

Beacon Hill Neighborhood Greenway Open House

July 19, 2012



Format

*Presentation
30 minutes*

*Open House
45 minutes*



Slide 2

Overall Goals

- *Safer streets for everyone*
- *Improved connections for people who walk and bike*
- *Healthy transportation options*



Slide 3

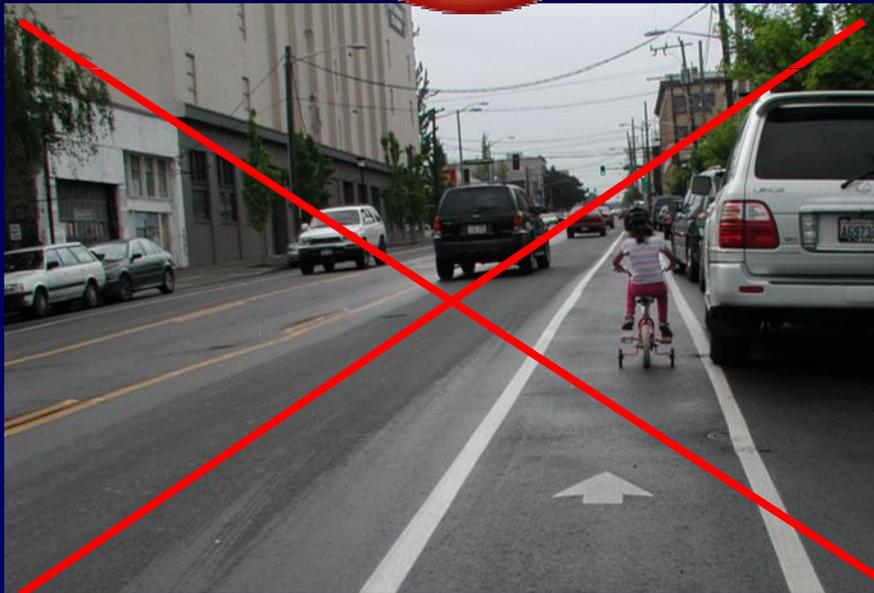
What is a Neighborhood Greenway?

A healthy place to travel, play, and live



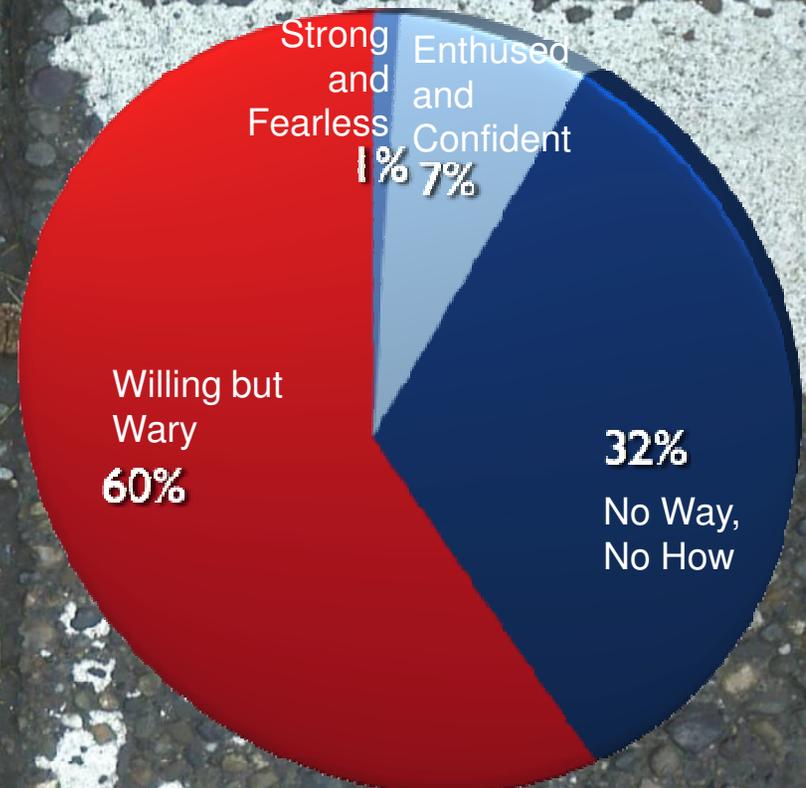
Slide 4

All Ages and Abilities



Slide 5

Who Will Use Greenways?



Source: Roger Geller, Portland Office of Transportation

What makes a good Neighborhood Greenway?

- *A place where people want to walk and bike*
- *Low speed & volume*
- *Destinations*
- *Gradual Inclines*



Slide 7

How was this route selected?

- *Beacon B.I.K.E.S: Better Infrastructure Keeping Everyone Safe*
- *Community-driven planning*
- *Department of Neighborhoods grant funding*
- *Field investigations, community wisdom*



Beacon B.I.K.E.S.

