

Delridge Neighborhood Greenway Open House

November 14, 2012



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Format of Open House

Presentation

- *Safety*
- *Greenways*
- *Delridge*

Questions

Open House



Seattle's Approach to Safety

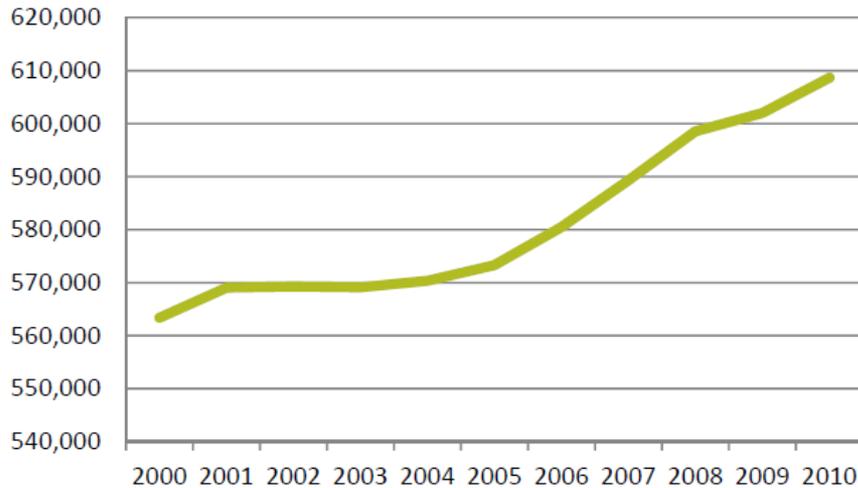
- Safety for all road users is SDOT's number one priority
- Focus on the most vulnerable first
- Long-term goal is zero fatalities
- Provide many travel options
- Safer streets are efficient streets



