

# 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**





# VISION ZERO

SAFER STREETS FOR SEATTLE

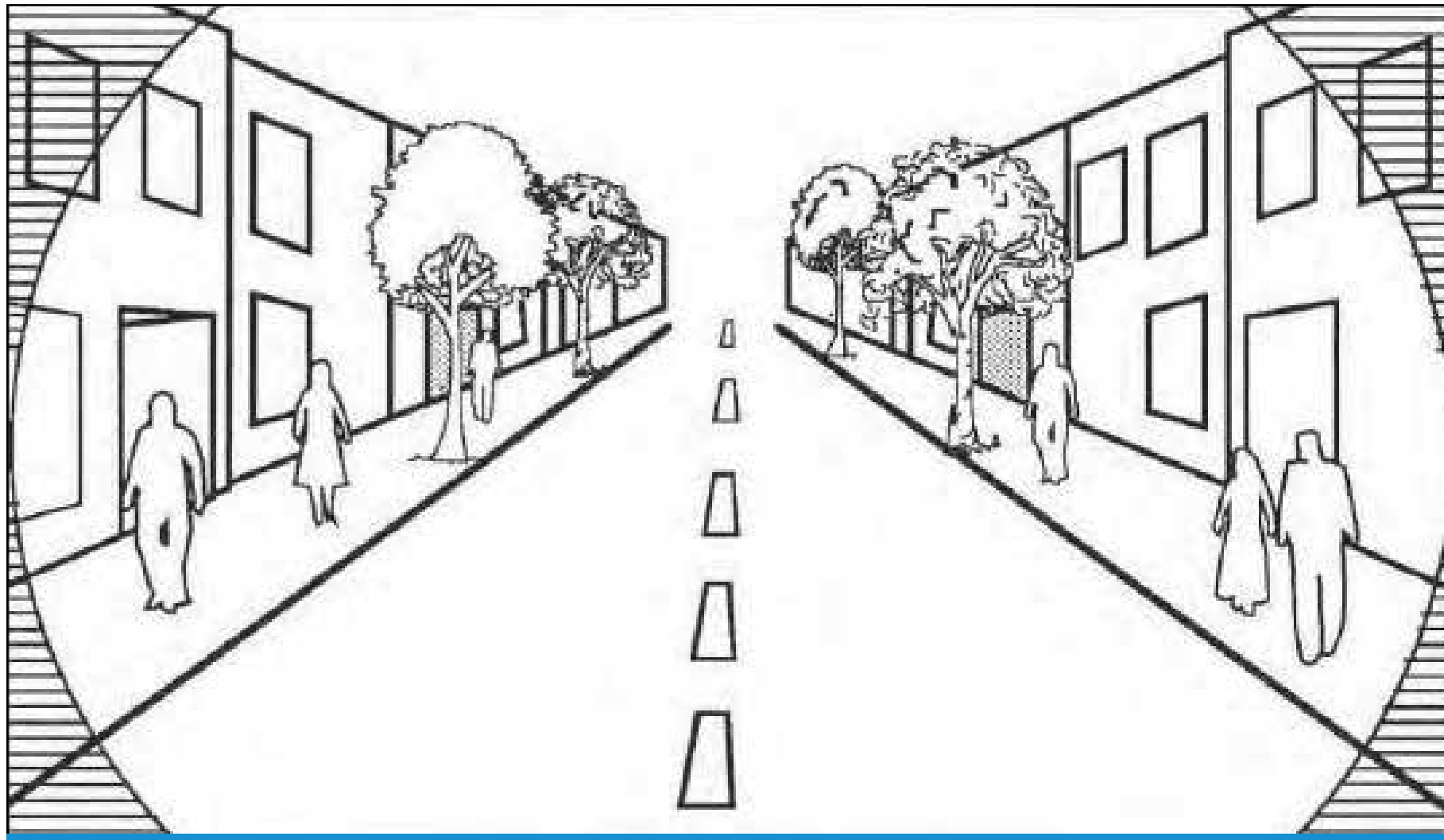


Seattle's plan to end traffic deaths and serious injuries by 2030 using:

