

Ballard Neighborhood Greenways

Public Meeting # 1

March 25, 2014

NEIGHBORHOOD 
GREENWAYS
 SEATTLE



SDOT's mission & vision

Mission: Deliver a safe and reliable transportation system that enhances Seattle's environment and economic vitality.



Vision: A vibrant Seattle with connected people, places, and products.

SDOT's values



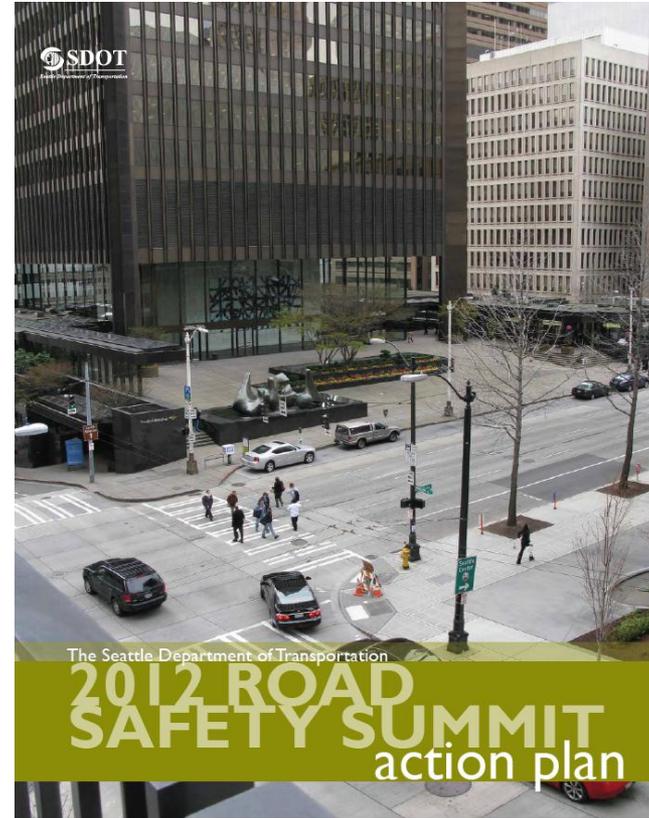
Presentation overview



26th Avenue SW Delridge Greenway

- City's safety goals
- Neighborhood greenway description
- Traffic data
- Project schedule
- Questions and input

