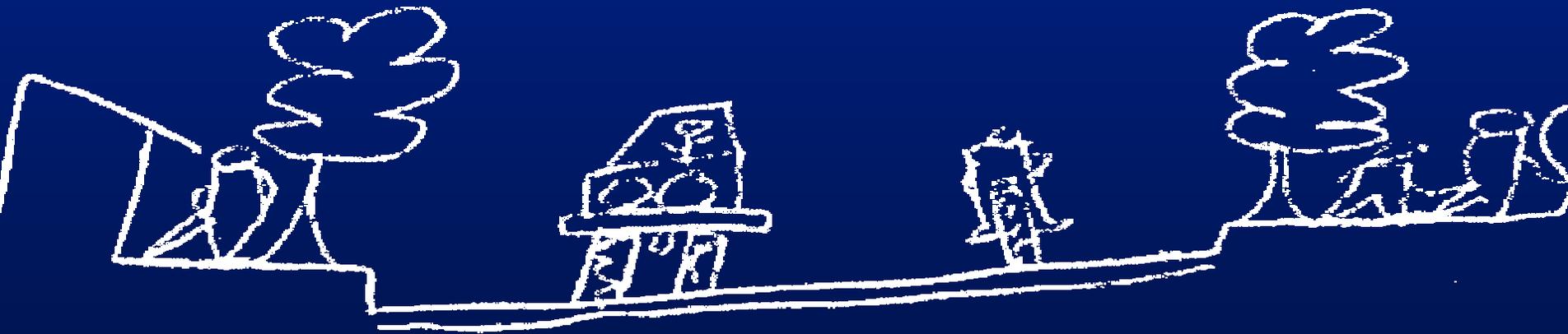


Implementing Community-Based Neighborhood and Pedestrian Improvements

by Shauna Walgren
City of Seattle

Special Thanks to Trevor Partap



Background

- Seattle began a Neighborhood Planning effort in 1994
- 39 Planning Areas in Urban Villages
- Seattle developed some products to help Neighborhoods plan



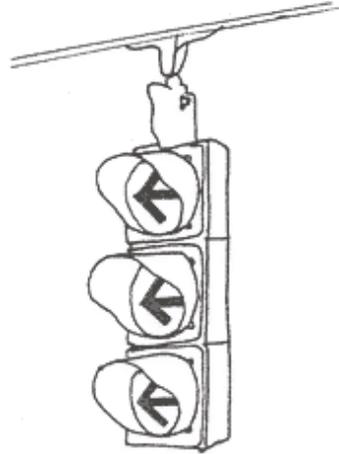
Making Streets That Work

- Document contains 50 tools
- Was well received by community and other jurisdictions
- Document can be accessed at www.cityofseattle.net/td/mstw.asp





Left Turn Signals



works for: arterial streets
residential streets

Left turn signals are lighted arrow indications at a traffic signal, assigning the right-of-way to left turning traffic.

best used if

- left turn volumes meet City standards and opposing traffic, including pedestrians, is high
- left turn accident rate is high
- visibility of left turning traffic is poor
- neighborhood consensus favors a left turn signal.

don't use if

- left turn lanes cannot be installed, and potential for traffic backup is high
- less restrictive measures can be installed, such as left turn lanes
- the intersection delay for motorists and pedestrians would be unacceptable.

estimated cost and funding

\$10,000 to \$40,000 depending on the state of the existing equipment and site conditions. SED will study the proposed signal location and include the location on the needs list if City standards are met.

note

Neighborhood plans may recommend left turn signal locations. A citywide list of needs is prioritized annually, based on cost-benefit criteria.

Implementation

- In 1999, the Neighborhood plans were formally adopted
- The Plans called for billions of dollars worth of improvements
- Small, but highly visible funding sources were identified



Neighborhood Matching Fund

- Small and Simple
 - Allows for a \$10,000 City Match
 - Applications are accepted every 2 months
- Semi-Annual
 - No maximum, but is generally up to a \$100,000 City Match
 - Applications are accepted twice a year



Neighborhood Street Fund/Cumulative Reserve Subfund

- Slightly different funding criteria, but combined to simplify community process
- 1.5 Million each year