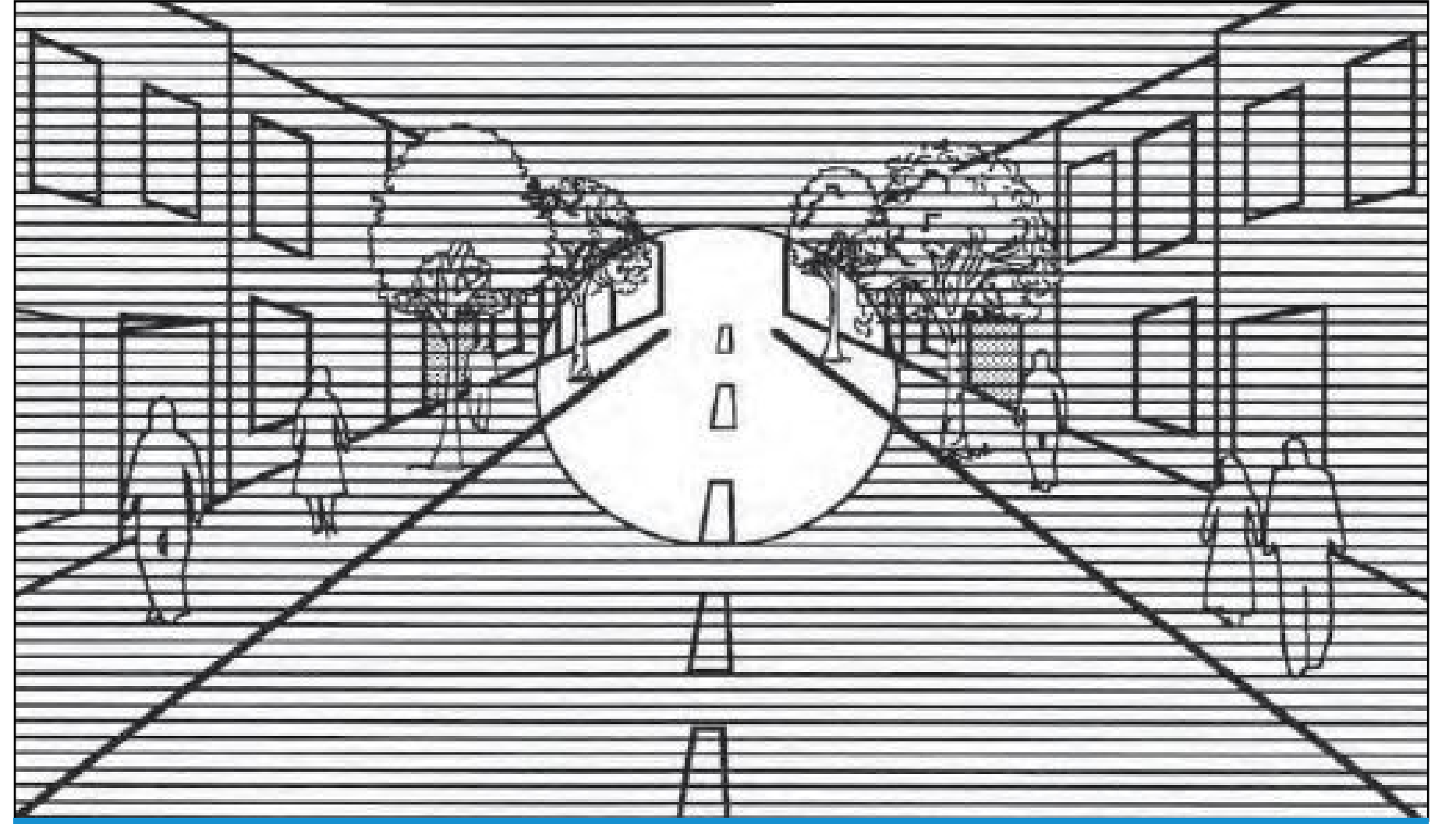
- Street design
- Education
- Enforcement



# WHY SPEED MATTERS



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

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:

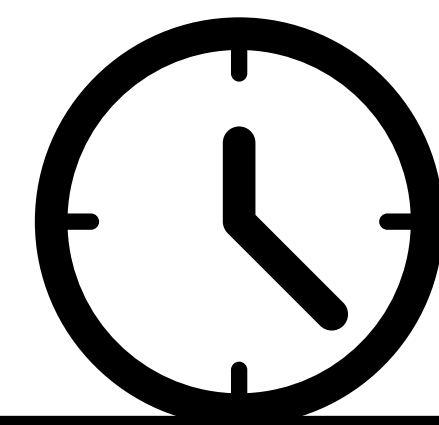
**40**  
**MPH**



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



## Safer Crossings at Busy Streets

- Easier for seniors and children to cross
- Make motorists aware of people walking and biking



