

WELCOME

MARCH 2014

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

6 PM

Please sign in and browse
the information at the
stations located around
the room

6:30 PM

Stay for a presentation for
an overview of the project
and questions and input

7:15 PM

Continue with the
open house

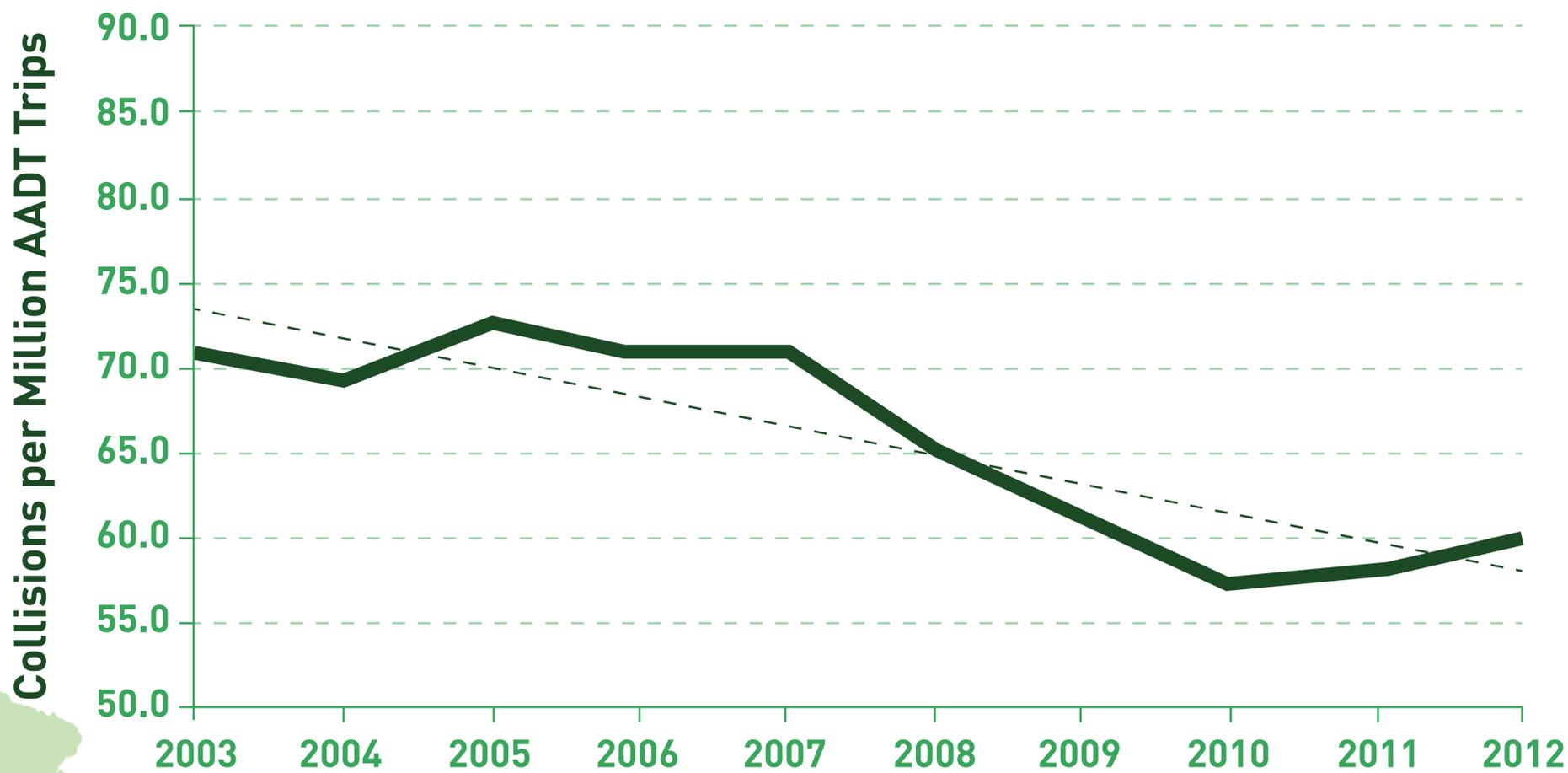


FOCUS ON THE MOST VULNERABLE

MARCH 2014

- Seattle population 17 and younger = 10%
- Seattle population 65 and older = 12%
- People with disabilities
- People who walk and ride bikes