- 13 District Councils prioritize projects



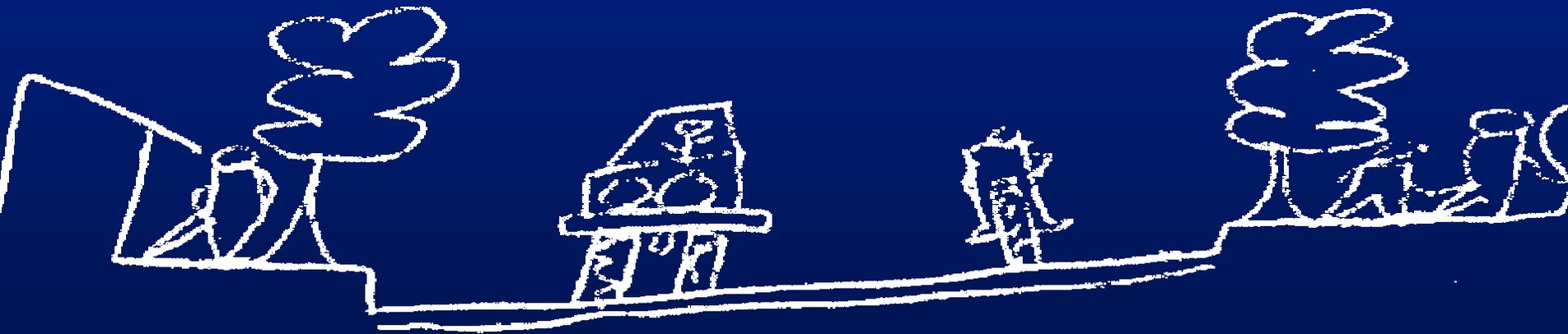
Traffic Calming

- The majority of the projects prioritized through the NSF/CRF process include:
 - traffic circles
 - chicanes
 - speed humps and other



NE 115th Street

- Community developed a traffic calming plan over a three year period
- Installed 2 chicanes and 3 traffic circles over 10 blocks

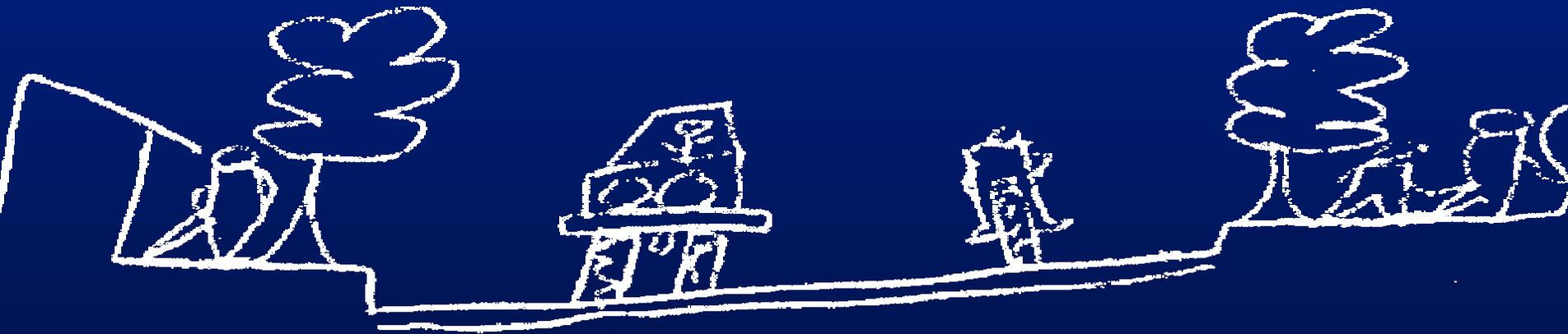






21st Avenue SW

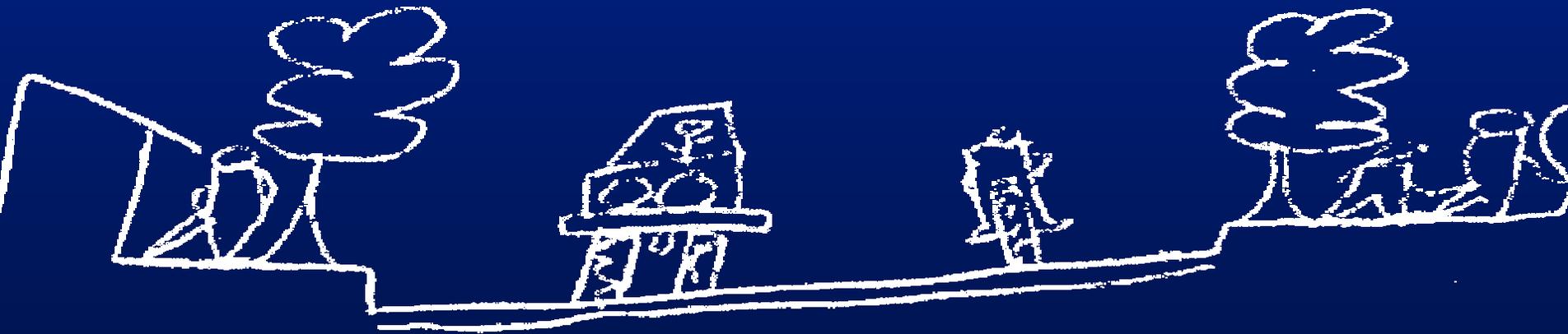
- Cut-through route
- Installed speed humps and part of a walkway next to the school
- \$54,000 allocated for extending the walkway