## Speed Humps

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



## 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



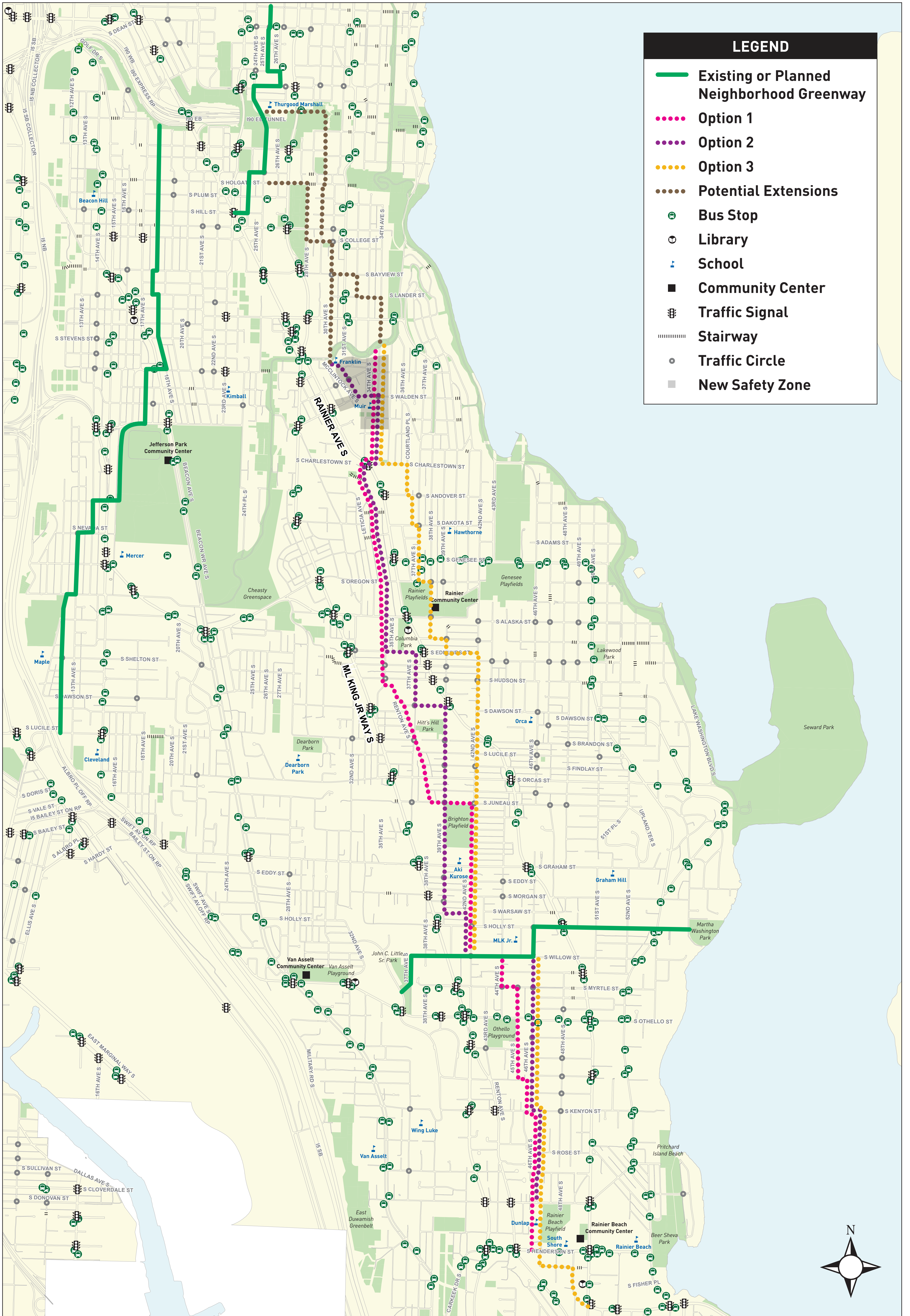
## Smooth Sidewalks and Pavement

- Safer for you and your family to walk and ride bikes
- Help people in wheelchairs or with strollers