Better Infrastructure Keeping Everyone Safe

beaconwalksbikes.org



Slide 8

Route Selection Process



Community Insights + Desires

Proposed Route



I-90 Trail

Jefferson Park

S Lucile Street



Slide 10

Route Selection Criteria

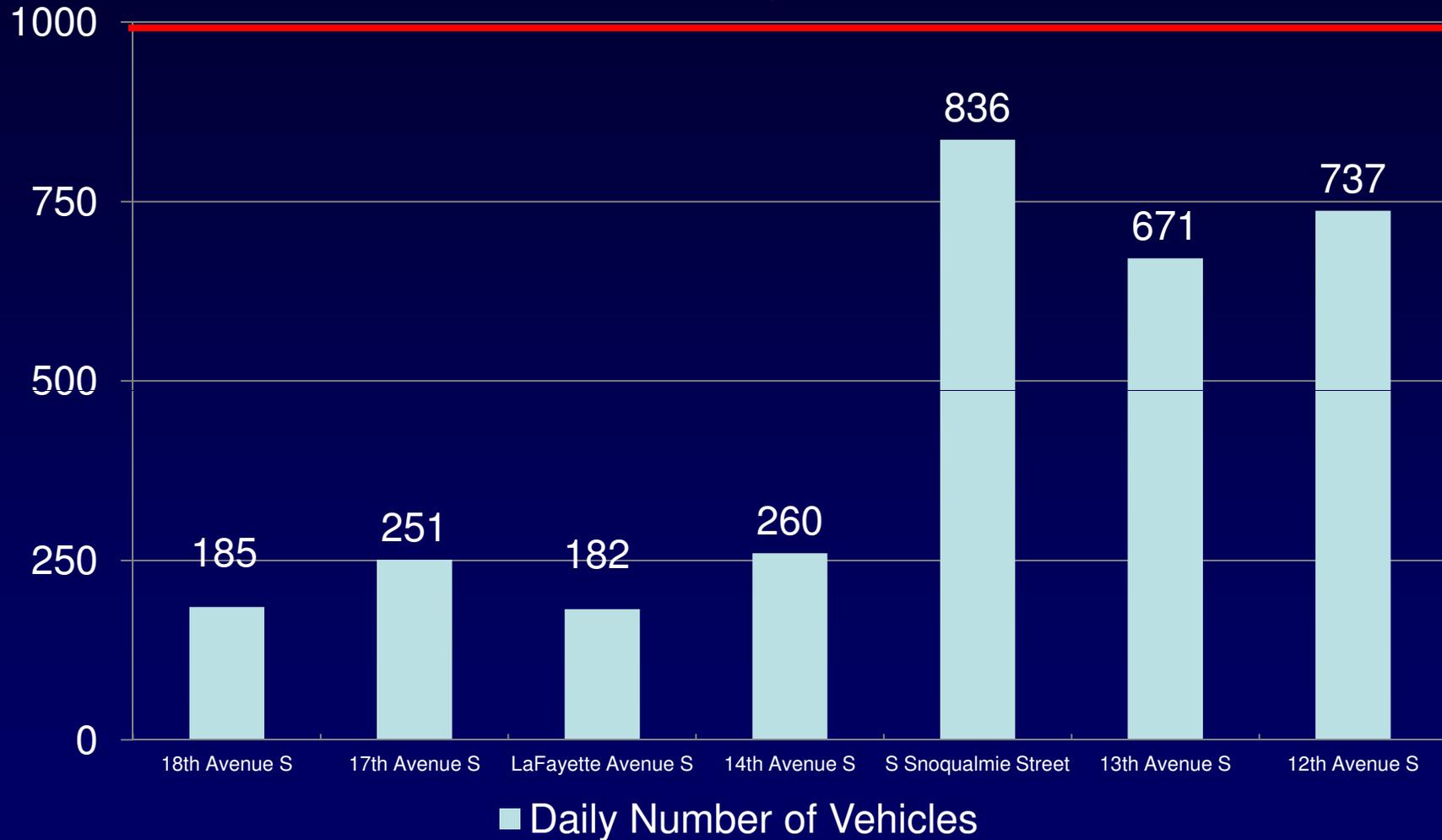
- *Low traffic volumes*
- *Low vehicle speeds*
- *Destinations*
- *Most gradual incline*