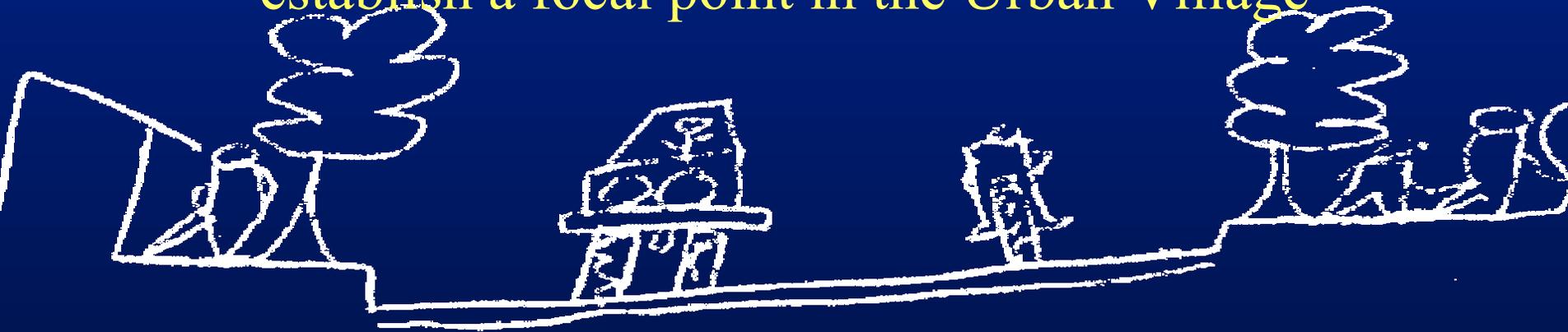
Special Areas

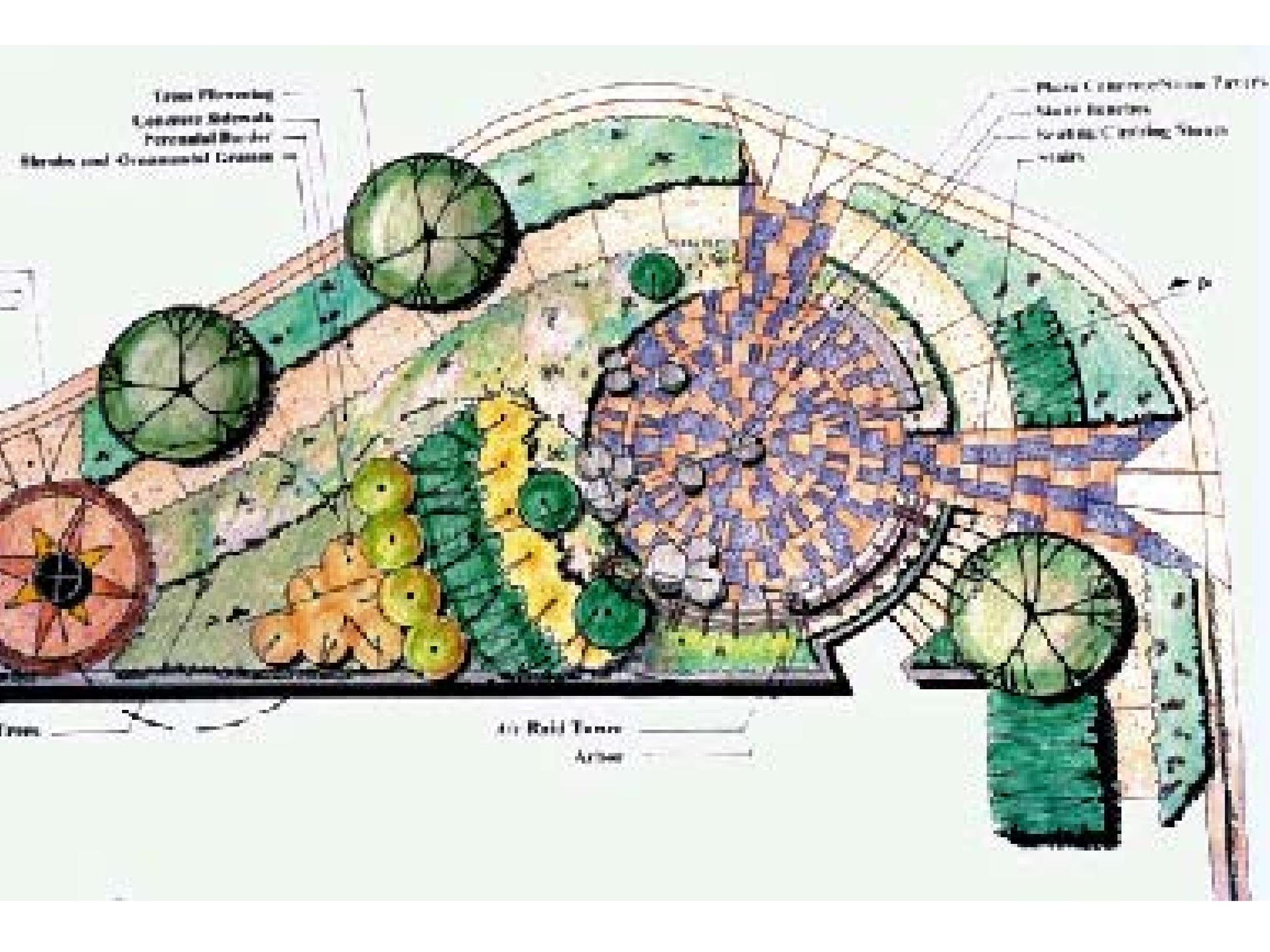
- Communities develop plans for “unused” areas of right-of-way
- Significant community involvement
- Projects all have special art features



67th and Phinney

- Community developed the project to:
 - improve bike route and create a safer pedestrian crossing
 - enhance the community center by creating an outdoor plaza
 - establish a focal point in the Urban Village