# ALTERNATIVES MAP

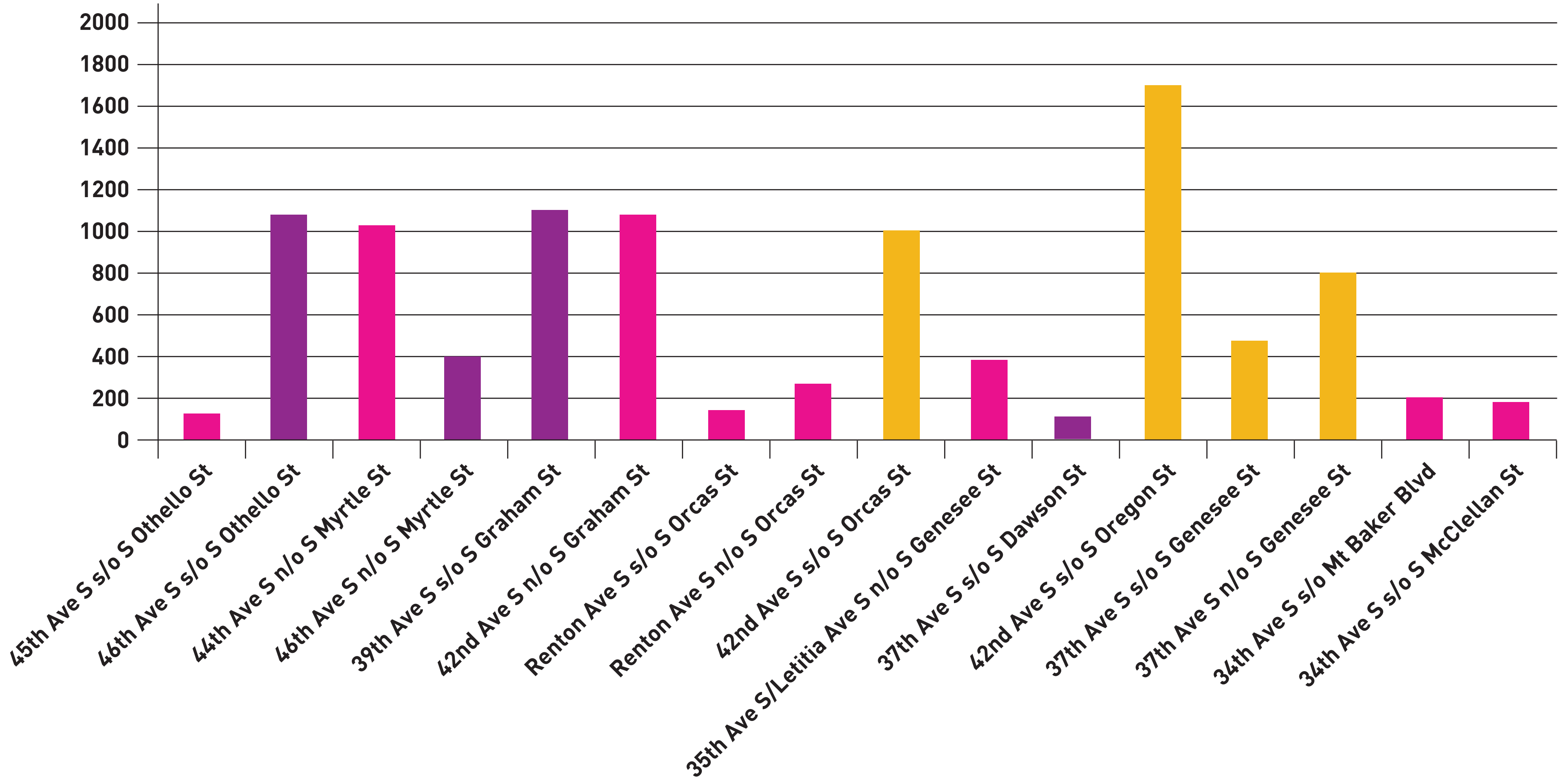




# RAINIER VALLEY NEIGHBORHOOD GREENWAY TRAFFIC VOLUMES & SPEEDS

**Neighborhood greenways work best on streets with low auto volumes and speeds**

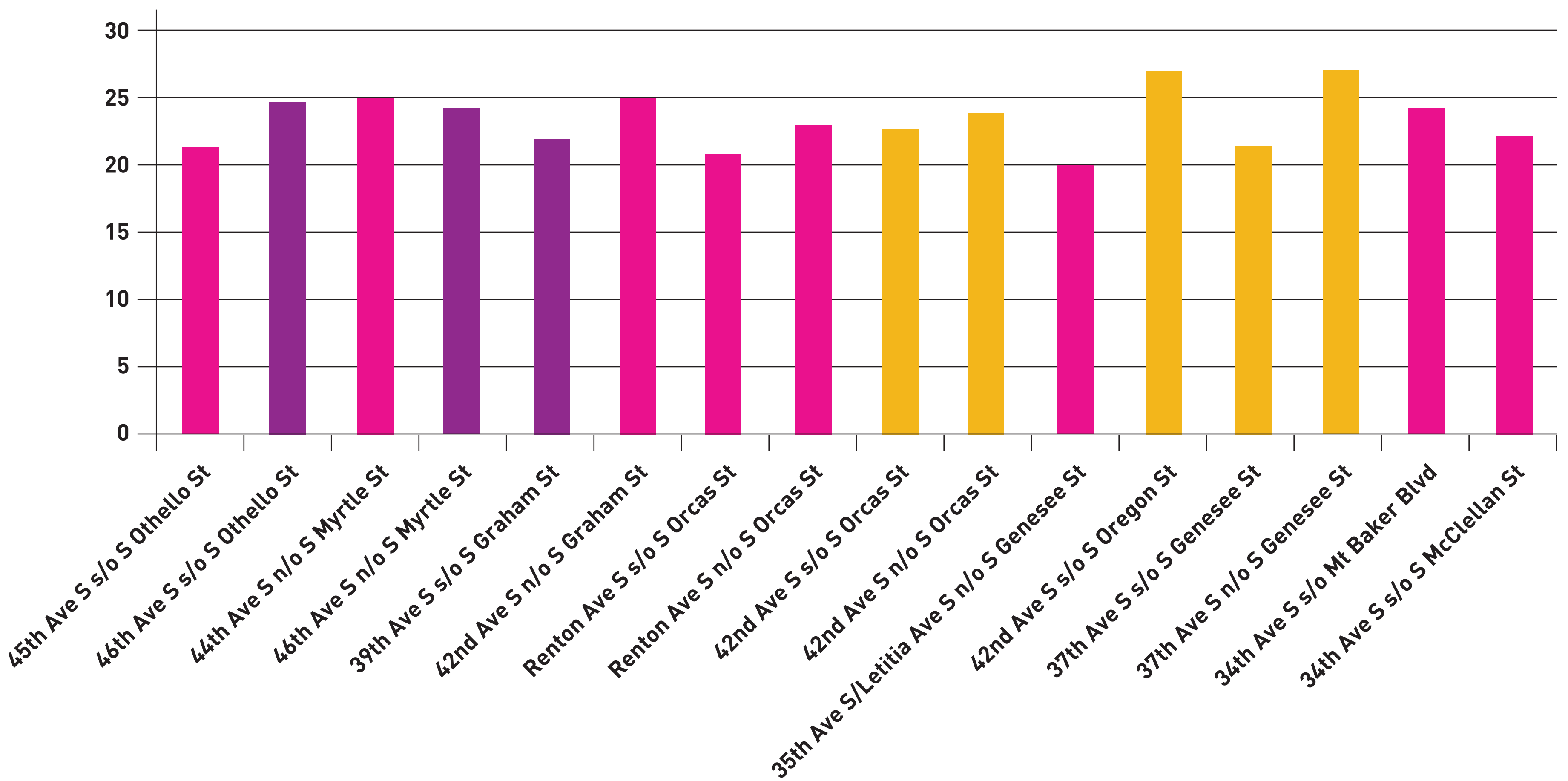
**Average Daily Auto Volumes**



**Legend**

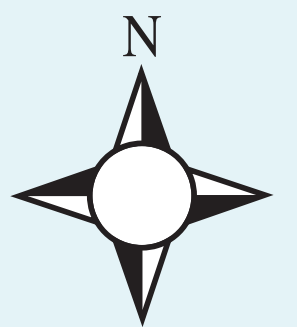
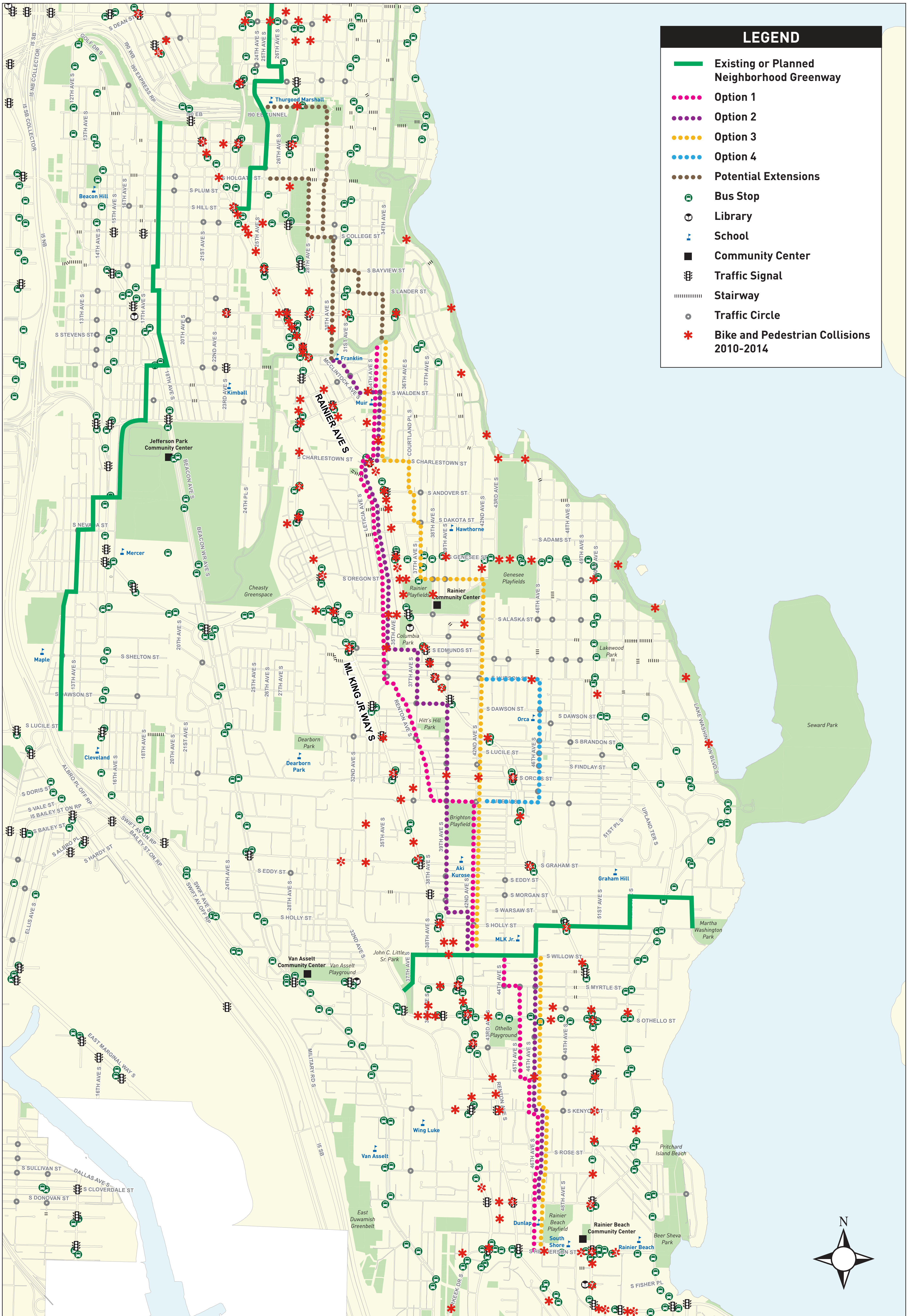
s/o = south of, n/o = north of