Slide 11

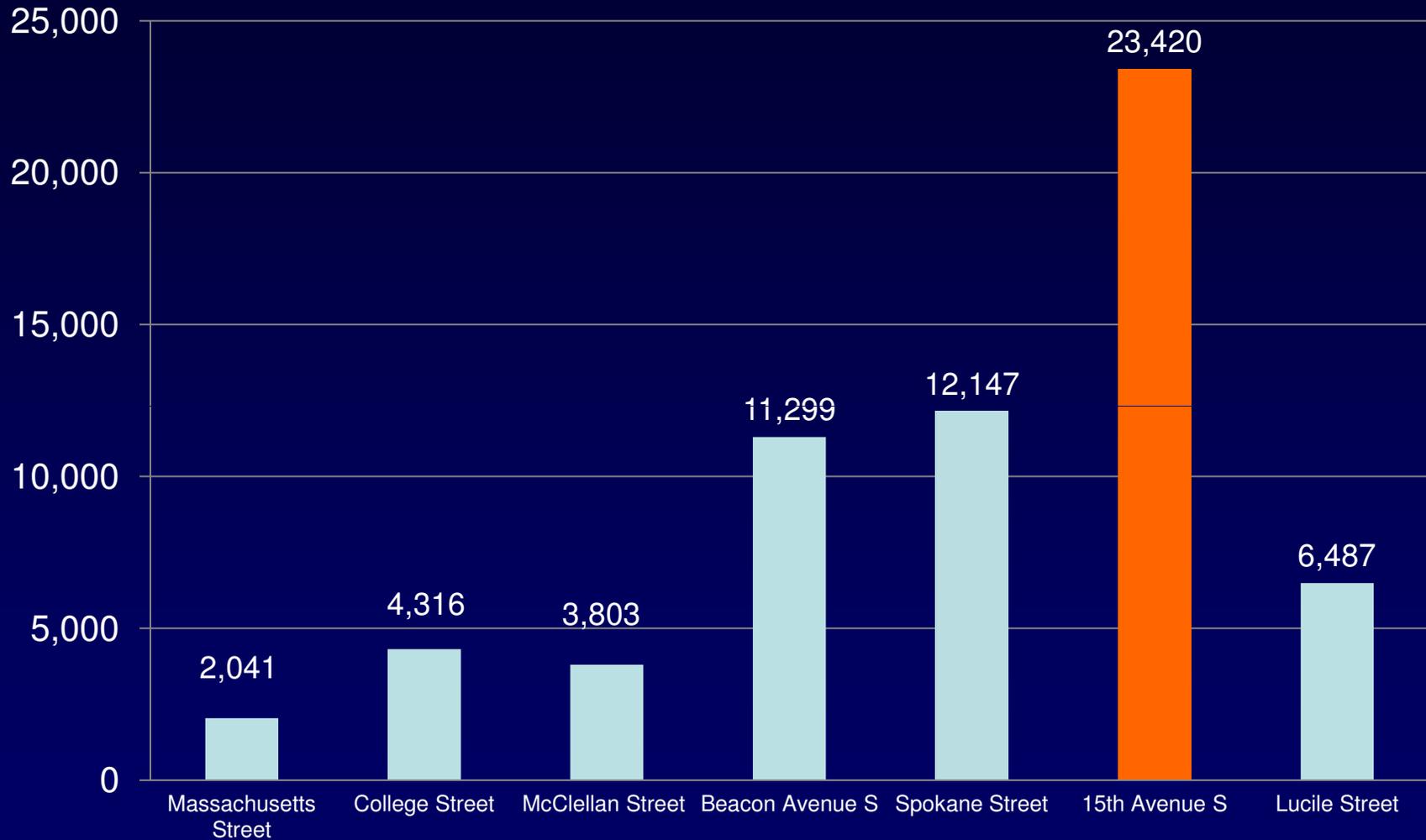
Traffic Volume – Along the Greenway

Desired Volume Less Than 1,000



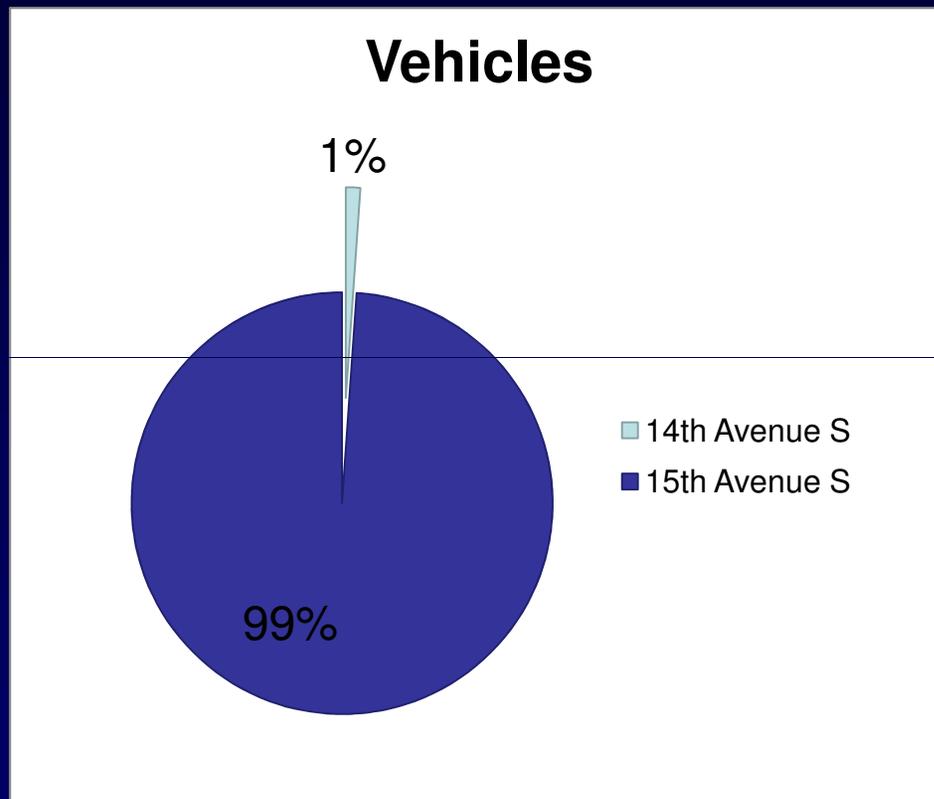
Slide 12

Traffic Volume – Crossing the Greenway



Slide 13

Traffic Volume – 15th vs. 14th



- *Parallel streets*
- *260 vs. 23,420 cars*
- *No wonder people want neighborhood greenways!*

