.
More buses and more frequent schedules so more people can reasonably use the bus instead of cars. Anything else is, I believe, a waste of money.



Repair cracks and upheavals in current sidewalks.
Give pedestrians priority over cars. This can mean reducing the speed limit drastically on any street without sidewalks (such as 15 mph)
Curb separation sidewalks along arterials with a priority for school and community activity areas and routes to bus stops.
Sidewalks yes but even simpler less costly PHOTO enforced flashing lights would help. Also lights at busy streets that are pedestrian ONLY lights. In other words when kids are trying to get to school and have to cross Lake City Way there should be a pedestrian only crossing option before and after school. Photo enforced.
Create more intuitively comfortable walkways (which would include their style, shape, material, integration with the natural surroundings and BETTER LIGHTING! for the evening walks and safety).
Please put cross walks in front of our schools' streets where our children will need to cross the road every morning and afternoon. My daughters go to Olympic Hills elementary school, and the school's street does not have cross walk to use.
Create car-free walking areas downtown, like near Pike Place Market and maybe some side streets in Pioneer Square to create a better walking environment
Put sidewalks in busy streets where there are none. My local examples are 110th St NE and especially Sand Point Way!!
Cars stopping and not hitting you in crosswalks
Improve walkways for all. Traffic and reducing car speed is important, but improving walkways is what will get people to walk more.
Build sidewalks, if you can't create landscape features as barriers due to road width then slow the traffic. In NE Seattle neighborhoods without sidewalks the homeowners park along the edge of the asphalt street and leave no room for pedestrians. This forces walkers out into the street to get around these barriers.
Streets dedicated to pedestrians! I believe that our current context gives automobile drivers more rights than pedestrians. As a pedestrian, I can get a ticket for walking in the middle of the road. That means that someone who chooses to drive a car, which pollutes and can result in injury or death, has more rights in more places than someone who chooses to travel by foot. While sidewalks are important, I believe the only way to really achieve something like "Vision Zero" is to separate different travel modes as much as possible. I think that dedicated walking (and biking) streets are better long-term investments than continuing to try and squeeze all modes of travel onto every street. You can't get hit by a car on a road with no cars!
Get the police to ticket people using their cell phones. Distracted drivers are the biggest risk.
Create more sidewalks/walkways to and near all schools. Provide more crosswalks with flashers and signals near schools.
Provide safe walkways/sidewalks in areas without any existing infrastructure.
More sidewalks
Build sidewalks in neighborhoods without sidewalks, such as the Puget Ridge area of West Seattle.

Sidewalks or safe walking paths so pedestrians are not forced to walk on city streets. At the end of my street is a rehab center and I regularly see patients in electric wheelchairs riding along on the street. This does not seem safe. Also as I said elsewhere, I have small children and we do not walk in our neighborhood because it's not safe. I have dogs that could really use daily walks but I am a single mom so can't take the dogs without my kids, so my dogs don't get walks.
It helps that there is transit to walk to, and to connect our walks. Thank you for the street car lines! I appreciate and support Light Rail and Metro, too!
Keep the sidewalks leading to the light rail well lit and free from overhanging bushes. This is a safety issue and must be solved.
Cross walks on the major arterials in the fastest growing neighborhoods. There are already crosswalks downtown. Public education and code changes as needed to keep people from crossing arterials mid block or at unguarded intersections. Focus improvements to promote growth in hub urban villages to facilitate people walking to/from neighborhood centers with amenities and to/from transit including light rail. Consider the busiest nightlife areas as well for safety. Experiment with pedestrianizing Pike/Pine should be replicated with Ballard Ave. Build municipal parking garages in Hub urban villages to promote growth of light rail (see Metro in Washington DC) or build ride-on bus system. But municipal garages owned and operated by the city on city property (for example on the Yankee Diner site acquired for drainage facilities) would serve the dual benefit promoting transit and in the evenings providing parking for people using village centers so that parking can be taken off of busy streets like Shilshole and popular strips like Ballard Ave can be pedestrianized.
More safe walking paths and sidewalks that separate pedestrians from traffic.
Either reduce traffic speeds and provide a buffer with trees between moving cars and pedestrians with large sidewalks or reduce traffic speeds in neighborhoods and create shared streets in residential areas with landscaping.
Slow speeds on major arterial roads, i.e., 3-lane and 4-lane roads.
We should consider creating bike paths that are safer to ride than painted lines on the street.
Add walking paths in areas where they're missing.
SIDEWALKS in the neighborhoods that don't have them.
Providing safe space for people to walk. Even the worst of the low cost options is better than a gravel burm.
unfortunately a silver bullet solution doesn't work. areas are very unique and varied across Seattle. I do think that lower income neighborhoods near commercial centers/villages are a priority. Safe walkways and repairing existing sidewalks that are trip hazards and have low visibility should be priority. For example, the sidewalk along the West Seattle Food Bank. There are lots of bumps caused from tree roots buckling up the sidewalk where lower income families are pushing stroller and carts and it is poorly lit when it is at daybreak, dusk and at night. In addition, this is a major bus stop as well.
Make it fun to walk and take public transportation!
Sidewalks! Make sure they exist in the outer neighborhoods and make sure they aren't blocked by construction and other obstacles when they do exist.
Require awnings on buildings, to help block rain when walking
Safe walking paths to schools, bus stops, and libraries. Also pay more attention to the north end of Seattle; Greenwood Ave N. is very unsafe for pedestrians, especially kids trying to get to school

Look at zoning laws. If the things people need and use on a regular basis are closer to where they live, they will regularly walk more, but shorter distances. A major barrier to walking is distance between destinations. Small grocery stores, neighborhood bars, transit stops are all examples of common destinations that people use multiple times a week and if within walking distance, would encourage walking.
More crosswalks. Better crosswalks. More enforcement/education on laws regarding cars stopping when someone is in the crosswalk. I cross Winona Ave from 77th toward Green Lake Park almost every day and even though it is a marked crosswalk NO ONE stops. In California there are signs in the middle of the street- I found this to be really helpful as a pedestrian there.
Get rid of the homeless camps that have been allowed to pop up all over the city. Some of these people are known to be dangerous (per the Seattle Police) and it's not a comfortable feeling to be walking past a homeless tent camp not knowing how much potential danger you're putting yourself into; not to mention the health hazards such as the garbage and human waste that accumulate around these camps. Most cities try to get the homeless off the streets but Seattle seems to ignore this.
Provide comprehensive through routes and crossings for pedestrians in and around areas that are now obstacles to walking, such as highway 99, other busy arterials without sidewalks or sufficient crossings, and construction zones.
Provide safe, well-lit sidewalks that are off the road. Clean up homeless people from the sidewalks.
More sidewalks. Sidewalks and paths everywhere. Even if the streets get narrower. Right now in my neighbor there is a free for all with cars and walkers and the temptation it to walk in the middle of the street, which is hard on drivers and walkers, and it makes things look messy.
Pedestrian crosswalk/yield situations need to be better enforced. Too many cars "block the box" downtown, causing unsafe crossing situations for the little insignificant human beings that are not surrounded by a ton of metal and plastic, bicyclists included. And they create traffic for everyone else. Other people simply do not stop for pedestrians because there are no crosswalks or anything to indicate that they should (maybe at best there's a x-ing or yield sign... maybe), out of some sense of decency, stop for the little bag of flesh and bones that wishes to cross their path. Its hard to demand to be seen when you don't want to be hit.
Sidewalks in areas without them.
Separate the drivers from the pedestrians. Any of the options that keep these two apart are acceptable. Quit putting the responsibility on the pedestrians to move out of the way of cars speeding through residential areas.
Improving sidewalks/safe access to schools should be v. high priority
Slow car traffic or create streets for bike and walkers only
Since we are not into leveling hills any more, creating sidewalks and providing lights for people to cross the streets are top priorities. Also, re traffic in general, all these road diets, etc. treat symptoms, not the fundamental issue of not knowing the rules of the road. We take 1 drivers test as a teenager, and never again. Reinstating a written drivers test every 5 or even 10 years would do more to reduce stupid driving than all the road engineering you do.
Please put in continuous sidewalks around Jane Addams Middle School to make routes to school safer for our children.
"Reflective clothing is the cheapest thing. Pass out those reflective Velcro bands to be placed around a leg or arm. Some bus ads. Billboards. ""Drivers will hit you if they can't see you.... Do Your Part"" This is of course not the same as engineering a solution (the lower cost sidewalk options!! Right on!) and some may feel it a ""blame the victim"" campaign. But the reality is that it is dark in Seattle in the winter at 4:30. And people ought to be out moving their bodies to get from place to place. And reflective materials are plentiful and cheap. Thank you for asking this question. I hope my answer is helpful to you."

Sidewalk in residential
More crosswalks along busy 4-way streets and school's walk zones
Sidewalks on residential streets that don't have them.
Get cars to follow traffic laws
Extend guard rail on entire length of Ballard Bridge. paint/ repaint crosswalks
Improve transit to reduce the number of cars.
Better sidewalks trails, marked crosswalks, and speed bumps. "
Address problem of walking light and green light going on at the same time in intersections where many cars turn right and pedestrian traffic is heavy. It would be safer to stagger the lights, with the pedestrian walk light going first.
Buffers and slowing traffic
Keep the separate from speeding inconsiderate bully bicyclists.
Add lighting in dark walking areas!
Add sidewalks where they are missing
Either continuous sidewalk or no sidewalk. Walking on a sidewalk and them coming to an area where you have to walk out onto the street is worse than no sidewalk
Fix, or repair, sidewalks that have been damaged by large trees moving or breaking the cement.
Lights on streets. Many cap hill side streets are dark!
Make the construction projects not block sidewalks... It's very annoying downtown
Change the policy on marking crosswalks. Too many drivers fail to yield at unmarked crosswalks as required by law. For too long the city's policy had been to encourage pedestrians to cross elsewhere in spite of the extreme inconvenience this can cause trying to get to schools or transit stops. Marking more crosswalks would be a hint to drivers that they should yield more.
Get rid of the hills. ;)
More police actively policing so we can feel safe walking in our neighborhoods. We have some sidewalks in my neighborhood but not many. Not having a sidewalk is less of a barrier than not having a safe neighborhood to walk through.
More sidewalks. Sand point way needs side walks!
More sidewalks.
Walkways (sidewalks) for pedestrians.
In myriad ways signal to drivers that genuine humans are likely walking on the side of the road and so to be careful. To me that's what these designs do, with varying levels of success. This is especially true at night. Preventing crime is also up there.
Getting any form of protected sidewalk onto every residential street in Seattle.

Actually provide unobstructed sidewalks. Please prioritize the sidewalk space for pedestrians rather than sacrificing it for: utility poles (get SCL to underground); pull outs (can we get the mayor's office to stop caving to developers and deep pocketed businesses); trees (these are important, but are renewable. can we replace trees that are uprooting the sidewalk with new ones); street furniture (get some regulations passed); cabinets (why are there so many, can't the city do some joint use); overkill of signage (why do we need so many signs); scale (can we think about downsizing rather than upsizing?)
Make all walk signals automatic- i.e.: not dependent on a push button. People are more likely to run and jaywalk when they expected the light to change and it doesn't. It's also very frustrating to be at a corner, wait for the light, and realize too late there's a button.
Separate walking spaces from driving spaces.
That is such a broad question. Right now my main issue is how fast cars drive on 2nd in Belltown and the fact that there are no blinking lights or crossing flags. I stood next to a SDOT street cleaning guy (they are awesome) and we waited in the rain for all those fast cars coming from Ballard & QA to pass - did I say it was raining on us? The transplants don't let peds walk - we could use some more signs or a campaign for that - now I just sound grumpy :-). I think the blinking lights - like in Lake City - are really, really, really good while the flags are really, really, really stupid BUT better than nothing. If the city spent any kinda of money on peds like they are on bike lanes - oh yes the bicyclists that nearly hit us peds, holy cow - anyway show us peds some love, please. I think a ped rights marketing campaign would do the most good city/region-wide for the least amount of money: helps in Belltown and helps in White Center or Shoreline where there are sidewalk challenges.
Improve safety with more lighting!! It gets dark early in winter, and would be safer to walk to/from campus with better lighting.
Provide sidewalks and crosswalks on arterials for children en route to school where none currently exist.
"Lighted crosswalks (initiated by crosswalk button) for dark mornings and evenings.
Regulate construction interference with existing sidewalks."
I walk everywhere in my neighborhood in Ballard as we have sidewalks. The parts that are uncomfortable is all if the campers along trails or places that get dark due to vegetation. It also really bothered me when people let their vegetation grow over the sidewalks so two people could not walk side by side
Lower speeds / lots of traffic calming in neighborhoods. Also better ways to cross arterials safely. Also, just get more cars off the streets!
Slow drivers down in neighborhoods (20 mph).
More consistent walkways and overpasses
Tripping hazards created by cracked and uneven sidewalks. There isn't even a close second.
Create sidewalks!!!!!!
Sidewalks - in whatever form you can do, period.
Making safe sidewalks and crosswalks to and from schools in neighborhoods. Ticketing speeders in school zones.
Add wide sidewalks and trees and green buffer to busy arterials like 15th Ave NW.
Increase distance between road and walking spaces, standardize crossing areas so that drivers instantly recognize and can anticipate/expect behavior of pedestrians at those crossing areas. Too many different types of crossings, markings, and pedestrian behaviors for it to feel predictable for a driver or for the pedestrians.

Put sidewalks in neighborhoods where there aren't any!
Teach people what side to walk on. To wear white or reflective clothing when it is dark.
Create as many safe sidewalks that connect as possible
Make safe routes to school the priority.
Make it safe.
At least in Ballard, do something about all the heaved sidewalks. Either get crews out to grind them like you did on NW 58th when the Greenway went in or make the homeowners know that it's their responsibility to maintain their sidewalks and get the heaves ground or their sidewalk replaced. Sidewalk maintenance is the responsibility of the homeowner, after all.
I find quality crossings important, especially at busier roads. Busy roads are often the transportation link (have buses) or segregate people from places they might want to go.
Sidewalks on residential streets in NE Seattle! Ballard, Downtown, Cap Hill, Central District, Wallingford, Fremont, U-District, Green Lake, Queen Anne -all of these neighborhoods have well-established sidewalks or walking paths. NE Seattle deserves the same rights to safe walking in our communities that most other parts of Seattle already has!
Provide safe walking paths. We live north of 85th and there are no sidewalks.
Fix broken sidewalks
Maintain condition of sidewalks that exist. It doesn't do any good to have a sidewalk if it is cracked, broken and otherwise hazardous to move on.
Obvious walking paths free from traffic.
Neighborhoods must have sidewalks.
Make street crossings safer and easier by prioritize pedestrians in stoplight timing and adding more crosswalks.
Slow down the traffic. I see people turning into crosswalks while people are crossing almost every day - even around hospitals and churches.
Safe sidewalks and more tree lined streets all over the city.
More sidewalks.
Provide walking paths (any kind) on and near arterials in north Seattle
Add sidewalks on residential streets. Add curb appeal to houses also.
"Separate sidewalks from roadways as much as possible (vegetation helps my little kids from running into street).
In busy areas- I like having wide, covered sidewalks (to protect from rain)."
lights
Traffic light cycles that won't take forever after pressing the button.
Reduce speeds in residential areas and enforce reduced speed in school zones.

Sidewalk buffers from cars
Reign in aggressive driving: speeding, red-light running, failure to stop at crosswalks, moving right turns on red (often with the driver failing to look both ways or come to anything approximating a complete stop).
Clean up the areas with the homeless. It's shameful that the city allows these individuals to be everywhere and it's unsafe.
Not forgetting about North Seattle
Safety! This includes consistent sidewalks and pathways that allow me to safely get to where I'm going. Better lighting, whether overhead and/or embedded solar/LEDs along pathways to improve visibility AND more street calming features. My street is marked as 30mph. But because there is nothing to 'help' drivers stay at that speed, people drive way above what's posted. SAFETY is the single most important thing you could do!
Reduce traffic volume and speed on side streets and minor arterials.
More bike/walking routes and greenways so we don't have to fight for shared space on arterial roads.
Build sidewalks
Sidewalks or walking paths on all streets, done in a way that cars won't park on the walkways.
Ticket drivers for crosswalk violations and ticket pedestrians for walking against do not walk signs.
Safety, discourage car/tent camping on sidewalks.
For me, I run on the sidewalks in Queen Anne a lot, and the biggest issue for me is sidewalks that are not well maintained and increase the risk of tripping and falling.
Visibility, pedestrians need to be visible to vehicular traffic at all times day or night.
Crosswalks and pedestrian crosswalk signs.
Get more people walking-- improves safety and encourages people to think more about other issues and invest in them
Install sidewalks where they don't exist and fix the ones that are broken or uneven!
Add sidewalks where there are none. Add timers to lights at busy intersections, such as on Sand Point Way by the Princeton bridge.
Install sidewalks in every neighborhood.
Design signals and signage at crosswalks to keep pedestrians, bicyclists, and cars from traveling through simultaneously. An example of bad design: the bike lanes that serves as a Burke-Gilman detour at NE 40th St and 15th Ave NE, where signs direct bicyclists to proceed through the intersection on a 4-way walk signal. Very hazardous to pedestrians, as bicyclists just assume they can go and don't watch for pedestrian cross-traffic.
Add sidewalks or at least some less expensive variation. I have noticed on Aurora Ave N up in Shoreline, I see lots of people walking now, where I don't remember hardly anyone walking before. They put in sidewalks all along Rte 99 and it's made a huge difference. (They also did a lot of other improvements, too...). I walk as much as I can, but am very frustrated that where I live (N of 85th in Crown Hill), there are hardly any sidewalks. I try to stick to the widest streets.

Provide sidewalks with lighting and increase crossings safety at arterial streets. Landscaping with trees makes for a more pleasant and environmentally friendly experience.
Smaller streets, clear crossings
Changes drivers' behavior.
Lighting. Seattle neighborhoods are becoming sketchier by the month. If you want people to be comfortable walking outside of broad daylight hours you need to use principals of environmental design, especially lighting, to make the walkways safer at all hours of the day.
Better lighting.
Fix the Market and Ballard Ave crosswalk signal. It used to work but now takes too long.
Make crossing busy intersections and roadways more convenient, safer, and timed for pedestrians rather than cars.
Create spaces safe from cars.
Something you haven't touched on in this survey feels very important: unmarked intersections. I'm a fourth-generation Seattleite and I'm unfazed by the sheer number of them through the residential neighborhoods, but I don't think that's always true of our newer neighbors.
Provide more lighted intersections for crossing busy streets. For example, in Ballard there are no safe places to cross Leary Ave NW between 15th Ave NW and NW Market St! This is a huge stretch of street that separates residences from local businesses on Ballard Ave.
Fix potholes, side walk irregularities, and remove obstacles that would make it unsafe for pedestrians. i.e. trees that have overgrown roots that crack the concrete
Remove homeless camps from sidewalks and areas between sidewalks and streets. This is far more unsafe for walking than actual sidewalk conditions.
NO bikes on the sidewalk, well lit areas.
Stop construction from blocking the sidewalk. I've seen some really dangerous things happen. Telling people to walk three or four blocks to get around the obstruction isn't the answer.
Safe school walking routes
Spend more time and money on the issues - more crosswalks and more safer crosswalk, enforcement of pedestrian rights, more 4-way stops, and better street light lighting - especially at cross walks. We've spent a ton of money on bike paths and road diets to facilitate buses and cyclists and virtually nothing to improve pedestrian safety
More sidewalks everywhere
Apply a non-slip coating on metal grates, especially on steep hills downtown.
Begin addressing the lack of sidewalks in north Seattle. Where I live (Crown Hill) there is a serious lack of sidewalks. The way that the drainage is set up, there is just the roadway for cars and an open storm drain ditch that is not covered. It is very treacherous in many places. I am worried when I walk my dog at night. We are concerned about whether we need to move to a safer neighborhood with more sidewalks when we have kids - it does not feel safe.
Regulate traffic better, cars going too fast, bicyclists thinking they own the road and the sidewalk and don't have to watch out for anyone, lack of enforcement of parking rules and speed by these same vehicles.

Tax breaks for non car owners and street crossing improvements, such as painting crosswalks and patching tripping hazards, like broken curbs.
Put a sidewalk on every street. I live on 48 Ave S at S Graham St, and 48 Ave has no sidewalks. Kids walk to school along there, it's on a hill, narrow, and people drive as fast as they want to. So hillbilly. Is that what Seattle is?
Separate the people (and their pets) from the vehicles is the most important thing needed to improve walking conditions. At the very least, a well-lit, well-signed, separating curb should be in place to allow pedestrians to walk along any neighborhood street without impeding traffic or tramping through neighbors' yards.
Better maintenance by homeowners who have tree roots causing broken concrete or lumps easy to trip over.
Ticket people for talking on phones/driving distracted.
Provide more safe crossings at busy streets, especially near schools.
Sidewalks on all Safe Routes to School. Nothing is more important.
Monitor vehicle speeds, reduce speed limits, or put speed bumps on residential streets that have now become mini-highways for rush hour traffic. It has become increasingly dangerous to cross the road. Many cars simply do not slow down. They brake at the last minute, or even run around you!
I strongly prefer greenways between sidewalks and road. It will allow people to step around others on the path without going into the road.
I don't know if there is a single important thing I believe it is a combination( sidewalk, signs, lighting etc..)
"Sidewalks -- or the equivalent -- along all streets north of NW/N/NE 85th.
Reduce speeds ( put in speed bumps, traffic stops, and speed cameras) esp around schools.
Make crossing the streets safer for people with toddlers, strollers, multiple children and for elderly people.
Repair tripping hazards.
Remove bikes from sidewalks for anyone age 16 and over... if they are old enough to drive, they are old enough to ride on the street. An exception for escorting children under age 10 would be acceptable.
Complete the broken unfinished sidewalks.
Repair those that are in disrepair!
Slow down the cars!
Pleasant landscaping/scenery. Improved experience, including feelings of safety and relaxation.
Make people feel safe and give them a place to walk without fear of traffic
Lighting since it get dark so early
More side walks/ larger sidewalks.
Make connecting areas between neighborhoods and businesses where pedestrian have priority over cars and where a family can walk in the middle of the street without having to rush out of the way of cars (see peds areas in Europe's)

Put in options - low-cost, diverse (depending on terrain of neighborhood) ones - over walking in the street with bikes and cars.
Consistent access would be very helpful, no matter what the material is.
Widen sidewalks in the downtown and South Lake Union areas: New construction keeps taking place with buildings too close to the street -- new buildings should be set further back to allow for a wider sidewalk in a fast growing and congested area with many walkers. Also sidewalk closures for construction should be kept to a minimum -- too many times sidewalks are closed without any activity taking place to warrant the closure.
Safe routes to school - ones that do not require students to walk more than a few blocks out of their way to find a stoplight to cross a busy street.
Provide safe ways to cross busy streets.
"110th St in NE Seattle, east of 35th Ave NE, needs a sidewalk b/c there is an area where there is no sidewalk and children walk up and down to school there.
More asphalt sidewalks in Meadowbrook area."
"Have lights at crosswalks go automatically to walk
Provide space designated for pedestrians that is clearly separate from a road.
Better drainage to prevent giant ponds from forming at intersections.
More accessible curbs for disabled and strollers
"More sidewalks around schools. If we are trying to get kids to walk as part of encouraging exercise & developing life long healthy habits, we must make it safe for them to do so.
By the way, the City can find some significant chunk of general fund \$ to give to SDOT for sidewalks - not \$3.2B, but a few "
Speed calming features on residential streets.
If it takes less expensive alternatives to provide more miles of walking conditions, then do it! We live in North Seattle near Nathan Hale, John Rogers and Jane Adams and for YEARS there has been an unsafe section of roadway that elementary children must traverse. It is a wonder no one has been killed there
Enforce traffic speed regulations.
Make the bicyclists ride properly, make them have a car-sized license, give them tickets when they break the law.
Train and enforce safe driver behavior.
The most important thing to improve walking conditions is to also improve public transit. The two go together if walking is going to be a meaningful and useful way of getting around instead of cars.
Improve connectivity. I'd like to be able to know I can walk from my work place to my home or to restaurants without having to be on a major street or cross an unpleasant I5 pedestrian connector (Northgate particularly)
Provide better routes from neighborhoods to bus stops and bike trails. I live near Aurora and the Interburban Trail, and pedestrian routes to bus stops and the bike trail are scary, especially when walking with my small kids.

