ACCESSIBILITY, EQUITY, AND PROMOTING PEDESTRIANIZATION WITHIN CITIES
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BACKGROUND
• Pike Place is one of the oldest, largest, and most famous operating markets in the United States.
• Pedestrianization of Pike market is an ongoing topic among urban planners and organizations.
• Temporary road closures are common in summer but efforts to permanently close the street to cars have failed.

RESULTS
Current Problems
• Pike market experiences congestion due to the mix of pedestrian and vehicle traffic resulting in unpleasant market environment.
• There is a need for delivery vehicles and drop-offs that make complete pedestrianization difficult.
• Disabled are limited in their options to visit the market if pedestrianization were to take place.

Research and Observations
While there are several modes of transit to reach Pike Place without a vehicle, vendors express the importance of punctual, safe transportation.
• Discourse made it an undeniably issue.
• Pike Place is a famous destination and an important part of Seattle’s image, therefore access is prioritized - however vendors are not always involved in the conversation.
• Despite existing complexities that tie into pedestrianization, most vendors support and are open to the idea.

INTERNSHIP AND METHODS
• Interned at Seattle Neighborhood Greenways, interviewed ~ 70 vendors.
• Utilized public and University databases to investigate injustice within transportation and accessibility.
• GIS mapping helped determine discrimination in areas based on varying demographics.

IMPLICATIONS
• Pedestrianization of streets ensures the safety of people - of whom should always be considered the center of a city.
• Increased and equitable access to public transportation must be met prior to pedestrianization.
• It is unlikely for other areas of Seattle to pedestrianize if Pike Place fails to be.

RESEARCH QUESTION/THESIS
How does the potential for pedestrianization in Pike Place relate to issues of accessibility and environmental justice?
Thesis: Adequate methods of public transportation are required in order for the possibility of pedestrianization to become a reality.

SIGNIFICANCE
• Importance of this research is that potential fixes can be identified and Seattle is working to add methods of transit to access neighborhoods.
• Injustice within transportation accessibility and the existence of “transit deserts” is a critical matter that needs to be tackled.

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