Seattle's traffic safety goal

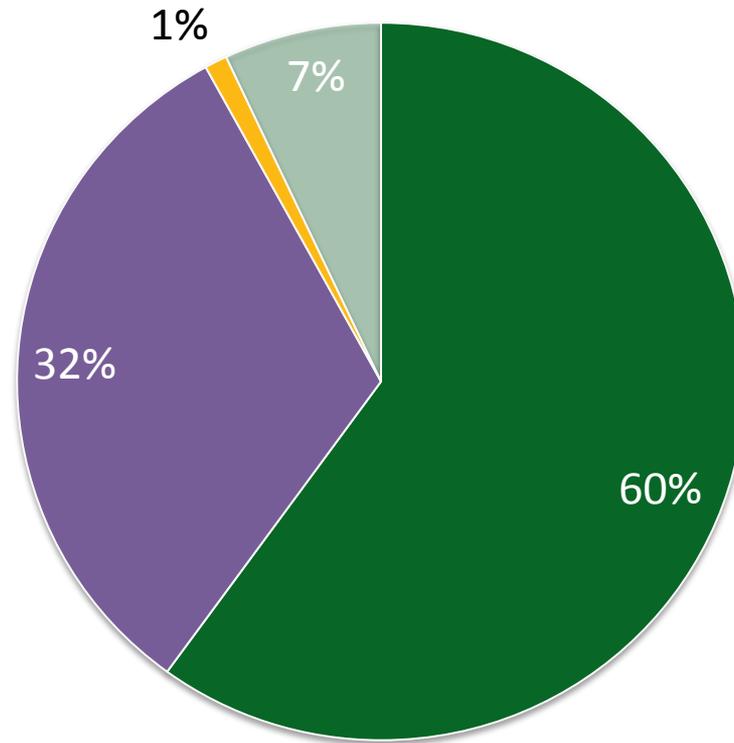


Zero traffic fatalities and serious injuries by 2030

Focus on the most vulnerable



What we can accomplish



■ Willing But Wary

■ No Way, No How

■ Strong and Fearless

■ Enthused and Confident

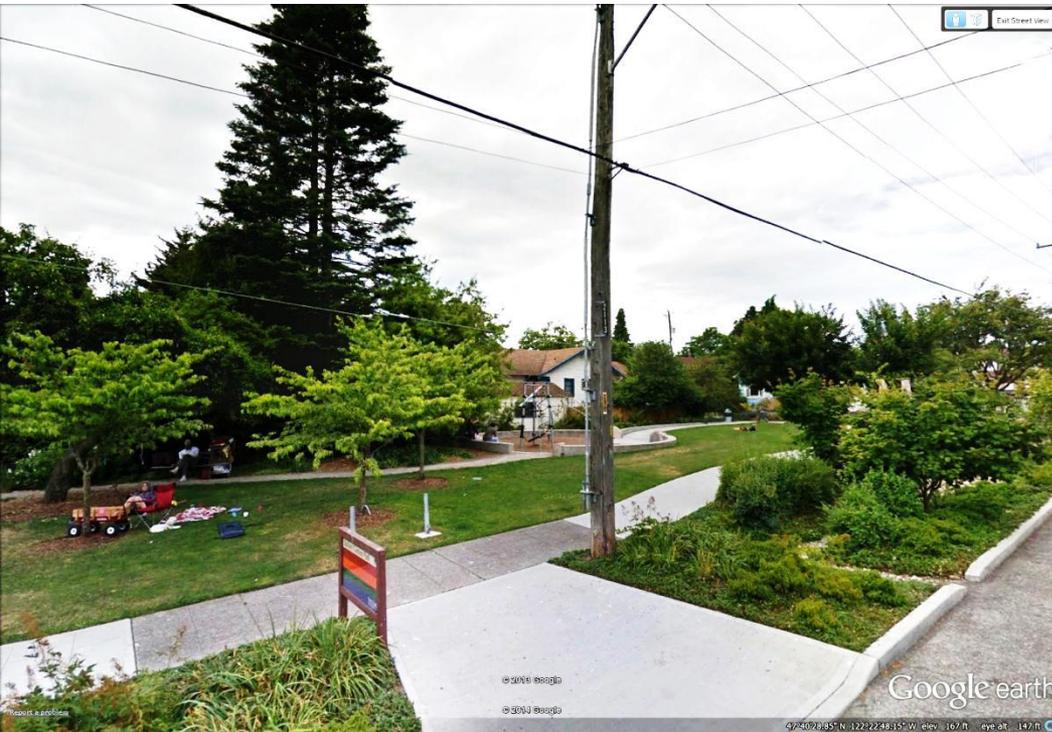
Source: Adapted from J.Dill, N. Mcneil. *Four types of Cyclists?* 2012

What is a Neighborhood Greenway?



A safer, calm residential street for you and your family

Best locations



Residential streets with low speeds, volumes and few hills that take you to schools, parks, libraries and shops

Slow speeds = safety



- Drivers are better able to stop and prevent collisions
- More calm environment

Speed humps



Fremont Avenue N Greenway

- Slows motorists and people biking
- Reduces cut-through traffic

Traffic calming devices (diverters)



Reduce traffic volumes and cut-thru traffic on residential streets by limiting certain turns or through movement

Signs and markings



- Directs people to and along the greenway
- Helps motorists know people are present

Safer crossings at busy streets

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



NW 58th Street Ballard Greenway

Stop signs



- Calms traffic entering and crossing the greenway
- Improves safety for people walking and biking on it