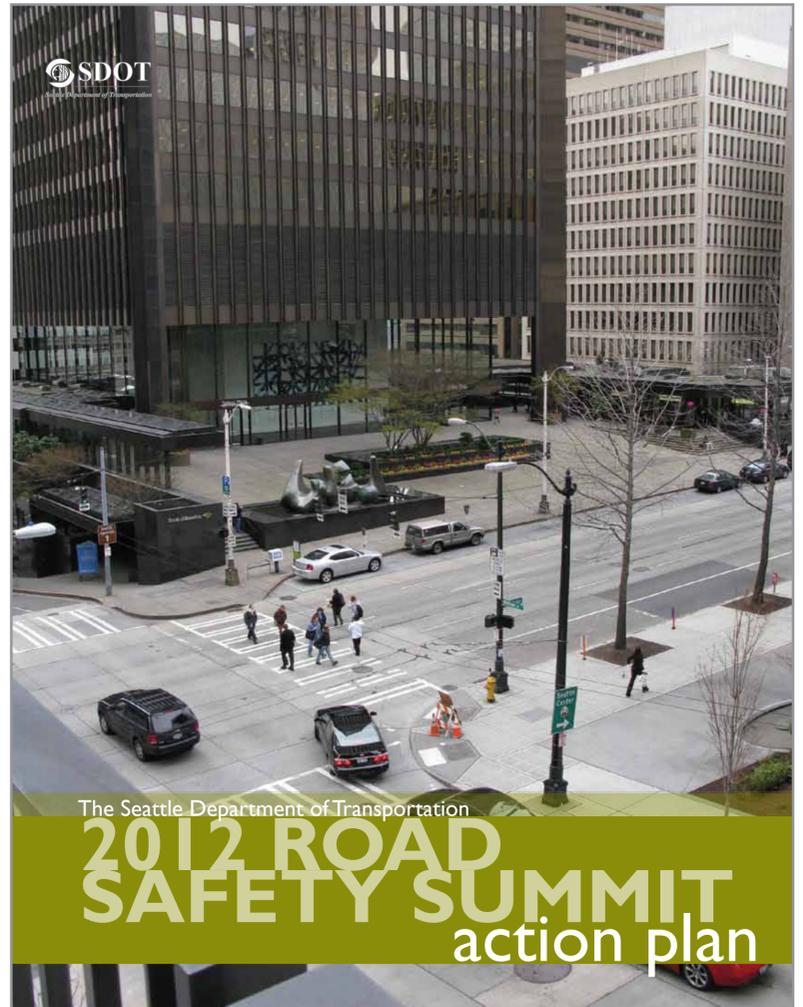
Citywide Collision Rate



SEATTLE'S TRAFFIC SAFETY GOAL

MARCH 2014

Seattle has a goal of zero traffic fatalities and serious injuries by 2030. Neighborhood greenways are a tool to help reach this goal.