**85th Percentile Speeds (mph)**



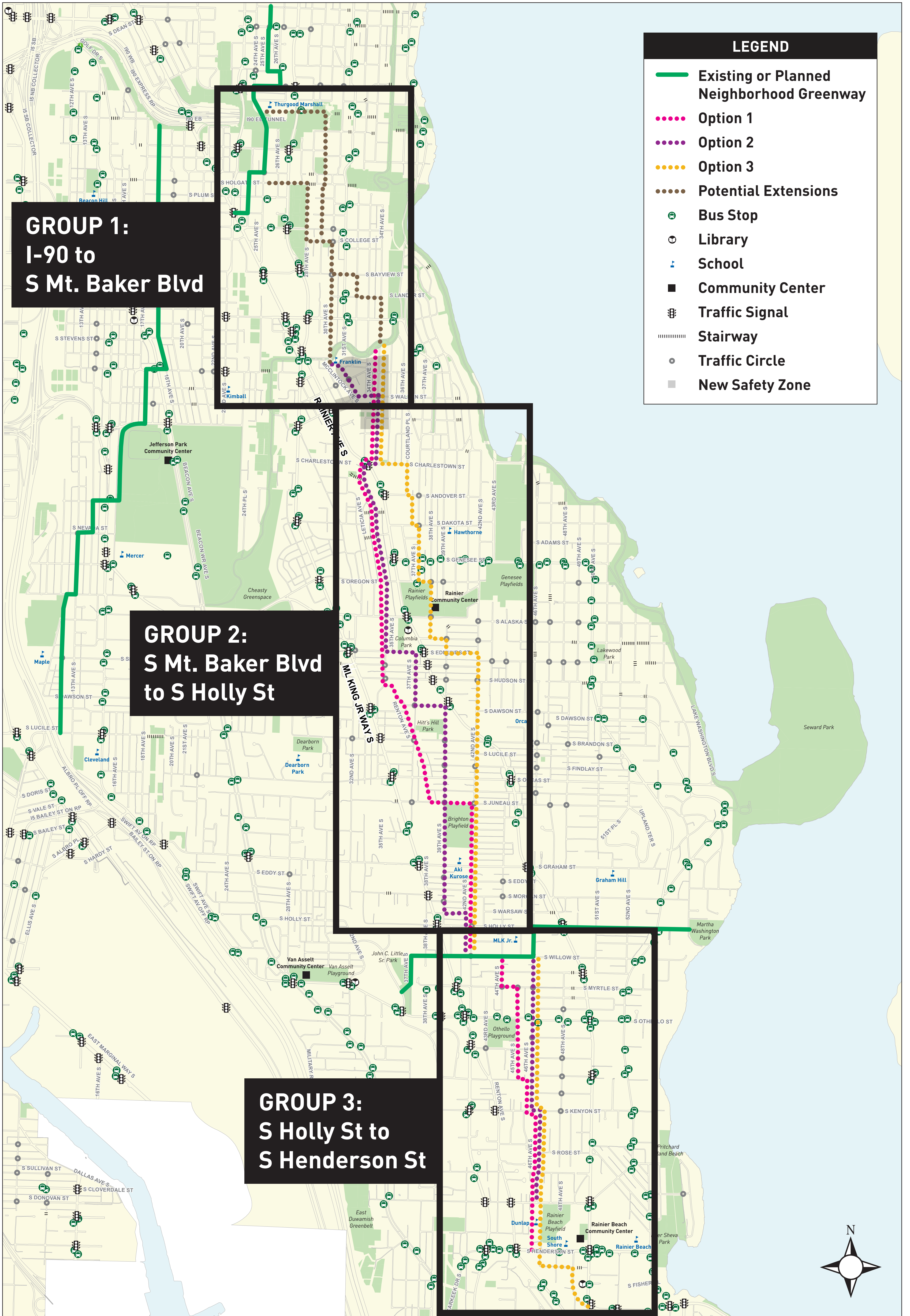


# RAINIER VALLEY NORTH-SOUTH NEIGHBORHOOD GREENWAY BIKE & PEDESTRIAN COLLISIONS





# BREAK-OUT GROUPS



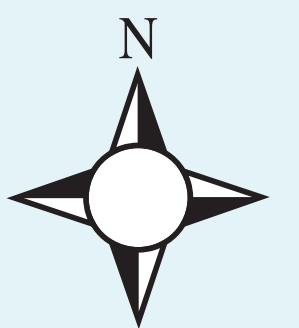
**GROUP 1:  
I-90 to  
S Mt. Baker Blvd**