Improve walking options to commerce, transportation and public spaces first. Second, put sidewalks in residential neighborhoods.
Make it safer for pedestrians, need additional ways to protect them from cars as too many drivers are not paying attention.
Remember that pedestrians still exist around construction sites...which is all of Seattle.
Targeted connectivity improvements near arterials. There are spot improvements near highway on/off-ramps, bridges, busy streets, transit centers etc. where the walking network is broken. The result is pedestrians forced into busy roadways. This significantly impacts the walker's ability to access transit or use walking as an alternative to cars for utilitarian mobility.
I like that you're thinking about lower-cost ways to get more sidewalks built more quickly. Thank you! In my neighborhood, Beacon Hill, we have good sidewalks, but business owners and residents block them too often, usually by parking across the sidewalk in a driveway. It appears to me that there's no enforcement to discourage this, as some neighbors do it routinely and evidently don't think about the barrier this creates, especially for folks with limited mobility.
Real sidewalks.
Lighting
Audible signals to help people of traffic ops while distracted.
Repairing existing walkways.
Walkways/sidewalks on busy streets i.e. Greenwood Ave N, 3rd ave NW, Aurora Ave. (hard to only choose one)
Provide adequate sidewalks on all primary and secondary arterials.
Provide more contiguous walking routes that don't require frequent street crossings.
Eliminate the need for people to own cars.
Allow people to cross busy streets more easily and give pedestrians more room in busy areas (curb bulb outs) + leading pedestrian signals (love the one at 17th and Madison). While improvements to sidewalks on streets like 23rd Ave are fantastic, priority should be given to crossing arterials and adding sidewalks/crosswalks to areas that lack them, assuming there's the possibility they would get used.
Fix the existing sidewalks.
No right on red! At least for downtown, cap hill, central district, first hill, Fremont, u-district, etc. Anywhere with high walking density.
SLOW TRAFFIC DOWN in school zones and develop safe crossings for kids. Tons of kids would walk to school if it seemed safer.
Put sidewalks by schools
Implement at least one of the options presented, with fair attention to all neighborhoods (don't just focus on Capitol Hill).
Maintain what is there! Too often there are soggy leaves, separated/broken concrete panels (tripping hazard), vegetation intruding into the walking path, street furniture or other obstacles in the path, etc..
Slower speeds, more people on street -- what can you do to encourage more walking

Slow & clam traffic.
Make is easier and safer to cross busy, high traffic streets.
Sidewalks with ample parking and lighting!
Conduct a rigorous and widespread campaign to educate drivers AND pedestrians about how to coexist safely. Let everyone know what the laws are and ENFORCE them!
I can only speak on behalf of my personal experiences -- I live in SLU, a very high construction zone area. Many sidewalks are closed for months on end and it feels like I'm navigating a maze with all the detours. For sidewalks that are open, they are often blocked by construction signage, or made narrower by construction fencing. Sidewalks are also in serious disrepair with many tripping hazards. I do appreciate when construction companies have protected tunnels or barriers for pedestrians. The improvement I would like to see is for fewer closed sidewalks by the construction companies and for a shorter amount of time.
Get property owners to keep their vehicles and VEGETATION off of the sidewalks. In many places trees and/or shrubs cover 2/3 or more of the sidewalks
Reduce speeds (potentially by making some of the one way streets two way) in downtown.
Teach people how to properly cross a street.
Safe crossings of arterials
Improve existing sidewalks - many are very hazardous.
<b>CURBS AND SIDEWALKS!!!!!!!!</b>
Give people who don't have sidewalk options an option. In the winter time, especially, just walking to and from a bus stop or school can be taking ones life in your hands. There are limited lights in residential neighborhoods, and you are expect to share the street with cars in the dark and rain, it's ridiculous. All this talk about safe routes to school and greenways, yet few, if any are going where there is absolutely no safety or even a 'route'.
Light up the cross walks and provide sidewalks in neighborhoods with schools.
You could close some streets to autos and make them just for bikes and pedestrians. Make the core of downtown, Capitol Hill, and perhaps the core of the U-District pedestrian and bike only, like many European cities.
Well light sidewalks in urban neighborhoods such as First Hill, Capitol Hill, University District.
Make all crosswalks have the ability to light up like the ones that are on Lake City Way just south of 125th.
In Seattle, over all, reduce the speed of traffic near residential areas and shopping (business districts). Put in more crosswalks with red lights, that make cars actually stop. I have been hit by cars 3 times crossing the streets in Georgetown, I just haven't died yet. Make the cars slow down and stop.
Work with neighborhoods to ensure that sidewalk improvements form valuable networks; this will prioritize to greatest needs and give people incentives to contribute if a local financing mechanism is incorporated.
Slowing down traffic in our neighborhoods. Improving walking conditions for students coming to and from school. More flashing school zone signs. Working school zone traffic cameras.

“Put speed bumps and speed cameras in front of all schools. NE 110th St. at 34 Av NE needs both. Many kids cross to go to Jane Addams Middle School and cars speed through the intersection. Four kids and a traffic volunteer just about got hit today. Cameras are expensive but they pay for themselves. Why can't the city take out loans for them and pay back the cost from the fines?”
Also 34th Av NE needs a speed bump in front of Jane Addams Middle School. Cars speed down that section after leaving kids off late after the bell while kids are darting into the street to get to school when they are late. Please prioritize kids on their way to school and other activities.”
Adding sidewalks.
Sidewalks in every single street in Seattle! Handicap accessibility!
Get cars to slow down
Build sidewalks. For me the street is for cars, buses, and bikes, and walkers need their own dedicated path.
Extend the interurban trail to improve access in busy areas
Make sure that there are safe crossing areas near schools, libraries, and community centers.
Create a separate area for pedestrians to walk on busy streets, provide crosswalks.
In neighborhoods, require home owners to regularly trim trees, bushes that infringe on sidewalk and to repair or replace uneven cracked or broken sidewalks.
Make sure low-income neighborhoods and children have safe and accessible paths to community centers, schools and transit.
No concrete approach stands out for me. The key is to avoid the mindset of trying to fit pedestrians in where the all-important cars allow the space. Pedestrians should be at least an equal priority going forward.
Fix existing broken sidewalks first!
Add some sort of walking path where people walk along busy streets
Slow traffic and enforce traffic laws.
Make sure that the areas with the most cars and congestion have good paths, sidewalks, etc. to invite, engage and keep people walking to achieve meeting their needs of getting to and from the events, businesses and facilities that help them lead and fulfill their lives.
SOMEHOW get drivers to slow down!
Repair existing sidewalks, build new ones where they don't exist.
“Have those stoplights which measure speed and photograph a car license number at every school in the city. No one wants to get a fine for \$189 (or whatever it is).
If this has already been done, continue to assess risks and benefits by using the results of this master plan.”
Get cars to slow down.
Connect places people want to walk to - local businesses, parks, etc. - With inviting walkways. These walkways are not necessarily along roads or paved. Create routes people want to walk because they are pleasant.
Equity! Target your improvements where people are the poorest.

Slow down the cars
Define the priority and predictability of peds
Build more sidewalks, even more if they're lower cost. But please invest as much as you can so that they're an amenity.
I walk downtown mostly and cars do not respect crosswalks or lights. I personally know of two people who have been hit by cars driving into a crosswalk and one of those people died.
Slower traffic and more sidewalks
More sidewalks
Build sidewalks where there don't exist.
I don't feel safe crossing streets that don't have a cross walk or at least a sign that alerts drivers that there could be pedestrians crossing. I just don't trust drivers to stop, or be alert enough to slow down and check for pedestrians.
“Address crossings - even at arterials when there is a light.
Speed enforcement in areas with frequent top speeds (i.e. Rainier Ave)
Addressing sidewalk encroachment from vegetation”
Fix the decrepit sidewalks. the bumps and cracks cause people to fall and can cause bad injuries.
Walking paths where none exist on residential streets.
More sidewalks that are maintained
100 feet of sidewalk missing on east side of Lakeview Blvd E, between E Blaine St and E Howe St stairways.
Sidewalks in North Seattle
Install walkways where none exist - i.e. between West Mercer Place and Elliott Ave. West.
“Highly visible crosswalks with flashing lights on either side (some already installed) with additional embedded flashing lights in the street, particularly on paths to schools across busy arterial streets.
Raised, enclosed walkways above some busy streets (15th Ave NW, Aurora) to thoroughly isolate pedestrians from cars. I've seen too many examples of people crossing the street when a car turning right off a fast arterial nearly collides with the pedestrians.”
Crosswalks across busy streets.
Put sidewalks in the neighborhoods. I see school children having to walk around giant puddles with no sidewalk to get to their schools. This is absolutely not safe.
Add more (and better marked) crosswalks.
Lease fix the interaction at 24th Ave E / E John St and E Madison St. Currently, pedestrians crossing John on 24th are often honked at or. nearly hit by drivers turning onto John off of Madison, even when we are in the crosswalk and have the walk light. It makes no sense, and it's a miracle no one has died or been seriously injured.

You need to build sidewalks or other options that separate cars from pedestrians in areas that do not have sidewalks yet.
Construct low-cost pathways/walkways on residential streets in neighborhoods that currently have no sidewalks.
Sidewalks
Starting in the out lying neighbors
Maintenance. Fix existing sidewalks before you make any more.
Get parked cars off sidewalks & get the Lake City loiterers off the sidewalks. Both block sidewalks in the Lake City area and are the #1 reason I drive to nearby businesses
Access ramps for mobility challenged citizens.
Nice appearing, wide sidewalks on major streets.
Reduce the speed limit for cars. 20 MPH on residential streets (15 MPH would be even better) and 25 on arterials. Oh, and maybe SPD could enforce these limits once in a while.
More sidewalks
End the free right turns downtown. I have near misses sometimes. They don't all pay attention. Many don't stop and look.
Stop prioritizing bicycles.
Adding sidewalks.
Bring neighborhood amenities to South Seattle, and buffer Rainier ave S. The big loud arterial is unpleasant but feels necessary to get to transit center
"Increasing 24-HOUR access to passages through buildings, using escalators, elevators, etc.so that mobility-impaired people needn't climb steep hills.
Also, removing/shading excessive light. This especially applies to the floodlight-type fixtures too often mounted at street corners. These lights are TOO BRIGHT, and they are too often directed in such a way as to shine directly into pedestrians' bicyclists' and other non-motorists' eyes, which results in less, not more, visibility. There are abundant examples of good, non-direct lighting around. These should be studied and, where possible, duplicated. At the very least, lighting fixtures should be shaded so that light goes only down, and not up or laterally."
Take care of uneven pavement
Just make it easier for pedestrians to get around, make the crosswalk lights the priority not the stoplights, a pedestrian shouldnt have to wait 5 mins for the ability to cross. Some areas just need a good cleaning because hedges trees and bushes are overgrown which have taken over the sidewalks or are covering lights to make stairs visible at night. Fix sidewalks that are broken or no longer level, make cross walking signals easier to see for vehicles and when a traffic chance has been make make it visible and known, don't just change it an expect cars/drivers to notice the change without proper markings.
I think better lighting is important. Some areas get pretty dark, particularly if there are a lot of trees around.
Enforce traffic laws in pedestrian areas.
Slow cars down and make side walks wider.

Please build sidewalks where there are none.
Honestly, I think different areas and streets need different solutions. Some streets need lower speed limits, some need more crosswalks, some places need better lighting. There isn't one thing that can or needs to be done everywhere.
Build more sidewalks where there are none, especially near schools, transit corridors, and streets connecting to the Burke Gilman Trail.
Make it completely transparent to a driver at night where the street and sidewalk are.
Slow down cars
Separate walking and driving everywhere.
Get everyone off those pesky sidewalks and into vehicles.
A marketing campaign that tells people they can walk -- they should walk. Walking is good, almost everyone can walk. Biking is hard, driving requires parking, buses -- suck! quite honestly, and yes, I take them, but I hate them. Walking is what we almost all do, even to get from our car to our house or the store -- remind people, go to the back of the parking lot, walk to the shop only half a mile away, your car is your time machine -- your walk is your break for you -- market that to people. This is YOUR TIME for YOU! walk.
More ramps and better sidewalk conditions.
Provide safe pedestrian only signal cycles on major arterials.
Great large well lit sidewalks connecting to all light rail stations.
Side walks
Pay more attention to citizens' suggestions. When I have expressed concern to SDOT about unsafe crossing locations I woud get cookie-cutter responses that gave me the impression that the convenience of drivers is more important than the safety of pedestrians.
Repair hazardous sidewalks -- e.g., tree roots creating uneven pavements (see 35th Avenue NE in the Meadowbrook area, or the south side of Madison Street between, say, Terry Ave and the freeway) and other uneven paving stones (a huge swath of 5th Avenue Downtown), and sidewalks that are slippery, particularly in hilly areas.
"Make them crime free.
Enforce law requiring drivers to yield to pedestrians at marked and unmarked crosswalks. Educate drivers and pedestrians about right of way rules.
Marked and signalized crossings at frequent intersections along busy arterials (such as, in my neighborhood, 35th Ave. N.E. or Sand Point Way or N.E. 95th st.) that connect important shopping areas, libraries, parks, post offices & schools. Sidewalks along connector arterials, such as N.E. 95th st., that are too busy to walk along and that have no sidewalks or incomplete sidewalks.
Build sidewalks north of 85th!!!!
Slow down cars and reduce the number of them on the street.
Sidewalks for bus riders i.e.. NE 120th St.
Fix existing sidewalks



ADA accessible sidewalks
Connections. keep ped priority over construction, like a real city.
Ensure there are good pedestrian routes near, but not actually on, high-speed arterials.
“Raise public awareness about the concept of an “unmarked crosswalk” as discussed in RCW 46.61.235.
Drivers generally will not stop for pedestrians anywhere right now.”
More streets where cars are forbidden or severely limited. The speed and traffic on neighborhood streets is too high. Too many people try to drive the neighborhood streets in a vain effort to avoid rush hour traffic.
Sidewalks of some sort on busy streets (for example 3rd Ave NW) so that people can get to businesses, schools, etc.
Increase density -> more pedestrians -> more businesses that cater to pedestrians in the area -> more impetus to improve pedestrian experience in the area -> more people want to live there -> more density -> virtuous circle.
Improving streetscapes with landscaping, business parking lanes, and/or protected bicycle lanes. Designing walkways to be wider and more inviting in and around centers and villages.
Require development projects to provide safe walking paths without chronically closing sides of the street to pedestrians.
Use less expensive options to create more miles of sidewalks on streets that currently do not have sidewalks
Slow down traffic
Increase the number of controlled pedestrian crossing points at busy arterials.
Add more sidewalks in neighborhoods where there are none
MORE SIDEWALKS espeially in northeast and north Seattle. It's absurd that there are so many streets in the outlying neighborhoods which have no sidewalks along busy(though minor) arterials
“Sidewalks.
At signal controlled intersections, countdown crossing lights rather than static white/orange hands would be nice.
In the high traffic areas, increase the width of the buffers. Work with DPD to change the crazy setbacks we have in Urban Village zones. (I felt so safe walking on the streets of downtown Chicago this year - the setbacks were wide and the sidewalks even wider! The recent death of a toddler in Bellevue that occurred as a result of a car accident in the roadway reminded me how vunerable we are as pedestrians when we walk near streets that have a high volume of traffic.
safe routes to schools must include at least one sidewalk (designated pedestrian walkway) on each street to schools within at least a mile radius from schools. My children can't take a bus as we're just under a mile from the school, however we are unable to walk on sidewalks the complete route to school, it's unacceptable and I can't feel comfortable sending my kids walking to school alone.
Pave the cow paths. People are already walking and trying to cross roads. Make sure they can do so safely.
The most uncomfortable walking is without sidewalks or with intermittent sidewalks such as is found on Aurora Ave north of 105th. Any sidewalk is better than nothing. I'm a bus rider and want to feel safe from getting to and from the stops.

Repair ALL trip hazards first!
Sidewalks in our residential neighborhoods
Cannot pick one thing
Clean up Aurora Ave N to make the business areas more accessible, safe and inviting for pedestrians.
Lighting
Offer incentives or a contractor program for home owners to repair or replace existing sidewalks. If this process was streamlined and costs we predetermined on a per linear foot basis a lot more folks would be willing to cut a check and get new sidewalks installed.
Provide some form of walking space on residential streets with any significant traffic at speed.
I would say keep pedestrians and cars/bikes as far apart as possible. Other than that, more “No Turn on Red” signs, walk all way intersections, crosswalks with flashing lights to alert drivers/cyclists to peds, reminding cyclists that they need to follow the rules of the road also, etc.
Prioritize areas with highest accident/injury number first for repair and consistent maintenance.
Reduce on street parking so that sight lines to vehicular traffic is improved. Can't tell you how many times I've been surprised by cars hidden by a line of parked cars on so-called traffic calmed streets where the two former inner lanes are now a parking strip. I find it is actually easier and safer to cross a four-lane street.
“Uncontrolled crosswalks are dangerous. Cars don't know or just don't stop. More controlled intersections.
And enough time to cross with a traffic light.”
Slower speeds - adding speed bumps and traffic circles.
Improve sidewalks. Increase gas prices.
Enforce the law requiring cars to stop for pedestrians in unmarked crosswalks!
The City should repair uneven sidewalks mainly caused by overgrown tree roots and not wait for landlords of rental buildings to repair them.
Good lighting
Provide safe walking routes in high traffic areas so children and older adults can safely and comfortably get around.
Green pleasant walk ways
“Launch a campaign to alert walkers to wearing brighter colors or lights on their person..... the scariest thing about driving in Seattle, in the winter dark.... especially when it's raining.... is having a person dressed in dark colors, crossing a dark street... loom up in front of your car!
Some space between sidewalks and cars.
Boot squatters (adjacent property owners) from city rights of way and improve for ped use. Reduce the speed limit on all streets.

Lower speed limits, white lines indicating to drivers that there are pedestrians and the peds have the right of way, more cops to enforce speed limits. This town is nuts! I walk everywhere and am constantly amazed at how dangerous it is for peds - drivers have this studied focused look. I feel like I could be run over and no one would notice. Seattle is full of drivers who don't give a damn, and because there is no law enforcement they don't care
Safer crossings on busy arterials.
It will mark your neighborhood as less desirable. It wasn't worth building sidewalks to begin with and doesn't warrant the building of real sidewalks. I doubt an asphalt sidewalk would ever be built in Madison Park, Magnolia...
Make it easier to cross busy arterial streets and prevent cars and walkers from competing to go first. Many intersections in Ballard would benefit from a diagonal cross walk so that cars turning right on green get a chance to turn, walkers don't fear being cut off/hit, and drivers don't fear accidentally missing the person who is running behind them to make the cross walk. Drivers compete with walkers when traffic lights don't allow extra time for those turning right on green to wait for walkers. This should be considered at the Ballard High School intersection since teenagers don't always make smart decisions.
More sidewalks, period!
Wider paths
More lighting.
Provide safe walkways on arterials that do not have them.
More sidewalks.
Safe busy arterials
Separate pedestrians and cars as much as possible.
Buses running red lights and blocking crosswalks. Bicycles not obeying traffic signs and laws. My biggest danger when walking is busses running red lights and bicycles.
Clearly marked crosswalks!
Provide a well defined area for pedestrians to walk and clear signage informing pedestrians and drivers of the safe way to interact with one another.
Updating sidewalks in busy neighborhood areas and schools. I applaud efforts to control right turning traffic in particularly busy areas too.
More sidewalks and more trails like the Burke Gilman. I also would like to see more painted and lighted crosswalks for busy intersections.
Provide a network of sidewalks in the annexation of Seattle (i.e. that portion of Seattle that has very little or no sidewalks). The network of sidewalks would serve schools, transit and businesses.
Build more sidewalks
Designated walking space for pedestrians i.e sidewalks or some of the other low cost options you mention and slower speeds on residential streets that are actually enforced especially around school zones and parks were there will be lots of foot traffic.
Speed bumps in residential streets

Educate and enforce laws for yielding to pedestrians.
Connections where there are none
Slow the traffic on side streets.
Contiguous sidewalk on northeast 110th Street, between 35th Avenue Northeast and Sand Point Way. This street serves 2000 Seattle Public School students for John Rogers elementary, Jane Addams middle, and Nathan Hale high school.
Make sidewalks and crosswalks as accessible as possible for disabled and slow moving pedestrians. Fix sidewalks with tripping hazards.
"First, and foremost, let's get bicycles off the sidewalk!!
A bicycle should be allowed on the sidewalk only if the rider is dismounted.
The notion of shared ped/bike paths is absurd, given Seattle cyclists complete disregard for pedestrian safety.
How about we try 4-way pedestrian stops? This means that all wheeled traffic in all directions at an intersection stops for pedestrians to cross in any direction. This is used to great effect in Australia, for example. This means that when the intersection is stopped for pedestrians, then only pedestrians are in the intersection, including no right turn on red. Then when the intersection is shifted to wheeled traffic, no pedestrians are in the intersection. This provides a great deal of comfort to both pedestrians and drivers. It's just as harrowing for a driver to have to deal with pedestrians and other cars at the same time in a busy intersection.
There are many intersections in Seattle in which the pedestrians must play dodge and dive to avoid being run over by."
Remove our hills!!! I live in W Seattle and there's a lot of hills
Incorporate real telecommute incentives for business combined with turning some neighborhood streets into walking parks ONLY (i.e., remove the street to support telecommuting or use of public transit).
Calm traffic and review and revise whatever plan has dedicated reducing lanes on roadways to accommodate the 1% (!) of the city's population that cycles. Cycling is not a viable option for all. Fewer lanes for cars means more hostile traffic. It's ridiculous the amount of resources we've dedicated to this foolish cause, particularly given our population boom.
Maintain overgrown trees better and longer time to cross streets on crosswalks
Widen the streets and area so it feels open and not dark where crime and unknowns may surprise you. Maintain cracked and buckled trip hazards and clean the streets of leaves and trash.
More crossings on major arterials so that people walking don't have to go far out of their way to cross safely.
Just designating a space is good. it doesn't have to be fancy. Existing is good enough.
Build sidewalks that are as high as traditional sidewalks to keep a safe barrier between cars and pedestrians.
Better walking conditions especially in neighborhoods with no place to walk other than the street.
Target areas that have the most pedestrian collisions, examine how the collisions happened, and how they could be avoided with improvements.
In many areas of the city the sidewalks are just not wide enough especially downtown. Also in the neighborhoods where there is significant retail.