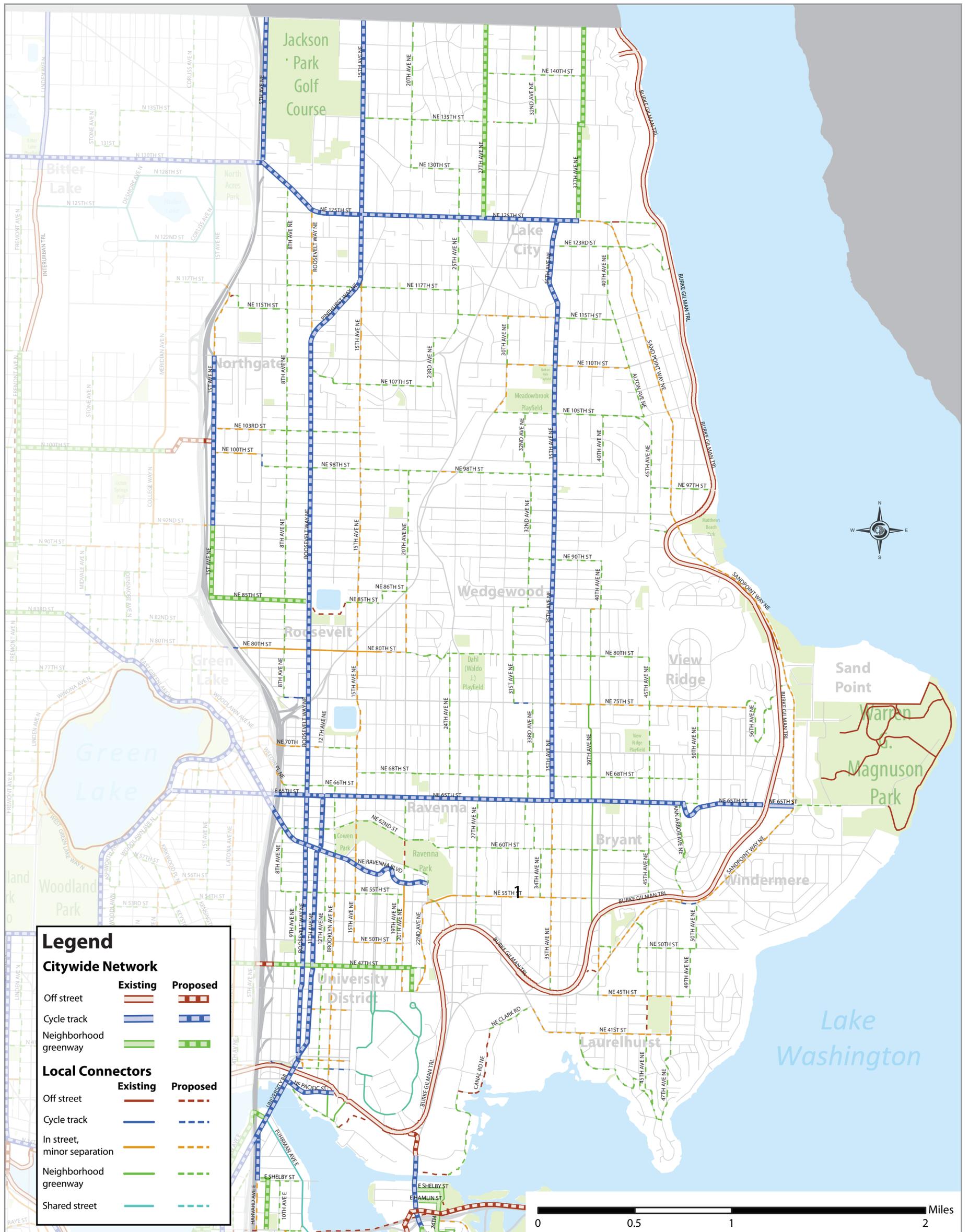
Approach: Focus on engineering, education, environment, enforcement, evaluation and empathy



DRAFT BIKE MASTER PLAN MAP

UPDATE AS OF JULY 2013

MARCH 2014



Legend	
Citywide Network	
Off street	Existing Proposed
Cycle track	Existing Proposed
Neighborhood greenway	Existing Proposed
Local Connectors	
Off street	Existing Proposed
Cycle track	Existing Proposed
In street, minor separation	Existing Proposed
Neighborhood greenway	Existing Proposed
Shared street	Existing Proposed

NEIGHBORHOOD GREENWAY GOALS

MARCH 2014

**On streets with low volumes and speeds,
a greenway can:**

- **Improve safety**
- **Help people cross busy streets**
- **Discourage cut-thru traffic**
- **Protect the residential character of our neighborhoods**
- **Keep speeds low**
- **Get people to where they want to go**