**GROUP 2:  
S Mt. Baker Blvd  
to S Holly St**

**GROUP 3:  
S Holly St to  
S Henderson St**

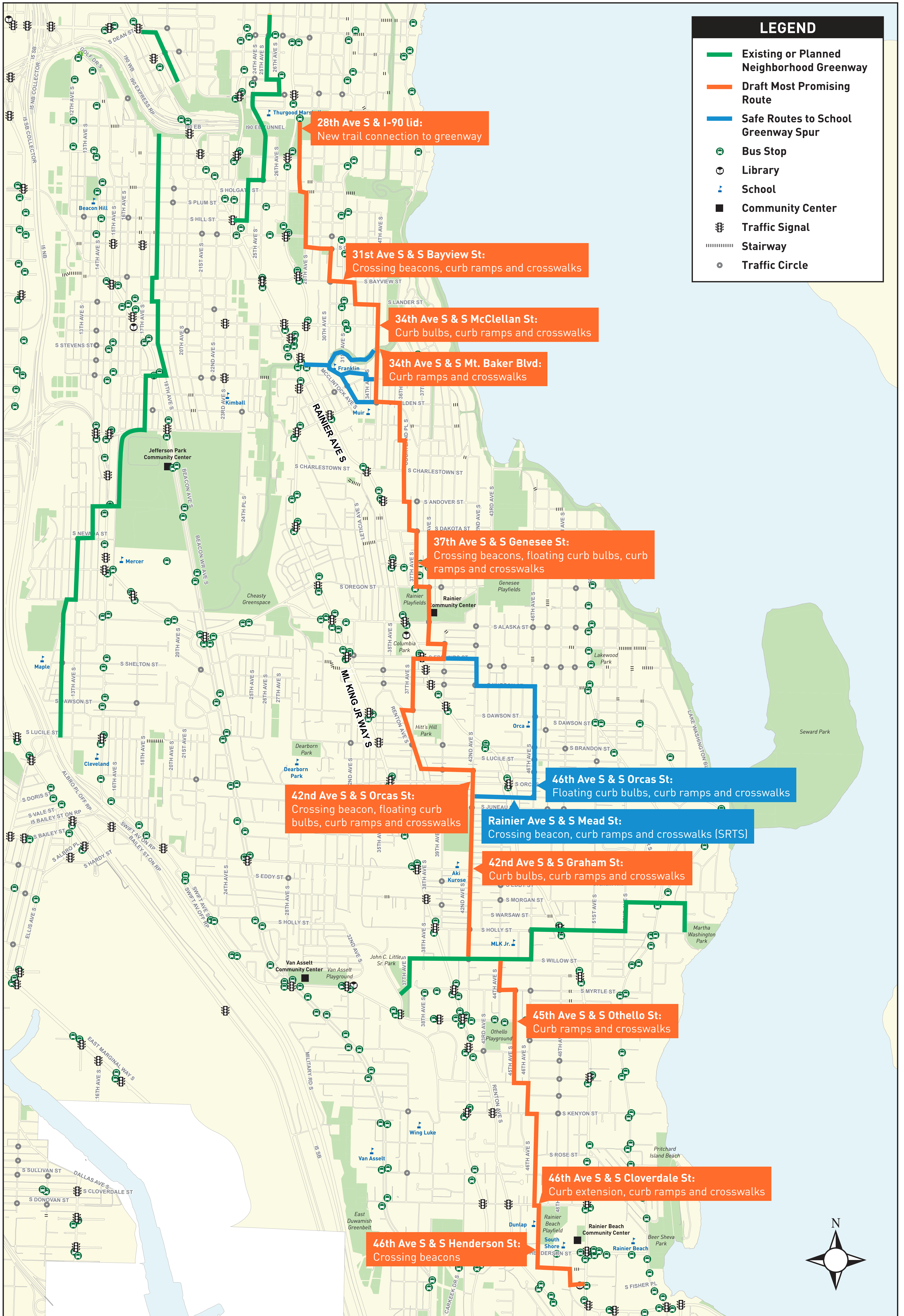
**LEGEND**

- Existing or Planned Neighborhood Greenway
- Option 1
- Option 2
- Option 3
- Potential Extensions
- ⊙ Bus Stop
- ⊙ Library
- ⚡ School
- Community Center
- ⚡ Traffic Signal
- ⋮ Stairway
- Traffic Circle
- New Safety Zone