Install some kind of "sidewalk" on all streets that have none. Please do this before even considering upgrades to areas already fortunate enough to have any sidewalks.
More speed bumps around parks. Too many speeding cars. Especially on residential streets like 55th ave s in front of kubota gardens.
More trees/bushes/landscaping as barrier to traffic
Put sidewalks in areas near schools/community centers.
Instead of two sided sidewalks have 1...
Lighting
Build sidewalks where they don't exist--especially near schools where lots of people walk.
Sidewalks and curbs in disrepair, cause accidents.
Things pointed out in earlier questions.
Protect pedestrians from being terrorized by rageful and careless drivers on heavily trafficked and congested thoroughfares; build pedestrian overpasses so both vehicles and walkers can be on their way without delaying one another.
Teach bicyclers the rules of the road. I believe bicycles should be licensed in order to make them more responsible drivers. If they could be identified maybe they would be more careful.
Provide visibility so people and cars can both be seen
Add sidewalks on arterials that go to schools
Remove bike lanes.
It's a tie between safer crosswalks and more sidewalks.
Pick up the trash! I can't believe how much garbage is lying around on the sidewalks and parking strips. Rats everywhere. More visible, convenient crosswalks and traffic calming would make walking more pleasant. Hwy 99 needs massive improvement. Shoreline is doing a nice job of beautifying Hwy 99.. Seattle is a dump in comparison.
Build safe pathways in neighborhoods.
Overpasses or underpasses for major arterials, such as Mercer, Aurora, and 15th NW.
"Sidewalks/walkways in residential areas, separated from cars!
More controlled crosswalks that indicate to cars that pedestrians are walking (flashing lights, stop signs)
Maintain and repair existing sidewalks.
Sidewalks on arterials with bus routes.
Have it.
Get cars to stop at intersections and slow down
Ensuring access for pedestrians and not having pedestrians feel "at the mercy" of traffic

Eliminate bikes on the sidewalks and ticket them aggressively.
Improve safe connections between neighborhoods and important commercial, educational, recreational, etc... hubs!
Sidewalks in NE Seattle where an enormous number of ESL and low income families live. Seattle schools refuse to bus children whom live less than a mile from school. They walk on hazardous streets. It's been made even worse around cedar park with sidewalks that are much too wide and there have been many near misses of families trying to cross streets that don't have cross-walks and there are no school zone or speed limit signs
In the u-district I frequently find myself walking in the street due to narrow sidewalks, sandwich boards and other advertising, plantings, etc. I walk everywhere so those obstacles don't prevent me from walking. Where the situation is problematic is crossing over I-5. There is no good/safe path for pedestrians to move to and from Wallingford/Greenlake. It is either disgusting/dangerous conditions beneath the freeway or shared space with traffic over the bridges. For such significant neighborhoods with high walk-ability, there should be a pedestrian priority crossing that is NOT shared with vehicle traffic.
Get on with it!!!
Put up good lighting, concrete sidewalks and streets, and good crosswalks for pedestrians. That is more than a single item, but I believe there is a lot of important things that are needed to improve walking conditions. Oh one more thing...please get rid of the bicycles off the streets or suggest they learn how to ride the bikes.
Prohibit (and ENFORCE) property owners from landscaping public land in any manner that physically blocks all pedestrian movement other than on the paved roadway. While perhaps well-intentioned (and sometimes actually aesthetically pleasing), the private use of public land that is needed for safe pedestrian movement is both arrogant and piratical. I cannot understand how it is tolerated at all, and in some neighborhoods (e.g. Wedgwood) it is widespread, making the precinct as a whole dangerous for walkers.
Car free zones...
Prioritize improvements that will also slow drivers down. Vehicles driving at high speeds pose hazards to pedestrians.
Cut so w of the overhead at city hall, get salaries and benefits in line with the real world, require developers to create walkable safe side walks, and you will find some money for it. I pay more an more property taxes. Provide a service.
Eliminate uneven surfaces such as a raised concrete slab
Improve pedestrian environment at Rainier Ave S
Sidewalks that protect you from traffic (with a curb or landscaping) that go to places I want to be like business hubs, mass transit etc.
Repair all of the broken concrete on the current sidewalks. fix the hazards that are already out there.
Remove tripping hazards
Make more things close to me by reconnecting the street grid over i-5.
Provide walks where none exist and maintain the condition of existing walks. I avoid streets where the surface is so broken as to create hazards. This means more thought and time to get to destination. At 80 I can see well and maintain good balance, but many of my peers can't or won't walk in the neighborhood for fear of falling.

<p>“Educate, and definitely fine “bad” pedestrians. For decades Seattle was infamous for giving jaywalkers tickets... Just try driving on Broadway on Capitol Hill... pedestrians are constantly jaywalking because they know that there will be no consequences. Eight years ago West Seattle drivers stopped for pedestrians (who were crossing the street legally)... now, they just keep going (even at a marked crosswalk) and have the nerve to either glare at or appear angry that the pedestrian got in their way.</p>
<p>And did this result in less vehicle vs pedestrian accidents? What are the statistics on that compared to the past decade?”</p>
<p>More crosswalks and lights in downtown streets, esp. Belltown. All Belltown streets should have crosswalks, and most have lights.</p>
<p>Better maintain the existing sidewalks. There are so many dangerous sidewalks out there with tripping hazards.</p>
<p>No more closures of sidewalks for private construction projects. Improve walking routes on arterial a.</p>
<p>Constant, consistent, visible enforcement of traffic laws. Give expensive tickets to drivers who don't stop for pedestrians, turn right on red into the path of pedestrians crossing at a green light, block crosswalks and intersections, drive too fast, run red lights, talk/text on their phones while driving, cut off buses, etc.</p>
<p>Enforce speed limits for cars.</p>
<p>Get both walkers and drivers off their cell phones.</p>
<p>Build sidewalks where there aren't any.</p>
<p>Stiffly penalize drivers that don't yield at marked pedestrian crossings</p>
<p>Install more sidewalks in residential neighborhoods, especially in South Seattle - Rainier Beach</p>
<p>I have no opinion here. I think two of the biggest challenges to walking are hills and weather, which we have no control over.</p>
<p>Slow down traffic, restripe crosswalks, install those 'pedestrian crossing' flashing light buttons.</p>
<p>To the extent possible, provide separation between pedestrian and vehicle traffic.</p>
<p>Sidewalks in residential areas.</p>
<p>Fix damaged sidewalks in urban villages</p>
<p>Public service commercials to make people aware of how to be safe...and the harm that speeding in cars and on bikes can cause. Let's all slow down and become more aware.</p>
<p>Focus on safe, unobstructed walking paths or sidewalks.</p>
<p>Require people to keep their greenery off the sidewalk and bushes trimmed. Often the sidewalks are blocked by plants and bushes that have overgrown. This also reduces visibility on corners. Require that sidewalks remove debris such as sticks, leaves, trash, etc. When these are wet, it is very dangerous. I am a young woman in my mid 20s and have fallen multiple times on steep sidewalks where wet debris is left behind. It's an accessibility issue for ALL people in the city.</p>
<p>I think removing cars from core urban areas and letting people, bikes, and public transit share the space would be amazing.</p>
<p>Reduce the speed of traffic.</p>

<p>More green streets.</p>
<p>Give us a place to walk separated from the traffic</p>
<p>Make sure there are well-maintained sidewalks along the busiest streets</p>
<p>Build connections between neighborhoods. Make neighborhoods destinations.</p>
<p>Fix sidewalks that are likely to trip people</p>
<p>More crosswalks in urban areas (thinking of Capitol Hill in particular)</p>
<p>Build side walks in busy arterials.</p>
<p>Maintenance and improvements on busy streets! There are a bajillion residential streets without sidewalks - focus on where we can make the biggest bang for the buck, on the busy streets and arterials.</p>
<p>More painted crosswalks on busy arterials.</p>
<p>Focus on the areas that have the most foot traffic and transit options. Those that are taking transit, need safe routes for walking to and from their locations. Residential streets are not too much of a priority, as the vehicle traffic is traveling slowly. More Skybridges or alternatives to crossing the street at major intersections. It not only provides a more convenient way to cross, but it also keeps the traffic flowing.</p>
<p>Even out tree roots, cracks, damaged sidewalks.</p>
<p>Put sidewalks in where there aren't any, especially in neighborhoods that are close to transit. We live close to a light rail stop and do not have a safe path to walk to the station making the use of public transportation extremely unsafe.</p>
<p>Fix the buckling and poorly maintained sidewalks.</p>
<p>Please get more cars off the streets!!!</p>
<p>Keep up with road diets and such. Don't listen to the angry folks that think their ability to drive to where they want/need to in their definition of a reasonable amount of time trumps pedestrians right to safe travel; don't let them bully you. Also, if SDOT could have any influence in this way, keep working with SPD on enforcement. I have to say, that I felt for quite awhile that SDOT was giving short shrift to pedestrians, such as removing crosswalks, instead of coming up with a way to make a particular crossing safer, and am glad that more recently, SDOT has been addressing pedestrian issues, and proposing and implementing pedestrian safety measures.</p>
<p>Maintain current pedestrian paths; improve/add crosswalks to major arterials; increase lighting along pedestrian walkways; increase safety measures in higher crime areas (911 call boxes, foot patrols, etc.)</p>
<p>“Reduce right turns on green at central-city intersections, by using green arrow similar to the Second Avenue bike lane.</p>
<p>Create more “Walk All Ways with Walk” (Denny/Westlake, Olive/Westlake, First/Yesler) locations</p>
<p>Abandon the fiction of “unmarked crosswalks” by blocking unsafe passage (Denny/Terry).”</p>

Speed of the cars. I walk everywhere. I barely even need to take the bus. On 15th Avenue East, where I live, there is still a lovely of pageantry, when pedestrians cross the walks. I figure it is a chance for me to wave at my neighbors and interface with the others species that lives on my planet--cars. But when I am walking downtown, or on Olive Way for example, towards downtown, with those big wide crossings, I am very very careful about the cars. When I was walking, raising my young, I saw too many things that could be near fatalities. It upset me terribly. I pick the streets that seem the most pedestrian safe, for example, Pine, not Pike. Also lights is lovely, especially for women at night. As our city grows, and becomes more bustling at night, that becomes more possible for me. More lights on our Cap Hill streets would be nice.
Painted crosswalks near bus stops on 30+ MPH streets (great example is at NW 100th Pl between 6th Ave NW and 7th Ave NW) Very dangerous crossing to Carkeek Park entrance
Create a pleasant "sense of place" along sidewalks with amenities that raise the level of the ped environment.
Fix the streets so that cars and/or bikes are not swerving all over the place trying to avoid broken pavement and pot holes
More sidewalks in residential neighborhoods that lead to arterial roads, hopefully with sidewalks.
Make pedestrians walking a priority over vehicles driving on the road.
More sidewalks/pedestrian paths
More crosswalks.
Make sure that people can walk to important destinations (light rail, grocery stores, community centers) on LOW STRESS routes. A 5 ft sidewalk along Rainier with 5 seconds to cross the street is very high stress. I'd much rather weave though a delightful neighborhood with wayfinding telling me how close destinations are.
Put traffic controls in place that make it clear to drivers that they must respect pedestrians' right to the crosswalk, and to cross when the walk light is on. For example, no turn on red when the walk sign is on.
Make drivers and bicyclists more aware of pedestrians. Bicyclists do not belong riding in crosswalks!
Safe sidewalks/pedestrian paths through as many neighborhoods as possible.
SLOW DOWN DRIVERS!
Just do something. It'd be great is traffic cops would patrol and ticket at busy crosswalks that are notorious for having cars fly through too.
Build elevated transit.
Add and improve sidewalks to main roads and transit locations.
Unobstructed sidewalks with curb ramps.
Facilitate the transition to robot cars
Fix rises in the sidewalks, roots pushing up sidewalks, crumbling sidewalks
Safety. Dedicated Sidewalks. Sidewalks without tripping hazards. Good lighting. Police patrols.
Ensure there is always some sort of separate path to walk on
More separation from driving traffic.

"Sidewalks are constantly blocked off from construction - even when only walking a short distance, you have to keep crossing back and forth across the street because so many sidewalk sections are closed.
Also, a new light put in at the crosswalk in front of my house makes it take excessively long to cross the street, because the cars used to stop at the crosswalk but now they have a very, very long green light."
Add more street trees and improve connections to our urban villages and parks!
Provide side walks
Prevent blockages dues to construction, ensure existing sidewalks are well maintained and wide enough if sidewalk cafes or other business-usages are going to share the space.
SPD needs to make it a priority to enforce posted speed limits.
Put sidewalks in in north Seattle! I happen to live on Linden Ave N, where beautiful sidewalks were put in a few years ago. It has made our neighborhood so much better! I hate driving along Roosevelt Way north of 130th when it is dark as there are no sidewalks and people are forced to walk in the street. I grew up in that area and that was always our northern boundary line for where we could ride our bikes, and that was 40 years ago. I can't believe there still aren't sidewalks along Roosevelt. Come on, Seattle, you're better than that.
Provide spacious sidewalks at least 6' wide. Or 4' wide with a 2' planter strip.
Creating and supporting the car free lifestyle. Make it easy to walk to transit.
Repair broken, cracked sidewalks and other trip hazards.
Signaled crossing across busy, high-speed streets for safety
Better lighting along trails where there is not street lighting (I-90 trail on Beacon Hill for example)
More separation between cars and people. where people dominate, road should completely look different, and as if it was invading the people's space- not that people are the guest in the car's space.
A clear barrier between the auto traffic and the pedestrian.
Wider sidewalks.
Smooth sidewalks and paths without broken concrete to trip on.
Make all signalized crosswalks automatic. Crosswalk signals that do not change with traffic lights force pedestrians to wait an extra cycle.
Lower speed limit on residential and arterial streets and wider sidewalks. I choose not to walk but go by car because it is very unpleasant to walk. I am feeling like walking on a highway on 23 Ave S. But if the cars will drive slower, it will be more pleasant to walk versus drive.
Fix the broken pavements.
"Fix the countdown signals that send pedestrians into the busy streets.
Must figure out a more accurate Walk / Don't Walk signage"
Limit growth! There is too much construction and too many people.
Make it easier/safer to get across streets. Walking is great, but constantly stopping and waiting for cars isn't.
Provide walking paths in neighborhoods

Widen sidewalks.
Obviously more sidewalks for example on 3rd Ave NW but also campaign for walkers to LOOK before crossing the street. I drive as well as walk a lot. Many walkers step off the sidewalk into the driving lane with no caution or awareness that not every driver has fast reflexes or good brakes or rapt attention.
Enact and or enforce on contractors to provide safe paths around their construction, affecting pedestrian and bike paths.
Sidewalks in north Seattle.
Add more crosswalks and make it mandatory for drivers to stop even when its not a crosswalk.
Build sidewalks on residential streets that do not have them - especially the most direct routes from homes to retail, i.e.: on NE 50th street between 35th ave NE and Blakely.
Allow small businesses to open in residential areas so there is someplace to walk to.
Build sidewalks!!!!
Since it's out of the question to take away the hills, I'll say lighting the walkways to see the surface conditions.
Provide connected network of paths that are dedicated to pedestrians and bikes where cars are not allowed.
Improve crossings at busy arterials - especially in areas that are primarily residential
Build sidewalks, ideally with lighting.
Put sidewalks into lower-income areas that don't have them. (No, that's not where I live, but there's where I think the need is most desperate.)
Maintain sidewalks.
Enforce homeowner requirement to keep sidewalks clear of live foliage and fallen leaves.
Repaint existing crosswalks and clean stickers off the pedestrian crossing signs on Capitol Hill. Make sure that construction sites preserve areas for walkways.
Build more sidewalks that are separated from the roadway by landscaping or other buffer.
More sidewalks where they are missing. Also, fewer areas with competing/confusing signage for pedestrians, bikes, cars, etc.
With all the trees, the sidewalks get raised from the roots growing. This is a major trip hazard. Don't plant trees with enormous roots that ruin our existing sidewalks.
For pedestrian safety, particularly in SE Seattle, lower speed limits are crucial. With a large population accessing the light rail system needing to cross Rainier - improving access to light rail for pedestrian is a top priority, and should include: reduced speed limits on nearby arterials (all of Rainier - not just Hillman to Columbia City), improved lighting (for safety) and landscape improvements.
Exercise
Keep footpaths in good repair
Slow the cars down!!
All arterial streets should have safe, ADA compliant, sidewalks or ped paths.

Well delineated walking paths with clear separation from vehicles.
Cover walkways in busy areas to protect people from the rain.
Have a sidewalk on at least one side of the street
Slow down cars.
Design non-arterial streets for non-arterial speeds. Curate a visual environment that tells drivers that the non-arterial public street realm is for walkers and bikers first, THEN for them. top using FREEWAY lane widths for CITY streets! Unless there are many trucks/buses, 10 feet is plenty!
Invest money and resources to ensuring that every residential neighborhood has a walkability score of at least 70.
Sidewalks where there are none and crossing signals at busy intersections where there are none (sorry, that was two important things :D).
Leary Way near the Olympic Athletic club could use a traffic light. I have to cross it to get to the club and it is very dangerous. The cars are going fast and there are a lot of them.
Promptly fix any broken street crossing buttons or add technology that lets a pedestrian know when they are not working.
Stop lights at all crosswalks, even if they're only triggered when someone presses the button. The crosswalks on 15th Ave NE without lights are death traps.
NE 65th St is a nightmare for cars, bikes, and pedestrians. With the eventual light rail station at Roosevelt, now is the opportunity to improve east/west conditions making NE 65th safer and more pleasant for pedestrians. Successful improvements on NE 75th St should lend credence to potential risks if NE 65th St remains in its current state and benefits of improvements.
Continuously reevaluate intersections downtown as new developments come online. Traffic signals will have to be adjusted to accommodate throngs of new people/employees. Consider all-walk crosswalks--this may be necessary to keep pedestrians moving near the new Amazon development in Denny Triangle.
Lower speed limits on neighborhood streets. Enforcement of speed.
In the downtown core, limit the width of outdoor seating areas on the public sidewalk. There are newly built areas in the Denny Triangle where the sidewalk is so narrow between the planting strip and outdoor seating that pedestrians, wheelchairs, baby carriages, etc. cannot pass each other in opposite directions without one person having to step out of the way. There should be a minimum width allowed for the sidewalk.
Slow down vehicles on residential streets (traffic calming measures).
Put more sidewalk in. For example where I live, on 20th Ave S between Lucille and Orca, there are no sidewalks on Orca- the very west (top) of the hill. This is a danger to children who wait for the bus at 22nd & Orca.
Build out missing sidewalks. They don't necessarily need to be concrete. Gravel would be fine too.
Less people.
More four-way traffic stops--the pedestrian has a fighting chance to be noticed.
Use more speed humps, speed bumps and traffic circles on residential streets without sidewalks. Do not install sidewalks that have grown used to not having them.

Improve pedestrian walkways near schools
Fix sidewalks so they are accessible and not filled with hazards due to tree roots or other issues creating tripping hazards. Put in sidewalks where needed. I like flashing lights for crosswalks. Don't have walk signals with flashing left turn signals.
More intensive police citation for violations that result in driver-pedestrian conflicts (jaywalking, walking against the light, driver failure to yield the right of way to pedestrians, reckless biking)
Make cars less dangerous across the board - have fewer of them, have pedestrians and cars not in the same place (walking malls and pedestrian-or-bike only zones), slow down their speed where there are people, and make safer crossings.
Ticket cars which don't stop for pedestrians, don't stop at crosswalks, speed down Rainier so trying to cross is a crap shoot and generally have no concern for anyone other than the inhabitant of the car. I've yet to see a car pulled over due to not stopping for a pedestrian who has the right of way while I have seen numerous jay-walkers ticketed.
Build sidewalks in areas that are currently unpaved
"I still see neighborhoods without sidewalks. For instance, on Bangor Avenue South. People risk their lives by walking on the small gravel patch alongside the roadway.
Build sidewalks where there are none, and widen old narrow sidewalks. "
Provide level sidewalks in local business areas where there is a substantial amount of existing foot traffic.
Better lighting for more security when dark in morning and evening.
Safer crossing at intersections.
Backburner every single sidewalk project, without exception, even repairs to existing sidewalks, until North and South Seattle have at least 70% sidewalk coverage. You've had 60+ years for the existing sidewalk network; now you can spend 60 years working on the backlog in North and South Seattle.
Please keep crosswalks painted in places where they don't have traffic lights. Please also give them additional signage, such as on the Burke-Gilman.
Focus on equity such as south Seattle and pockets of north Seattle with low income populations.
Fix the sidewalks and stairways that are broken due to tree roots or are just old and have broken concrete. It is too easy to trip and fall and get hurt on these sidewalks.
One, Provide curb and sidewalks on frequent transit arterials that lack them. two, impose access management (e.g., channelize left turns, consolidate driveways) on multilane arterials (e.g., north part of Rainier Avenue South, Aurora Avenue North, Elliott and 15th avenues West, 15th Avenue NW, Lake City Way NE).
Take care of what is there - stop taking away parking out of the residential areas we are living the dream and city is making it more difficult. provide pathway lighting and Get rid of the Crime - They took away our Block watch officers, they added half-way houses there have been two vehicle accidents because they don't walk at the crosswalk, the homelessness in the area has gone way up in last two years. the Drugs are still an issue - even with the murals on the sides of the buildings. there is no follow up.
Make it easier to cross busy streets.
Sidewalks, followed by slower/reduced vehicle speed.