U DISTRICT TRAFFIC VOLUMES AND SPEEDS

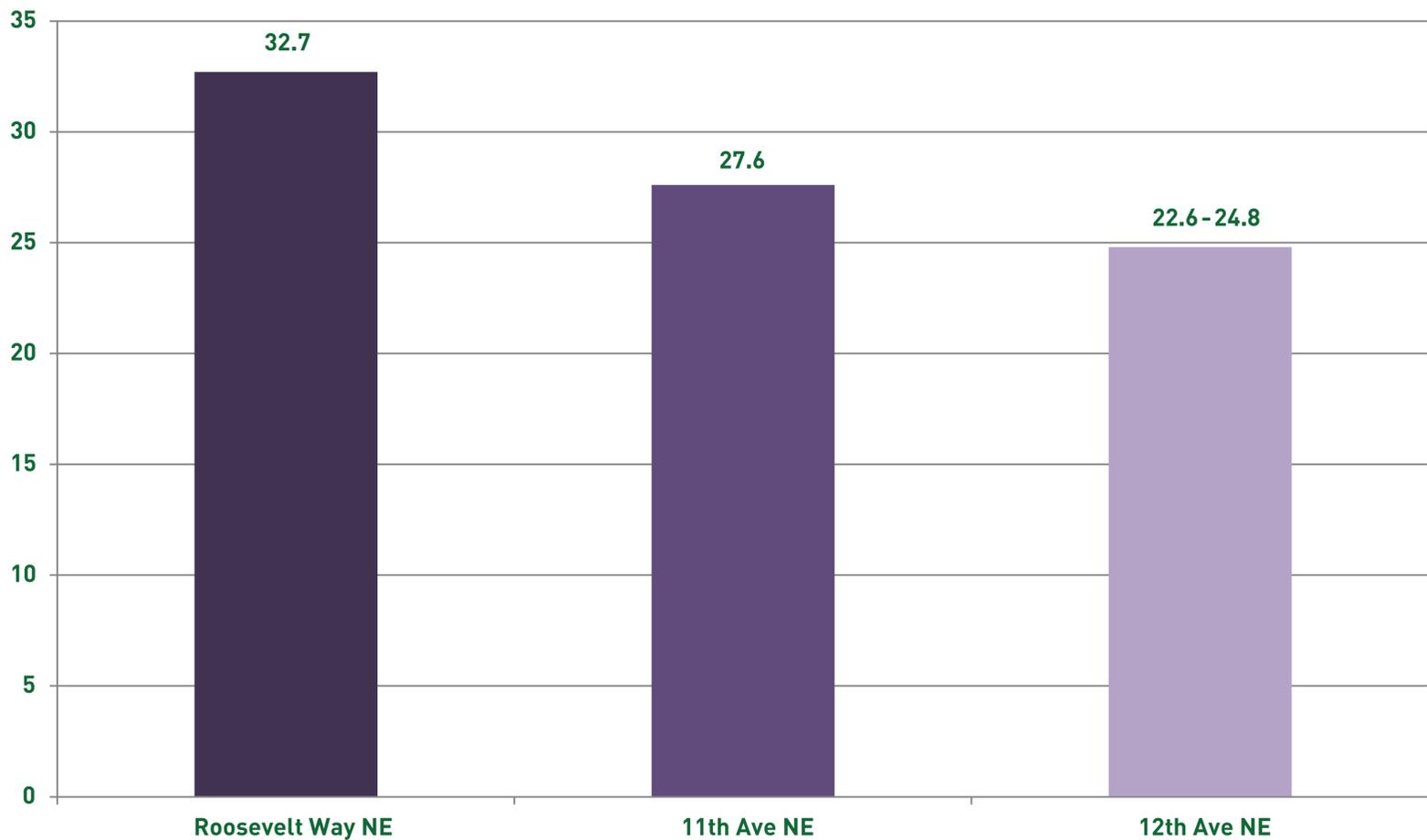
MARCH 2014

Neighborhood greenway locations should have low traffic volumes, speeds and collision rates.

