WELCOME

Thank you for coming to tonight’s Neighborhood Greenway Open House

6 PM OPEN HOUSE

6:30 PM PRESENTATION

6:45 PM BREAK-OUT GROUPS

7:15 PM REPORT OUT

7:30 PM ADJOURN
Seattle’s plan to end traffic deaths and serious injuries by 2030 using:

- Street design
- Education
- Enforcement
WHY SPEED MATTERS

A driver’s field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

HIT BY A VEHICLE TRAVELING AT: 20 MPH
9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT: 30 MPH
5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT: 40 MPH
Only 1 out of 10 pedestrians survives

Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

We should not accept death as a byproduct of commuting. It’s time to slow down to the speed of life.

The average car trip in Seattle is 3.5 miles. Reducing the speed limit from 35 to 30 mph will add about a minute to this trip (or 17 seconds per mile), assuming free flowing traffic.
GREENWAY DESIGN ELEMENTS

Slow Speeds and Stop Signs
- Calm traffic entering and crossing the greenway
- Drivers better able to stop and prevent collisions

Speed Humps
- Slow motorists and people riding bikes
- Reduce cut-through traffic

Safer Crossings at Busy Streets
- Easier for seniors and children to cross
- Make motorists aware of people walking and biking

Placemaking
- Promote the activation of public space

Signs and Markings
- Direct people walking and biking to and along the greenway
- Help motorists know people walking and biking are present

Smooth Sidewalks and Pavement
- Safer for you and your family to walk and ride bikes
- Help people in wheelchairs or with strollers
Neighborhood greenways work best on streets with low auto volumes and speeds.

Legend
s/o = south of, n/o = north of

Average Daily Auto Volumes

85th Percentile Speeds (mph)
28th Ave S & I-90 trail:
1. New trail connection to greenway

31st Ave S & Bayview St:
2. Crossing beacons, 3. curb ramps and 4. crosswalks

34th Ave S & McClellan St:
5. Curb bulbs, curb ramps and crosswalks

34th Ave S & S Mt. Baker Blvd:
Curb ramps and crosswalks
<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
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<tbody>
<tr>
<td>Early 2014</td>
<td>Stakeholder discussions and data collection</td>
</tr>
<tr>
<td>Nov 2014</td>
<td>Open House #1</td>
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<tr>
<td>Winter 2014-Spring 2015</td>
<td>Public feedback, site visits and conceptual design</td>
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<tr>
<td>Summer 2015</td>
<td>Final design</td>
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<tr>
<td>July 15, 2015</td>
<td>Rainier Valley Safety Projects Open House</td>
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<td>Sept 23, 2015</td>
<td>Open House #2</td>
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<td>2016</td>
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