Smooth sidewalk and pavement



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

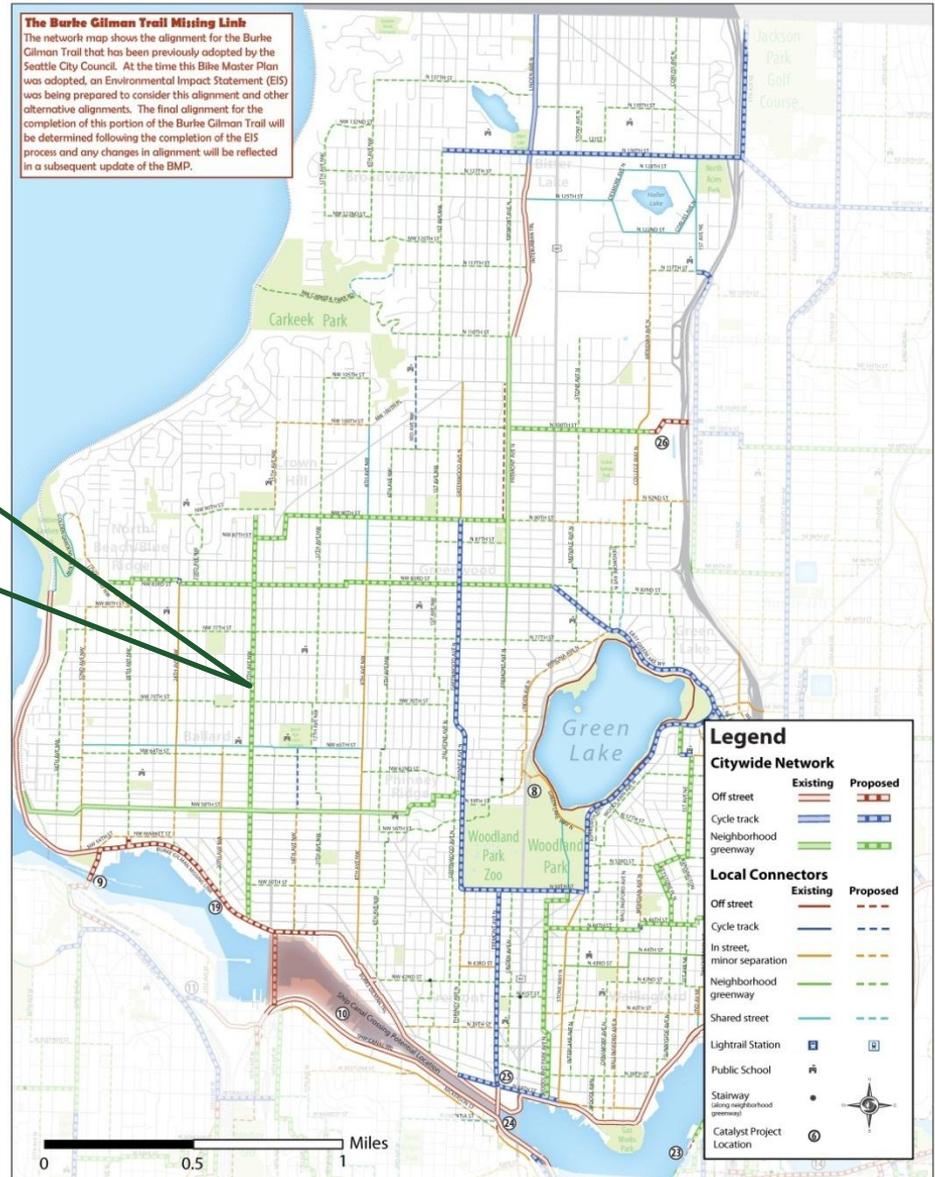
Public space opportunities



Creating a network

Draft Bicycle Master Plan Update

Recommends considering a neighborhood greenway on, or around 17th Avenue NW



Selecting a route

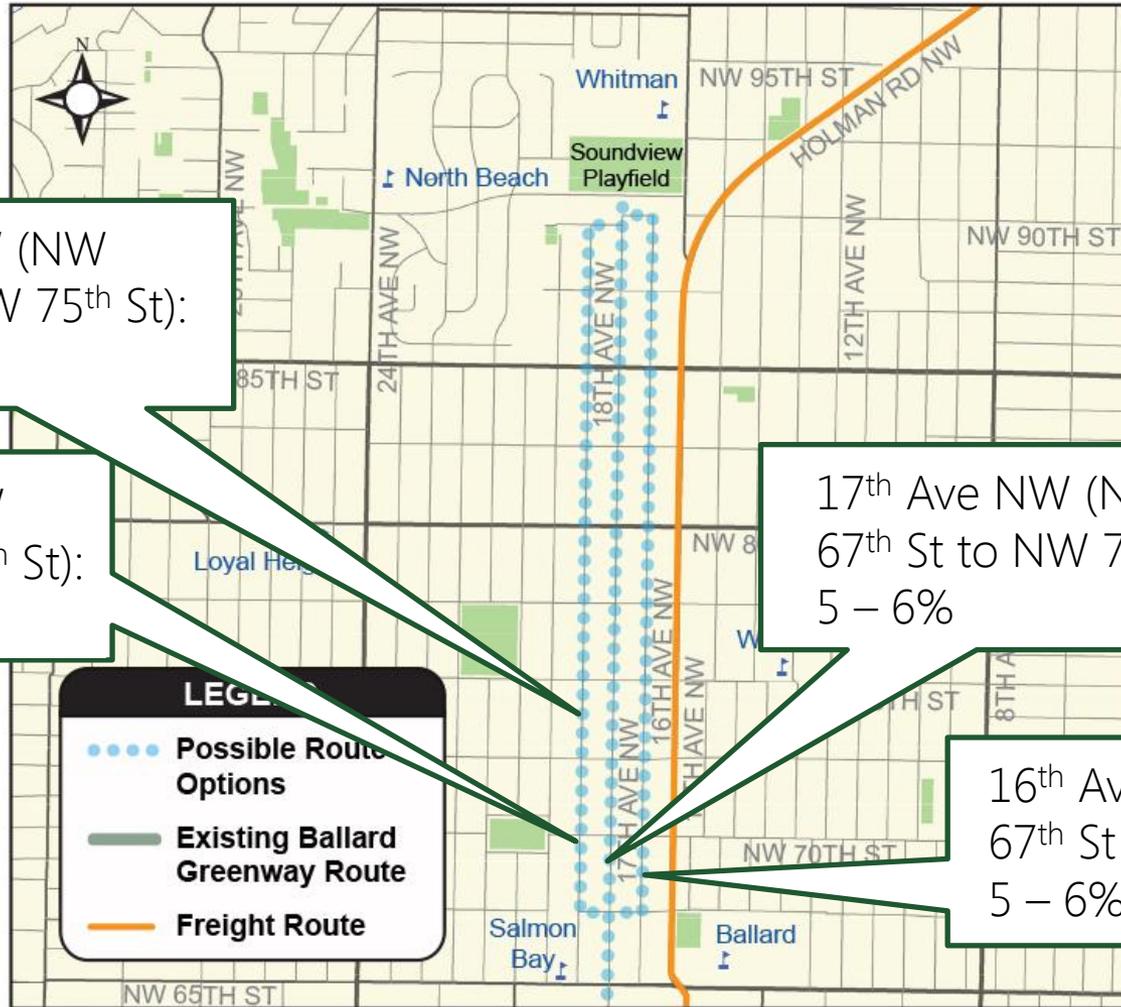
	Option 1	Option 2	Option 3
1 Safety			
Traffic volume	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic speed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Collision data (2010-2013)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ease of arterial crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On-street parking turnover / conflicts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Pavement condition			
Drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of existing roadway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of sidewalk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Access			
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to end points	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Helps create greenway network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parallels higher volume/speed routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not a truck, transit, emergency route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Route Continuity			
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Topography - Grade			
Grade of existing road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 Pedestrian / bike travel			
Existing pedestrian travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Existing bike travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7 Community Support			
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SUMMARY			
	x	x	x
	x	x	x
	x	x	x