Average Daily Traffic Volumes



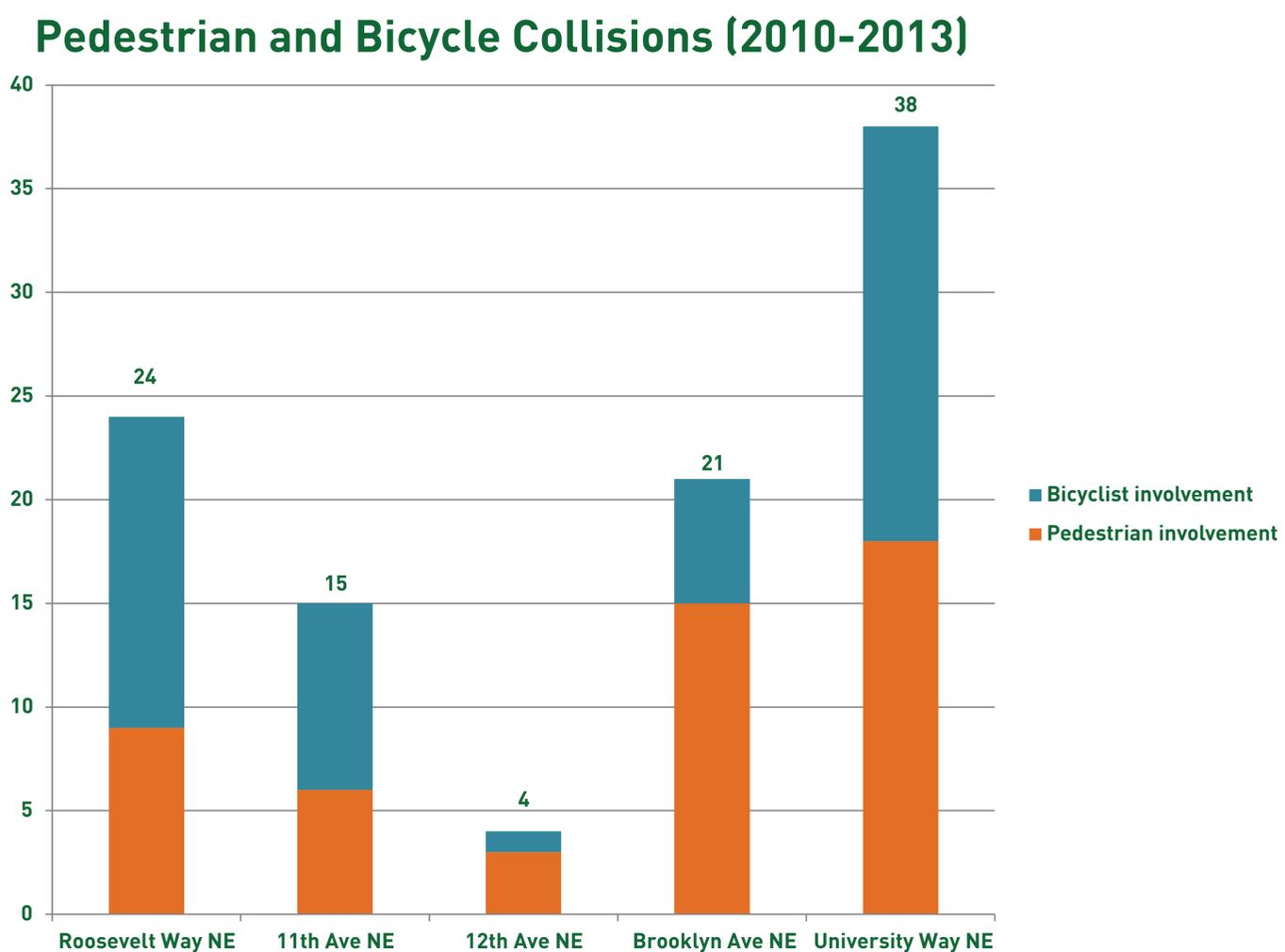
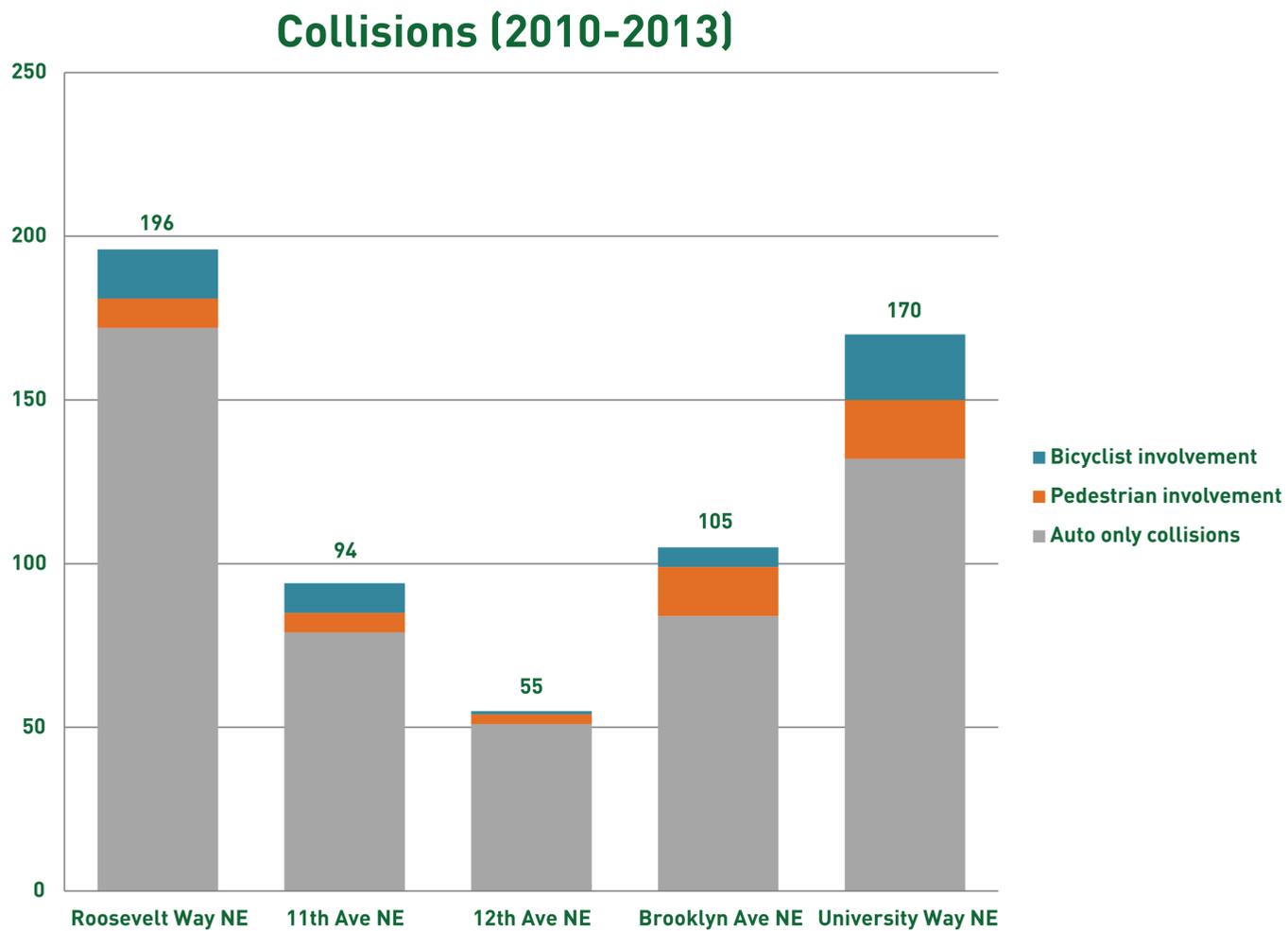
Speeds (mph)