Make high traffic crosswalks safer.
Enforce traffic laws
Side walks side walks and more crossing lights with longer time to cross on larger streets, avenues etc...
Provide a safe way for kids to walk to school, for neighbors to walk to local businesses, and for commuters to bike/walk to transit stops.
Enforce the traffic laws we already have
Honestly, move homeless population off of the streets. (Preferably into safe homes.)
Reduce speed limits. 25 mph should be the absolute maximum on residential streets and no more than 30 mph (and often 25 mph) on arterials... make them slower where there are more people walking. Some streets should be 20 mph. Any street with no sidewalks should be no more than 20 mph... or less.
Crossing arterial.. people need to slow down and be prepared to stop.. the burden should not be on the ped
More sidewalks, separate bikes from pedestrian traffic.
Traffic calming.
More cross-walks mid-block (like the one in front of the 5th Ave Theater) and traffic enforcement / high fines for drivers who do not yield to pedestrians on walk signals. It is especially bad on Union between the Convention Center and 4th Ave. and in the entire Northgate Mall area between the transit center and Target.
Make sure there is safe walking path separated from traffic....
"Crosswalk safety. Especially at unmarked crosswalks on streets around 15th, Aurora and Dexter where people drive really aggressively. I often don't feel safe near entrances to 99 because people drive really fast for city streets and don't look out for pedestrians. In lower queen Anne and Belltown especially, drivers rarely stop for pedestrians (ex: queen Anne/1st and john or Thomas, western and vine, other similar intersections) and it can be really scary.
Additionally I work in SoDo and pedestrian conditions there are terrible. I have to cross railroad tracks where 3 people have been killed in the last year where railroad crossing signs only block the sidewalk on 1 out of 4 entrances and there is no sidewalk from the bus to my work. One of my coworkers got injured after falling on the train tracks and the alternative is walking in the street. If businesses are going to be allowed to rent commercial space there, safety needs to be a priority. Old warehouses don't have enough parking for the number of employees that can fit in them if it's converted to office space, bus stops don't have safe paths to those buildings and even biking in that neighborhood is unsafe. I think areas where people have been injured are the highest priority but I'm not sure the best way to get that information!"
Listen to residents, and consider their input.
Repair sections of broken sidewalks with trip hazards.
Put sidewalks in around all schools
"Don't make lights on busy streets too long to wait for ped xing--people will grow impatient and try to cross, which could cause injuries.
Minimize blocking sidewalks for construction; people don't take detours on foot, and often detours are less handicap accessible than the sidewalks."
More sidewalks or sidewalk like paths

Build more sidewalks
Crosswalks & safe walking (trim trees regularly, pick up trash & leaves from city trees, regular street sweeping) along Rainier Ave to connect communities, encourage walking & crossing streets, boost local business, reduce crime
Improve the sidewalks - some of them are so old and lumpy that is easy for even an able bodied person to trip and bust their head open - the elderly do not heal nearly so well. No need for fancy wider sidewalks or taking street away - just fix what we have - rip out the ancient sections and replace them.
Ticket drivers for not stopping/yielding at right turns on red.
Enforce attentive driving laws because the greatest threat I feel is people not paying attention while driving, who are likely to hit pedestrians.
Build sidewalks/curbs where they don't exist and apply traffic calming features in all residential neighborhoods that request it without making people jump through hoops (radaring their neighbors for example).
Less construction!
Painting crosswalks on the road
Lighting!
"Improve pedestrian crossings, e.g., bulb-outs, painted X-walks, etc.
Train pedestrians to not cross when the walk sign starts flashing, to allow vehicles to turn."
Curb cuts and remove tripping hazards
"There is a street NE 115th (between Sand Point and 35th) that is a residential street but has busy traffic with many pedestrian. The reason is that there are major bus lines on Sand point and 35th Ave NE that feed into 115th in those blocks.
Those 10 blocks or so are also close to many schools, so a sidewalk should be a priority."
Provide sidewalks to neighborhoods that do not currently have them. North of 85th is critical...
Add more sidewalks or paths.
Safety. I walk alot and done so for a long time. Just lately it feels more and more dangerous. At all intersections we have to watch for cars not only not looking for pedestrians, but not looking at all to the world around them, but just at their cell phones. Also, there are many more cars running red lights. At almost all lights I cross I seen cars running red lights.
More sidewalks that are safe for pedestrians which may entail slowing traffic and/or increasing pedestrian protections.
Sidewalks with curbing raised above street level
Completing adequate sidewalks along arterials to connect to transit stops and community facilities which include not only libraries and parks but also restaurants and other places where people would be inclined to walk frequently. While the walking experience on quieter Greenways is preferable, it may be decades before the City completes this network at sufficient spacing to make them viable pedestrian routes, and they need to connect people with transit stops and services to be truly useful.

In addition to building walkways and improving lighting, it would help if there were commercial districts where people could run errands (such as buying food different kinds of establishments, going to the cleaners, buying gifts) and go out to eat and such. I live near Roosevelt and 98th, and the only errand I can run (outside of the Northgate area) is at the hardware store or a pharmacy. There are plenty of storefronts, but they're used for other purposes, and there's not a critical mass of restaurants.
Stop allowing building construction to take over sidewalks and push pedestrians out into the street or into makeshift structures and require decent setbacks for apartment buildings.
Put sidewalks in neighborhoods that have none.
Build sidewalks using whatever material would do the job
Make pedestrians a priority. Then the rest will follow. I can't pick between sidewalks that are a tripping hazard, well lit, and safe from cars.
Add more crossing options, stop signs and roundabouts in residential areas.
Install pedestrian lights for notifying traffic to stop for adults and children to cross the street.
More sidewalks, slow down residential streets
Prioritize quality walking space, make it pleasing separated from moving traffic, connect walking paths across busy streets without a long wait.
Provide more sidewalks or sidewalk alternatives in residential areas and tickets vehicles who park on existing sidewalks
Slow down cars
Ban right turns on red
Aside from the obvious answer of actually giving us sidewalks? How about turning roads into one-ways and putting up guard rails to keep half of the road safe for everyone else to use?
Residential sidewalks in north Seattle (Haller lake)
Build sidewalks or walkways so that pedestrians feel safe! Right now to get anywhere like a bus stop we have to walk on an arterial with cars zooming past as well as bikes. I've been very disappointed w/ all the bikes lanes and ridiculous trolleys while walkways in the city, especially in the Northend, hardly exist!
Improve walking conditions around Jane Addams Middle School and John Rogers Elementary school. And for any school
"Make every street a complete street, with first priority being creating sidewalks where there are none (on busiest streets first, of course).
Change zoning in some residential areas to allow for a limited number of SMALL shops, stores and restaurants to be added to residential areas that are closer to where people live. If you can walk to a convenience store, cafe or restaurant instead of driving, people would be more likely to walk and spend time in their own neighborhood. If I have to get in a car, I will probably go somewhere further away but if I can walk, I stay close to my house. I know people that live 3 blocks further from our nearest commercial street and they drive while we walk because those 3 blocks make a difference.
More sidewalks in residential areas, especially near schools and business districts.
Improve enforcement of moving violations for those who fail to yield to pedestrians.



Continuous sidewalks. More marked crosswalks.
More sidewalks in north Seattle.
Create a designated walking option -- separate from vehicles -- for pedestrians.
Better options for crossing busy arterials.
Put walking paths in Olympic Hills. Please consider upgrading the greenway on 27th Avenue so that it is actually safe for pedestrians and not just bike riders. We have far more pedestrians in my neighborhood than bike riders.
Greenway intersection treatments and signal improvements everywhere
Slow down the speeds, people drive way too fast. When I am a driver, I don't feel comfortable with the speeds of other vehicles. I've had people honking and attempting to go around me when I drive at the speed limit. On my street, I see cars going between 40-50 mph even though it's marked 30 mph and is near a school. Ticket the speeders! It would be safer for everyone whether they are on foot, bike or in a car."
Address issue of mentally unstable people who tend to loiter in the street and dump trash there.
Correct the "killer sidewalks" we currently have, where there are uneven and so easy to trip on, especially in the fall when they are covered with leaves and you can;t even see how uneven they are.
Improve pedestrian visibility and safety near and across high-traffic arterials.
Provide a clearly marked place for walkers especially on busy streets. For the busiest streets, build a barrier at least on one side.
See my last answer.
NW 86th Street is a good example walking from 3rd Ave. NW to 8th Ave. NW. One has to walk between parked cars and one lane of traffic. Too often there is not any space to walk between parked cars and yards. There are either ditches, or gardens people put in to the street.
Adding sidewalks in neighborhoods that do not have them is the highest priority.
Sidewalks.
Cut the speed limit to 20mph
Build safe areas to walk along busy streets and in neighborhoods.
My neighborhood (Wedgwood) has no sidewalks. My family (wife, two boys under age 3 and two dogs) walk daily and share the road with cars. Having any sort of sidewalks (especially on arterials like NE 25th) would be a huge improvement.
Better cross walks with blinking lights when walking a cross walk. Cars also need to slow down also, but that is harder to control.
Figure out the relationships between walking and vehicles at traffic lights. When I'm driving and need to make a right on a green light, it's frustrating to have to wait for pedestrians. It severely impedes traffic flow. Also when pedestrians can trigger a red light, just so they can cross, that also impedes traffic flow and leads to more aggressive driving. For instance, every light under the 99 bridge has a few random pedestrians stopping traffic. Possibly funnel pedestrian traffic to less crossing points, i.e., they cannot push the cross button at that intersection.
Provide safer spaces, and have an education campaign so fewer drivers will resent walkers (and bikers)

Reduce the dependence on cars is the only thing you can do but that requires investment in mass transportation(think subways/trolleys/trams). we live in a city that was developed after the car was invented. walkable cities were developed before cars were invented. Sidewalks aren't going to fix the fact that most households are a mile or more away from their grocery store or doctors office or whatever. Perhaps there should be some focus on creating small scale commerce zones and pedestrianize the roads around and through them.
More pathways and bike lanes of all types. It is important to make it safer and easier for people to bike as well as walk.
Repair existing sidewalks and create safe walking paths where there are not sidewalks
Pave as many sidewalks on busy arterials where kids walk to school as possible.
"Big issue is Bikes on streets or sidewalks. But streets are usually too narrow to allow a real bike lane.
Bikes are a danger to drivers, themselves and pedestrians."
Education drivers about having to stop for pedestrians or making crosswalks more obvious. The sidewalks themselves are mostly fine, in my opinion. The real trouble lies in the lack of connectivity between safe places to walk that force pedestrians to share the road with cars and cyclists.
"Slow down ALL motorized or non motorized 'movers' where we share trails or roads. There are many new devices on wheels and many even have motors. They are scary on trails and side walks.
Speeding bicycles should be ticketed. And by the way, it would be fair to have all bikes and motorized devices that drive on streets and trails be registered and pay a license fee for the upkeep of streets with bike lanes and trails."
I am a fan of the colorful crosswalk paint that was recently used on capitol hill. It is low cost, can use colors that represent and help bring more identity and connection with the community (UW colors in university district etc) and makes crosswalks much more interesting and visible.
Ensure that rainwater does not flow across the streets that have no curbs or sidewalk. When that water ices over, especially on a hill, walking becomes treacherous.
Provide safe and consistently available walking options through neighborhoods.
Properly installed permanent solutions to maintain the current sidewalks that now needs immediate repairs.
Get sidewalks with curbs where there are currently none.
Safe cross walks
Since we have an increasing number of older folks who are physically more active and probably would use walking as their most likely exersize, I suspect one of the lower cost items would be Sanicans.
Quit building so many crappy monstrosities. Keeping building at a scale that dignifies the human presence, along with it, creating more greenscaping. Visit Portland and check out the Park Blocks and what they are doing with transit, cycling lanes, drainage swales, etc. Seattle downtown is abominable. Belltown the most hideous. Cold, hard streetscapes. Grotesque.
Repair walkways where concrete sidewalks are uneven in height causing tripping. Ensure that mosses & plant growth that have taken over existing sidewalks(blackberry vines, bushes, etc) are cropped to allow passage( in many cases homeowners should be warned & fined).
Allow people a good choice. Walking 4 extra blocks to use a crossing light is a choice that many people will not use. If it is easy to do, people will do it.

<p>“My biggest pet peeve is perfectly good sidewalks made unsafe by the following situations</p> <ol style="list-style-type: none"> <li>1. Not having painted crosswalks at key intersections (paint costs so much less than all the fancy recommendations)</li> <li>2. Drivers who do not obey the stop sign</li> <li>3. Residents who allow their plantings to take over the sidewalks</li> <li>4. Residents who park their cars in such a way that they block good access to the sidewalks”</li> </ol>
<p>Create obvious spaces designated for pedestrians (or nonmotorized traffic) and keep it clear/easy to navigate</p>
<p>Fine homeowners for not maintaining their sidewalks and for blocking sidewalks with their vehicles. A warning first, and then a fine. People are very irresponsible about maintaining their sidewalks. Of course, ideally, the city would maintain all the sidewalks, and just tax people more, but I know that’s unlikely to happen.</p>
<p>Just do something(!) in NE Seattle in the maple leaf, victory heights, pine hurst neighborhoods without any side walks. This includes the east side of 15th Ave near the Thornton creek bridge. Thanks!</p>
<p>Sidewalks on busy streets.</p>
<p>Provide safe path where there is a space between pedestrians and cars and a safe place to cross the street.</p>
<p>Secure walkways, road bumps and the increased presence of traffic officers.</p>
<p>Get the cars from cutting through the neighborhoods.</p>
<p>“I don’t think you can improve walking conditions without also tackling the congestion from increased car traffic which is making living and commuting in much of Seattle frustrating and challenging. Impatient drivers tend to run red lights, push speed limits and ignore pedestrians in crosswalks ( this has happened to me many times.) It would be nice if cars could be banned from certain streets but I am sure this is unrealistic. I don’t feel as safe walking in neighborhoods that are experiencing a major increase in car congestion/traffic (i.e. South Lake Union, Denny Ave.).</p>
<p>This is an interesting survey but cosmetic changes aren’t going to improve the quality of walking in this city. “</p>
<p>Create dedicated pedestrian walkways, whether raised, curbed, divided, etc.</p>
<p>Ticket cars blocking intersections and crosswalks. Ticket bikers not following rules. Ticket drivers on cell phones.</p>
<p>Not specifically addressed by this survey, but I would love to see crosswalk timing changed, giving pedestrians 10-20 seconds to get out into a crosswalk before the light turns green. This would make me much more comfortable walking in busy areas, and I’ve seen it used in other cities to make intersections safer.</p>
<p>“WIDTH:... from those not knowing to walk on the right, 1) width from walking abreast, 2)width from bikes</p>
<p>SEPARATION FROM AUTOS: 1)safety, 2) they intimidate 2) they yell at you if you are at a side walk road</p>
<p>PROTECT WALKERS: Give use safe ways to get across the streets you made unsafe for use this year”</p>
<p>Stop reducing bus service. I now walk to 2 nearby buses. They are due to be eliminated. The alternative is too far to walk to so I will now be getting in my car when I want to go downtown/Capitol Hill. I rarely used to drive to either general location because I could walk to a bus.</p>

<p>Provide sidewalks on 45th Ave NE because we have a high density of kids walking and biking to 3 schools and a community center nearby only to have absolutely no safe place to walk or bike on our street. just observe kids today as they walk home from school everyday---they are out in the street with cars driving too fast because there is no safe place to go.....we need help and we need it now. don’t wait for a kid to be killed by a car until you guys actually do something.</p>
<p>More crosswalks with ample lighting and signage in areas where needed most.</p>
<p>Some residential areas, especially in Queen Anne do not have sufficient places to walk especially in intersections, some have traffic circles some have no signage whatsoever.</p>
<p>Build more walkways</p>
<p>Address the overly visible homeless/mentally ill population downtown and fill in all the vacant stores to encourage tourism and general wandering. If NYC can do it, we can too.</p>
<p>Repair and maintain the sidewalks we have. Widen ones that don’t accommodate two adults or a parent with kids.</p>
<p>Think more about accessibility for people with Disabilities. Improving curb cuts and crossing areas and street conditions impact people with physical and other disabilities. This community is one of the most vulnerable to unsafe walking and rolling conditions and should be considered a high priority. This means thinking about the visual accessibility of sidewalks and crosswalks, fixing and maintaining and adding curb cuts, etc.</p>
<p>People drive way faster than the speed limit in neighborhoods</p>
<p>Put in missing sidewalks in dangerous places such in my neighborhood at downhill corner of Holly and Seward. And resolve trip hazards.</p>
<p>More raised sidewalks</p>
<p>Improving the safety of neighborhood walkways to encourage walking and routes to public transportation</p>
<p>Anything that provides the walker with an obvious route that is neither in the road with cars nor a question of whether you are walking on someone’s property is a useful improvement.</p>
<p>“Provide paths that are physically separate from cars. Preferably, bike paths should be separate from pedestrian paths in high use areas.</p>
<p>The type of path (gravel/asphalt/concrete) is less important than protection from car traffic.</p>
<p>In scenic areas, such as along Lake Washington, there should be portions of pathways that are ADA accessible.</p>
<p>Seattle has both a young active and a senior population, and both should have paths physically separate from car traffic. If possible, this should be done by creating new protected pathways without reducing car lanes.”</p>
<p>Slow car speeds even in residential areas and use traffic calming techniques. If a pedestrian is hit while a driver is traveling 30 mph, there is a 30% chance the pedestrian will die. At 40 mph, there is an 80% chance the pedestrian will die. At 20 mph or lower, there is a 98% chance the pedestrian will LIVE!! Children under the age of 15 are biologically incapable of accurately perceiving the speed of an oncoming car if it travels over 20 mph.</p>
<p>No free right turns on a red light at intersections in high traffic areas unless there is a pedestrian walk/no walk signal - preferably with sound.</p>
<p>Fix broken and uneven sidewalks</p>

Make walkways MORE of a priority than auto traffic if indeed it is the intention of the city to continue to reduce the number of cars in the city. At the moment cars are king. Make walk/bike ways more attractive and desirable by making pathways (bus connections) a bigger priority.
Repair sidewalks and remove tripping hazards.
Slow drivers down and make it easier to cross busy streets. Having pedestrian alert crossings and pedestrian crossing signs that automatically turn to "walk" when the light turns green. More pedestrian crossing signs with countdowns showing how much time you have left to cross.
Provide sidewalks in areas that are commonly used by pedestrians (or bicyclists if streets are not acceptable for riding) that lack such sidewalks. One example would be along the west side of Sand Point Way
Create paths where they don't exist
Address problem of uneven sidewalks that cause people to trip and fall.
Fix the existing sidewalks that are uneven. Sidewalks for pedestrians only. Require bicycles to be licensed, registered, and riders pass a safety course
Enforce existing traffic laws, such as speed limit, cell phone use prohibition and requiring the use of signals when changing lanes or turning. In short, bigger police presence, esp. in heavy traffic/ped. areas.
Decrease traffic / traffic in neighborhood retail areas to create a walking high street
Build sidewalks in areas urban areas
Build more sidewalks and crosswalks with stop signs or lights.
Exactly what you are doing: Push forward with sidewalk implementation.
Slowing traffic in high pedestrian, high traffic areas.
Enforce laws for drivers who ignore pedestrians in crosswalks. Ticket the crap out of them.
Sidewalks on All arterials (30mph streets) with a planting strip to provide distance from the fast moving cars and trucks
More sidewalks!
Sidewalks in North Seattle
I have no trouble walking in my neighborhood. My biggest issues are drivers who stop to wave me on and cause backups, screwing the environment. And cyclists and other pedestrians that act as though the world should bow to them, despite the cost.
Build sidewalks where none exist now.
Sidewalks
Make sure there are sidewalks (or walking paths with a barrier) and crosswalks on busy arterial streets.
Build and maintain sidewalks with curb ramps and lighting.
More lighted signals or stop signs where crosswalks are. Most people ignore marked crosswalks and only stop if there's a stop sign or an actual light. I don't even try to cross most arterials in this city unless there's a stop sign or a light - drivers just don't stop.

Have more police out enforcing traffic rules. Give tickets to drivers who don't even stop or slow down when they are doing "right on red" - this is how I've nearly been run over, several times. Also, give tickets to drivers who block intersections and stop at a red light right in the middle of the pedestrian crosswalks. I never see them get ticketed!
More sidewalks!
Slow drivers down on busy arterials that have a lot of walking traffic AND increase visible crosswalks.
Slow the cars down in residential neighborhoods. Provide a safe way to share the roads with cars- an off the street path
Enforce existing laws regarding cross walks and stop signs
Increase safe pedestrian crosswalks
Improve pedestrian crossings at busy intersections. On my residential island (surrounded by busy streets), I cannot go far without encountering a VERY busy intersection. Seattle has many such islands. We need to link them so pedestrians can feel comfortable, and safe walking longer distances. Leave the car at home a few more times a week. When I speak to my (mostly older) neighbors about the traffic situation we are now in, their attitude frustrates me; it is one of resignation: "eh, what can you do". We built the mess we are now in by putting cars over pedestrians for one hundred years. Traffic engineers made the system we have now by prioritizing motor vehicle traffic. We can make our city liveable again by undoing this. It will take time, but properly designed sidewalks are a start.
More crosswalks and safe areas for disabled folks who use mass transit to travel home
More sidewalks
Education: Get drivers to chill while getting peds to be visible & look up.
Reduce the speed limit, especially on secondary arterials such as Boyer Ave. E. that have such high volumes of traffic. . Also ticket drivers who do not stop when pedestrians are at or enter a crosswalk.
Slow down the cars
"Remove the pedestrian Walk buttons at intersections! Synchronize all Walk lights to the movement of traffic without the necessity of finding and pushing a button.
Use countdown timers on all Walk lights, but educate pedestrians about what they mean. For example, sometimes it seems that "'1 second'" means a pedestrian must begin crossing within 1 second. Sometimes "'1 second'" means the pedestrian must be all the way across the intersection within 1 second. Sometimes "'1 second'" appears to be meaningless. "
Reduce traffic speed and cut-throughs in residential areas. In particular, I think about my neighborhood in Montlake where cars are cutting through the neighborhood to avoid back-ups from 520 (and the related construction). They speed through streets right next to schools and children - very scary!
SIDEWALKS
Maintain sidewalks for roots and cracks, and add green space between the sidewalks and roadway
Enforce speed limits.
Sidewalks in my neighborhood, which is a residential neighborhood. There aren't a ton of cars on the road at the moment, but even one car is a danger for my kids. It's also less inviting for us adults to walk if we have to keep looking for cars to not run over us.

Repair the long neglected sidewalks in the city. I walk regularly throughout the city and the need is great. Unfortunately I have known many friends who have fallen from dangerous sidewalks.
Install more sidewalks, even if they are some of these cheaper options. more sidewalks are desperately needed!
Better cross walk marking and lighting, so cars can see pedestrians waiting to cross.
Repair uneven sidewalks
Maintain current sidewalks
Install concrete sidewalks where they are needed most first, so that children can get to their schools safely.
Enforce property owners to maintain sidewalks.
Build separate walking/ driving paths
Put more stop signs and crossways on arterial roads and wider streets. make sure road bumps cannot be avoided by cars.
Sidewalks!
Build sidewalks and light rail or high speed lines.
Forget about it.
Add sidewalks
Stop lights. Not just signs. Controlled intersections. More crossing areas that have lights.
Sidewalks along busy roads where there are none
I have compassion for homeless people. But there are getting to be quite ubiquitous on Queen Anne now. As the city grows, more efforts should be taken to help them get off the streets (I know that's a very tall order...)
Walk ways off the streets
Build paths (don't need to be standard, concrete sidewalks), with even a small separation from the streets and build as many as possible.
Build more sidewalks
Fix the sidewalks to make sure there are no uneven sidewalks where people can trip. And make sure the sidewalks are separated from the street by lawn, trees, parking strips, etc.
Allow jaywalking downtown when safe. Pedestrians can look out for cars
Remove the push buttons that trigger the lights for pedestrians. They are not located everywhere, so a person can wait through a light cycle before realizing that they must trigger the light change. One at Mercer and 2nd W is located right in the middle of the sidewalk squished near a light pole...absurd!
Sidewalks or similar walking paths along all streets.
Educate pedestrians on looking both ways before they cross the street and to stop jay walking in busy unmarked intersections. I think community education and increase marked or light cross walks would be of tremendous help.