Selecting a route: Options



Possible route options from NW 65th to 90th streets

Selecting a route: Slope



18th Ave NW (NW 73rd St to NW 75th St):
5 – 6%

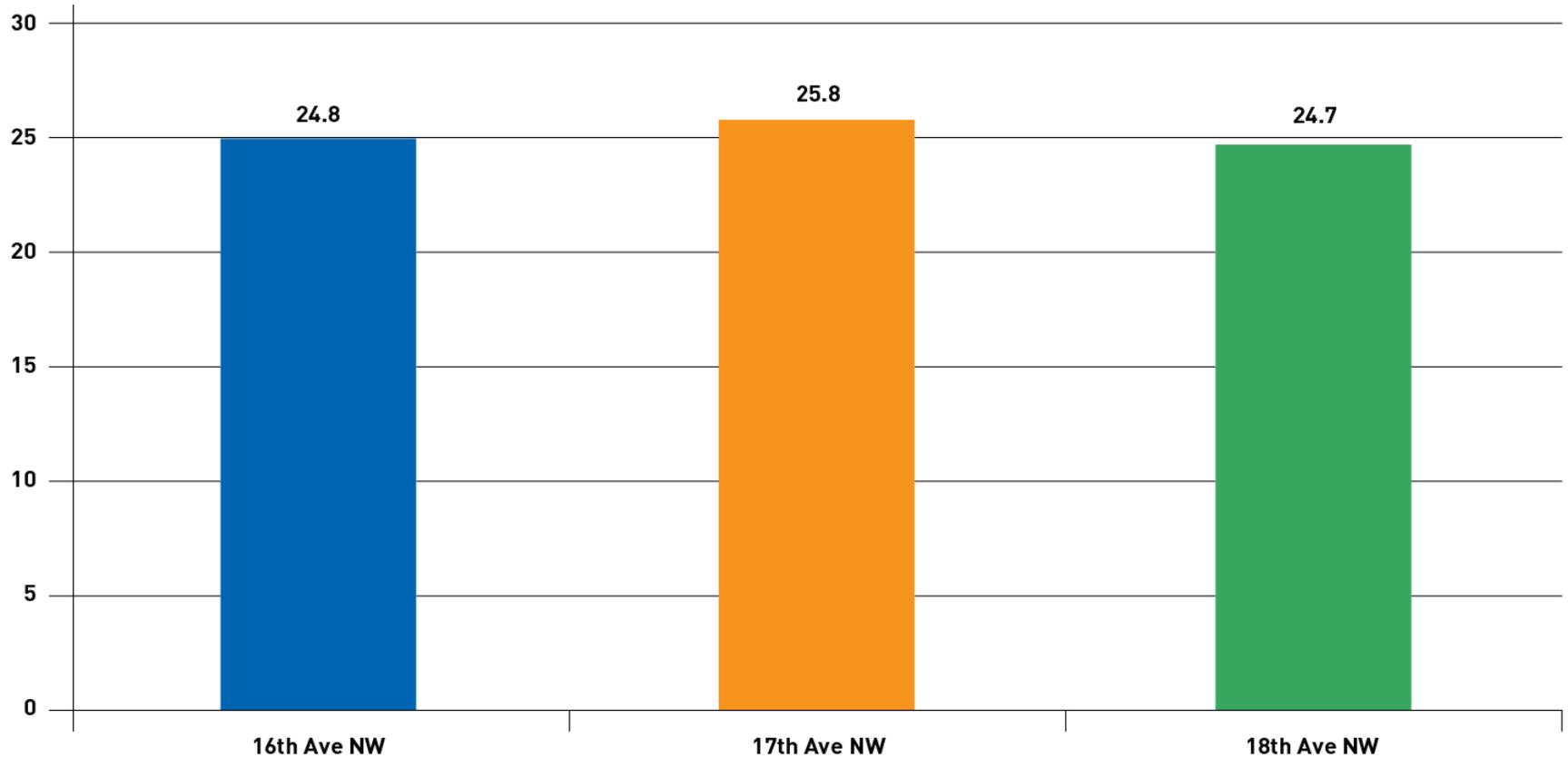
18th Ave NW (NW 67th St to NW 70th St):
5 – 6%