U DISTRICT COLLISIONS (2010-2013)

MARCH 2014

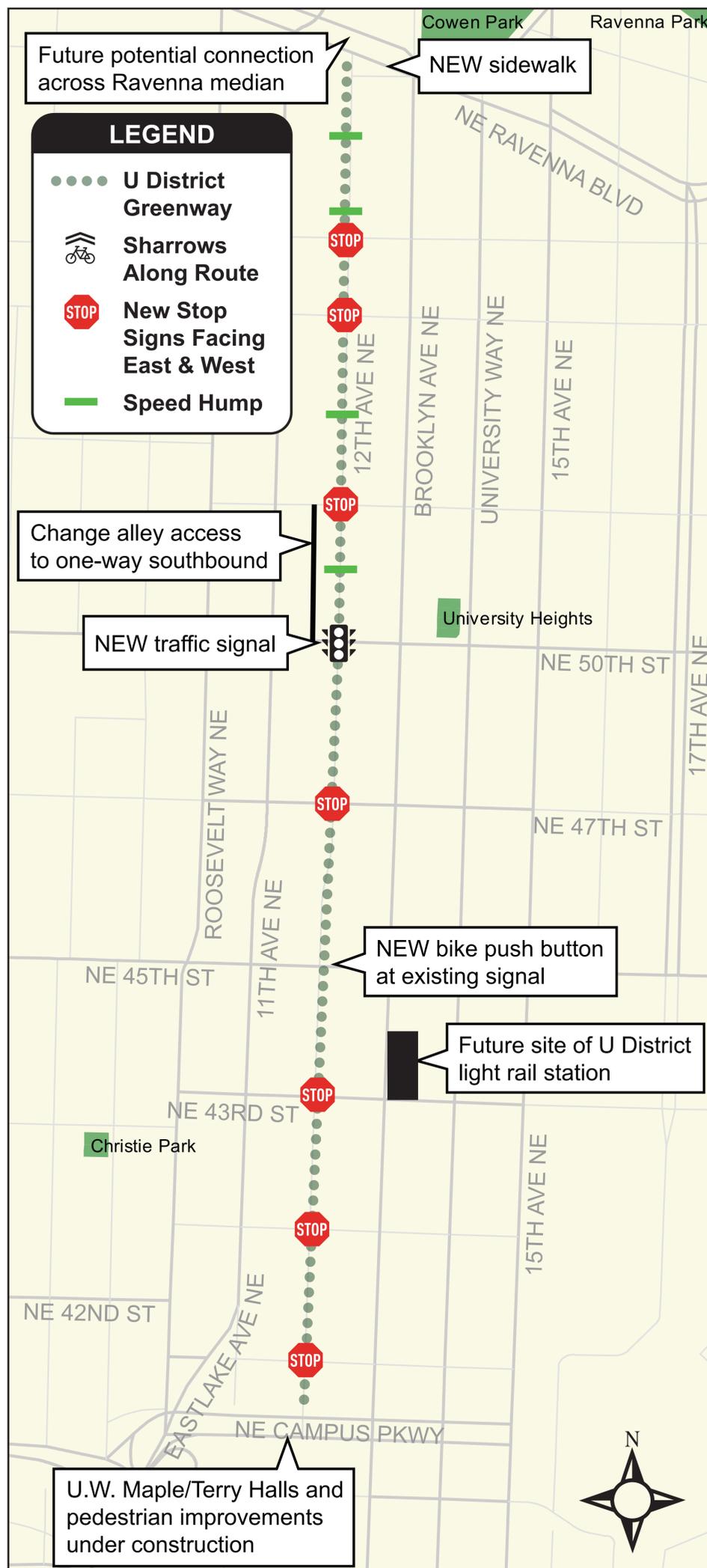
Neighborhood greenway locations should have low traffic volumes, speeds and collision rates.