Provide sidewalk and maintain the ones that are there. Create safe crossing points in high traffic areas
Start adding side walks
Enforce cell phone laws.
Have truly responsive (changing the light to yellow within 5 seconds) crosswalk buttons and more of them.
Identify the streets in the city that currently present a big safety hazard and impediment to pedestrians walking. i.e. unlit streets without a shoulder that link pedestrian friendly streets like the section of Ravenna Ave N between NE 95th street and NE 98th street.
Lower speed limits, and actually *enforce* speeding and driving-while-texting laws!
Adding raised sidewalks to all streets
Signage and/or striping to tell motorists that pedestrians have the right of way at intersections.
Level and smooth sidewalks with non slippery surfaces.
Develop a plan to fund sidewalks. Then implement it adapt.
Install proper raised sidewalks on all streets
Slower cars
Make Boyer Ave safer
"1) More, frankly remedial, education of both drivers and pedestrians about the current right-of-way laws
2) Stronger enforcement of anyone that violates right-of-way laws"
Concrete sidewalks for every neighborhood, pedestrian overpasses on heavily trafficked streets like highway 99 and lake city way.
Develop a long term solution for meeting the unmet investment need over a 10 - 20 year period. If we really say we want to encourage walking we need to provide the highest quality walking facilities possible.
Fix current sidewalks, make sure people don't park over sidewalks.
Speed bumps and other speed slowing items in residential areas like Boyer Ave E
Please start ticketing drivers using cell phones. Please restrict car sizes (massive SUV cruising through Capitol Hill on weekend evenings is terrifying when it's clear drinking is involved). A friend of mine was biking home from work last weekend and was hit by a drunk driver using their cell phone on Capitol Hill.
Level sidewalk from roots lifting to prevent tripping hazards
Wide sidewalks.
"Lower and enforce 25 mph in pedestrian zones, in Magnolia for instance from Barrett to Boston, 30th-34th Ave W.
Enforce the no phone rule while driving. More ""this is your speed"" gadgets"
Improve improve street crossings. I find in my neighborhood I can wait up to 5 minutes at a corner for a car to stop to allow me to cross the street.

Reduce speeding cars with speed bumps, lit crosswalks and other major traffic calming. CARS DRIVING TOO FAST AND BICYCLISTS RIDING IN THE MIDDLE OF BUSIER STREETS MAKE OUR NEIGHBORHOOD DANGEROUS FOR EVERYONE
Not sure
"Slower traffic
Traffic calming
Focus where accidents and people are"
Sidewalks on busy arterials should be top priority.
More traffic walk lights. While I don't like, as a driver, needing to stop more often, I believe that it's too easy for drivers to miss pedestrians in cross walks (and that's the safest of all non-traffic-light options).
Enforce existing cross walk laws! Cars run rampant over cross walks. Start with enforcing what we have.
Traffic calming measures to slow down cars on busy streets in or near residential neighborhoods. Just reducing the speed limit won't actually prevent people from speeding.
Improve transit
Better lighting
Repair broken sidewalks. We have many sidewalks already but many of them are not safe, cracked, pitted, uneven, and they are hazardous.
Safe walking paths in residential areas that lack them today. connects commercial centers in those areas to newly willing pedestrians, generating more business and community with less traffic
Sidewalks of any sort
"More stop signs and signals on arterials: devote more resources to intersection counts and stop/signal warrant studies, and fund implementation of the results in a timely manner.
More stop signs on residential streets: every uncontrolled intersection of two residential streets should be stop- or yield-controlled."
Take away the stupid bike lanes in areas no one uses and add walking lanes.
Change car driver behavior, to reduce speed, reduce failure to yield to pedestrians, and increase attentiveness.
Add more sidewalks/walkways to the north end. Add caution signs for drivers to be more aware of pedestrian when drivers are making right turns on busy streets.
"Do something! That may sound simple but just pick a plan and do it. When I moved into our house twenty years ago I was told we were scheduled to get sidewalks in 15 years. Still nothing and we have a school just up the street.
It's the city' job to come up with the money to pay for these improvements. Quit ignoring the neighborhoods and do something!"
Longer "walk" lights
We really do need some separate sidewalks in lake city and north Seattle

Slower speeds. Fewer cars. Safer crossings.
Add sidewalks or walkways that clearly separate cars from pedestrian space
"Trim back overgrowth where sidewalk is narrowed to 'one lane' or less. Clean the streets and sidewalks. Add benches and water fountains.
Stairways: Improve by maintaining for safety and security. Add visual interest and landscape, remove overgrowth.
Many stairways have room for terraced gardens/pea patches/. Stairways are very important because they connect existing, best walking routes."
Connected walkways ensuring routes across busy arterials available
Build sidewalks north of 85th. I worry every time my kids walk in their neighborhood.
Put sidewalks in on all streets for safety, especially busy arterials
Keep driving speed limits down in residential areas and speed curbs to keep drivers from cutting through smaller residential streets to avoid slow traffic. Very dangerous in both Montlake and Capitol Hill areas
Implement and enforce lower speed limits in combination with traffic calming.
Walkways before bikeways
Have some kind of good walking place on busy streets.
More sidewalks/paths
Provide additional marked crosswalk locations along Greenlake Way with flashing signals and flags , also along Woodlawn Ave. Slow speed limit to 25 or less on busy roads and arterial so and enforce those speeds.
Build sidewalks. Teach pedestrians to be appropriate in their interactions with cars- take their turns, etc., etc.
This project-sidewalks is critical to walking. I just moved from North Admiral in West Seattle to Victory Hts near Northgate and walk a lot with dogs. We walk whether it's sunny, rainy or dark. I am struggling to figure out how to walk around neighborhood. Even Northgate Way which has a sidewalk, is bad because it is narrow and cars are zooming. Need paved sidewalk options on side streets. Great for exercise, safety and meeting neighbors.
Rain cover downtown
Make sure street drains are clear
Slow down cars on residential streets. Curbs and set backs much more important on arterials
Sidewalks or paths with a traffic barrier
REDUCE VEHICLE SPEEDS ON ARTERIALS THAT ARE ACTUALLY RESIDENTIAL STREETS (i.e. BOYER AVE E)
Dedicated walking area, not shared with cars on all residential streets, particularly towards parks and schools. bulb outs at intersections. put stop signs in residential areas so that cars know who have right of way
Fix broken and dangerous sidewalks

Adopt the International Dark Sky Association's Model Outdoor Lighting Ordinance- with YELLOW spectrum LEDs instead of current blue heavy spectrum white full spectrum LEDs. The white LEDs have a cheaper first cost but will lower biome quality for plants, animals and human disruption of sleep cycle and studied susceptibility to higher cancer rates. Full cut off design and cowling to end light trespass, glare, and light pollution generally, will make nighttime walking both safer and more enjoyable. Returning the experience of seeing ALL the night sky stars to our children and grandchildren should be a high design and construction priority as the new sidewalks are lit with new lights. Or old sidewalks are relit with IDA MOLO approved designs. Matching spectrum of current low/high pressure sodium lights to the new LEDs should be a no-brainer rather than the lazy recourse to white full spectrum disrupting lights as suggested by lighting manufacturers and currently pushed by City Light management. Cheaper up front and easy to install (wrongly and counter to ILA light pollution stds.) is NOT better in long run or plants, animals and people. Go with fully cowled cut off designs with yellow spectrum.
Teach pedestrians to be aware of their surroundings -- see people jaywalking and crossing streets without checking and in front of moving cars daily. More crosswalks and better education/enforcement to use crosswalks.
Reduce speeds on minor arterials; create walking arterials somewhat like what is being done for bicycles.
Just need some walking space away from cars.
Slower speeds in residential arterials.
Replace broken sidewalks or demand that property owners do so. Way too many trip hazards throughout the city.
More sidewalks in areas where very few exist
Build more sidewalks even if it pisses off homeowners (I am s homeowner, by the way).
Fix existing side walks.
Sidewalks
Make pedestrian access a higher priority when granting building permits. Make it a requirement that construction sites still allow pedestrian access. Make major arterials such as Dexter Ave. N. safer for pedestrians by installing traffic lights at every east/west intersections. The Seattle police have got to make enforcing traffic laws a priority, especially downtown.
Well understood walking signage for cars and people.
Making crossings on busy streets more frequent
Sidewalks!!!!
Add sidewalks to as many streets in the city as fiscally possible. I think you would find that people would get out and walk more if all streets had sidewalk.
Correct the existing hazards for high traffic areas
Safety! Safe space for pedestrians and barriers from vehicles. I would also like to see SPD enforcing jay walking regulations, especially downtown. I have to drive for work and it's really a challenge during the morning and evening commute because people are just walking wherever and whenever they would like.
Add features that make women feel safe walking alone.
Keep bicycles from speeding on pedestrian and mixed use paths.

More dedicated walking paths with fewer obstructions.
Use well marked crosswalks on busiest arterial a with light active when people are IN the crosswalk.
Improved conditions that make walking an option for more people
In crowded neighborhoods, 4 way stops with just crosswalks are dangerous. Need traffic lights! Where Queen Anne Ave. N meets Boston St in Upper Queen Anne is a good example.
Actually start with advising property owners they do not own the SDOT easement
Reduce speed of cars.....fix sidewalks which is very important..
Stop encouraging population density.
Provide designated sidewalks
I like the Greenways idea, though that doesn't work everywhere. Separating pedestrians and traffic in some way is probably most important.
Add sidewalks north of 85th
Replace the retaining wall with a sidewalk at kinear park, add pedestrian lights, or at least put a crosswalk where the sidewalk ends at the transition from w. olympic place to w. olympic way.
Create walking surfaces that separate pedestrians from vehicles and do not present hazards
Safe crosswalks at busy intersections.
It is extremely important to have some type of sidewalk/path in residential areas. I pick up my grandchild twice a week in a neighborhood where there is absolutely no place for people to walk. I see people walking their dogs, children walking with parents and people going to work in cars. This neighborhood even has curbs, but no sidewalks or paths. What were people thinking?
Buckling sidewalks cause pedestrians to trip and fall
Presuming we aren't going to repeat a Denny Regrade to lessen our steep hills...I think current sidewalks need to be made safe (eliminate dangerous cracks, bad lighting, overgrown shrubs from yards, etc). Having a sidewalk "lulls" me into a sense of safety when I actually need to be hyper-vigilant in too many neighborhoods--and I walk a lot of them with the city's senior walking groups each week as well as for my own needs.
For me replace the aggregate/stone surface sidewalks which is not even feasible. I CAN NOT walk on the wet slippery surfaces.
Lighting for walking in the dark, esp an issue in winter. designated walking paths not to be shared with bicycles.
Complete the system with some of these lower cost options and stop saying you don't have enough money. There is a ton of money in this town. What's missing is a lack of political will to prioritize.
Clearly separate zones for pedestrians from zones for bikes and cars.
Fix the cracked sidewalks and take away the grates around trees.
Build sidewalks where people live. Downtown has enough lights for people who are crossing and not enough population to prioritize. People in residential areas walk dogs or walk for exercise where they live and will forgo cars if they can walk to shops and community buildings and spaces.

More sidewalks for children going to and from schools.
Provide safe, navigable, designated walking paths. Constructing them in a way that cars can't park on them is vital.
Keep sidewalks clean and maintained. I live in Lower Queen Anne/Uptown so I'm really most familiar with these as I walk them every day. Some of the sidewalks downtown on 4th Ave near the Westlake Center I find a little slippery under foot because of the type of surface that had been used. Sometimes I guess a surface may be very aesthetically pleasing but not the very best for walking since we often have to navigate wet sidewalks.
Improve crossing for busy streets.
Make it easy and convenient to walk, short cuts etc; fix lights so that the walk sign always goes on when possible
Sidewalks only on busy roads.
Safe crossings, driver education, reduce speeds on "arterials" that are actually residential streets.
Put in sidewalks in more residential areas, especially those connecting to schools and retail, and make sure paths to bus stops are not blocked by major roads with no crosswalks. I had to run across Lake City Way for years to catch the 72/372 at Ravenna Way NE around 90th and it was extremely dangerous.
When you have kids in a walk zone for school, there are actually sidewalks for them to walk down.
Separate vehicles from pedestrians in the most effective, economical way possible and as soon as possible - especially on the arterials.
Sidewalks and slow traffic to 20 mph on residential streets.
Provide paved walking paths to all Seattle streets.
Institute safeguards that regulate vehicular traffic, including bicycles. These would include but not be limited to: signage, speed bumps or other methods of slowing traffic, strict and regular enforcement of laws that protect pedestrians in designated crosswalks.
Keep cars driving slow. Do NOT install more of those ridiculous "speed bumps" that are very long (6-8' long?) and low. They make it fun to drive fast over them, and do not slow down cars AT ALL!! Better speed bumps that ACTUALLY slow cars down would be needed. Don't add more sidewalks in Olympic Hills!!!!!! They will ruin the nice country feel and will lead to more stifling walking conditions as is the case in other places where you've had to add narrow sidewalks after-the fact.
Provide pleasant paths with landscaped barriers to walk along...some separation from cars is needed.
Enforce traffic signals, signs and posted speeds.
I like the idea of officially lowering the speed limit on residential streets to 20 mph. I also think judiciously placed speed bumps can be useful. I don't think curb bulbs (or whatever you call them) or roundabouts work at all. I see too many people roaring through and around them. Another good way to slow drivers down, or to remind them, are those "your speed is..." along the side of the road.
Build sidewalks!
Bring back the lower cost options. Also, see if you can make a volunteer opportunity similar to "Adopt-a-Street" where qualified citizens can help with construction, etc. Remember KISS - Keep It Simple Stupid! Please try to cut back on needless costly study grants and "just do it" You already have the information!
Build sidewalks in neighborhoods (blocks) that are adjacent to schools.

Repair and maintain paths. Fill cracks, resurface periodically when there's root damage.
Slow cars on side streets which get spill over from artery streets during high traffic. Also, crossing for bikes and pedestrians for high traffic streets through neighborhoods, like Boyer ave in Montlake.
Sidewalks with or without curbs.
"Eliminate drivers taking the ""free right!"" Drivers seldom bother to check the crosswalk, and it's the single thing that has caused me the most close calls, and most of the near-miss especially and hits that I have observed as a pedestrian.
Second thing, that you didn't ask for, is more public transit."
Put it more lighting. Put in walking paths at parks or other places that are safe and away from traffic.
Safe, self contained walking paths connecting arterials that lead to schools, parks, community centers and mass transit stops.
Police speeding and lighting on dark streets
Improve connections between neighborhoods, for example between SLU/Downtown and Capitol Hill, or SLU and Queen Anne.
More crosswalks with yellow flashing lights to alert drivers when a pedestrian is about to step into the street. Lake City has a couple of these and they really work!
A barrier between the road way and walking path
Deal with tripping hazards. I have fallen and most people I know have fallen. Especially in older residential neighborhoods - Queen Anne, Capitol Hill, etc.
Walkways on arterials
Build more paths and/or sidewalks.
Fix the bleeping sidewalks.
"Sidewalk along one side of 95th Ave NE between NE 35th St and Sand Point Way NE
Sidewalk along 105th Ave NE between NE 45th St and 35th Ave NE
These are streets my kids walk on to school and bus. "
Keep bikes off the roads and sidewalks.
Leave our street alone
Add sidewalks/walkways around the perimeter of schools that don't already have them. Also extend sidewalks/walking paths on the major feeder routes in the school walk zones. We cannot expect families to have their kids walk to school if we're not providing safe routes. I help with traffic safety around Jane Addams Middle School and am shocked everyday by the crazy situations those kids are in as the walk to school!
Enforce texting/cellphone laws for drivers
Build sidewalks/walking paths in neighborhoods where none currently exist.

Do something about sight lines at intersection of Boyer Avenue East and E Lynn St. Cars entering from 16 Ave East are not noticed by Westbound on E Lynn nor Northbound on Boyer. The roundabout has plantings that obscure vision of vehicle drivers to pedestrians in crosswalk. I know as I was hit by a car as a pedestrian. Cars are also speeding through roundabout.
Safe access a cross busy roads.
Reduce car speeds and provide safe crosswalks (because cars speed and don't pay attention to peccs and bikes)
Put pedestrian before maximum traffic efficiency, e.g. walk lights get priority over cars.
Away from traffic if possible, any sidewalk is better than none.
Reduce speeds with signs that state people's speeds and reduce road widths (i.e. 3rd Ave NW, 39th Ave NW, Leary). I am always vigilant walking in my neighborhood because people speed so much. I fear for my family's safety.
More traffic lights on streets like Roosevelt that have become very busy.
Safer walking paths and traffic speeds reduced in neighborhoods.
Stabilize rent and get some support to the homeless. also, dismantle the WDOT and rebuild it from scratch so that people who do drive can actually live their lives.
Speed bumps and flashing crosswalks that will slow down and warn drivers of pedestrians.
Fix traffic signals that leave cars stuck in busy intersections near schools & transit (for example, 10th Ave E & Roanoke St)
In my neighborhood I think providing any sort of sidewalk is the most important thing.
Slow the drivers down and make them pay attention to the road, particularly vulnerable road users.
We live in Loyal Heights, and the main problem is low-hanging branches and vehicles blocking the sidewalks. We also walk downtown, and it's plenty walkable for us. Other than removing things that block existing sidewalk, my priority would be to add sidewalks where they're missing, even if they aren't the "perfect" design.
Sidewalks! Make pedestrians a priority.
Build sidewalks with curbs.
Make crossing safer at busy intersections.
Keep kids safe by giving them walking pathways that protect them from car traffic
This is not an answer to your question, but I want to express concern about the inconsistency in how audible crossing signals were installed in my neighborhood recently. Some intersections require the pedestrian to press a call button in order to get a safe crossing, while others do not. I find this confusing and annoying. One may miss an opportunity to cross the street safely if one does not press the call button. Please fix this!
Residential streets need safe access to arterials north of 85th street.
Fix damaged sidewalks from tree roots

The Montlake bridge area serves an enormous amount of pedestrians and bikers. Because of this traffic I find it daunting to be on foot crossing the bridge and walking on the nearby sidewalks because of the bike riders brushing by me and my dog often just inches away. Cutting down on car traffic seems an ideal most of us share, so something should be done to make the walking and bicycling commute to the University safer for everyone involved.
Just more sidewalks and making sure those existing ones are safe (no cracks nor dumbs)
Be creative in street design and mitigation and do t rely solely on the design of the walking path. My priority is that there be well regulated traffics flow. This is the single biggest factor that influences my walking habits. I walk 7 miles a day round trip to work and see how difficult it is to feel safe when I am on a street that does not regulate traffic flow.
Aggressive ticketing of cars who run crosswalks. Particularly those that honk at cars stopped at crosswalks, then gun their engines and speed around the car stopped at the crosswalk right in front of the crossing pedestrians.
I like the curvy sidewalks with plantings. I would like to see a few pedestrian-activated walk lights on 15th Ave NE (between 80th and Northgate Way); similar to the lights installed on NW 65th St near Ballard High School. NOT like the lights on NE Roosevelt that are pedestrian activated but look like stop lights. These are confusing to drivers. When drivers on Roosevelt see a green light they do not expect to see a car crossing Roosevelt from the side street (the lights are only activated by pedestrians). It is a very inadequate and stupid system.
Slow speeding drivers thought small residential streets.
It's not the most important, but itnhasbt come up yet...plese increase traction on metal plates in downtown. They are very slippery when it rains.
Build in areas where people will use it. I know that it hard to predict, but there must be some way to collect data. This survey will only get you the vocal ones not the poor who do not own cars. I don't know how you would collect data on walking patterns but in my opinion use science not politics or the affluent citizens who have lots of free time pushing their personal agenda. I assume that areas of high housing density would need sidewalks over areas of low housing density.
Sidewalks in North Seattle
Safe surfaces, visibility
Put sidewalks where there are none. There are many streets that are popular to pedestrians that have no sidewalks. Also keep crosswalks freshly painted so drivers can see where pedestrians might be.
Stop closing off sidewalks next to construction sites. This forces pedestrians to walk in car traffic, which is incredibly dangerous. Developers and contractors need to find other solutions besides closing off vital pedestrian access.
Build more sidewalks or separated pedestrian paths.
Provide safe routes.
Sidewalks on All streets by 2020
Build paths or sidewalks in residential neighborhoods where kids walk to schools!
Make cars slow down. Cars drive way way way too fast in my neighborhood. There are not enough safe places to cross Lake City Way either.
Enforce ordinances against aggressive drivers.



Create more sidewalks.
Get home owners to clear their sidewalks of plant growth. You
Make people trim their encroaching vegetation and keep their sidewalk in good condition for people of all levels.
“Density - allow more housing units in a smaller space. This will increase the number of people on the street.
After that, though - definitely sidewalks and good crossings.”
Keep pedestrians safely away from fast drivers on neighborhood/residential streets.
Add sidewalks or the alternatives you’ve proposed.
More lighted cross walks, more stop signs in residential areas and lower traffic speeds.
Slow down traffic on smaller arterials in residential like Boyer Ave/Furhman Ave which are difficult to cross safely during rush hours
Stop giving money to developers and put in solid, safe, quality sidewalks....real curbs, buffers. I don’t care if it’s asphalt, but I want it wide enough fir two, a curb of standard height to deflect a tire, and a buffer of green. You are going to have to pay the piper one day. May as well begin now.
“Educate drivers to the pedestrian laws.
Ex stop for white cane users and don’t zip past us thinking we don’t see you at all.been startled by so very daring maneuvers.. That I dint think drivers would do for sighted. Sidewalks. Constriction on sidewalk should not happen both side of street sidewalk at same time. Like 17th and 85th I am bussing to15th when I can normally walk it. If it’s a choice wait for bus or walk. I side id th street at a time if possible or free bus ride “
Stop jaywalkers.
Add sidewalks to neighborhoods that don’t have them. It is too dangerous to have families walking in streets with traffic congestion getting worse.
Safe walking routes to school where children do not have to share the road with drivers.
Ban cars altogether in parts of the city and have pedestrian only streets! For example, in pike place!! Why are card even allowed in there?? The biggest problem is the poor additude of drivers here- cars are king are they know it and ignore the safety of pedestrians or bikers.
Get pedestrians off of the streets.
Have places that people want to walk to and the walking facility to get them there! Services! Business districts! Parks! Views! Sidewalks!!!!
Make bicyclists follow the rules. Get rid of the bicycle lanes around the walking path at Greenlake; they already have one on the outer perimeter. Put more of the blinking lights on crosswalks; it lets me know as a driver that someone wants to cross the street. Don’t allow bicyclist on highly trafficked streets; they don’t follow the rules and drivers don’t know bicyclists street rules, it also confuses people who want to cross the streets. Since cars mostly pay for the up keep of the streets, let the motorists have some say as well. I almost hit a kid on a bicycle, I was following street rules, he wasn’t . So you see this survey wasn’t the right one for me. It only made me angry!
Implement sidewalks where there are no sidewalks, such as parts of the Wedgwood neighborhood! =)
Lower speed limits and improve crossings.