Tree Flowering
Landscape Sidewalk
Perennial Border
Herbs and Ornamental Grasses

Plant Containers/Stone Planters
Stone Borders
Seating/Clustering Stone
Tables

Tree

Red Tones
Arista



STARBUCKS
COFFEE

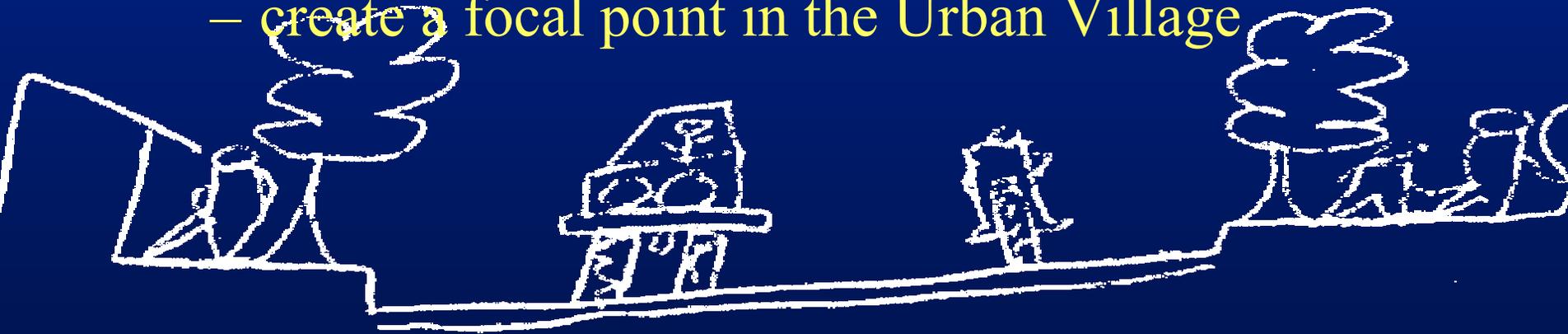


NO
PARKING

