



*Stewards of the
Pedestrian Master Plan*

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April 12, 2023

To: Brian Dougherty, Pedestrian Program Lead
Venu Nemani, City Traffic Engineer

Re: Seattle Crosswalk Policy & Improvement Funding

Brian and Venu,

Thank you for presenting to the Pedestrian Board on the Enhanced Pedestrian Crossing Location Guidelines and what you have learned from implementation over the last year. We think this guidance is an exciting move toward proactively installing safe pedestrian infrastructure and an important opportunity to reverse a startling trend in pedestrian-related crashes and fatalities on our transportation system.

We applaud you for moving beyond the standard pedestrian count required to even consider installing an enhanced crossing, understanding that this infrastructure can uncover latent demand. We would like to stay in touch to get updates on this policy and its outcomes, especially on how it meets goals in the pedestrian plan.

We support the changes you proposed for tier 1 and tier 2 noted below:

Tier 1

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

Tier 2

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

In addition to those changes, we have included recommendations in response to your presentation.

- In Tier 2, include social service centers and clinics, particularly for the homeless population.

The Seattle Pedestrian Advisory Board shall advise the City Council, the Mayor and all the offices of the city on matters related to pedestrians and the impacts which actions by the city may have upon the pedestrian environment; and shall have the opportunity to contribute to all aspects of the city's planning insofar as they relate to the pedestrian safety and access.

*~City Council Resolution
28791*

- Consider opportunities to include additional guidance for the frequency of crosswalks surrounding destinations in tiers 1 and 2. Ideally, this would encourage more frequent opportunities for crossing so that pedestrians can safely and conveniently cross without having to significantly alter their travel path to cross at a crosswalk. This frequency requirement should help your team proactively install crossings in logical places for various travel paths rather than limiting the number of crosswalks that can be within a certain distance.
- Consider opportunities for crossing treatments that go beyond traditional paint stripes and do more to slow traffic such as vertical and horizontal delineation (raised crosswalks and curb bulbs), RRFB's, and other pedestrian signals.
- Share information about this program publicly along with the equity and planning criteria you are using to prioritize where you are doing projects first. Make sure that people in the priority neighborhoods know that this is a pathway to ask for safer crossings.

We understand your limitations due to available funding for this program and are writing a separate letter to the Seattle City Council and the Mayor to request that they commit additional funding toward this program for both installation and maintenance.

Thank you for taking the time to review our comments and consider our recommendations. We look forward to continuing to work together to support pedestrians in Seattle.