THE MOST PROMISING ROUTE

MARCH 2014

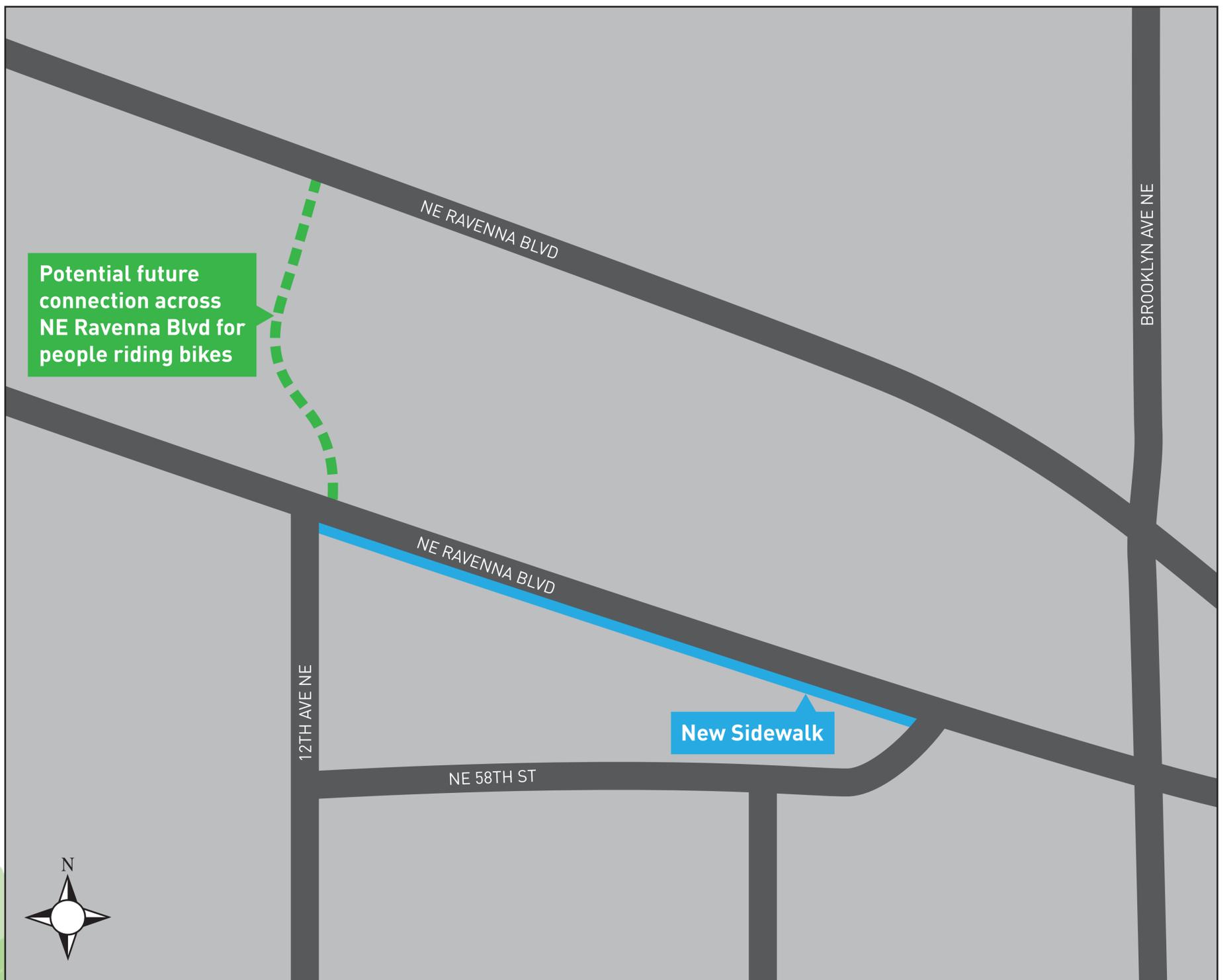
Based on public input and technical analysis the following traffic safety improvements are recommended.



