



# Enhanced Pedestrian Crossings Policy Update

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Seattle Pedestrian Advisory Board

# Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

## Core Values & Goals:

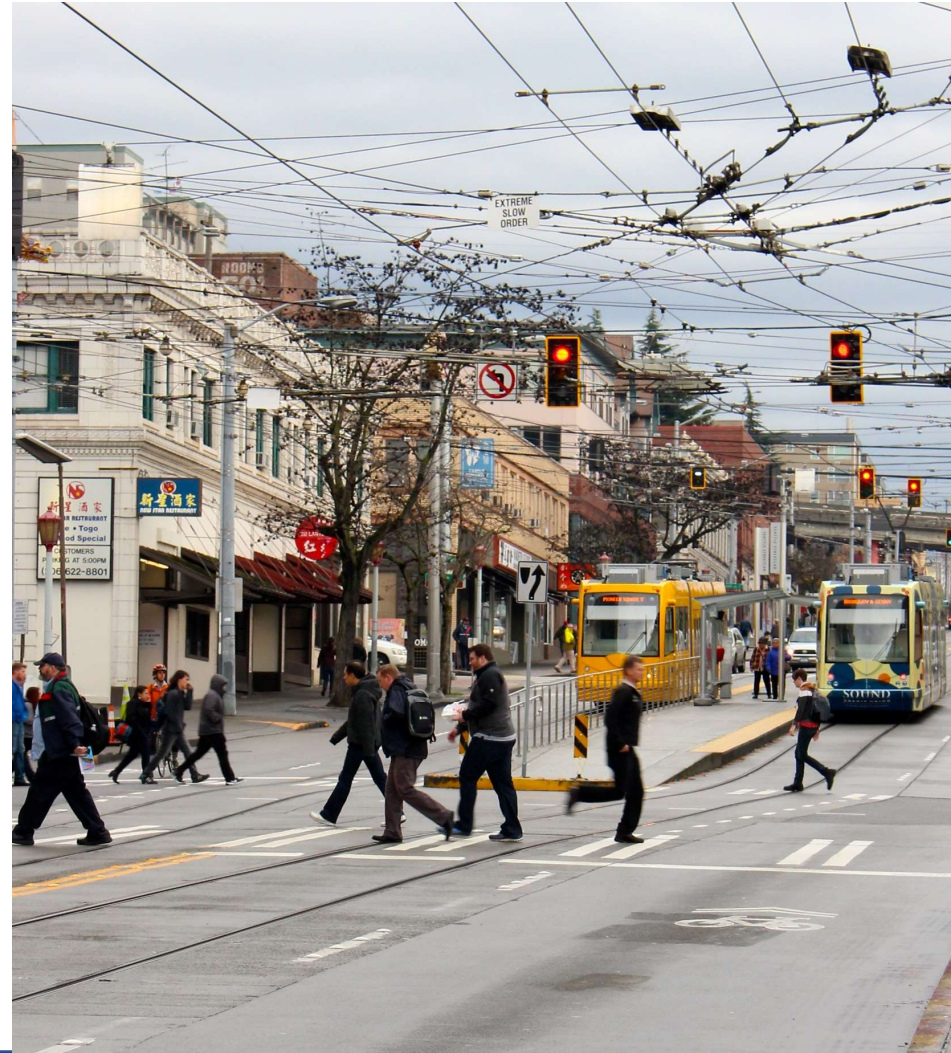
Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

**Departmental goal:** Make vigorous progress on Vision Zero and reimagine community safety to eliminate injuries, deaths, and disparate impacts.



## Policy Goals

- Allow marked crosswalks to be **proactively installed** and enable crossings to be constructed concurrently with development and transit facilities.
- Facilitate a **predictable and intuitive pedestrian network** that offers opportunities to cross roadways where there is likely to be the greatest demand.
- Reduce the distance pedestrians need to travel to access an enhanced crossing and **encourage the use of more protected crossing locations.**



# Ongoing Quarterly Policy Evaluation

- Doesn't include a larger network of Frequent Transit Stops with the similar needs
- Still a high bar for locations outside of Tier 1 and Tier 2
- Frequent spacing is stated in the policy but need more direction as to what it is
- Better guidance on crossing treatment selection