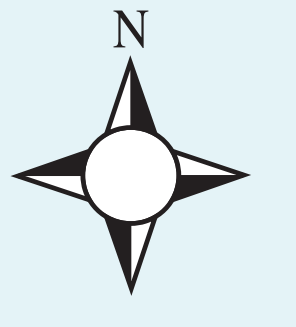
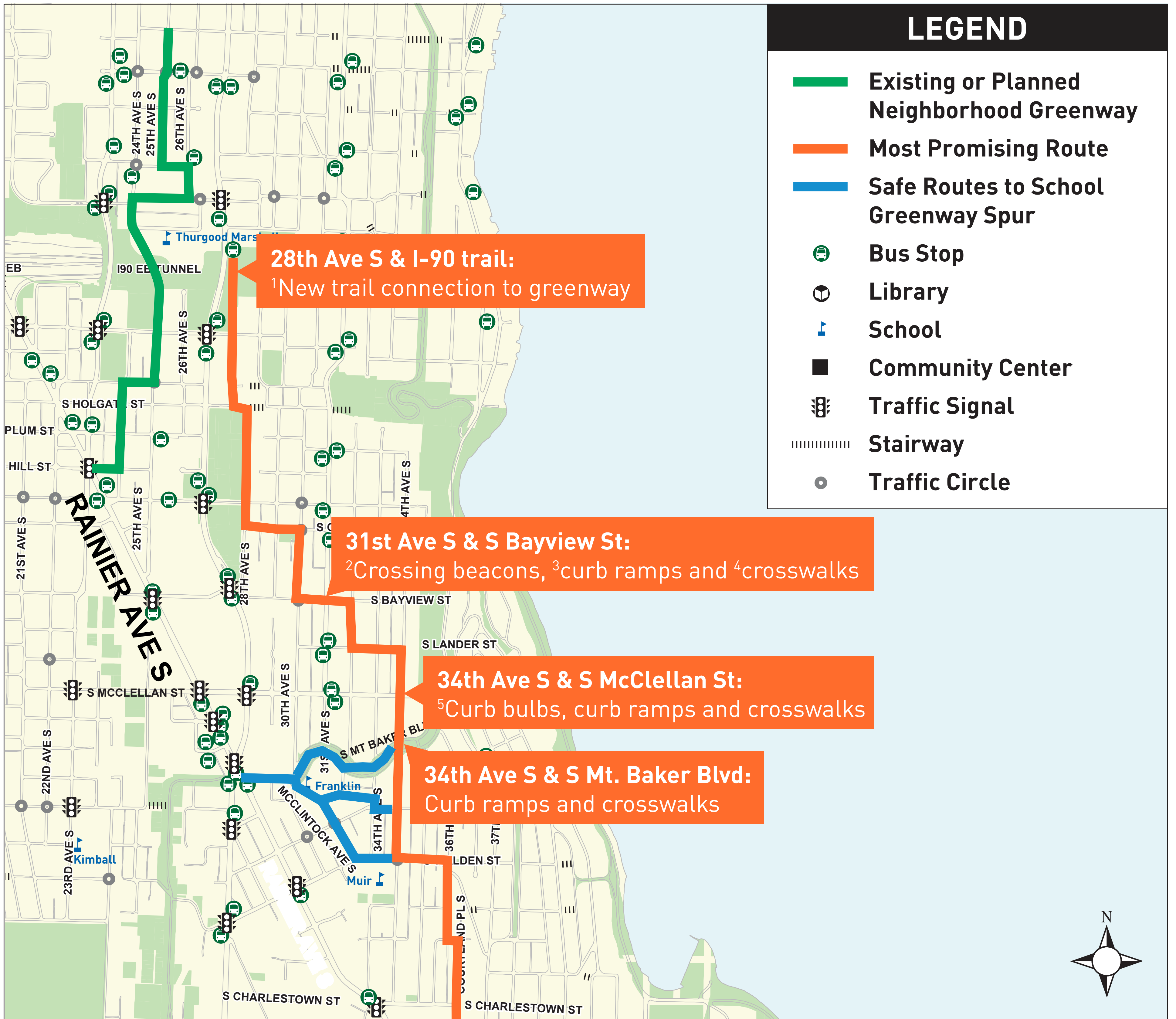