OTHER NEIGHBORHOOD GREENWAY IMPROVEMENTS

MARCH 2014

Better connection to the neighborhood greenway and local destinations



GREENWAY DESIGN ELEMENTS

MARCH 2014

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

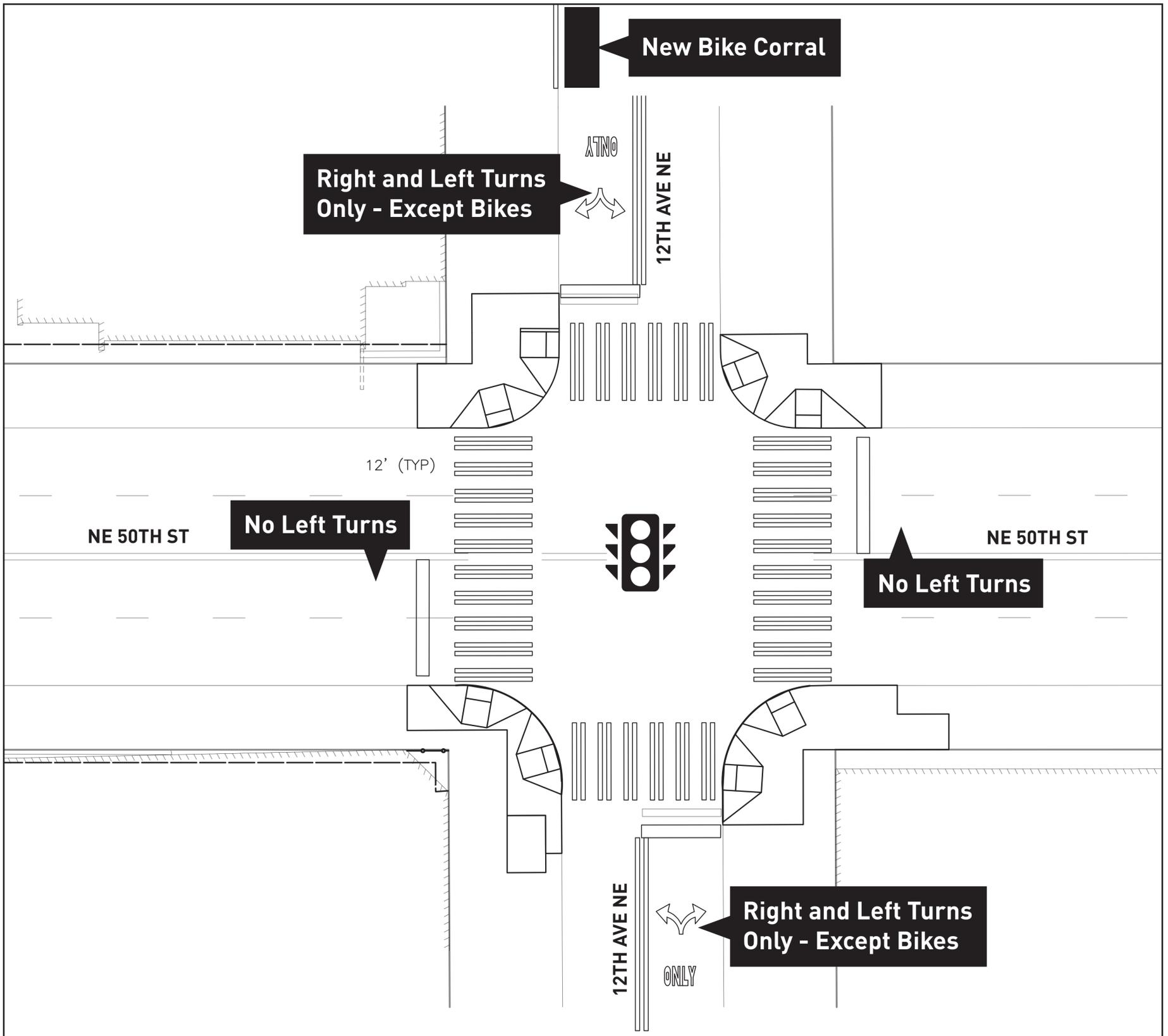


Smooth Sidewalks and Pavement

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



New traffic signal, curb ramps and crosswalks



- **Funded by Traffic Safety Grant**
- **Implement in 2014**
- **Improves safety for all users**
- **Helps people who walk and ride bikes cross the street**
- **Minimizes cut-through traffic**

