



Walkable Washington

collaborate, take action, celebrate

For information about Walkable Washington and other Feet First programs

314 1st Avenue S
Seattle, WA 98104
www.feetfirst.org
206 652 2310

Case Study

Walkable Washington

The Walkable Washington program grew out of the Feet First Cities Program. It showcases exceptional pedestrian-oriented improvements, community groups and outreach programs; maintains a statewide network for key contacts and stakeholders including an annual symposium; and provides assistance with Safe Routes to School, walking audits and other educational activities and programs.



Safe Routes to School Oak Harbor, Whidbey Island, WA

Description and purpose

The project improved pedestrian access at eight road crossings over a street where speed limits are 30 and 35 MPH, and where drivers frequently fail to yield to pedestrians. These crossings are heavily used by school children on route to and from school. Therefore, the project sought to increase pedestrian safety with curb ramp and sidewalk improvements as well as the installation of solar-powered warning lights at each of the eight intersections.

The warning light systems have flashing LED lights on pedestrian crossing signs as well as warning lights built into the street alongside the crosswalks. With the push of a button, pedestrians can activate the lights and make drivers aware of their presence.



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Costs and funding

An estimated total grant of \$360,000 was carried out by the Washington State Department of Transportation and the City of Oak Harbor.

Implementation time-frame

The project started during 2011. The greatest challenge to the implementation of SRTS was time; the planning and funding of the project took the City of Oak Harbor several years to complete. Construction started on March 15, 2012 and all of the crosswalks were finished in the summer of 2012.

Community involvement

The city has received positive feedback from the community about the flashing crosswalk lighting and signs.

Benefits and results

The public works staff and police department who are out on the streets every day have observed that an increasing number of pedestrians activate the warning lights before crossing the road. Students and other pedestrians are actively using the crosswalks, though complete data on the pedestrian traffic has not yet been collected.

Project Contacts

Brad Gluth

Civil Engineer, City of Oak Harbor

bgluth@oakharbor.org

(360)-279-4526

Arnold Peterschmidt

Project Engineer, City of Oak Harbor

apeterschmidt@oakharbor.org

(360)279-4525

Resources

Safe Routes to School Project: Blog. City of Oak Harbor

<http://www.oakharbor.org/blog.cfm?pageId=422>

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