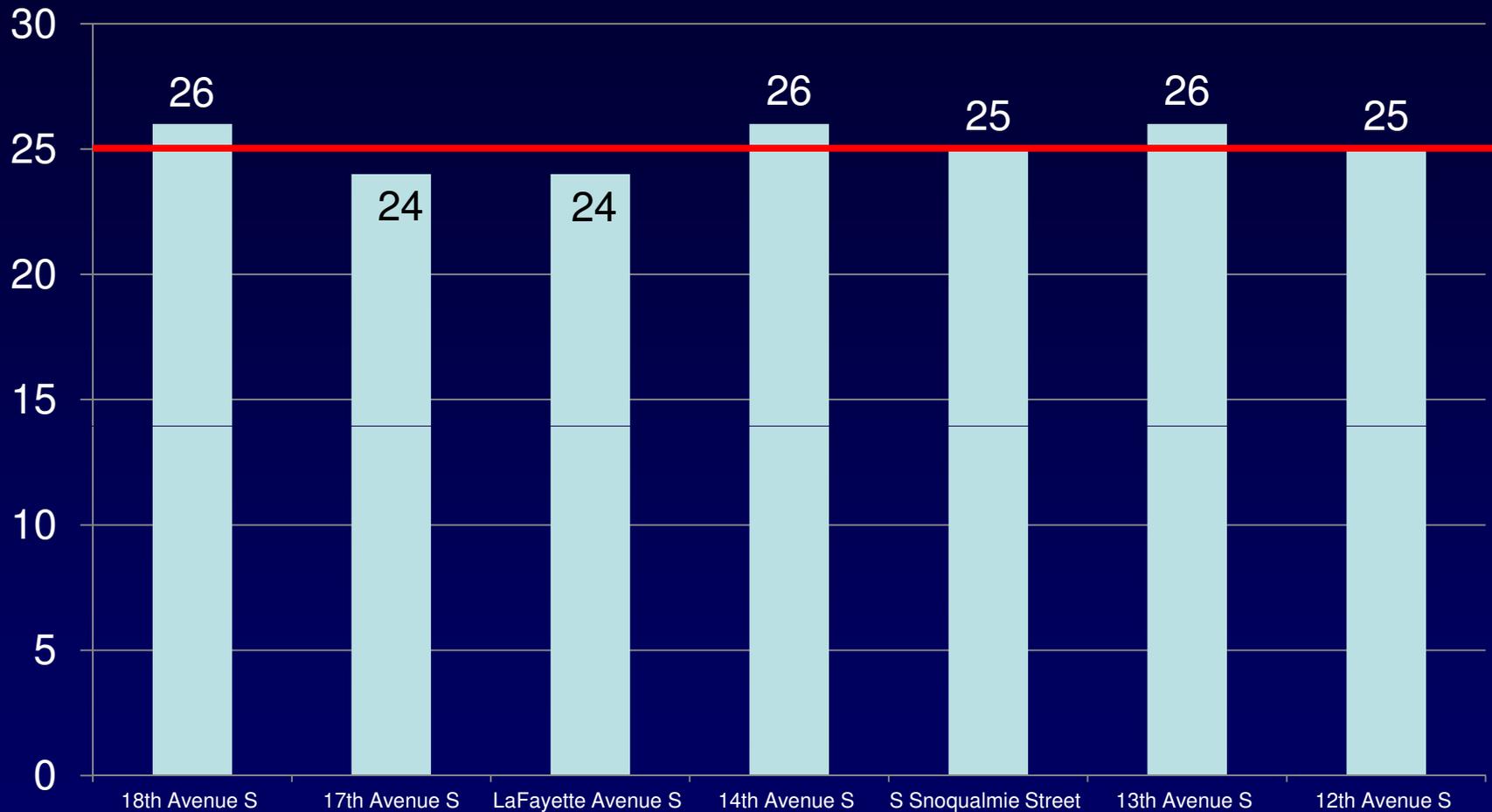
Route Selection Criteria

- *Low traffic volumes*
- **Low vehicle speeds**
- *Destinations*
- *Most gradual incline*