17th Ave NW (NW 67th St to NW 70th St):
5 – 6%

16th Ave NW (NW 67th St to NW 73rd St):
5 – 6%

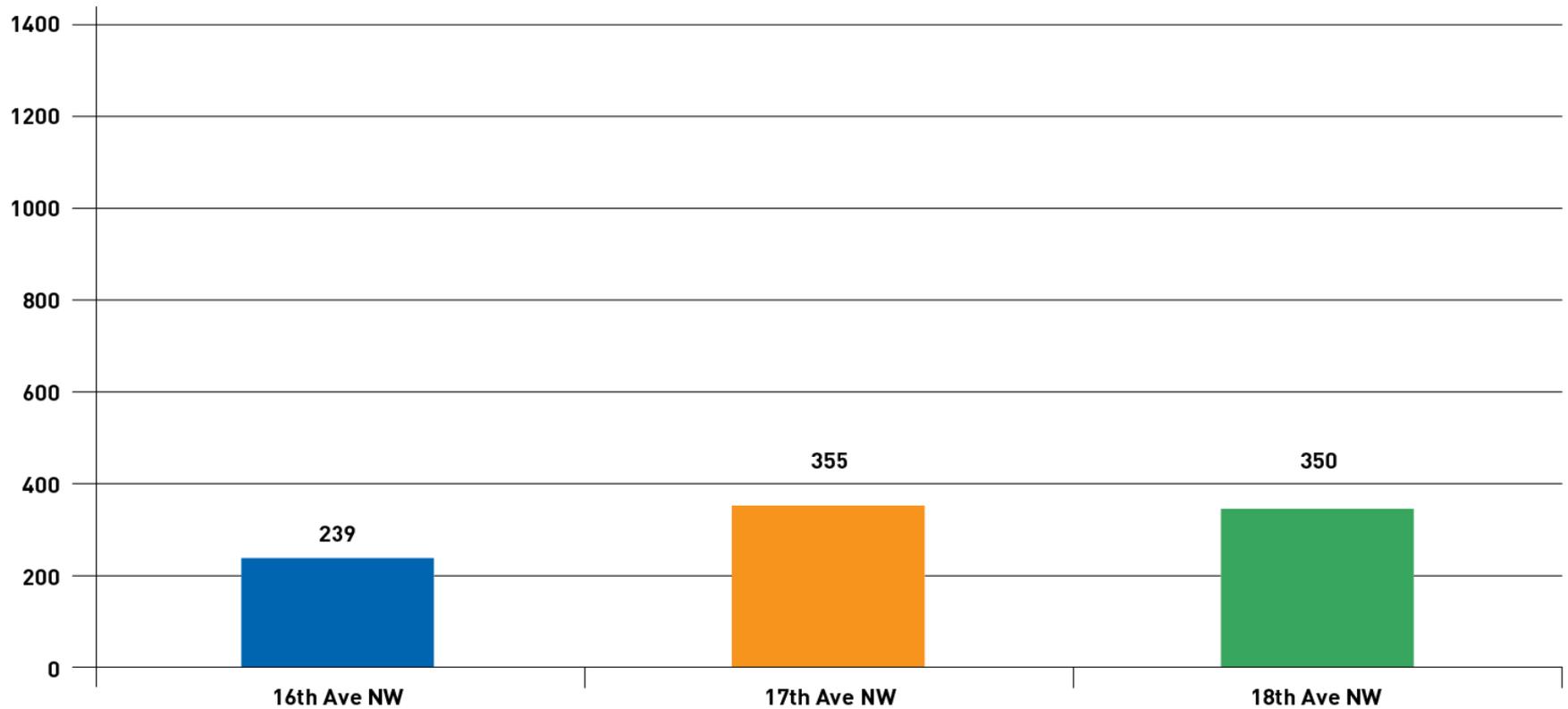
Selecting a route: Speeds

85th Percentile Speeds: North



Selecting a route: Volumes

Average Daily Auto Volumes: North



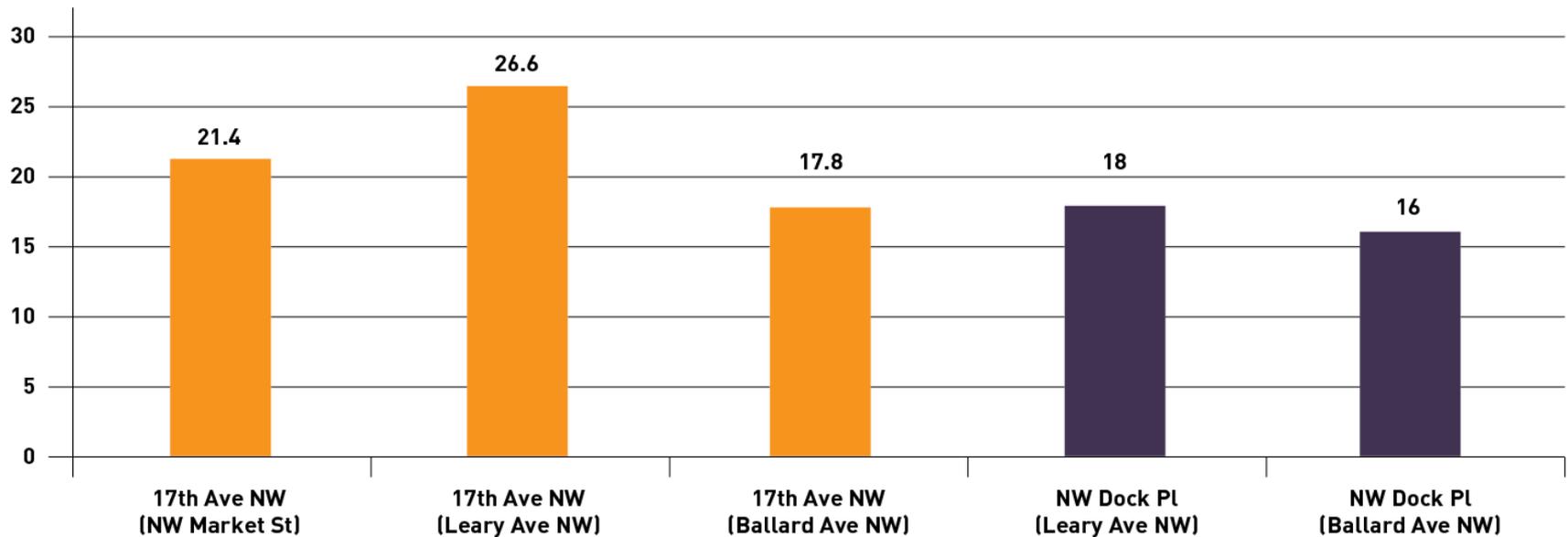
Selecting a route: Options



Possible route options from Shilshole Avenue NW to NW 65th Street

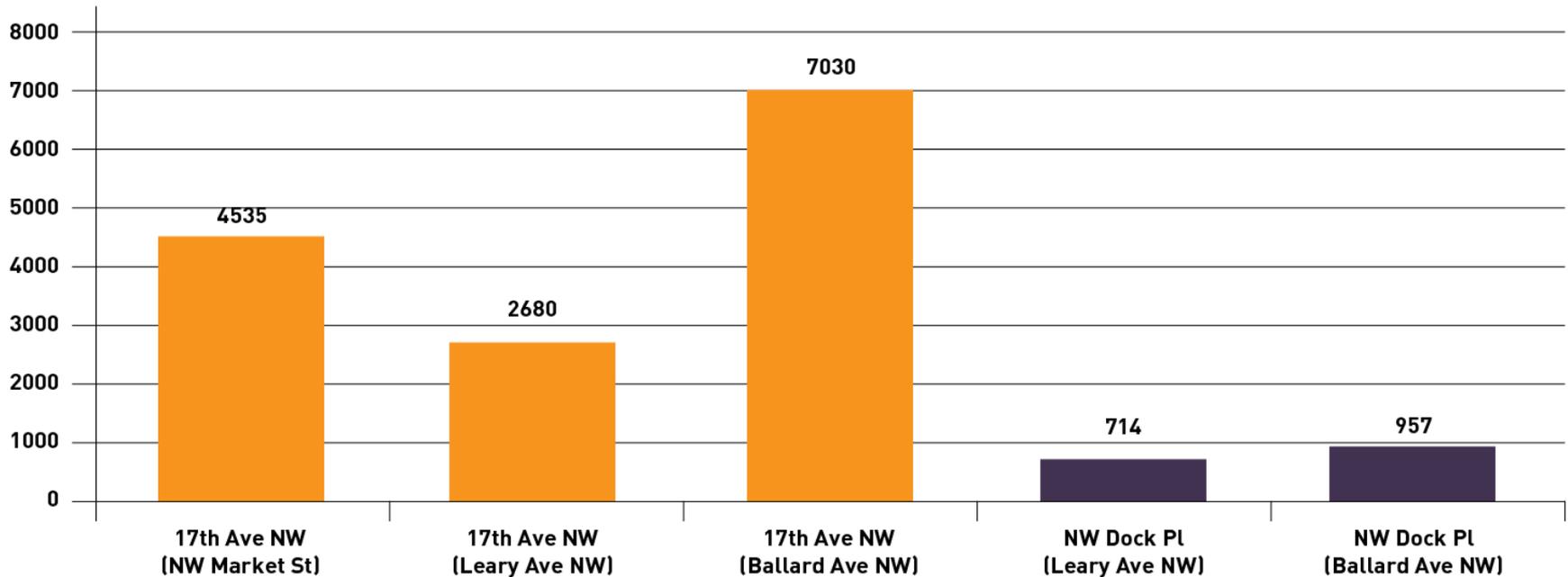
Selecting a route: Speeds

85th Percentile Speeds: South



Selecting a route: Volumes

Average Daily Auto Volumes: South



Next steps

Date	Action
Winter 2014	Stakeholder discussions and data collection
March 2014	Public meeting #1
Spring 2014	Public input, site visits and conceptual design
Summer/Fall 2014	Public meeting #2
Fall 2014	Final design
2015	Potential implementation

Questions and input – south end



- How do you access Ballard Avenue NW by foot and bike and why do you choose this route?
- What destinations and barriers are along the possible routes?

Questions and input – north end



- Where do you walk and bike on in the neighborhood?
- What destinations and barriers are along the possible routes?

Thanks!

Dawn Schellenberg

(206) 684-5189

Dawn.Schellenberg@Seattle.gov

Emily Ehlers

(206) 684-8264

Emily.Ehlers@seattle.gov

www.seattle.gov/transportation/ballardgreenway.htm



NEIGHBORHOOD
GREENWAYS
SEATTLE



www.seattle.gov/transportation/greenways.htm