Education so that drivers KNOW when a pedestrian attempting to cross at a corner it is REQUIRED to stop.
Fix gaping, cracking sidewalks.
Create pedestrians only spaces. West lake and Broadway would be good examples, look to to Europe for other examples. Create spaces to encourage people over cars.
“Slow traffic and add sidewalks
Building / Installing NEW sidewalks in place that have never had them. As more and more people are moving in and walking to take public transit the residential areas without sidewalks ( North Maple Leaf and Greenwood) are getting really dangerous. Especially when walking at night or early morning where cars are flying by and you have NO sidewalk to walk on to get out of their way.
Make sidewalks. Mirror at the corners (inter sections). I walk on the street every single day. I don’t feel safe at all. There are tons of kids around here walk on the street. Not safe.
Fix the plethora of slabs that are unevenly jutting up. At least make the ones we have as safe as possible.
“Reduce speeds. PERIOD.
Improve field of vision, reduce injury, improve stopping time”
Make separate walking areas so that walkers don’t have to share the space wirth cars.
“With all the \$ going to bike lanes, why is it still legal for bikes to be on sidewalks-even when a bike lane is present??
Even gravel paths would be an improvement in many areas. I live on a very short street, but one street over from school so many will speed down our street-seems like increased speed enforcement might help pay for some paths “
Give me things within walking distance (1 miles) to walk to, and pleasant paths to walk there!
Be sure that pedestrians can be seen by car drivers.
Alternatives to walking in the street with cars, and the substandard “sidewalks” on NE 95th St near Lake City Way.
Crosswalks in neighborhoods and along arterials such as 24th south of the UW near Interlaken
Good sidewalks on busy streets. For example, on Mercer Place the sidewalk stops halfway along the street. And cars drive fast up that street from Elliot.
Stop studying it, stop talking about it, and do it. It’s been promised and paid for by tax increases since north Seattle was annexed and added to the city, but never been delivered.
Build sidewalks where they are missing in residential areas especially connecting neighborhoods to schools and businesses.
Increase access to reliable transit with short wait times.
Sidewalks in places where they don’t currently exist
Focus on the areas with no sidewalks.
Add sidewalks to residential streets that have none.

Scrap proposition 1, come up with much smaller sectioned plans, make sure the work comes in on-time and under budget and then ask another smaller tax. In general, help the middle class survive in Seattle by lowering taxes and utility rates. Smaller and less expensive packages managed on-time and under budget will allow the city government to earn the trust of the citizens. 30% turnout at the polls, which is consistent these days, does not fairly assess the crushing blow of over taxation to the middle class. And with projects like Bertha, the seawall, the street cars being grossly over budget and delayed and with projects like the rainbow crosswalks painted for the gay pride parade festivities exclusively at a cost of \$61K to \$101K, the city has lost it's trust of the people and shown a real lack of competency. Please do not over tax my family out of our home. We are the middle class and we are meant to live in Seattle too.
More temporally responsive walk signals
Provide sidewalks in areas that don't have sidewalks.
Slow cars down.
Separate cars from pedestrians and slow cars down.
Put sidewalks on NE 100th st
Safe and comfortable street crossings
Create sidewalks, especially in places like NE 95th where people are trying to get to transit.
Enforce existing driving laws/violations: driving while on cell phone, driving while speeding, not stopping at intersections for peds...
More sidewalks in neighborhoods!!
Slow traffic and create safe walking paths or sidewalks on busy arterials - especially nears schools. 105th Ave NE and 110th Ave NE between 35th Ave and Sandpoint Way. There is heavy pedestrian traffic heading to John Rogers Elementary, Jane Addams Middle School, and Nathan Hale High School. Cars are constantly speeding and neglecting to stop for pedestrians on 110th and 105th.
Fix tripping hazards
Place sidewalks on the streets
More crosswalks, more visible crosswalks, traffic circles in resident roads (and other traffic calming devices) more stop signs. better signage all around
Lower speed limits, give more speeding tickets, build more sidewalks.
Pedestrian sidewalks or designated walkways.
Sidewalks on routes to schools
Narrow roadways as appropriate.
Create walking paths where none exist. Keep folks from walking in the same space as moving cars.
Slow cars in residential areas
Sidewalks on our busiest streets is the least we can do. (North Aurora, really there isn't any excuse to have no sidewalks there.)
Separate cars and people; organize parking in north Seattle, this is called hillbilly parking in West Virginia; park on the street,

Better access to schools for kids. Curb cuts, sidewalks, and arterial crossings
Get the homeless campers off the public right-of-ways! Allow police to enforce the no-camping and no-littering laws. Public spaces - bike paths, sidewalks and under overpasses - are NOT public campgrounds, urinals and dumps.
More sidewalks with separation from cars, trucks,bikes.
Ensure that there are curbed and/or separated sidewalks between denser residential areas and nearby commercial areas.
Sidewalks/paths and lighting
More and better designed crosswalks.
Put sidewalks were there're none
Eliminate the uglies: graffiti, car horns and pan handlers. Make every sidewalk pleasant for grandparents pushing strollers. If we can achieve that high mark, then all the Trendies, Hippies and Healthies will be just fine.
Some type of sidewalk (whether on one side of street or two) everywhere. Eventually they should be on both sides of the street. Traffic calming measures without some type of sidewalk are not very effective from my experience in our neighborhood.
Make sure there is good lighting
Increase sidewalks
Repair the hazards...
"Connecting safe side walks from arterials to schools pubic and private schools.
(Meadowbrook neighborhood ect.)"
Side walks.
"Anything that will slow traffic down (speed bumps) or create a separate walking path for pedestrians is an improvement.
For those of us who do not have sidewalks or any room to park our cars (guests, etc) we have to risk the chance of our cars getting hit by other drivers driving too fast or close to our parked cars on the side of the road. "
Create more safe walking places.
Sidewalks or some of these other lower cost options.
Smooth walking surfaces with barrier between peds and cars
Smile more.
Slow down cars , more separation
Require preservation of pedestrian walkways during new building construction. Don't allow blocking of sidewalks during construction.

Add sidewalks or walking facilities in residential areas where families are walking (and want to walk -- they often don't walk because it feels unsafe) and slow car traffic and make vehicles aware of pedestrians.
Install some kind of designated and separated area for pedestrians on all streets, especially residential that don't have them. Also, make sure there is safe lighting at night.
Build some kind of "sidewalk" or walking path, utilizing economical materials, in as many places as possible and as soon as possible.
Separate traffic from walkways
Repair where needed.
Take care of side walks now on our narrow streets. No more excuses for ditches along the roads, drop offs, or overgrowth.
Lighting
Sidewalks on busy arterioles. I live on an arteriole which curves significantly and there are many children, strollers, etc. Walking in the street. I feel it's only a matter of time before some driving too fast hits someone they don't see until it's too late. We're also walking distance to two schools which means lots of children walking and high schoolers driving!
Build more sidewalks!
Address pedestrian safety on busy arterials such as Boyer in the Montlake neighborhood. Seattle is one of the few, if not the only city in the state that has a higher speed limit for arterial streets than the state standard. Because many drivers exceed the posted speed limit, the speed on all arterials should be reduced to the state standard.
Kids safe walking to school
More designated walking spaces. We share so much of the road with other vehicles, motor and non-motor.
Install sidewalks in areas used by students. This includes walk to school routes as well as routes used by teams -- Meadowbrook track team (k-8th graders) and Nathan Hale track & cross country teams run from NHS to Matthews Beach and there are no sidewalks on the majority of this route. 45th Ave NE from NE 95th to 105th and 105th out to 35th Ave NE is a major walking route with no sidewalk or walking path. This area needs to be improved.
Sidewalks or walking paths or street slow downs and shared walkways on streets north of 85th.
Increase safety of the walkway.
Build sidewalks in residential neighborhoods
More clearly marked crosswalks and pedestrian ROW signage.
Repair uneven sidewalks, and install curb ramps.
Make areas where people walk now even better so more people will be enticed walk. Pedestrian volumes in Seattle seem very low compared to other walkable cities. Having sidewalk is not enough. So you have to choose -- build sidewalk and have more places with very low pedestrian volume, or try to increase pedestrian volume where you already have sidewalks and some level of pedestrian traffic. If you really want significantly more people walking, there needs to be more street trees, nice plantings, more interesting building facades, less vacant retail space, more sidewalk cafes, etc. That would entice more people in Seattle to walk.

I have a request: can you please continue the very short sidewalk that is desperately needed along Terry Avenue, near Union (connecting the sidewalk to the top of Union steps. In fact, Union steps needs a DESPERATE makeover as it is full of homeless people shooting up and living there. More attention/traffic to this area might curb this).
Install sidewalks in neighborhoods and safe routes to schools which have no sidewalks!
Sidewalks! Sidewalks! Sidewalks! It's scary sharing the road with drivers who aren't looking for you.
Wider, hazard-free walking spaces. (Did I cheat and mention 2?)
Put real pedestrian improvements on the north end of 3rd Ave NW
Speed bumps, stop signs, speed camera
Put sidewalks on all arterials.
Calm traffic including bicycles who don't share the road and often threaten pedestrians as well as motorists
Safety-sidewalks in residential areas close to schools. I watch dozens of kids walk on the street everyday in our busy neighborhood because there are no sidewalks.
Please build sidewalks in north Seattle.
Sidewalks/safe walkway installations in residential areas that allow people to walk safely around the neighborhood to their neighbors' houses, services and schools. We lack community (and have increased crime) when we can't get out and interact with other people person to person. We have public health problems because people can't walk most places very safely. We don't attract businesses to invest in our city when our neighborhoods lack attractive livability features like pedestrian and bikes safety features on roadways. There are so many reasons to invest in pedestrian safety but a safe space to walk alongside roads is the place to start to make these good things happen in our city.
Good places to cross streets.
Not having to worry about street people harassing pedestrians. I recently had relatives come to town from Back East. They were horrified at the state of our roads & downtown (We went downtown to eat, but left due to aggressive panhandling around Pike Place Market). My relatives said they would not come back to Seattle again unless they had to--I was ashamed. But let's spend more \$\$ on bike lanes shall we?!?
Get some freaking sidewalks on busy arterial roads. NE 95th street is a prime example
More education and enforcement for pedestrian safety
Build Sidewalks where there are none, esp in south Seattle.
Put in more sidewalks or pathways for walking/biking.
Build sidewalks
Repair existing sidewalks in the highest use areas.
Sidewalks or walking paths
Educate people that pedestrians crossing at a four-way intersection/no traffic lights, whether there is a crosswalk or not, have the right of way. Very few cars ever stop unless there is a clearly marked crosswalk with neon signage.

I like the paved cross walks on Capitol Hill. They are eye catching for drivers and should be replicated elsewhere.
Build sidewalks where there are none.... Everyone's children deserve to have a safe walking path to school!
Rationalize traffic signals to accommodate both pedestrians and motorists.
Provide continuous sidewalks around and to/from ALL Seattle Public Schools.
Provide sidewalks on busy streets, especially those where children wait for the bus. On Sand Point Way for example, there is no sidewalk and also bushes are overgrown. This forces pedestrians to walk in the road and dodge speeding vehicles.
Provide designated paths that are next to but not on streets. It is not safe to walk on streets with cars.
Adding more sidewalks
More sidewalks
Make sidewalks on the ways to schools.
Build sidewalks on both sides of every street in Seattle. Cars and peds should be separate, 100% of time. It makes traffic flow better and peds safer. Every other city does this. I feel like I live in the backwoods.
Build more sidewalks in areas that do not have sidewalks, especially along busy arterials and busy neighborhood streets.
Anything would be great. I live on 31st Ave NE in the Lake City Area.
Add sidewalks in residential districts. (Not a problem where I live, so I walk almost all the time.)
Build sidewalks
Please put sidewalks in my neighborhood. :)
More sidewalks in residential areas (where sidewalks do not exist) that allow access to transit.
Where there are existing sidewalks, we need to fix the uneven pavement and eliminate the vegetation that is encroaching onto and over the sidewalks. I've almost been hit crossing busy arterials (Eastlake Ave E at Fuhrman Ave E) even though there are crosswalks and walk lights! I really don't know what to do there. It seems like the drivers coming out of Fuhrman Ave E turning onto Eastlake Ave E are so desperate to make that turn that they really don't "see" the pedestrians even in bright daylight.
Add safe sidewalks
Sidewalks
Reduce traffic speeds and increase clear pedestrian right of ways and access. Driver frustration is a big problem in several areas (Lynn/Boyer traffic circle, NE Pacific/7th Ave NE 4 way/pedestrian/Burke Gilman intersection).
30th Ave NE is a major walking street for kids walking to Wedgwood Elementary. It is also the main driving street. It desperately needs a side walk on the whole street from NE 95th St to 89th St where the sidewalk starts up.
Build sidewalks in places where there currently are none or where they exist, but do not have any raised barrier.

Reduce car speeds
Build sidewalks on residential streets that are missing them.
Repair the streets and sidewalks.
Add sidewalks and safe walking options in residential neighborhoods and connect them to bus stops and local businesses
"Slower speeds in neighborhoods,
Rolling bumps on Boyer/Fuhrman - take out the bricks - too noisy for the residents.."
Separation of peds from cars. And it really doesn't matter how it's done. I live on NE 100th St near a very active Waldorf school and I walk the neighborhood twice per day with our dog. As both a pedestrian and driver, sharing the narrow, poorly-edged street is very very stressful. Despite reflective clothing and lights, my winter evening dog walks regularly involve hauling myself (and the dog) into roadside landscaping to avoid getting run down.
Reduce the number of cars by adding lots more rapid transit systems. Next comes more sidewalks.
Provide well constructed, well lite and well defined pedestrian pathways buffered from vehicle and bike traffic.
Speed limits low
More sidewalks in general, and keeping up on maintenance. There are several spots where the grass/weeds are only cut back once or twice a year, and in between the grass gets over 5' tall and starts to grow over the sidewalk, and dead leaves get left to rot which makes for very hazardous walking conditions over slippery, wet leaves over an inch thick. I've also fallen before when the sidewalks aren't level.
I would like to see a major emphasis on construction of the asphalt alternative sidewalk as was proposed by Mayor Murray, T. Burgess and Scott Kubly at their press conference on Wednesday, Oct 22 near Meadowbrook. I would also like to see a streamlined process developed for petitioning SDOT for neighborhood sidewalks other than those depicted in the initial alt. sidewalk plan. Thanks
More cross walks. Reduce speeds on residential streets. Keep sidewalks clean
Be stroller-friendly for Seattle's babies!!
Advise and enforce property owners they do not have the right to park on and over plant the sidewalk easement so that we have to walk on the street. "Man up". You have the authority to enforce.
"Add sidewalks
Remove construction that blocks sidewalks. once I was walking and came to a part where the sidewalk was closed due to housing construction (weren't even working on the sidewalk itself) and when I crossed the street, there was the exact same thing on the other side! No way to walk forward without going to another street or walking on the road.
Slow traffic on arterials so pedestrians and cyclists can feel safe. The city should lower all speed limits to 25 MPH with traffic cameras to give citations.
Speed bumps on residential streets. Relatively inexpensive, and effective.
Add sidewalks on residential arterials without sidewalks: Example, N 100th street from Aurora Ave N to the west...very dangerous!

Fix cracks where the grade changes and is a trip hazard.
Less rainbow crosswalks. More effective ones
Make sure they are building built with equity in mind around transit heavy and dependent communities
Provide safe crossing across major arterials. In particular I am affected by the lack of safe crossing between the Arboretum and Interlaken Parks.
Decrease the population growth in the city.
Remove access/safety barriers for folks who would LIKE to walk but don't feel safe. Begin with well-lit, clearly designated walkways to get commuters walking to public transportation where it makes sense, with safe and efficient ways for them to cross busy streets and access transit. Second - and equally important - ensure safe walking options for kids to get to and from schools.
My street is S. Dawson St., a steep hill down to MLK and a busy arterial. The sidewalk on the lower half is in disgraceful disrepair. Traffic is fast down the hill and kids are forced onto the road by the state of the sidewalk, especially between 30th and the bottom of the hill at MLK.
Keep traffic on the main arteries and not down side streets which prohibit walking opportunities due to increase in traffic
Better marked crosswalks, signs about jaywalking and traffic signals. In downtown installing all way walk lights at major intersections on Pine Street (3rd, 4th, 5th, 6th and 7th Avenues) for example would help cars move more smoothly though those intersections and HOPEFULLY keep people from crossing against lights!
Build sidewalks! When you build, people will come!!! Thank you ;)
Separate cars, bikes and people on three different grades and/or protected paths such as street for cars, bike lane protected by a curb (same level as street with a barrier) and then a raised sidewalk for pedestrians.
Have sidewalks and slower mph.
Sidewalks
Build sidewalks! One particular need is on S. Dawson St, west of Martin Luther King Way, heading up to 28th St. This is a main route for people to get from the Beacon Hill/Columbia City neighborhood to the Columbia City rail station and yet the sidewalk is patchy and broken. Most people, including children, walk on the street, or they do not feel comfortable walking at all down the street. Fewer people are using light rail because of that. It's a strange contrast from the east side of Martin Luther King Way, which has great sidewalks. Yet the the west side is a more diverse neighborhood, with a lot of people reliant on transit and walking.
Install sidewalks where they don't exist, especially important to support the coming light rail stations.
Put in sidewalks on Dawson Avenue in Beacon Hill from 28th Avenue S to Martin Luther King so we can come down this huge hill without walking in the street and get to the transit safely on Martin Luther King.
Build them!!! In areas that have been without sidewalks since houses were built. We should be first as other who already have sidewalks should be placed on lower priority.
Make the 2 mile school walkzone for kids walkable.
Put in designated walking paths in residential neighborhoods.
Safety. Protecting walkers from cars & bicycles.
More sidewalks where we don't already have them - especially near schools.

Deal with the large barrier roads that cross through neighborhoods. Try taking a pleasant stroll down Rainier ave or from University Hospital to the Montlake Library.
"In the downtown area you could make it more visitor friendly... Put up signs of what business are the neighborhood with location maps. They could advertise events and local attractions that bring revenue. They would also work to help people navigate around the less desirable areas.
Keeping the sidewalks repaired, well lit, and uncluttered should be the most simple part of keeping them attractive and usable."
Slow down traffic speeds through signal timing.
Sidewalk on at least one side of residential streets.
More crosswalks in residential neighborhoods with signals and long enough to get across the street
Make safer crossings of busy streets to provide access to parks, schools and businesses.
Build sidewalks on all streets that get any pedestrians at all.
By focusing on safety - both in terms of reducing traffic interactions and making areas "feel" safer (lighting, encouraging more use on particular streets so people are congregated)
Arterial crossings in the NEIGHBORHOOD crossing areas close to school, businesses, libraries and parks. You need to make these extra safe.
Keep pedestrians safe!
Reduce crossing distances at intersections
Help move traffic better in designated arterials (I don't see the point of the 'road diets'), so cars are not diverted to quieter residential streets. (Better sidewalks, timed signals, pedestrian bridges where possible)
Build more walking paths, wider sidewalks, remove trip hazards.
Enforcement of cars blocking crosswalks and on turning right on red without stopping.
Street lights and safety at crossings.
Make high pedestrian traffic areas (dense, urban areas like the U District & Capitol Hill) feel safer to walk
Lower the speed limit on residential and arterial streets.
Find a way to move traffic so that everyone isn't cutting through our quiet neighborhoods to avoid sitting in grid lock.
Make sure arterials have ample & safe sidewalks.
Make crosswalk safer with flags flashing lights etc.
I find that many drivers ignore/do notice marked crosswalks on busy arterial streets. I think more needs to be done to draw attention to these crosswalks. I've had people ignore me as a pedestrian even when I was pregnant or when I am walking with my baby/stroller.
Sidewalks/walking improvements so kids can get safely to schools - at least on one side of the streets with safe crosswalks to get from one to the next.

Provide proper places to walk and then go after people who continue to jaywalk or not use the crosswalks provided.
Add sidewalks where there are none in residential neighborhoods, and repair old sidewalks. Maple Leaf needs it!
In my opinion, it would be to simply put sidewalks (even rudimentary ones) in places where they don't exist.
Build sidewalks where there are not existing ones, and put up signs indicating drivers that that need to yield to pedestrians at crossings, so that pedestrians are not forced to wait while many cars in a row zoom by and then scurry across in between cards.
Sidewalks or separation from cars in areas that don't have them (i.e., north of 85th St.), including residential streets. Crosswalks on major arterials.
A separate area for pedestrians. There is so much focus on a separate area for bikes, why not people? I come from a small town in Ohio where we walked every where. I WANT to walk to the grocery. I WANT to walk my kids to school. I WANT to do family walks after dinner to see the neighbors and go to the park. We have an awesome micro living right here in Pinehurst. But Wight sidewalks, I don't risk my kids safety, so we drive the three blocks to Safeway, and we go to Maple Leaf park where there are sidewalks. One sided separate paved area with a bump line is my preference. thanks for listening to us! :-)
Give more options for public transport to get people within walking distance of their destination. The light rail is a good start for North/South travel. Now please improve travel in other directions.
I think building sidewalks of some kind in areas that do not have them is best thing we can do to promote walking.
Improve driver awareness and the visibility of crosswalks. I like the button-activated flashing crosswalks on major roads (like the new one on 15th Ave NE just north of UW). As a driver, I notice them much more and begin looking for pedestrians before I even approach the intersection.
Enforce speed limits.
More sidewalks.
Decentralize. Make sure distances are 'walkable'. People should be able to walk to grocery stores, parks, libraries, etc.
Make it stop raining, lol.
More controlled intersections.
Better bus system is most important
Evening the sidewalk out is the single most important thing. Slabs don't line up and create numerous tripping hazards.
Traffic enforcement cameras: please blanket the city in them. Other than that, put in sidewalks where they're missing. We can afford it. GDP per capita is many times what it was 50 or 100 years ago. It's a complete embarrassment we claim we can't afford to build sidewalks now when we could back then. It's just pathetic.
Allow density throughout the city, abolish single family zoning, utilize new development and LIDs to fund neighborhood sidewalks
"Put sidewalks in neighborhoods that don't have them. (Pinehurst comes to mind)

It's crazy to think that we are looking to spend money elsewhere when sidewalks are a basic part of a cities infrastructure.
More lighting in dimly lit pedestrian and cyclist routes.
There should always be a clear place where I know to walk and motorists know that folks will be walking.
Start ticketing drivers who do not yield to pedestrians in signed crosswalks. You have red light cameras; do the same at crosswalks.
Sidewalks in areas of the city where none currently exist.
Implement Vision Zero and more sidewalks, safer walking alternative along major arterials.
Keep talking about it-- make people feel like it's a normal thing to do.
Frequent, safe crossings on arterials such as Rainier Ave. S. that align with where the bus stops are.
Ban right turns on red in urban centers and urban villages.
Lower the speed limits on side streets and enforce them. My streets (19th Ave NW and NW 87th) are constantly used as a short cut to get to 15th Ave NW by speeders.
Correct poorly designed curb-cuts and/or create them where they do not exist. Recently redesigned 5th Ave N & Broad (SW corner of intersection) was made by someone who has never seen a mobility scooter before. Two signs, raised curbs and a narrow curb-cut make this a maze of inefficiency and difficult navigation.
Have larger no parking zones on either side of crosswalks. We use the crosswalk at NW 65th street and 26th Ave NW almost every day to walk to Adams Elementary. I used a grant to make flags for this crossing and cars often don't see us unless we step into the street even with the bright orange flags. Cars park way to close to this crosswalk all the time which diminishes visibility. Plus people go way to fast on 65th. We've had some close calls.
Provide sidewalks to schools.
Sorry, can't just do a single thing! Slower speeds, more stop signs and stop lights, speed bumps, enforcement of distracted driver laws. As I stand on arterials I see probably 1/3 of drivers looking at phones.
Provide the space for it off the street in residential areas
Continuity of walking facilities
Better lighting on park pathways and residential streets. Especially for the dark winter months, the light is really a detractor for walking on your own. Also keeping a closer tab on cars who speed or don't respect pedestrian crosswalks in well-trafficked areas. I frequently have cars speed past when I'm waiting to enter the crosswalk on a busy street right across from a major park.
Put sidewalks in neighborhoods that don't have them like Olympic Hills. I live on 135th that has no sidewalks and drivers drive extremely fast making it very dangerous.
No turn on red for cars in busy pedestrian areas and create safe walk to schools zones as planned.
Build sidewalks!
Sidewalks
Add sidewalks around schools.