Slide 15

Traffic Speeds – Along the Greenway

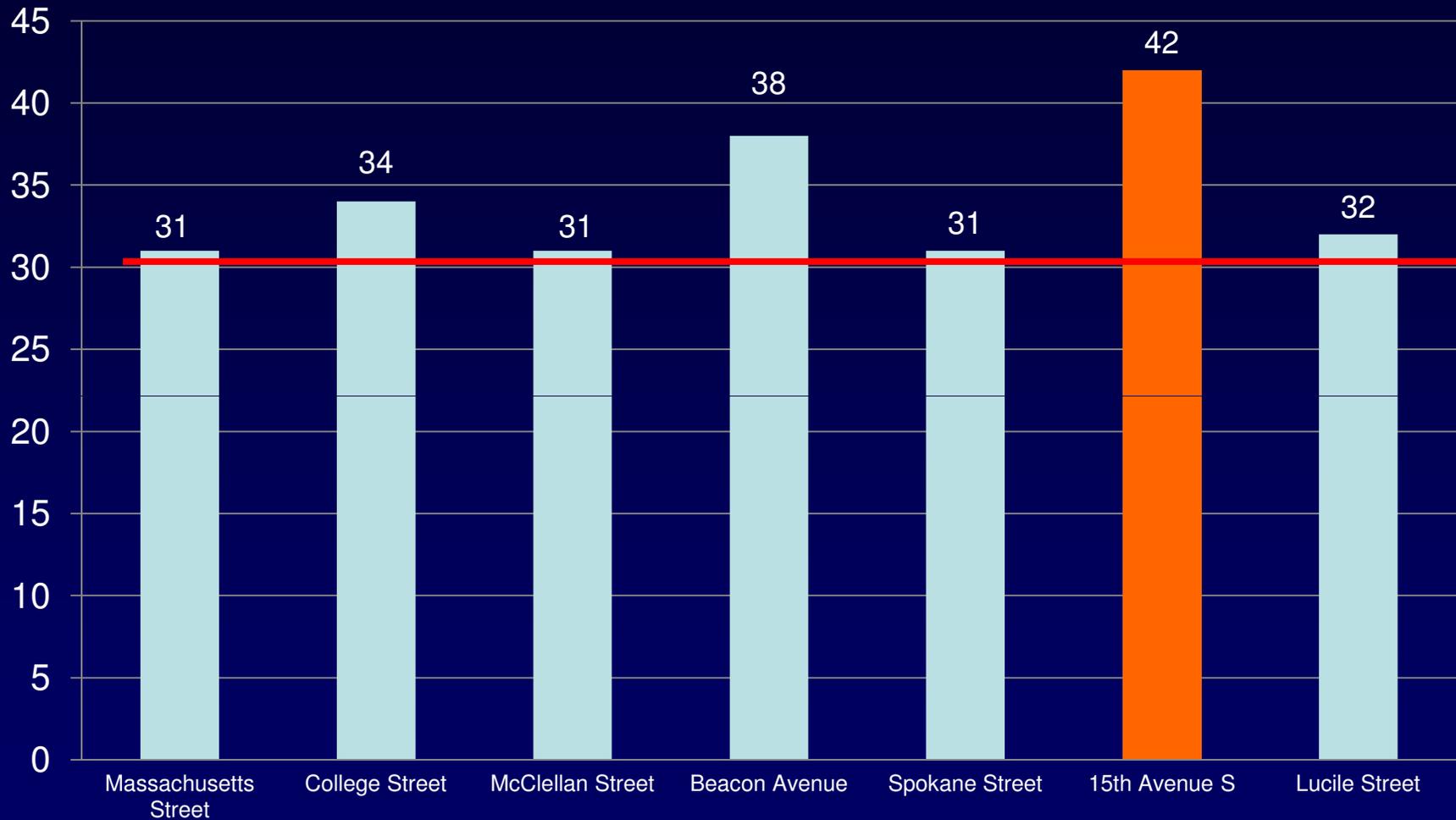


Speed Limit 25

■ 85th Percentile Speed

Slide 16

Traffic Speeds – Crossing the Greenway



Speed Limit 30

Slide 17

Route Selection Criteria

- *Low traffic volumes*
- *Low vehicle speeds*
- **Destinations**
- **Most gradual incline**



Slide 18

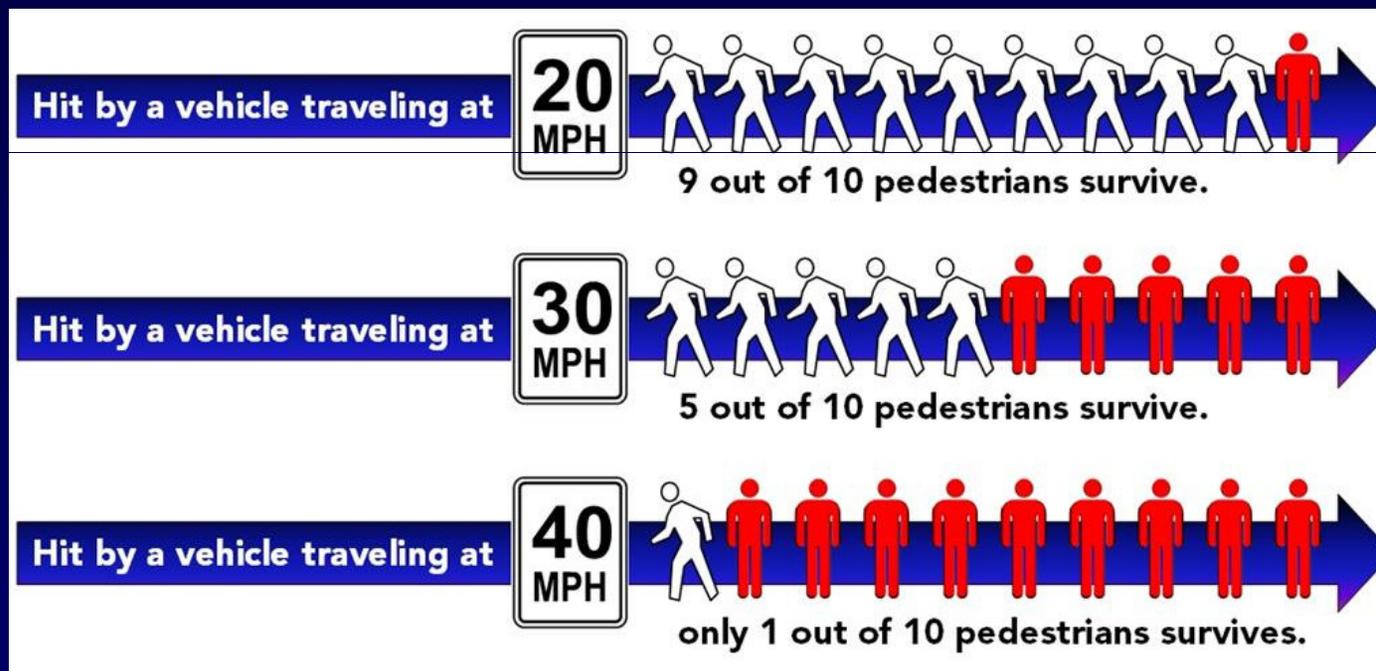
Destinations

- *Trails*
- *Parks*
- *P-Patches*
- *Light rail*
- *Schools*
- *Churches*
- *Business districts*
- *Library*