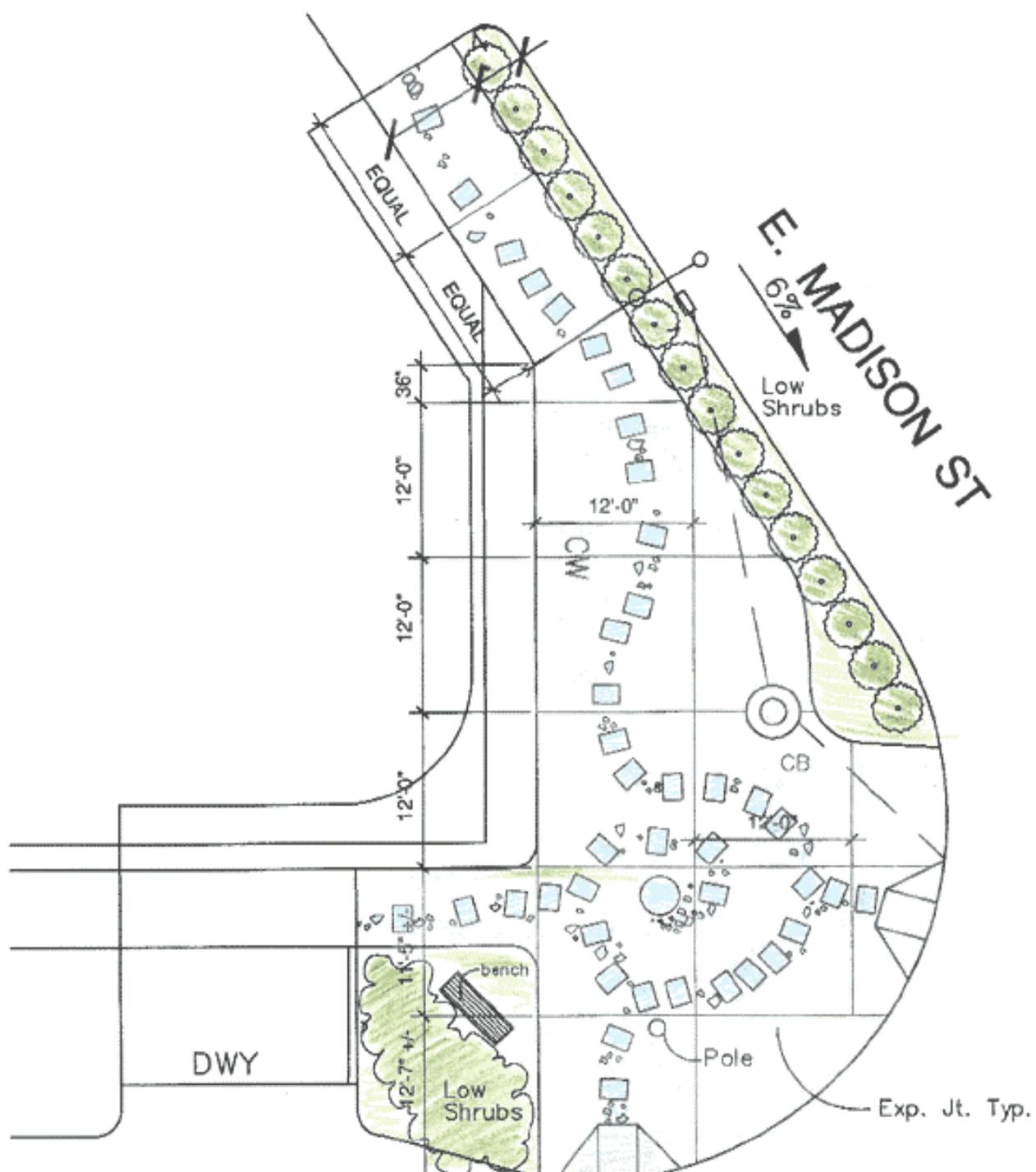


Madison and 20th

- Community developed the project in an effort to:
 - revitalize business district
 - improve pedestrian crossings
 - encourage vehicles to stay on arterial route
 - create a focal point in the Urban Village