# Tier 1 Pedestrian Generators

Enhanced arterial crossings should be consistently provided at the following pedestrian generators, which include:

- Trail crossings,
- Neighborhood greenway crossings,
- Public and private school zones, and
- Transit stops along Seattle's Transit Plus Multimodal Network



*Aurora Ave N and N 137<sup>th</sup> St*

# Tier 1 Pedestrian Generators

Enhanced arterial crossings should be consistently provided at the following pedestrian generators:

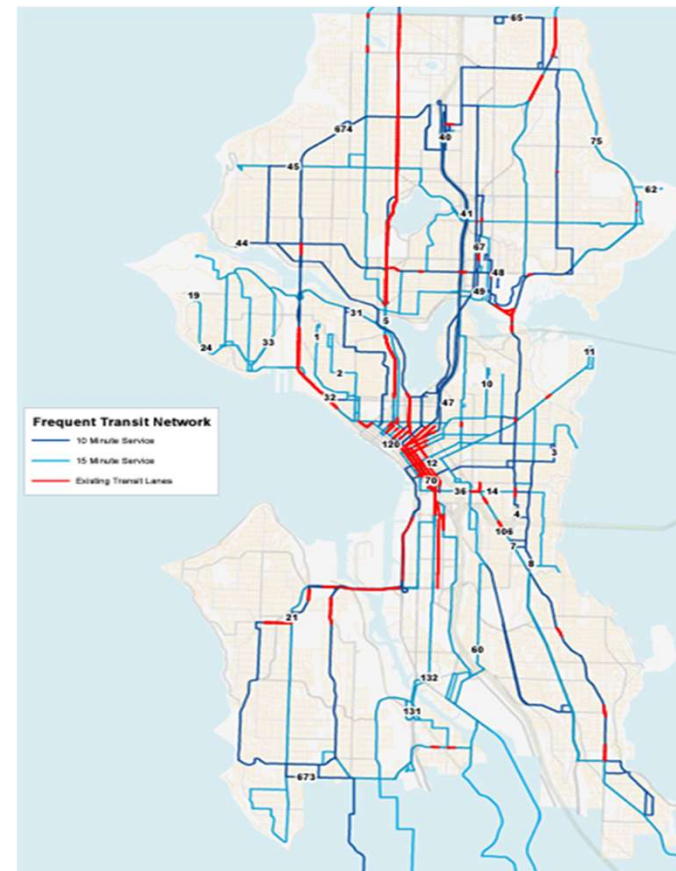
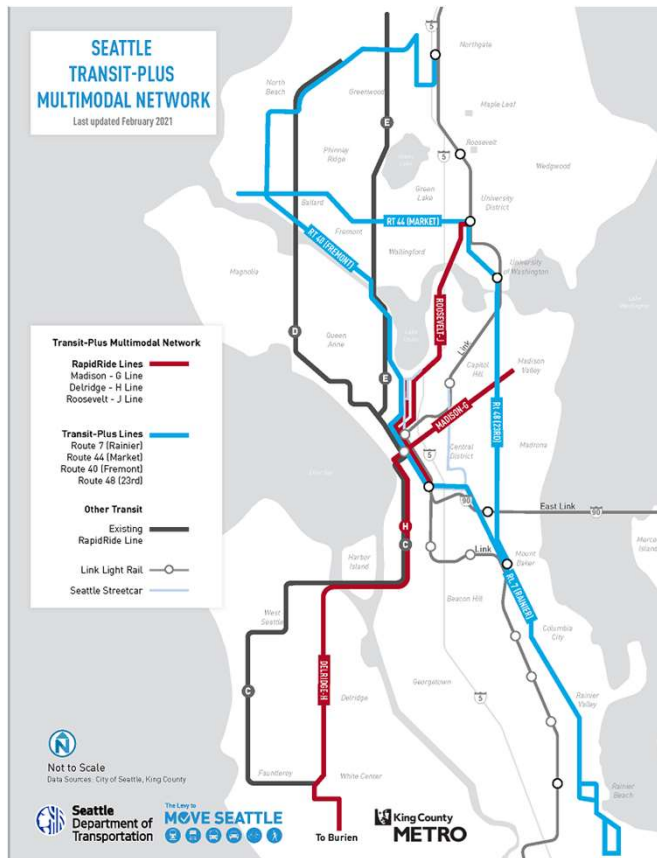
Proposed Changes:

- Expands to include both TPMC and Frequent Transit Network (FTN) Corridors
- Include crossing locations at shared use paths



*Delridge Way SW and SW Oregon St*

# Tier 1 Pedestrian Generators





## Tier 2 Pedestrian Generators

Enhanced arterial crossings should be **considered for proactive installation** at the following pedestrian generators (with additional analysis):

Proposed Change:

- Move FTN reference to Tier 1
- Relax peak hour pedestrian count to include a description of anticipated pedestrian demand



*Beacon Ave S and S Lander St*



## Tier 2 Pedestrian Generators

Enhanced arterial crossings should be **considered for proactive installation** at the following pedestrian generators (with additional analysis):

- Transit stops outside of the FTN.
- Main park entrances.
- Senior centers/living facilities/meal sites, health care facilities, and childcare centers.
- Libraries, food banks, community centers, and places of worship.
- Hospitals, universities, and colleges.
- High-density pedestrian-oriented retail and commercial office developments

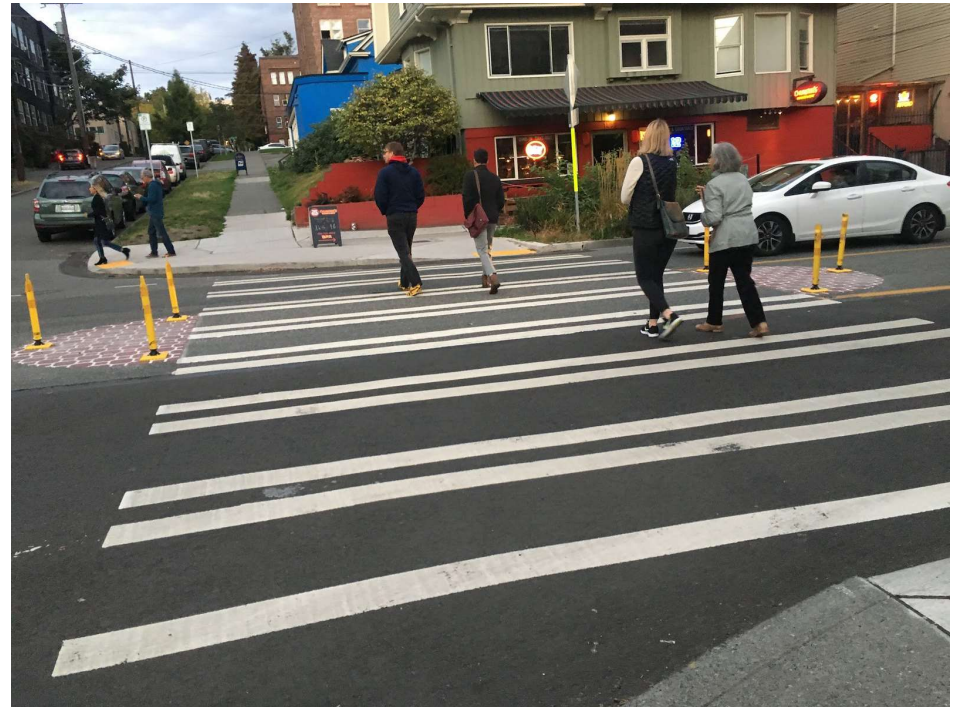


*Alice Ball Park*

## Outside of Tier 1 & 2

If a location does not meet the above pedestrian generators, along with other factors:

- Change the minimum pedestrian threshold from 40+ pedestrians per hour to 20+ pedestrians in any one hour of 15+ pedestrians in any three hours
- Children /students, seniors, or physically challenged people with disabilities will count twice towards the above threshold



*12<sup>th</sup> Ave and E Denny Way*



## Upcoming Work

- Policy states “...provide frequent and predictable network of...”
- Doesn’t define frequent
- Working to define frequent in the next policy update
- Also working on better guidance on crossing treatment selection



# SPAB Role

- More Funding to Install and Maintain
  - Engage in Seattle Transportation Plan
  - Funding Package
- Feedback on Policy
  - What's Working Well
  - How Can We Improve





# Questions?

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