Collisions

- *One or less per year at all intersections and segments*
- *Zero pedestrian collisions*
- *One bicycle collision*



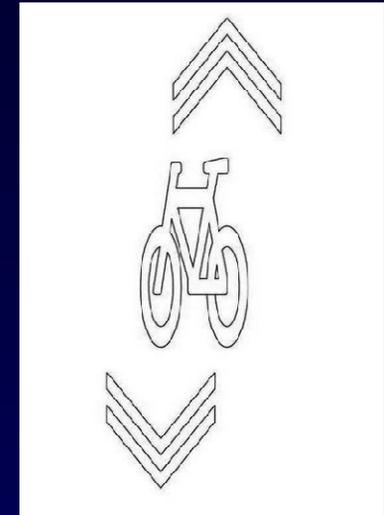
Project Details: Shared Lane Markings

- *People Driving: Expect to see and share the roadway with people on bicycles. Follow the rules of the road.*
- *People on Bicycles: Use the sharrows to help find your way along the greenway .*

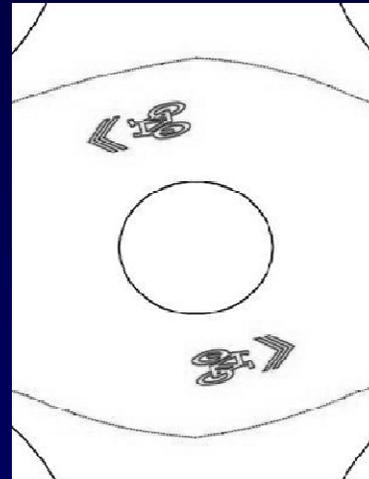


Project Details: Shared Lane Markings

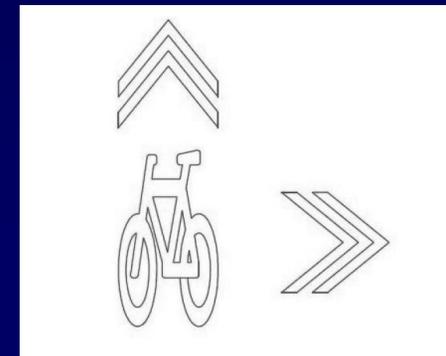
- *Crossing / Along the Greenway*



- *At traffic circles*

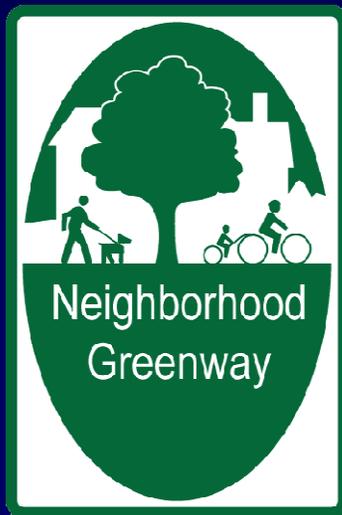


- *Where the Greenway turns*



Project Details: Greenway Signs

- *Neighborhood greenway sign*
- *Destination signs – some have already been installed!*
- *Special street name signs – new, still in development*



Slide 23

Project Details: Street Trees

- *Community request for more green along the greenway*
- *SDOT Community Street Tree Program*
- *70 trees along 18th Avenue S in 2011*
- *300 trees along Beacon Hill greenway routes in 2012*



Slide 24

Project Details: Sidewalk and Pavement Repair

- *Condition assessment identified the worst of the worst*
- *Emergency spot repair program to address the worst*
- *Asphalt patches and pothole fills provide short-term relief*



Slide 25

Project Details: Non arterial intersections



Current conditions –uncontrolled



New stop signs for traffic crossing the greenway



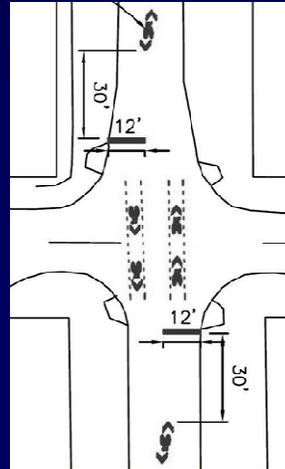
Shared lane markings

Project Details: Minor Arterial Crossings

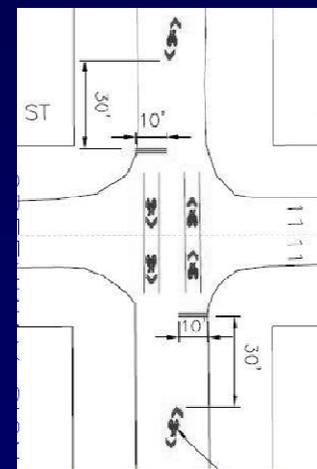
- *Three locations*
- *Crossbikes*
- *One new marked crosswalk*
- *Greenway signs*