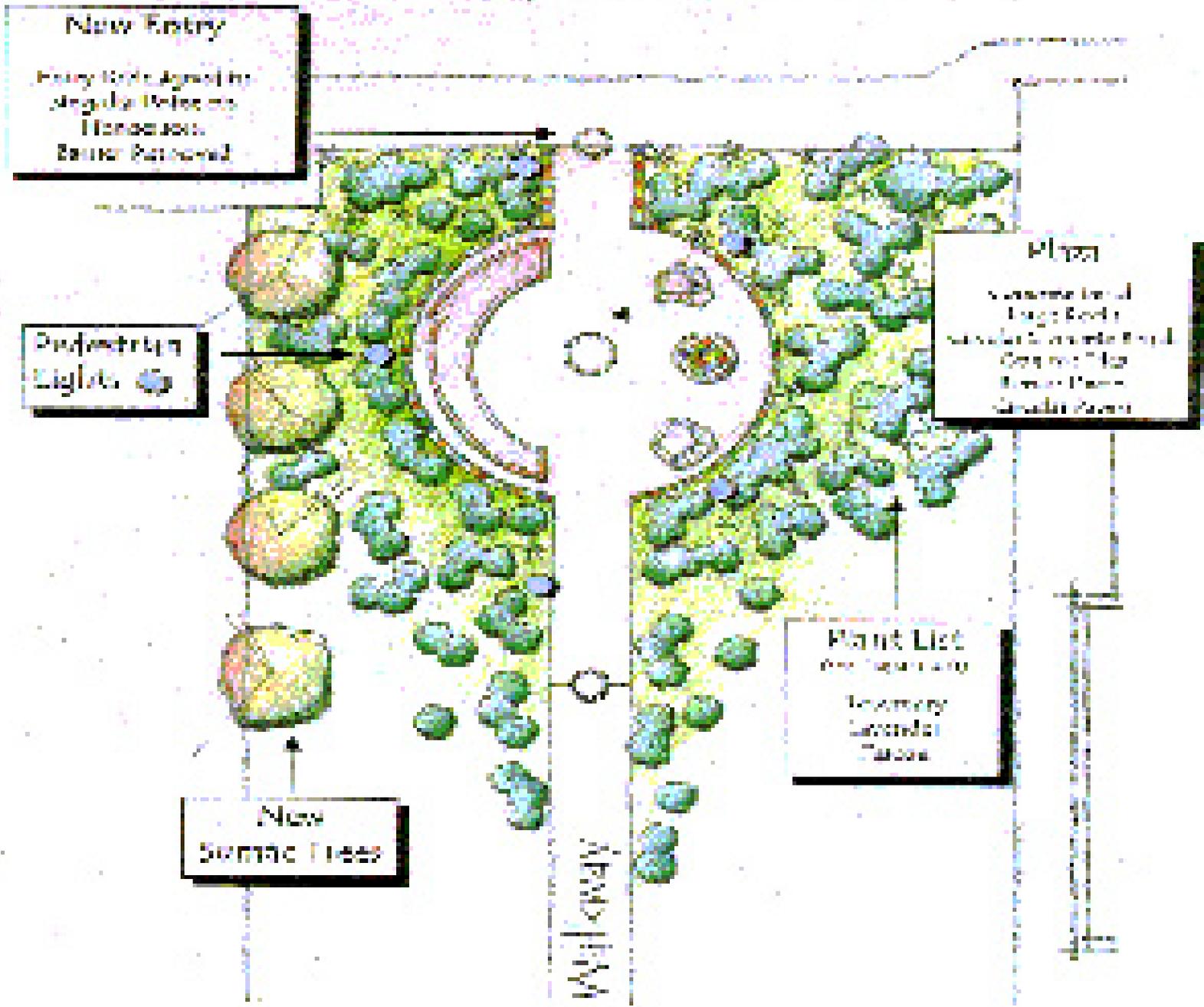


Mapes Creek Walkway

- Project provides a connection between
 - two arterial streets
 - high school, recreational center, and library
- Project improves pedestrian safety and creates a plaza for community enjoyment



Henderson Street



New Entry

Entry Gate Agreed by
Angela White and
Henderson
Estate Personnel

**Pedestrian
Lights**

**New
Sycamore Trees**

Plant

various kinds
of large rocks
various kinds of plants
various kinds of plants
various kinds of plants
various kinds of plants

Plant List
One Magnolia
one Magnolia
one Magnolia
one Magnolia
one Magnolia
one Magnolia

various
kinds of
plants

Walkway





Walkways

- Much of North and South Seattle do not have sidewalks
- Sidewalks and drainage improvements are expensive so Seattle developed some low-cost alternatives



Caesar Chavez and Courtland Pl.