# RAINIER VALLEY NORTH-SOUTH NEIGHBORHOOD GREENWAY MOST PROMISING ROUTE



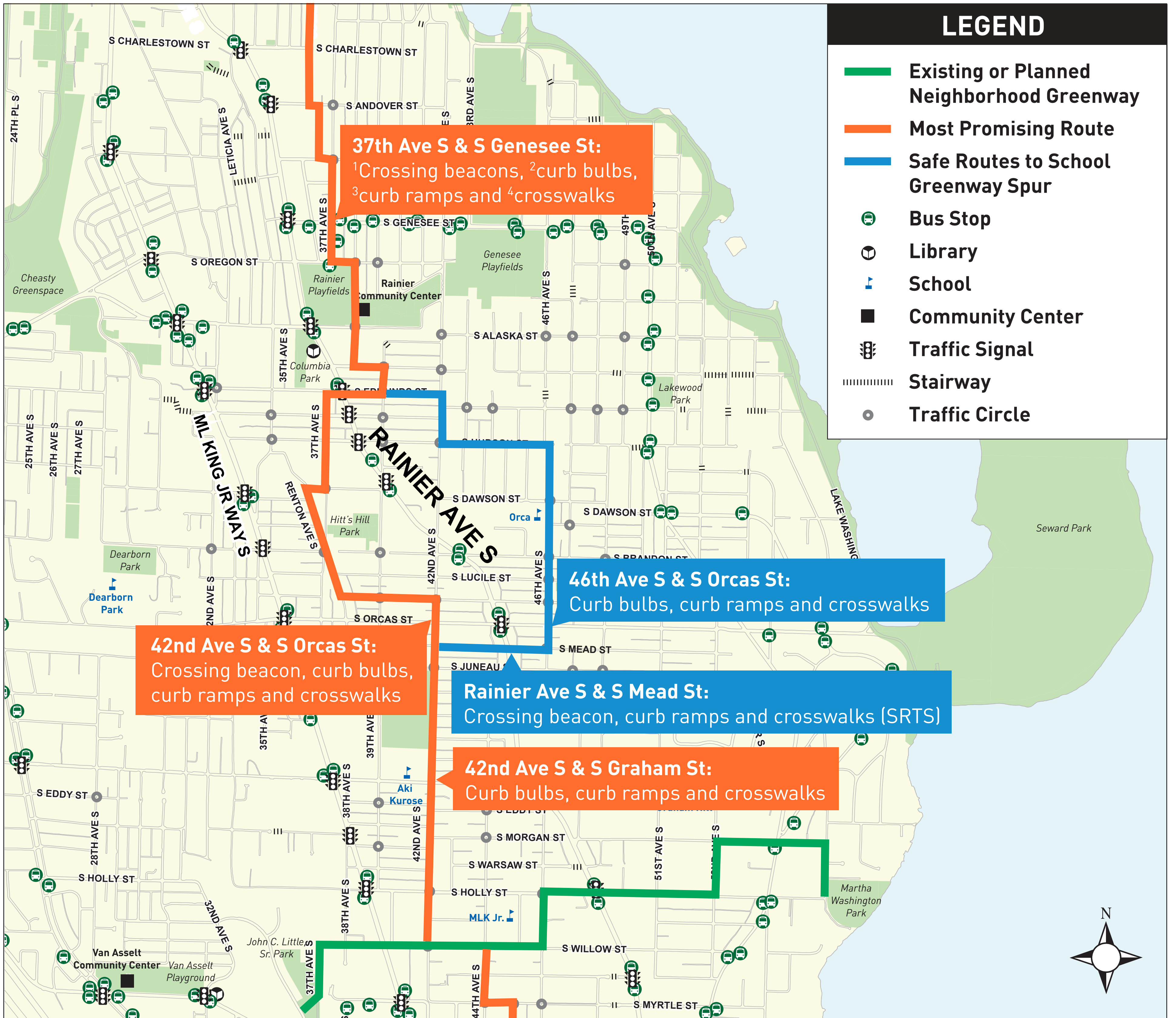


# NORTH SECTION



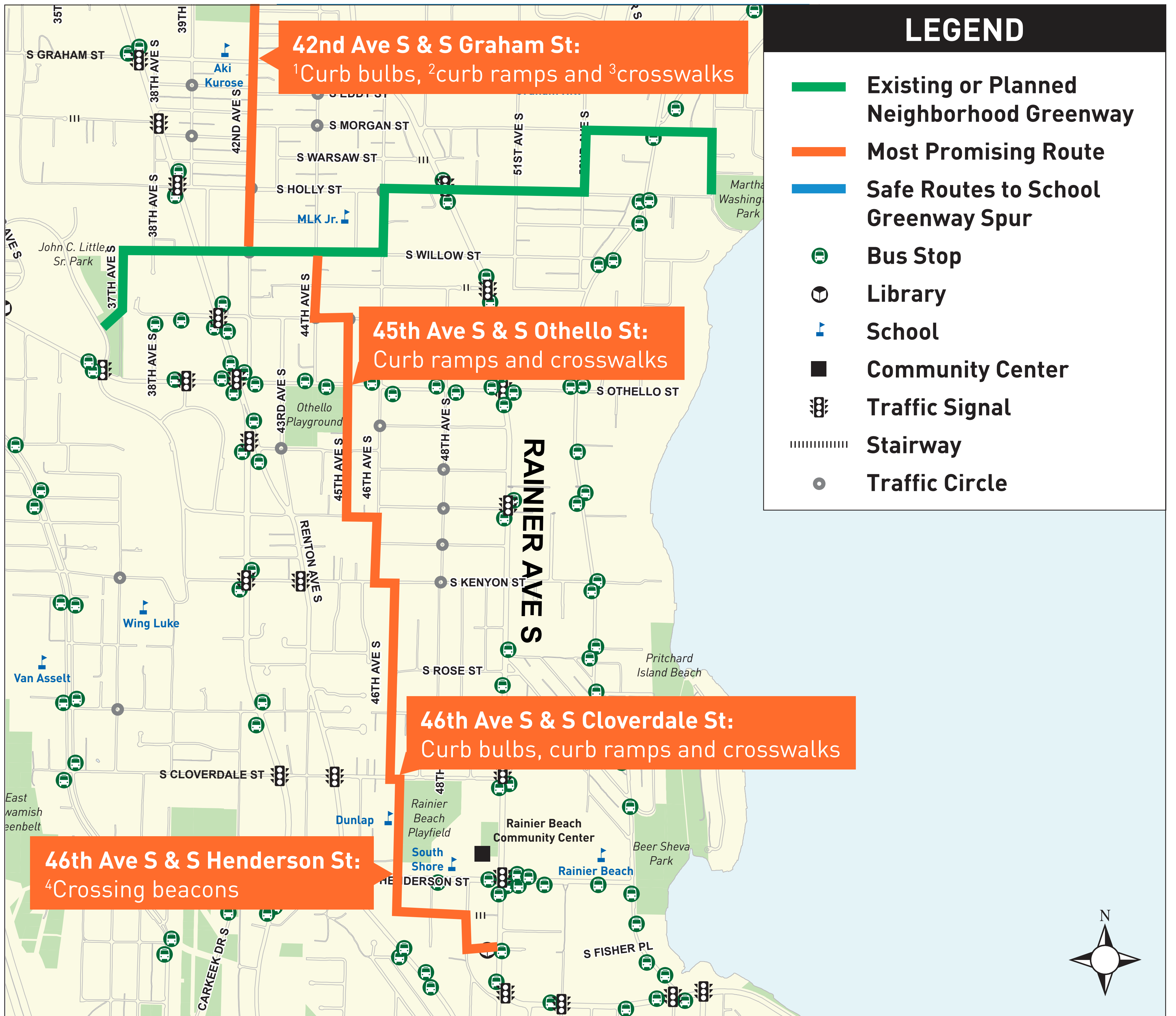


# MID SECTION





# SOUTH SECTION





# SCHEDULE

## Date

## Action

Early 2014

Stakeholder discussions  
and data collection

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Nov 2014

Open House #1

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Winter 2014-  
Spring 2015

Public feedback, site  
visits and conceptual  
design

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Summer 2015

Final design

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July 15, 2015

Rainier Valley Safety  
Projects Open House

Sept 23, 2015

Open House #2

2016

Implementation

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2017

Evaluation