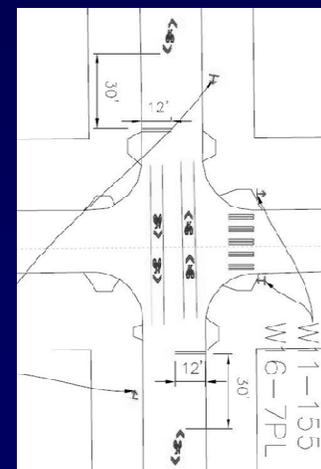
Similar markings on Stone Way



Massachusetts St



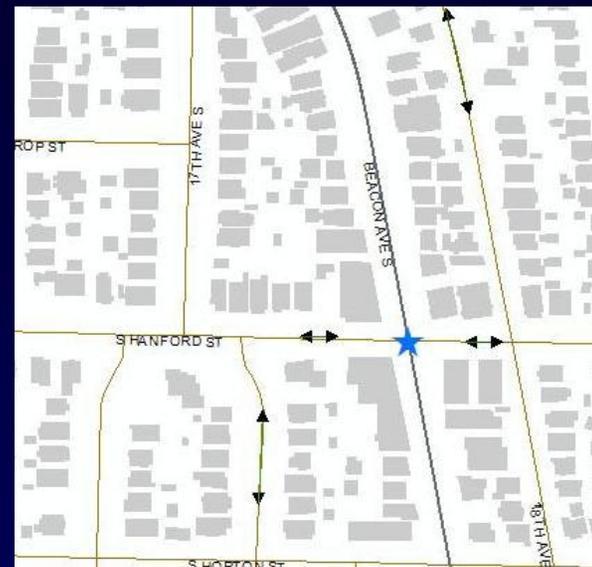
College St



McClellan St

Project Details: Beacon Avenue S and S Hanford Street

- *Existing pedestrian signal*
- *New crossing island*
- *Upgrade pedestrian signs*
- *Bike parking assessment*



Similar crossing in Portland

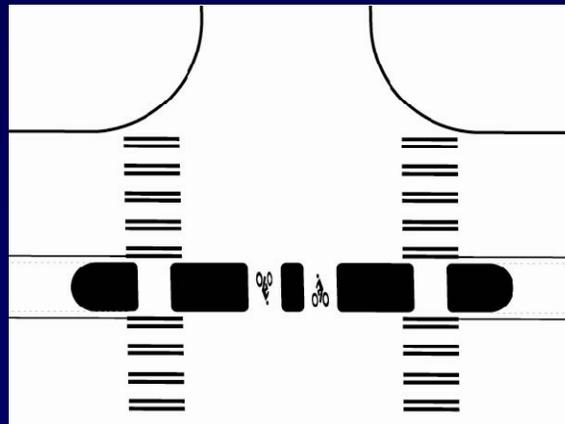
Slide 29

Project Details: S Spokane St & LaFayette Ave S

- *Crossing island*
- *New marked crosswalks*
- *Curb ramps and accessible landing*
- *Walkway extension to park pathways*



From a dead end...



...to a safer place for everyone.

Project Details: S Spokane St & Beacon Ave S

- New left turn lane on Spokane Street*
- Improved level of service at the signal*
- Fewer delays for everyone*



Slide 31

Project Details: 16th Avenue S (additional funding needed)

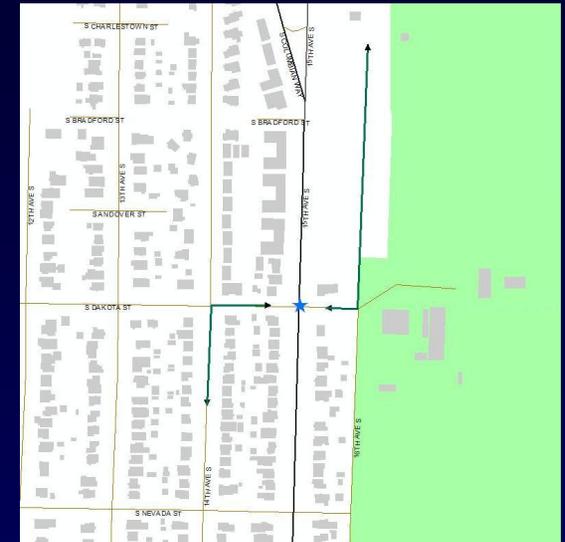
- Pave the gravel trail to improve non-motorized access*
- Grant applications pending –Parks Opportunity Fund, WSDOT Safe Routes to School & Safe Kids USA*