- Community interested in improving aesthetics of the streets
- Locations had existing sidewalk, but no curb
- Cost of improvements were about \$15,000 a block











10/28/2000

87th Walkway

- Community interested in improving pedestrian safety and calming traffic
- Cost was about \$30,000 for 400 feet
 - existing drainage helped keep costs down
 - stamping and coloring of asphalt donated by StreetPrint







Large Scale Projects

- Some communities have undertaken the immense task of redesigning the main corridor through their Urban Village
 - conceptual design costs range between \$50-\$100,000
 - construction costs range between \$100-200,000 a block



Union Street

- The community obtained a \$25,000 grant to start the design process
- Over a four year period, they were able to obtain over \$400,000 for construction; most of the funds were NSF/CRF









The Crescent School
328-3688
Our
Recycled
Garden

RICHLEN'S

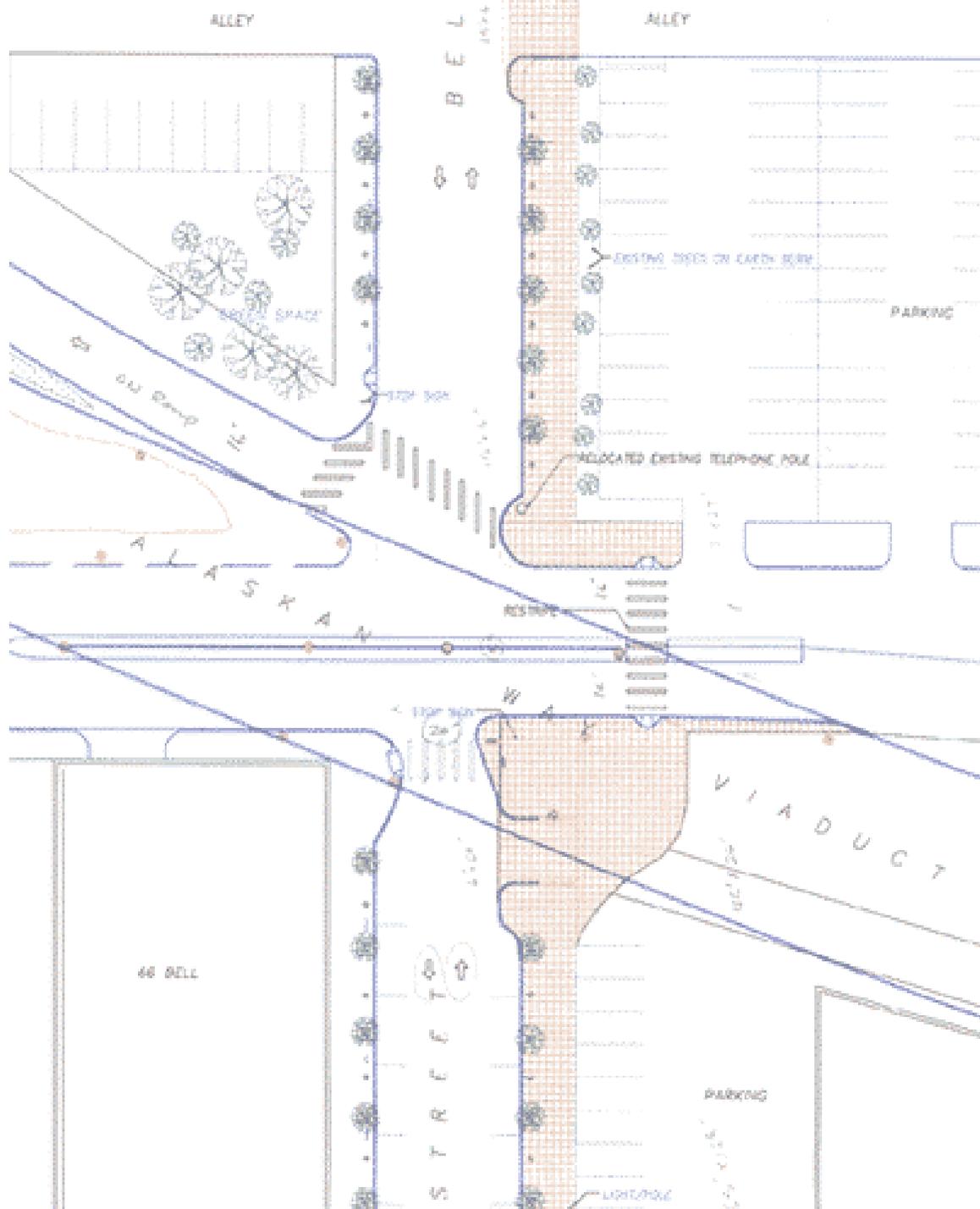
PET. PATCH

all
Crescent

Bell Street

- The design was donated by the consulting company working on a nearby development
- The community obtained \$100,000 from NMF that was matched by \$250,000 from developer and community contributions







