

Main Pedestrian Policies of the SMG by Period

Until the early 1990s, pedestrian traffic accidents occurred frequently due to the harsh pedestrian environment in Seoul, and accordingly, calls for the improvement of narrow walkways were increasing. The SMG began to prepare systems to improve the pedestrian environment by implementing the Act on the Establishment of Child Protection Zones in 1996 and an ordinance on pedestrian roads in 1997. The SMG started projects for pedestrian road improvement by creating streets without cars in 1997, and pedestrian-friendly walkways in 1998. The Seoul Plaza, created in 2004, was notable in that it was made by eliminating intersections and driveways in the downtown area to create a large turfed area of 13,207m² for pedestrians. Since then, it has served as a foundation for the implementation of pedestrian-related policies across Seoul.

The Seoul design project, executed from 2007, was not only intended to improve the pedestrian environment, but also to add aesthetic elements to the pedestrian passages so as to give pedestrians a feeling of satisfaction when passing via the walkways. In 2010, the SMG established a department for pedestrians and bikes under the Seoul City Traffic Headquarters, which has devoted itself exclusively to implementing policies related to pedestrians and bikes. The SMG has also made continuous efforts to improve the pedestrian environment by implementing such initiatives as the designation of pedestrian priority areas and the Seoul Street Renaissance project, as well as announcing the "Seoul Vision for the Pedestrian-friendly City." More specifically, the Seoul Vision for a Pedestrian-friendly City was noteworthy because it comprised ten action plans conceived to improve the entire pedestrian environment by expanding pedestrian-only streets and pedestrian-friendly streets, installing additional crosswalks in downtown areas, and introducing pedestrian priority streets in residential areas. Its main pedestrian-related policies are as follows:

- Early 1990s: Movement for pedestrian rights related to safety issues in school zone walkways and alleys in residential areas
- 1996: Legislation of the Act on the Establishing of Child Protection Zones
- 1997: Legislation of ordinance on pedestrians in Seoul; establishment of car-free streets (Insa-dong, Myeongdong-gil, Gwancheoldong-gil)
- 1998: Implementation of pedestrian-friendly walkway project; establishment of 1st basic plan for Seoul's pedestrian environment
- 1999: Installation of a crosswalk on the north-south side of Sejongno intersection; implementation of the Green Way Project

- 2000: Installation of a crosswalk in front of the Seoul Arts Center
- 2004: Creation of Seoul Plaza
- 2005: Establishment of 2nd basic plan for Seoul's pedestrian environment
- 2007: Implementation of the Design Seoul Street Creation project
- 2008: Implementation of a pilot project for pedestrian priority areas and the Seoul Street Renaissance project
- 2009: Establishment of a plan to improve pedestrian traffic
- 2010: Establishment of a new department for pedestrians and bicyclists within the Seoul City Traffic Headquarters
- 2012: Legislation of an act intended to secure and protect pedestrian rights and improve pedestrian's convenience
- 2013: Announcement of the Seoul Vision for a Pedestrian-friendly City

<Figure 1> Main Pedestrian Policies by Period

1995~1997	1998~2002	2002~2005	2007~2011	2011~
Green Traffic Plans	Pedestrian-friendly Street	Cheonggyecheon and Bus-only Lane	Street Renaissance	Pedestrian-friendly City
Installation of a department responsible for pedestrians for the first time.	Designation of streets including Jeongdong-gil. Expansion to the landscape and tourism levels.	Creation of Seoul Plans. Restoration of Cheonggyecheon Stream after demolishing the Cheonggye Expressway.	Establishment of a design concept. Installation of media board on Gangnam Street.	Remodeling of the overpass at Seoul Station and the Se-un Arcade. Improvement of pedestrian environment.