Same response as # 10. Don't wait until someone dies to make these needed improvements!
Build sidewalks on major connecting streets in North Seattle, especially Roosevelt between 1st and Aurora. This is frequent route taken by people walking up to bus stops and shops on Aurora, and there is no safe space to walk in some sections.
Shorter signal phases and more crosswalks would improve conditions remarkably. Having to wait at signalized crosswalks probably constitutes 35-40% of the time it takes to walk places in the most heavily traveled neighborhoods. Also, insufficient crosswalks make the journey on foot take much longer than it ought to.
Lower cost improvements!
More connectivity with sidewalks and green ways to neighborhoods that do not currently have them.
Make it safe to cross arterial at regular, short intervals.
Some type of walkway (doesn't have to be a traditional raised sidewalk) on at least one side of every street.
Providing better spaces for people to walk and safe crossings.
Bring back crews working with homeowners/businesses to repair damaged and to prune back overgrown existing sidewalks.
Slow traffic.
Focus on reducing fatalities and injuries
Building safe pathways to everyday destinations; stores, schools, and business districts through policing of dodgy areas and providing physical protection from traffic
Make sure families have a safe route.
"Create safer ways to cross streets in residential areas. Traffic has gotten very heavy on cross-streets in our neighborhood and the biggest barrier to my walking is that there is no way to easily and safely cross 40th street to get to the business area without having to divert to the far ends of the street. 34th has similar issues that limit access to the Burke-Gilman trail.
Put in sidewalks where none exist on both sides of a street. At least have one sidewalk on one side of the road (assuming the road is not very busy or easy to cross).
Better crosswalk at boren school.
Find effective ways to get people to drive less, and when they are driving, to slow down and pay attention, such as traffic calming infrastructure, effective laws against using "mobile devices" while driving, public education, etc..
LESS RAIN
Put sidewalks where they are missing.
Put wide walks in neighborhoods that don't have them. Sharing The Road With Cars Who busy Neighborhood Streets To Cut Throughout Stop Lights When IN A Hurry Is scary.
More sidewalk, duh.
Cracking down on drivers that do not obey walk signs and rules governing crosswalks. Related, ticketing more cars that block crosswalks by parking in front of them.

Crosswalks! Specifically in Ballard. Specifically across from Cafe Mox. Their parking is on the opposite side of a very busy 4 lane road and there are bus stops on either side. There aren't crosswalks anywhere near that area and people are constantly jaywalking because there is no other option.
Keep improving light rail and other transit options not beholden to traffic patterns
Ensuring that crosswalks are visible, and that cars can't park right up to the corner causing poor visibility for crossing where there is not a crosswalk.
Keep cars and people separate
Public education about watching for pedestrians and common courtesy. From personal experience, some drivers don't think that pedestrians have a right to cross at corners -- that they must be in a marked crosswalk. (No, I don't "make" drivers stop for me.) If your promotional materials only show pedestrians crossing in marked crosswalks, it promotes this misconception.
More curb cuts near neighborhood downtowns, more sidewalks. Also downtown construction sites - less blocking off of sidewalks and moving people across streets back and forth.
Barriers between traffic and people.
Build according to specifications in previous question.
Speed
More sidewalks. More traffic calming in high pedestrian areas.
In addition to infrastructure that supports pedestrians, enforcement of traffic laws. I live in Wallingford, a very walkable neighborhood, and daily I encounter violation of my right of way by drivers. I feel like it's just a matter of time before something happens to me or another pedestrian.
Sidewalks (of any sort really)
"Sidewalks where we don't have them.
People don't walk because they feel unsafe. Walling is healthy activity. People don't use transit, even though they might despite being outside official.5 mile radius, because it's unsafe. Many downstream negative effects to not having any sidewalks at all. Or, as in our case at S Lucile near Renton Ave and 38th, we have a Sidewalk Desert amidst streets with sidewalks. Bad scene. Renton at Lucile, in particular, features blind intersection, hills limiting sight, no sidewalks, kids at bus stops, fast traffic and folks waking because they had sidewalks finding themselves forced into narrow streets with cars and delivery trucks. "
Concrete sidewalks and crosswalk buttons that don't take ten years for the signal to change. After pushing a button, nobody should ever wait longer than a full minute to cross. EVER.
More sidewalks
Lighting
Good lighting, well-timed walk signals, keep bikes off of sidewalks, limit uneven surfaces like the "bricks" along the McCaw Hall parking garage on Mercer.
Sidewalks.
More accessibility for the disabled.
Repair sidewalks in the downtown. Specifically in our historic Pioneer Square District.

Sidewalks, or equivalent, on key streets in areas that don't have them.
Reasonable crosswalk times. Most are so short that they are difficult for all but the healthiest of individuals and adults
I think that focusing on places where people are getting hurt is really important, but the single thing that would have the most impact would be for the city to start enforcing laws that protect pedestrians: drivers speeding, drivers not stopping for people crossing the street, drivers talking on their phones, people parking on the sidewalk. It shouldn't have to cost so much to make things better for pedestrians. So much of the problem comes from driver behavior.
Install some kind of separate sidewalk in neighborhoods which currently have no sidewalks.
Enforce yield laws for crosswalks at ALL intersections, not just marked crosswalks. Many drivers seem unaware that every intersection is a crosswalk where they're required to stop for people trying to cross the street.
Sidewalks
Buffer walkways from traffic especially in areas with kids
Add crosswalks where construction sites block one side of an arterial. Crossing John St. East of Broadway to get around the light rail construction site has been hairy for years. But if you forgot to cross at the light clear back at 12th Ave. that was your only option.
Make it safe for families with young children.
Separate cars and people
Need more sidewalks in Greenwood near 100th and Aurora. There are tons of people who walk up and down the street and cars drive fast.
Every street in Seattle should either be a shared street with extremely low speeds (think Bell Street Park downtown, or N 77th St just east of Aurora), or else it should have separated pedestrian paths on both sides. I don't care if they have curbs -- in fact, I'd prefer if they didn't -- but there should be _something_.
Have clear, demarcated areas where pedestrians should walk that is somehow separated from the road. It doesn't need to be with a curb, as landscaping and other methods do the trick to let walkers know where to be to avoid vehicles.
SIDEWALKS!!!! any maybe and educational campaign to teach motorists how to use the small roundabouts in north Seattle.
Improve conditions for crossing streets. I'm less worried about safety walking ALONG streets as I am CROSSING streets, especially for my children who are moving around the city without me.
Ensuring that every block of every street has a walking solution that provides non-slip walking areas protected from *excessive* traffic by curbing and/or landscaping. Example: My street (9400 block of 10th Ave SW) does not have drainage OR sidewalks, and each winter when it freezes there is an ice slick that people have to walk over to get to shopping or the bus stop. Some day an elderly person is going to be hurt there and the City will be responsible for it. We don't need a sidewalk if the drainage issues are solved, and we wouldn't have to create new drainage infrastructure if there were a raised sidewalk; the problem can be solved multiple ways - I believe this is true throughout the City.

Many roads do not have clear cross walks, or even clear markers for where cars need to stop. Crossing the street in many places in Seattle is troublesome, and this is the most important safety thing to work on. Some cross walks have lights that blink to let cars know there is a cross walk, but when the lights are ALWAYS blinking it appears confusing to cars. Cross walks with lights that blink are a great idea, but they should all be set to have a button for people to push to turn them on before crossing, this is much for effective in getting the cars attention. It also appears much safer.
Keep existing pedestrian amenities clear from trash and overgrowth, and in good repair.
Cross walks and side walks around schools. Speed bumps on cut through streets.
More side walks in residential streets above 85th!!!!
Put sidewalks in neighborhoods where there are none! I live in Greenwood north of 85th between Greenwood Ave. and 8th st. It is super stressful to navigate between parked cars on the side of the road and fast moving traffic. It has become especially stressful now that I have a young child that I push in a stroller on all of our errands into the greenwood shopping area.
City-wide traffic calming (e.g., narrower traffic lanes, raised crosswalks, speed humps, chicanes, traffic circles, rapid flash beacons).
Maintain the sidewalks and roads we have as so uneven and pot holed that dangerous.
More sidewalks and better crossing at major arterials.
Reduce and enforce speed limits. No one follows them.
Put a pedestrian crosswalk sign to cross 15th Ave NE, on NE 55th Street.
Put comfortable, safe, easily accessible walking paths through artificially created barriers such as highways, cul-de-sacs, and roads with fast-flowing traffic. More access!!!
Decrease the deference to cars in transportation planning. I drive a lot, but often wish the non-driving options available to me were even remotely as convenient as driving. I think they can be if we stop prioritizing car traffic at the expense of other transit options, walking options key among those.
For me in my neighborhood, it would be finding a way to reduce vehicle speed on non-arterials. I live at 93rd and Linden, and cars are constantly flying by our house. I would love to see speed bumps put in or something as a lot of people in our neighborhood are always out walking their strollers and dogs.
Add more reliable transit so that walking + transit becomes a good alternative to driving.
More clearly defined sidewalks
Separated paved walking paths available on every street, not shared with cars, parked or otherwise.
Create a more amenable atmosphere to pedestrian use. This means allow street life such as sidewalk cafes, vendors, and markets. This would create an atmosphere where people want to be walking because it's interesting to walk and provides access to valuable services and environments. It has much less to do with building infrastructure such as sidewalks. Great pedestrian cities like Paris are pedestrian because people want to walk, not because the sidewalks are good.
Maintain what we have. Many existing sidewalks are impassable due to vegetation and are dangerous due to broken concrete, tree roots, etc.
Please create a space between sidewalks and cars.



Stop ignoring North Seattle and its aging population. Please put in proper lighting and sidewalks with ADA accessibility between Holman and 9th along Greenwood. The bus drivers drop off people along that strip right into blackberry bushes. People in wheel chairs are forced to use the road, which isn't safe at all.
Put sidewalks or at least something off the street for walking in North Seattle. This is the single biggest complaint I have about living here-I can't safely go for a walk with my children and I see many kids walking to school or people in wheelchairs just inches away from speeding traffic on Greenwood Ave. You can not be a 'walkable' city until the ENTIRE city has safe places for people to walk.
Making it easier to cross busy arterial streets is huge!
True sidewalks along arterial streets, like Greenwood between 90th and 105th.
Make sure that every street has a sidewalk which is easily passable (not obstructed or interrupted).
Sidewalks on at least one side of residential streets
Slow speed limits and enforce them
Enact developers to install/repair sidewalks as new properties are built.
Visibility at intersections, particularly where residential streets cross arterials.
Don't let construction projects close the sidewalk for long periods of time.
Fill in gaps in sidewalk system as it connects to schools, transit and neighborhood centers
Repair what we already have while introducing the new pathways you have shown us. I am sure our budgets will not allow a comprehensive remodel of all our sidewalks.
Make sure that there is enough space for wheelchairs and strollers on sidewalks - including keeping utility poles out of sidewalks and ramps!
Build sidewalks.
Sidewalks in North Seattle! Please stop pretending that it is OK to refer to us as "unimproved" and then continue to not improve our walking conditions and storm-water drainage. Serving only the highways and major arterials turns side streets into arterials.
Cultural change: ensure people driving a vehicle feel it is their responsibility not to harm others with it.
Enforce traffic laws, including speed limits and pedestrian crossing at corners.
Install more sidewalks where they are needed.
Traffic calming for both cars and bicycles.
Please, please, please put sidewalks into areas that are close to arterials and on school bus lines. Take a look at the blocks between Orcas, 39th Avenue South, Martin Luther King Jr. Way, and over to the Columbia City light rail station. The intersection of 37th, Brandon and 39th are school bus stops; kids walk there all the time to get to Orcas or be picked up on the corners and there is about an 8-10 block stretch of no sidewalks down Lucile Street, 37th, 39th and over to the light rail station. It is a real disincentive to walk to the light rail station because of no sidewalks and it is not safe for kids and parents who are getting picked up by the bus or walking to Orcas to catch the public transit buses there for school.
There are too many things to do to just name one. For me, in my neighborhood (which has sidewalks) the biggest thing is sidewalk repair. And slowing traffic on the arterials. I guess that's two things. They're both important.

"Place the stop line at light intersections 2 or 3 feet from the sidewalk markings. Cars are always trying to take every inch and stop right in the middle of the cross walk. The only way cars do not come right up to me when I walk is carry an umbrella. Cars stay at the distance of the umbrella length.
Next is Cell phone use. That would have to be my number one single most important safety concern."
Add traffic lights to high use intersections where popular walking routes cross major arterials. For instance 12th and 64th NE is a popular intersection (next to Whole Foods Market), but at rush hour there are 3 lanes of traffic moving north on 64th and often at a high speed. There is no light here to help pedestrians.
Revise street designs that signal to drivers that they can go fast without regard to pedestrians. Contrary to what the speed limit or right-of-way laws might say, drivers respond to road design. So for example when I cross 23rd at Mercer, even though I have the right of way in theory, in reality there are 4 wide lanes full of speeding drivers who don't even consider slowing down, much less yielding.
Space should be welcoming, enjoyable and safe.
Build/repair walking improvements in lower-income neighborhoods.
Safe crossings at intersections
I would improve sidewalks that are cracked and raised due to trees. These increase the risk of tripping and falling
Fix the Ballard Bridge!
Slow the speed of traffic and improve crossings on streets like NE 65th.
Sidewalks in as many places as possible
Increase density so that there are places we want to go to that are within walking distance.
Fix curb cuts so they work for people with wheelchairs or strollers.
Clearly marked pedestrian footpaths. Pedestrian only areas downtown.
Have someone pick up the garbage, furniture, crap that people dump on street corners. For example there is a sofa, tv and shower on the corner of 123rd Ave NE and Roosevelt Way that is blocking handicapped ramp. People have filed many, many complaints and it has still not been moved. Plus it makes the neighborhood look like crap.
Allow adequate space for two pedestrians to move freely on the walk way. Strollers and children to use without tripping and elderly to able without concerns.
Handle car traffic better. To members bike lanes frustrate drivers, making them less careful, like the new abomination on 15th NE!
Prevent construction companies from blocking sidewalks for construction projects.
Provide enough space for pedestrians with different needs to safely walk, on sidewalks with ramps, where we don't feel like we are constantly buzzed by cars.

Increase the collective understanding that vehicles are tertiary in their right to the use of the ROW. They take-up the greatest area, have the greatest negative economic impact and are responsible for nearly all accidents. As a result, they must be more intensely curbed in their share (or presumed share) of the ROW. Transit, pedestrians and cyclists must be made to feel the priority and have the right of way relative to private vehicles. Providing and enforcing rules or design elements that reduce speeds and invert the hierarchy of private vehicles to those other three modes of travel is more fundamental than any single given infrastructure strategy or design.
Traffic calming!!!
Second to that, require adjustments around construction zones, then actually enforce them.
Lower the speed limit!!!
Put in more curb cuts.
Put sidewalks on residential streets that has none. Spending money on repairs for existing ones in downtown, Capitol hill, queen Anne, (etc) will not make the rest of the neighborhoods in Seattle safer.
Have sidewalks on all arterials and busy non-arterial streets.
Fix trip hazards on existing walkways.
Sidewalks and clearly marked crosswalks, so cars, pedestrians and bikes all know where others and themselves are supposed to be.
Add sidewalks to neighborhoods.
Reduce default speed limits to 20 mph on neighborhood streets and 25 on arterials.
MORE SIDEWALKS.
Increase rapid and off-grade mass transit. If you don't make it easy to leave the car behind, no amount of pretty landscaping and fancy sidewalks will get people to actually walk. Build better transit!
Congestion charge, a la London
Make utilitarian walking work -- to the stores, to transit, etc. I think improvement for recreational walking is important, but not "the single most" important thing.
Close greenways to cars
More accessibility for everyone. Make sure low income neighborhoods have similar conditions to other neighborhoods.
Improve safety along arterials and at large arterial crossings, such as 80th and Lake City. Those large arterials function as boundaries that stop people from walking from one neighborhood to another. With transit routes simplifying and going away, more people will need to cross arterials to reach transit stops.
Visually separate space for pedestrians in which cars are not allowed to park, and where illegal parking is enforced. These spaces must also work for people who need wheelchairs or other mobility assistance. Please! I drive as often as I walk, so I am not against car owners. But if people can easily park in the newly created walkways, that leaves pedestrians even further out into the street and in more danger than ever.
Slow traffic.

Unsafe walking conditions is the utmost concern that can be addressed by building low-cost sidewalks where there are none in North Seattle. This is particularly important on main arterial roads, residential neighborhoods and around schools.
Force all builders to build better safer pedestrian walkways as condition of building and make builders keep them open while construction is going on. Have you tried navigating Seattle on foot around all the new construction? It's impossible.
Have a path for pedestrians.
Add sidewalks of *any* kind to streets with regular pedestrian traffic! This provides an obvious safe space for pedestrians, which will be much more effective than trying to slow traffic.
Selfishly, my block of N 100th Street between Aurora and Linden has tons of pedestrian traffic (including many wheelchairs, children, and elderly or slow-moving residents). Cars driving at 30+ MPH to/from the light at 100th & Aurora, despite oncoming traffic, pedestrians, and a roundabout at the end of the block. Because cars park along the edge of the street, pedestrians are pushed well into the way of traffic. A sidewalk on at least one side of the street seems the only way to solve this. "
Divide this project into pieces, seek additional federal state and local funding sources including private grants, and conquer this mess. The only way this is going to happen is project by project as funding is available and raised.
Slow the cars down on residential streets, especially in the Central District by Union and Madison and on Denny through Capitol Hill.
Improve crosswalk delineations/stripping, all around town.
Fund programs in house and at non-profits that help educate people on safe walking and encourage more walking.
Make walking more secure and accessible as an option so more people can and will walk.
Educating car drivers. Toughen up getting a driver's license, more awareness campaign, catch and penalize drivers not yielding, not paying attention to pedestrians.
Improve pedestrian connection between Wallingford and U District Rail Station.
More sidewalks or paths that separate vehicles and pedestrians.
Please collaborate with the Seattle Public School transportation services and make them put the safety their first priority and provide the bus stops on not busy streets.
Get people who drive to slow down, obey traffic laws, and yield. Consistently.
More crossings at busy streets (Nickerson)
Improve crosswalk paint with wide solid lines which run perpendicular to traffic flow, clearly delineating the pedestrian priority at crosswalks. For intersections without a timed signal, a flashing LED strip when pedestrian triggers a signal would be great, especially at night.
Some kind of sidewalk or swail or any path in NE Seattle so that we don't have to share the space with cars!!
Many of our ""residential"" streets are used as shortcuts by many cars, and so get a lot of traffic. We need to make these safer."
More sidewalks in residential areas

Fewer cars on the road - create walking greenways like you have for bikes which are dominated by non-motorized traffic. I prefer walking on 20th Ave over 23rd Ave for this reason.
SDOT and SPD to respect laws that ban parking within 20 feet of crosswalks assuring optimum visibility and vision of all roadway users including pedestrians, bicyclists and motorists. Eliminate all parking within 20 feet of crosswalks. This will also improve movement of vehicles through intersections helping to solve broader transportation and pollution problems.
Reduce traffic speeds
Lay sidewalks in areas that there are none & fix hazards in existing sidewalks.
In years past neighborhoods would form a local improvement district to cover all the streets. This method should be used for all streets in an area. However, arterial streets should be improved using other funding sources.
Increase transit, quit "calming" streets. Begin by NOT making streets more dangerous. It'll save you money and make it possible to make true safety upgrades.
Buffers between cars and people
Provide safe ways to cross streets.
Stop closing the sidewalks. When you do so tell us why and for how long and give us some advance notice. Make the safety and convenience of the resident taxpayers, not the convenience of construction companies the main priority in these situations. It is clear and obvious that this is not the case and that neither the safety or the convenience of pedestrians has been or is currently a major factor in making these decisions.
Lowering car speeds, educating and enforcing distracted car and bike drivers.
For me, it would be sidewalks in North Seattle. (But I would expect the city to prioritize areas where pedestrians are most likely to be injured.)
There are 2. We are becoming more populated, so many areas that don't have sidewalks now do.
If you want people to walk need better access across busy arterials. Walking a long distance isn't going to happen.
On a positive note, the flashing beacons really do help. I can now safely get across Holden SW
Reduce the speed of cars.
Sidewalks on all residential streets. People walk their dogs, their kids, themselves in the street because they have no other choice and in the dark or bad weather (which let's face it is a good portion of the year) is unsafe for pedestrians AND drivers.
Sidewalks
Buffers between busy street and traffic (ex: 50th street between Green Lake and 20th, 45th Street east of 4th Ave). At present I drive the few blocks from East Wallingford to U Dist rather than walk as close proximity to heavy traffic is not safe

Discourage cars from traveling on neighborhood streets that are near major arterials. An example of this is 26th Avenue East between Boren & Madison. That street is a dense neighborhood, full of families, kids, using sidewalks. Too many cars are using it as a cut through to avoid 23rd Avenue East in both directions. It's also a "greenway" and yet does not have proper amenities such as speed bumps. It's also part of the Lake WA "bike loop" and yet it does not have a bike lane. In this situation consider: adding a bike lane, add speed bumps and create barriers that do not allow cars to access the zone from so easily. Another thought would be to take a portion of that to one-way. These sorts of things would reduce vehicle traffic & speeding and make it safer for pedestrians and bicycles.
Focus on safe routes for the most vulnerable - low-income children and the elderly.
Educate drivers on their responsibility to yield to pedestrians in both marked crosswalks and unmarked intersections.
Fix the stairs..it provides great connectors for schools, transit and the neighborhood. And fix the sideways that connect them. There is a huge lost opportunity in the Rainier valley for better walking if you clean the stairs, fix the sidewalk and slow down the traffic on Rainier Ave.
No idea really, beyond slowing vehicles. I'm not a traffic engineer. :)
Improve quality of life. Less street people getting in people's face. Less rats. Less agro drivers (reduce traffic). Lower housing costs.
Focus on low-income and low-access residents and people who have to take transit to get to basic services.
Provide safe/ADA compliant sidewalks on all streets - don't let construction projects, adjacent businesses, adjacent property owners take over the sidewalk with blockages that can last over a year, narrowing of the sidewalks with the restaurant uses, vegetation which is allowed to block sidewalks, dirt/leaves/snow/ice that's allowed to accumulate.
Sidewalks and crosswalks with SIGNALS, where drivers actually STOP. Also: Don't let developers use all the public access, covered pedestrian bridges out of the way of traffic aren't going to kill the bottom line.
More traffic signals on arterial without them for long stretches. They create truly safe crossings by breaking flow if traffic into pods or pulses. Without these traffic lights the stupid little flags do not work and really tell us YOU DO NOT matter. You expect some 12 year old to stop traffic and guess at what asshole driver won't go into the oncoming lane to pass? Also general illegal driving like parking the wrong way or simple speeding needs to stop.
Bring sidewalks to the neighborhoods that don't have them.
Improve the rate of cars that stop for pedestrians. Even at marked crosswalks (especially downtown and in Belltown and Lower QA), cars will often drive through at 10+ miles over the speed limit while a pedestrian is waiting. I have had several instances at crosswalks where one car will stop for me, and the car(s) in the next lane over have to slam on their brakes so I don't get hit. I have taken to stopping in the middle of the crosswalk and checking around the stopped car to make sure I'm still safe.
Sidewalks!
Implement a 20 is plenty program where speed limits for all Seattle residential streets are lowered to 20mph, signed for 20mph and then gradually engineered to 20mph. This could go a very long way toward solving the lack of sidewalks in the outlying neighborhoods, while making them bike friendly and safer for all modes. It has worked well in other major cities like London.
Start building them now and stop talking about it.
Maintain current paths from vegetative overgrowth