CROSSWALK



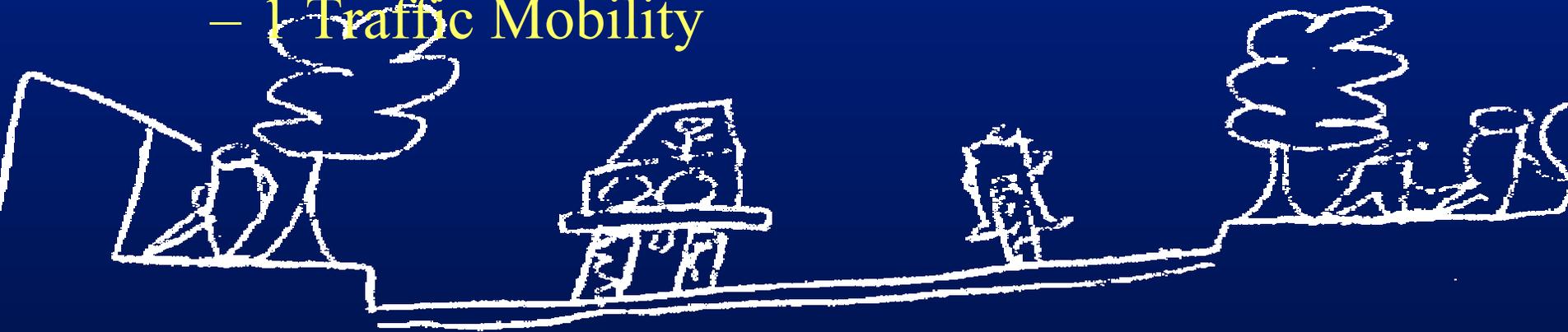






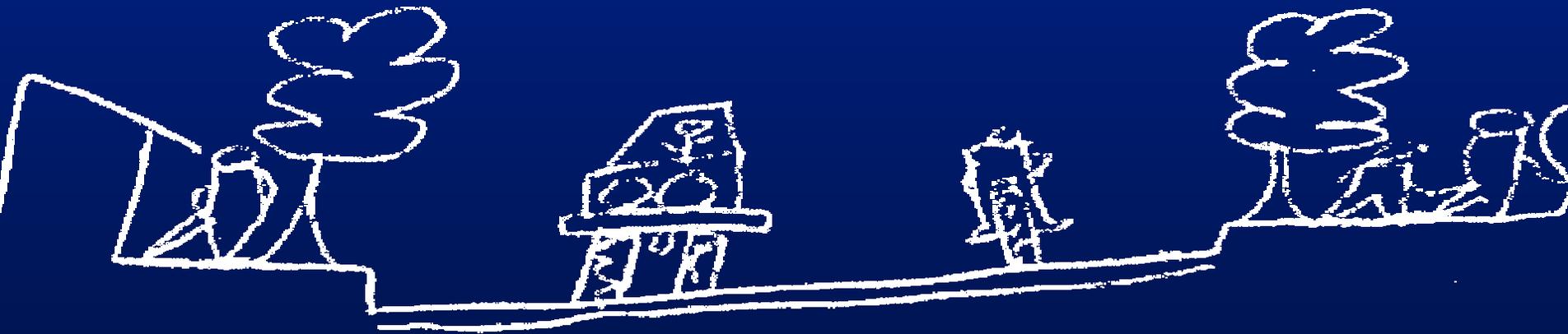
Project Summary

- NSF/CRF 3 year Results
 - 51 Traffic Calming Devices
 - 26 Pedestrian Improvements
 - 10 Maintenance
 - 6 Other Neighborhood Improvements
 - 1 Traffic Mobility



Project Accomplishments

- Projects prioritized by the community are geared toward:
 - Improving neighborhood by calming traffic
 - Improving the appearance
 - Improving alternative mode safety and mobility



Conclusion

- Implementing successful community-based projects:
 - starts with a planning effort that actively seeks community participation
 - requires funding that allows communities to develop projects
 - leads to better relationships and more innovative projects