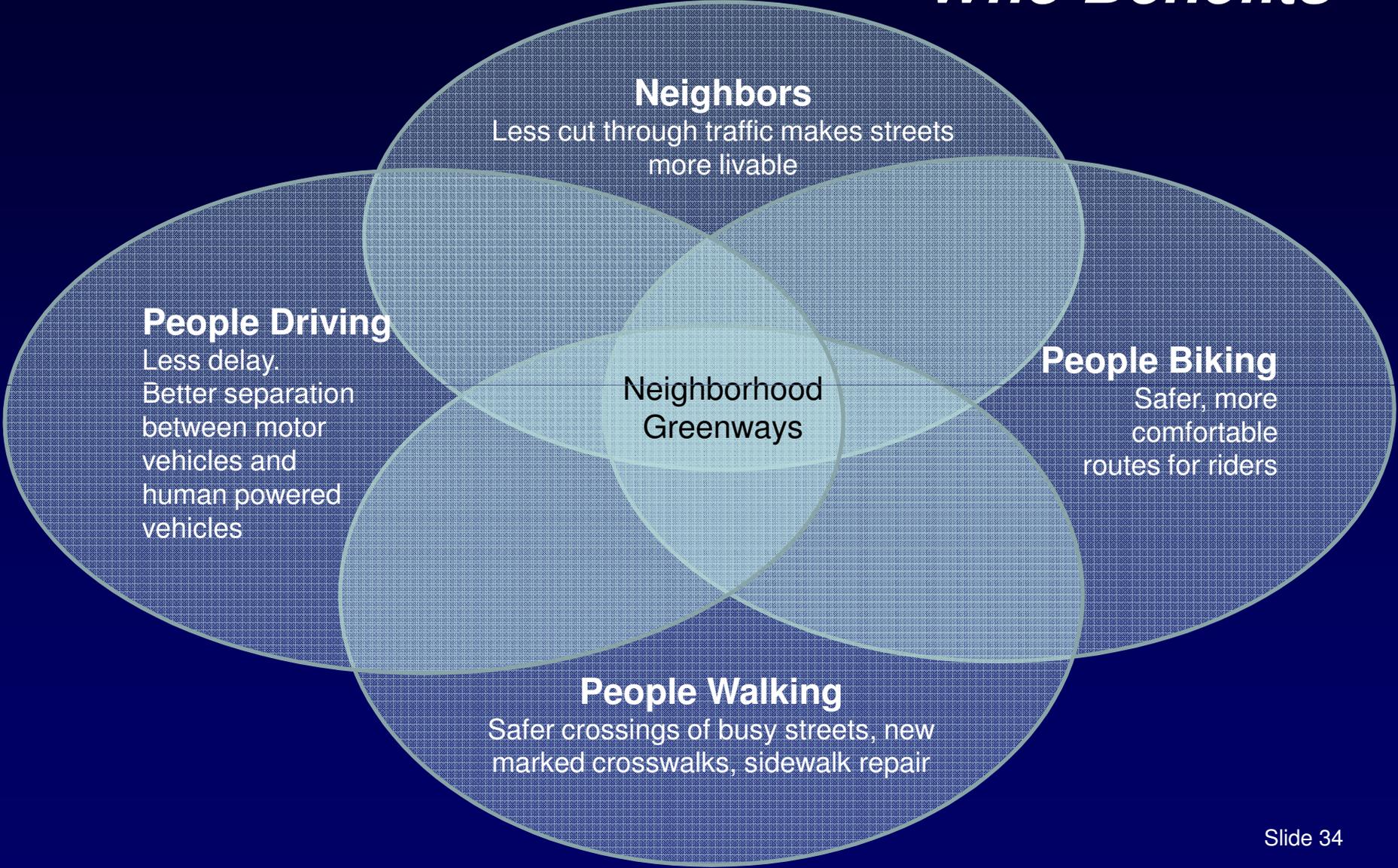
Slide 32

Project Details: 15th Avenue S

- *High speed and high volume crossing*
- *Existing pedestrian signal*
- *Widen sidewalk and guide people to the signalized crossing*



Who Benefits



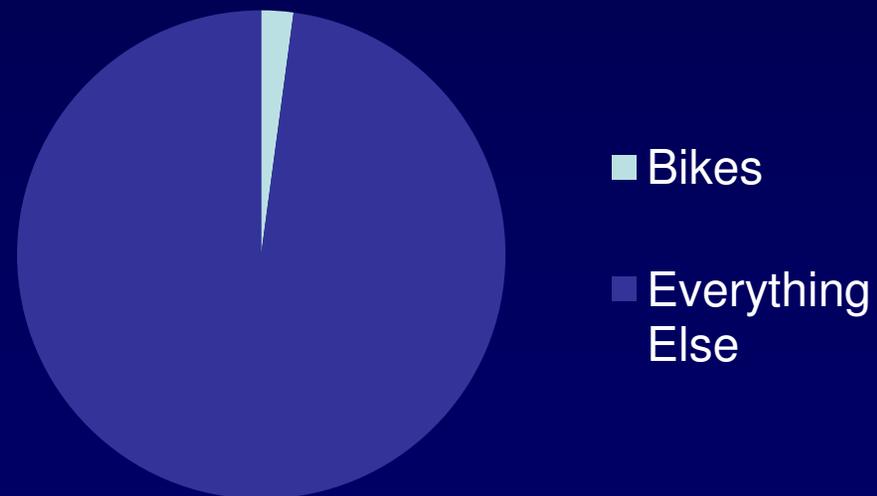
Project Funding

- *Budget for this project (roughly 3 miles) is \$420,000*
- *Compare to the estimate for a 3-mile extension of SR 509 estimated at \$1.4 billion in 2006*
- *Neighborhood Greenways provide high return on relatively small investment*

SDOT Budget

“Why is so much of SDOT’s budget being spent on projects for people who are biking?”

FACT: In 2010, only 2.2% of SDOT’s budget was dedicated to bicycle-specific projects



Slide 35

Project Schedule

- *Comment period – through August 2, 2012*
- *Final design – Late August, 2012*
- *Signs and markings - Fall, 2012*
- *Signal improvements and rechannelization – Fall, 2012*
- *Bike parking – Winter, 2013*
- *Street name signs – Winter, 2013*
- *Median islands and sidewalk widening – Winter, 2013*
- *Before and After Study – Spring, 2013*
- *16th Avenue S improvements – tentatively 2014 (pending grant funding decisions)*

Thank You!



<http://www.seattle.gov/transportation/beaconhillgreenway.htm>

<http://www.beaconwalksbikes.org/>

<http://seattlegreenways.org/>

Slide 37