Please build more sidewalks on residential streets in the north end so my kids can walk to the park and to school safely!
More sidewalks.
Build real sidewalks.
More and better marked pedestrian crossings with traffic cameras to take photos and ticket people who don't stop. (I stood at a crosswalk on Stone Way recently and counted 73 cars before anyone stopped though I was clearly visible and waiting.)
Create safe pathways of ANY sort for pedestrians north of 85th street. They don't have to be traditional sidewalks - any sort of designated pedestrian pathway, preferably not on an arterial but on a quieter residential street that runs parallel to an arterial, is better than the nothing we have now.
Make all walking lights turn at the same time so all pedestrians can cross at the same time and not have to worry about any cars. Then allow all cars to go (in turns of course, but without having to worry about any pedestrians). I have nearly been hit by cars turning right when I have a walk sign at least a dozen times.
In my neighborhood, uneven sidewalks are out of control. I would say here, that's most important. But in south Seattle where hardly any money is every spent on improvements? Probably connectivity to transit. Plus traffic calming/safer to cross streets.
Provide delineated walking zones on arterials and transit feeder streets.
Also: Enforce laws regarding yielding the right of way to pedestrians. Do public relations work on right of way issues. Publicly engage bicyclists on right of way issues, including obeying traffic laws. Drivers are very frustrated with bicyclist militancy and bicyclist scofflaws. This spills over into pedestrian issues."
Make walk lights automatic at crosswalks. Get rid of the buttons. Send the signal to ALL that pedestrians are a natural part of the traffic landscape, not an afterthought. (Look to Chicago for guidance.)
Reduce traffic volume. Cars are what makes walking unsafe. Providing alternatives to driving improves the safety and aesthetics of walking.
There need to be more and better ways to cross busy streets - pedestrian over- or under-passes would be great!
Fix groundwater seepage discharge points. These are dangerous in all seasons, and represent a serious liability to the City.
Find a way to reduce the number of cars on the road. People driving are the single most terrifying aspect of cycling or walking anywhere in Seattle, but especially in areas (ahem, North Seattle) where there are no sidewalks. Whether it's failure to obey/know the law or just a blatant disregard (eg mobile phone use), people driving are awful in this town. Sit on a curb and watch people. Watch them near cyclists and pedestrians. If you reduce the number of cars on the road, Seattle will become a much more walkable city.
More painted and signed crosswalks and fewer beg buttons to push in order to cross the street.
Greenwood Ave N....FIX IT.
Put in sidewalks on arterials and neighborhoods. just get it done.
North Seattle needs sidewalks now. Walkable businesses would also be nice.
Install some sort of sidewalk.
More designated easy to see cross walks.

Slow down the drivers so that they can see the pedestrians. So that they can actually have time to stop for us when we are waiting to cross the street. We need ramps at every intersection for strollers and wheelchairs. Sorry, that was two things.
Sidewalks and paths so that there are no "dead ends" where you feel it is impossible or unsafe to walk.
To ensure that children, elderly and disabled have safe access/passage as pedestrians.
Separation of traffic and pedestrian through some form of sidewalk.
In my neighborhood: decrease speed of traffic. Two years in a row now, we've had accidents where cars collide at a high enough speed that one of them ends up on it's roof, in the ditch. We're lucky no-one has been killed, and it certainly doesn't make for an inviting pedestrian environment.
Building sidewalks everywhere would be the single most important thing.
There are two crosswalks in Fremont that really effect me and many other people and families in Fremont. 1) the crosswalk at 39th and Fremont--that is used by a significant amount of B.F. Day children. In order to cross from certain sides of the streets, you have to wait for up to 3 traffic light changes and it can take over 6 minutes, which leads to a lot of people crossing unsafely. Add to this the very unsafe speed that vehicles often travel on 39th (they fly up that hill to a blind intersection and there are often crashes). Also, there is no school speed limit sign as vehicles travel from 39th on Fremont Way N., so most vehicles ignore the safety speed. It is all very unsafe, and an intersection used by a lot of children. 2) The intersection at 35th and Fremont Ave, crossing from the west side of the street: the light is not nearly long enough to cross; if we don't run as soon as the light changes, we don't make it. It gets my heart racing every time, as again, there is a lot of traffic at that intersection. I would love to see these two intersections addressed as a part of this plan. Thanks for reading!
Build sidewalks, comprehensively, in north Seattle
My neighborhood doesn't have sidewalks, and that makes it much harder to walk in. I work in Belltown, which is perfectly walkable.
Sidewalks.
No turn on red for cars & separate green light for ped lights, i.e. not at same time as cars.
Sidewalks in residential areas.
Good question! I think it's focus on safety for pedestrians (wide sidewalks - super safe crosswalks) on busy arterials
Get more walking paths
Create more sidewalk areas
Building separated pedestrian walkways, whether by grade or by features like a lawn or garden.
Lighting, and safe street crossings

We NEED cut-throughs, alleys, ways for pedestrians to not be locked to the same route as cars! Seattle's hills and ravines mean our city is packed with streets that end suddenly or go off in unwanted directions. Take it from me-- walking anywhere except on an arterial is a nightmare, not because of the lack of sidewalks, but because of the difficulty finding a route! I cannot count how often I have ended up walking an extra mile because I could not find a street that went through and there was no provision for a short simple pedestrian path-- and an extra mile may not be a big deal to a car but it is huge to your feet.. We need the "public right-of-way" between houses or alongside developments to actually be open to the PUBLIC RIGHT OF WAY at least every quarter mile. I live just a few blocks away from the Burke Gilman Trail-- but I have to go over twenty blocks out of my way to access it because there are no kind of pedestrian-specific routes to it. When I've visited cities built for pedestrians in Europe and Israel, believe me, they were packed with short little simple cut throughs and right of ways where pedestrians could take a route different than the cars.
Put in any type of walking path in neighborhoods that don't have them!!! Broadview on 3rd is especially dangerous! It needs some attention ASAP as there are many families in the area that would enjoy some sidewalks.
Give people a safe space to walk.
Reduce speed limits for cars, create separate facilities for bicycles and pedestrians, get somewhere close to mode share.
More sidewalks in under served neighborhoods. (Delridge, north Seattle before shoreline, aurora north, etc).
Better lighting. More police presence in the area I have to walk. There are a lot of homeless junkies along the path. It doesn't feel safe. I feel I can't walk to early shift because it is dark at 6am. I can't walk home from late shift because it is dark at 11pm and shady elements are out there. For me, because I am not disabled, walking is more an issue of safety than sidewalks.
Get bikes off trails.
Build inexpensive, winding asphalt sidewalks. They don't have to be stamped and stained. But combine them with landscaping, perhaps landscaping that captures storm-water, to help separate them from traffic.
In my own neighborhood, I have concrete sidewalks. But would go for walks in more neighborhoods where asphalt sidewalks were put in, just to enjoy them."
I feel like in our area where we live we are in very much in need of sidewalks on our street people zoom down our street thinking it's a quick cut through to sound you play field and it feels very unsafe just walking out to your car or having your kids out and that just having that visual barrier between the street I think would be safer
Sidewalk along N Greenwood Ave!!!
Sidewalks or safe alternatives in residential areas.
An education to inform drivers that the law states they must stop for pedestrians at ALL crosswalks -- coupled with a ticket-writing blitz. It seems that few are aware of this law, or else don't care.
Sidewalks!
Make me feel safer with my young kids.
"Inform people about the importance of LOOKING BOTH WAYS BEFORE YOU CROSS THE STREET.
There are people who clearly believe that they can step out into traffic and cars will stop for them.
Keep pedestrians safe

Add sidewalks to residential neighborhoods.
Sidewalks in neighborhoods. Do what isn't visible to 'all' but meaningful to each person paying King county property taxes first. There will always be an opportunity to raise awareness about the places which are highly visible.
Decrease speeds and enforce current speeds. Road diets to slow cars down. I live on an arterial with a 30 mph speed limit. I estimate 90% of the cars are going 15 over that.
Invest in North Seattle! It helps businesses and growth and families.
Maintain and add new sidewalks connecting those most in need to transit and schools
Do it right the first time every time there is a street redesign
Fix the broken sidewalks! Educate the drivers. Lock up the drunks. Remind bus riders not to smoke on public transportation! Take your pick!!
Make it easy to walk and bike across busy arterials
Sidewalks for everyone not only for wealthy
Safe walking areas that both cyclists and drivers need to respect. The cyclists are worse than the drivers in some areas.
Make crosswalks where they are needed in busy intersections. Some intersections, like Denny and Western, make no sense in that you need to cross 3 different roads in order to get to the other side of the street.
Maintain sidewalks during construction especially in areas with high pedestrian volumes. Put in a covered walk way (scaffolding or containers) or take a parking or traffic lane. If other cities can do it Seattle should be able to.
Fix the current broken sidewalks
SIDEWALKS!!!
Build walkways on arterials, stop relying on speed limits to curb drivers instead use physical barriers speed bumps and roundabouts, make sure walking areas are well lit
Better crossings of busy streets.
Put sidewalks on at least one side of the road in neighborhoods that want them. I see kids in our neighborhood playing in the street with cars that zoom by and it's scary.
Reduce the numbers of cars... but that's not feasible! Provide means of protection from impatient and careless drivers. Making pedestrian pathways that are clearly differentiated from the rest of the road will help, barriers such as curbs and trees help, but ultimately it comes down to the drivers.
Make Haller Lake more walkable - improve the safety of existing sidewalks and add more
Separate pedestrians from traffic
Sidewalks. North Seattle is not a family friendly area. The only place you can walk and not be afraid to get run over is Greenlake and Greenlake is very crowded.
Build more sidewalks in areas that don't have them already.
Reduce speeders cars and cyclists. Maintain rules of the road for all users and what is expected of them.

Better crosswalks, more crosswalks.
Provide any kind of sidewalks. Something is better than nothing. My favorite options are raised, second favorite is where pedestrians are separated from vehicles by swale or significant vegetation -- some sort of barrier.
Slowing cars down.
Stop closing sidewalks for construction!
Provide sidewalks on busy arterials (like sand point way between 125th and 95th).
More sidewalks up north !
Add sidewalks in designated greenway and residential areas, especially near shopping and transit
Slow down auto traffic. Use diverters to keep cars off of neighborhood streets.
Build safe crossings across busy streets.
Reduced traffic speed limits.
Continue to build infrastructure and public transportation.
Build crosswalks across 3rd Ave NW between 85th Ave NW and 100th Ave NW (and connect them with sidewalks to the parks in the area.)
Educate, educate, educate ALL parties: walker, biker, auto
More walking paths separated from vehicular traffic on more streets.
Build more sidewalks and pedestrian friendly thoroughfares
Connections around light rail, retail and schools. And building sidewalks in residential areas without.
Accessibility.
Connect schools and businesses with neighborhoods on traffic-calm streets.
Curb Ramps along arterial streets and streets with transit stops.
Add more safe cross walks
Provide sidewalks in all of the residential neighborhoods that have buffers and are well lit.
Put in more crosswalks and lights. And do not have the crossing lights have to be pushed or else you won't get the "Walk" light. It should just say "Walk", without having to push a button.
Seattle needs to find something else to spend your money on. I don't walk anymore because i don't want to get shot. the rest of the so called problems do not bother me.
Better lighting and designated walkways. Cameras at crosswalks.
Add sidewalks. Keep bicycles off them.
Install sidewalks where there are no sidewalks

In residential areas cars park on both sides of the street meaning that on some streets only one car can drive down the street at a time. Because of all the parked cars, the driving cars can sometimes not see pedestrians moving in between the cars. I would like to see street parking disallowed for those residences with driveways and street parking limited to only one side of the street so that pedestrians are easier to see.
Driver education/enforcement re pedestrian right of way, and explicit "stop for pedestrians and bicyclist" signs. Building all these nice walking areas like new sidewalks, and greenways much less helpful if vulnerable users can't safely cross at arterials.
Make sidewalks for all residential street!
Provide walkways separated from traffic on busy streets that are essential to access urban villages, such as along Sand Point Way NE that connects to existing sidewalks along NE 125th st.
An actual carved out walking/pedestrian only path in residential areas North of Seattle would be a huge improvement. It seems most areas in Seattle proper have sidewalks (Capitol Hill, Downtown, Queen Anne, uDistrict, etc.).
Stricter regulation for construction zones, enforcing sidewalk closures as last possible resort, and reducing signs/other obstacles placed in pedestrian right of way.
Connectivity to key locations - schools, mass transit, parks. Make leaving the car at home completely worthwhile
Make sure transit stops are well connected to neighborhoods via sidewalks. Specifically, connect the north side of Dawson street to the west side of MLK so people walking to the Columbia city stop down the hill from the Lockmore part of Beacon Hill have a sidewalk the whole way. Most of the way there is a sidewalk but for some reason it ends the last block.
Add more pedestrian-only walkways.
Repairing seriously damaged sidewalks to be accessible to handicapped people
Pedestrianize neighborhood cores.
Definitely sidewalks.
Prioritize investments in safety in the lower-income, more transit dependent areas of the city.
Most days - slow cars. Today - decrease pollution. Throat actually hurts after walking a couple of hours on busier streets than usual. Chores done, but streets were busy.
For downtown, create pedestrian only streets.
The biggest problem I have walking in the Greenwood area are the bicycle riders not looking and going fast (some cases faster then cars) in walking areas
Add sidewalks where missing in North Seattle
If there is a pedestrian signal, it needs to turn green automatically with traffic (although it may make sense to make the pedestrian cycle shorter if no one hits the button). No REQUIRING the beg button be hit to activate a pedestrian signal at a normal intersection. Encourages jaywalking and unpredictable behavior. Wastes time at the most unpleasant areas of a trip. Makes people on foot feel like 2nd class citizens.
Give all of the residents in Seattle sidewalks!
Fix the broken sidewalks where there are sidewalks.

Buffers between sidewalk and roadway. Also, streetlights on every street.
Put sidewalks in areas that don't have them. The North end was annexed over 50 years ago with the promise of sidewalks and that has not happened. If it was safer to walk in the North end we would not be "car dependent". We have light rail coming to 145th and we need safe sidewalks to access it.
We need dedicated walking paths in the city. We need them in North Seattle. More children are walking to school and there are more pedestrians in general. We need walking paths.
Presumption of liability for motorists
Improve arterial crossings. Raised crosswalks, removal of "beg buttons", curb bulbs, pedestrian islands, etc.
Put sidewalks in haller lake. I used to live in Ballard moved because house to large. We bought in haller lake a small house and now walking is dangerous with no sidewalks and.....lighting not always as good. Better walkways would increase business to local stores
Build generous, pleasant, connective walking paths that integrate building doorways with street life. Treat them like they are used for mobility by counting delay caused by lights, crossings, obstacles, etc. and treat them like they are used for access by counting the opportunities available by type and demographics, keeping accurate records of where they need maintenance and who is responsible to keep them free flowing, safe and inviting. Measure conflict points and conflict free paths and distribute that information so it can be tracked over time to gauge improvement. Enforce crossing laws for drivers to stop and prosecute anyone that collides with a pedestrian. There should be a mandatory fine and summary judgment against the driver of a vehicle that strikes a pedestrian or bicyclist.
"Install walking paths on streets that do not have them.
Instill turn signal stop lights on Lake City Way--both tied for single most important."
Create designated walking paths that are separate from the roads
Education. As long as we continue to have real people driving cars and making real mistakes, we need to be educating everyone-people who drive, walk and bike--the rules of the road and courtesy--without one mode being the dominant. We continue to live in a car-designed roadbed and in order for there not to be conflict between users we need one set of rules that guides everyone's behavior. Maybe in the future with automated vehicles, we can once again go back to the streets being open for more activities like in the streetcar days. Until then we struggle to find enjoyable spaces for carbon neutral, self-propelled users like peds, bikes, and ebikes
Slower automobile speeds and safer crossings
Sidewalks in residential areas
Since you did a calming road diet on 15th people are speeding in our neighborhood so sidewalks would be great since traffic circles are not working
Revisit lights and pedestrian walk lights at busy intersections. Like stone way. Make the ped lights longer and during peek time always on not just when someone presses it.
Neighborhood sidewalks need to be installed
More sidewalks in residential areas in NE Seattle
Same as above said. Potholes, failing sidewalks, and lighting issues need to be addressed.
Slower driving speeds.

Improve conditions crossing busy streets
More sidewalks .
Fix broken and uneven sidewalks
Build sidewalks
As someone who walks 1.7 miles to/from work each day each way (Capitol Hill to Belltown via Denny) - not much. Most of the city has plenty of sidewalks, although on Denny I wish you would actually narrow the sidewalks to add an additional lane heading eastbound. Remove the parking in front of 24 Hour Fitness on Minor and make it 2 lanes entering the freeway. The cost is well worth getting rid of a massive congestion chokepoint on Denny between Dexter and Stewart in the afternoons. And the sidewalks are so wide on Denny, they could easily be narrowed, particularly between Fairview & Stewart.
Consider walkers as part of the plan, not an afterthought -- treat walking as a legitimate means of transportation.
Safer, wider, obvious walking areas
Decrease or eliminate interaction between pedestrians and cars.
Stop cars from bullying peds of their rightful right-of-way
Reduce speeds in neighborhoods and enforce the heck out of it. The revenue from tickets would probably fund the cost of half of the improvements. Additionally, ridiculously high fines for offenders would be a great addition.
More sidewalks on streets that lack them, either raised or with good drainage.
On main thoroughfares connecting people to services/destinations focus on widening sidewalks and/or separating people from traffic with plantings/barriers. (And slow down traffic!)
Get people to stop texting and walking/texting and driving (yes, I know these are out of your control! But educating drivers and walkers may be helpful?)
For me, it's to add paths/sidewalks to some of the residential areas. I live near the Fauntleroy ferry and finding a sidewalk is very hit and miss. It's damn near impossible to push a stroller around (if you're not on the street). I'd also like to see some coordination with traffic engineers. I walk downtown every day and am becoming increasingly frustrated that I can't walk a block without hitting a red light. I feel like the traffic lights in downtown Seattle are poorly timed for both pedestrians and cars.
Lower speed limits and enforce them.
Keep sidewalks level and grippy.
Enforce failure of people driving to yield at busy arterial intersections and engineer 20 mph or slower zones on neighborhood streets.
Maintain walking access during construction. Do not detour people across the block; reduce traffic lanes to maintain walking access before closing sidewalks for construction.
Make neighborhoods without sidewalks more accessible and friendly to encourage development and community. People don't like walking in streets. It's not safe and the streets or abutting property can be hazardous.
Slow down car traffic and convince/force drivers to yield to pedestrians.

Since I live/work in areas that have sidewalks, my perception is that focus should be on adding ADA ramps, as it's shocking the lack of them around the city.
Get drivers to slow down!
Have consistent wide elevated sidewalks without tripping hazards, such as shifted panels, or shrubs getting in the way.
Improve the flow of motor-vehicle traffic so that drivers do not get frustrated and take shortcuts down secondary streets. Keep traffic on arterials flowing, not stop and go, especially east/west arterials. Make sure arterials have adequate pedestrian sidewalks and crossings. If drivers do not get so frustrated that they seek shortcuts by turning down secondary streets, sidewalks will not be as necessary on them.
Provide neighborhoods, such as Bitter Lake, that hardly have sidewalks or walking areas, with such areas so that the community may become more engaged. I live on 128th street in between Fremont and Linden and I hope that the Pedestrian Master Plan would be to include that block to be improved with a sidewalk or other such walking improvement.
Pedestrian safety should take priority over vehicle throughput. Some of this can be accomplished by improving pedestrian access to and across busy arterials. Some can be accomplished by improving alternate walking paths along neighborhood greenways. Traffic calming should also be part of the toolset.
More signals and crosswalks on busy streets. These streets often serve as a barrier to places beyond.
Sidewalks in North Seattle leading to transit stops.
Please built sidewalks of some variety near all schools. Kids who live within 2 miles of a school are expected to walk, bike or be dropped off by an adult. Many children will end up walking or biking and they need safe ways to do that (besides it's good for kids to walk to bike to school if there is a safe route).
Increase the amount of sidewalks and crosswalks
Improve pedestrian crossings and non-lighted intersections with signage reminding drivers to yield to pedestrians (and do a massive marketing campaign to all licensed drivers to remind them of the importance of doing so!)
Stop with the rainbow crosswalks and invest in painting crosswalks where they are most needed. Fix light timing.
More sidewalks of any type
Improve pedestrian access to major transit hubs. For example, improve pedestrian access to the Mount Baker lightrail station by providing safer walking paths across MLK & Rainier. This could include changing traffic patterns at MLK & Rainier (I fully support restricting the flow of car traffic through this intersection) or changing traffic signals to accommodate pedestrians (no right hand turns on red).
Diverters! All over the place! Eliminate all cut-through traffic on non-arterial streets.
Delay green light so that folks can actually cross at crosswalks safely before cars just GO
Provide more and safer ped and bike crossings of arterials
Connecting neighborhood
More sidewalks in areas without them especially on arterials and residential streets with higher number of cars or dangerous conditions, blind hills or curves etc...
Provide walking paths where they currently don't exist

Provide an interconnected network of pleasant, safe walking spaces along both arterials and residential streets.
Create some sense of consistency, perhaps a master design plan with various needs in mind, start over on many of the sidewalks as they make no sense at all where poles, trees and other barriers seem to be arbitrarily placed. Close your eyes and go for a walk ...you will soon understand the obstacle course created by Seattle sidewalks.
Mixed use retail, greenways
The priority should be safety for people trying to get through their neighborhood.
Improve walking safety on heavily used 14th Avenue N.W. in Crown Hill, which is used for access to a nearby neighborhood school and is used as a pedestrian short cut from Holman Road to 85th Avenue N.W. There are currently no sidewalks and the street lighting is dim.
ENFORCE SPEED LIMITS



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