Improvements Recommended West of Howard

The reduced scope of the project removes this section from consideration for lane reconfiguration. It does not remove it from the full scope of improvements in the project.

Given the comments collected at the last meeting, the following improvements are recommended for this section of Seminary Road.

The sidewalk will be widened where public Right of Way exists. Curb ramps will be upgraded to meet current ADA standards. Crossings will be marked with High Visibility, laddered crossings to enhance pedestrian safety and comfort. Where possible, leading pedestrian intervals will be introduced to prioritize pedestrian crossing and safety.

This area of Seminary Road was identified as a priority pedestrian case study area in the 2016 Pedestrian and Bicycle Master Plan.

The map shown here identifies issues noted during a walk audit. While most of these issues have been addressed, any outstanding work will be designed and completed as part of this project.

A walk audit will be conducted in the next two years to determine further improvements to this area.

- These improvements could be signage and striping recommendations or signal timing changes to improve safety.

A key improvement recommended by neighbors was the reduction of the school zone speed limit to 15 mph. This will be investigated during the Safe Routes to School Walk Audit Process.

Corridor Map and Recommended Improvements

Legend

- New or Upgraded Crossings with Safety Improvements
- Sidewalk widening where possible with public right of way

**Library and Seminary**
- Upgrade crossing to High Visibility markings (Short Term)
- Transit signal priority is possible to improve bus travel times, but increases vehicle delay on side streets (Mid-Term)

**Pickett and Seminary**
- Upgrade crossing to High Visibility markings (Short Term)
- Transit signal priority is possible to improve bus travel times, but increases vehicle delay on side streets (Mid-Term)
- Widen sidewalk, where possible to improve ADA accessibility
- Introduce leading pedestrian intervals (LPis) and No Turn on Reds to support this safety improvement

**Kenmore and Seminary**
- Investigate leading pedestrian intervals and No Turn on Reds to support this safety improvement
  - Operational Changes:
    - Explore a signal to meter traffic and provide a safe pedestrian crossing
    - High-visibility crossings
  - Timeline: Long-term and dependent on Transurban findings

Give Your Input!
Would you be interested in Leading Pedestrian Intervals at Pickett and Jordan to improve safety, knowing that it might increase delay at the intersection?
- Yes
- No