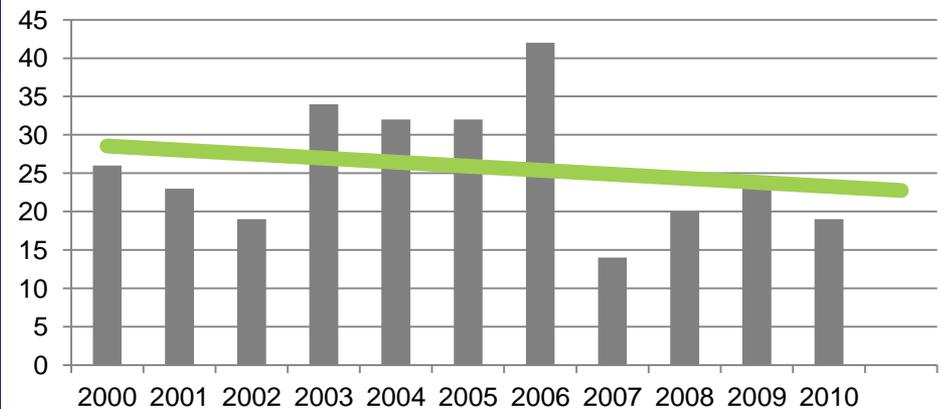
Safety Is Improving For Everyone

- Seattle's population is increasing
- Traffic fatalities are not increasing

Seattle Population



Seattle Traffic Fatalities: 2000-'10

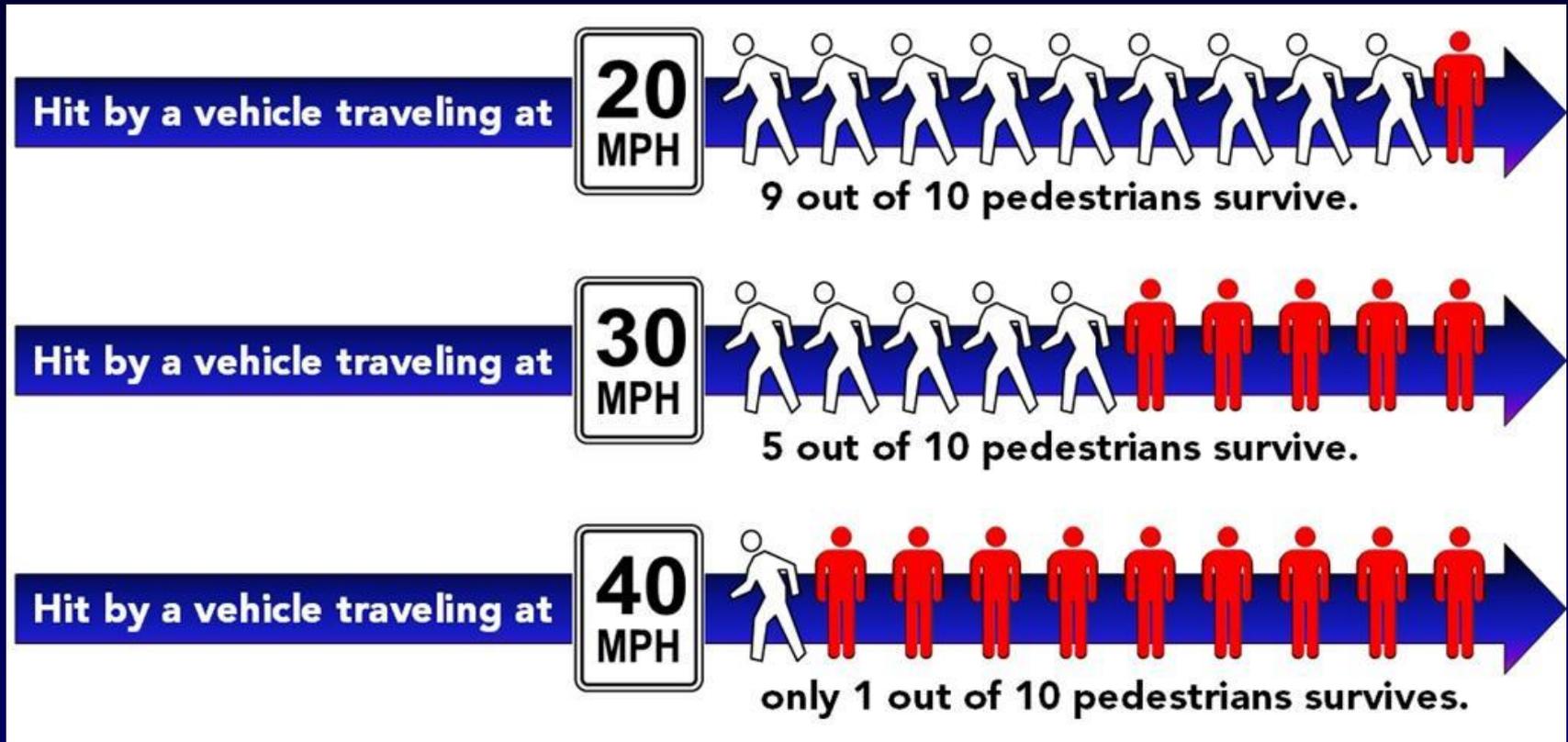


Building our Transportation System

- Serves the widest range of ages and abilities
- Provides options for all travel modes



Effect of Speed on Collision Outcomes



What is a Neighborhood Greenway?

Neighborhood Greenways are routes on non-arterial streets that are optimized for people of all ages and abilities who want to walk and bike around their neighborhood.



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Link to Portland Neighborhood Greenway Video

Please watch this video to learn more about Portland's
Greenways:

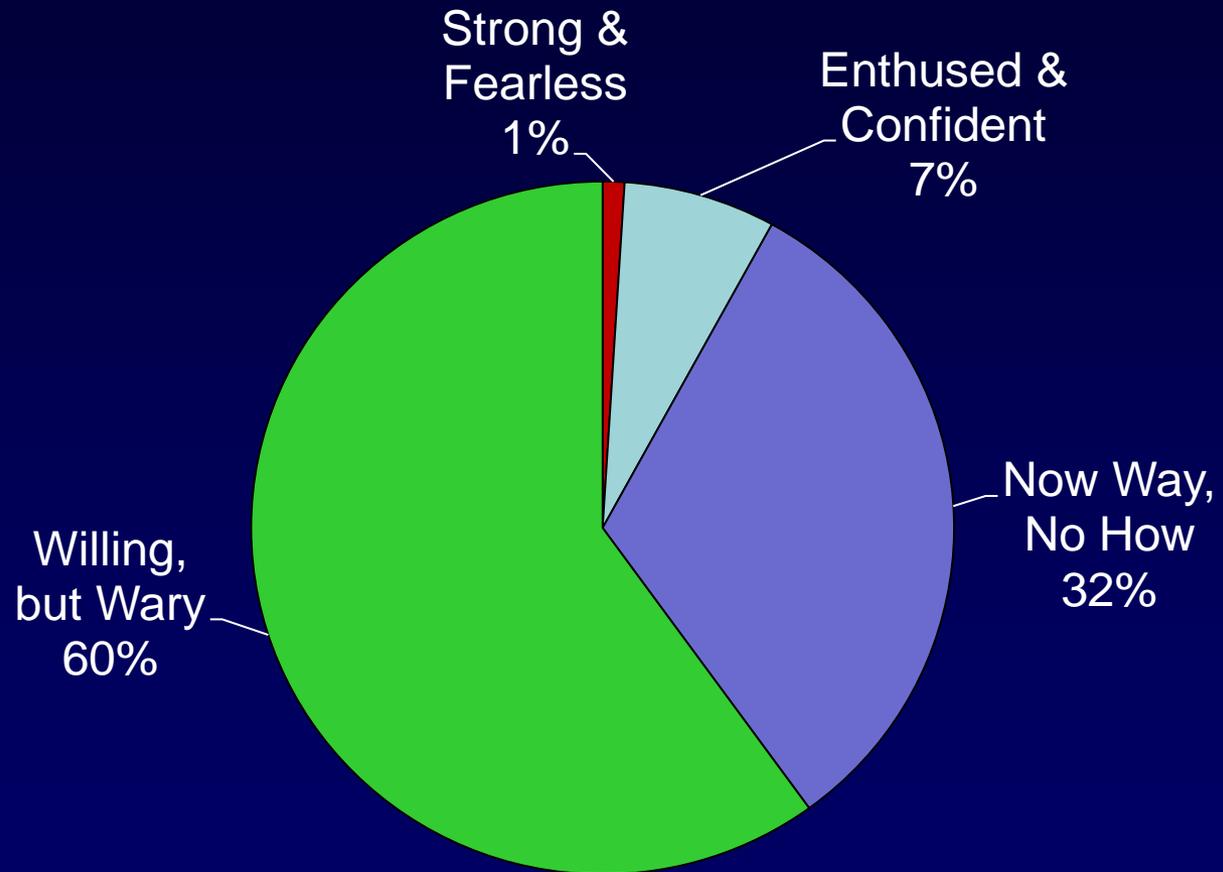
www.seattle.gov/transportation/delridgegreenway.htm

Not Everyone is Comfortable Using Bike Lanes



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Many people would like to try biking, but are wary of riding on busy streets:



Source: Roger Geller, Portland Office of Transportation

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Greenways Serve All Ages and Abilities



Overall Greenway Goals & Benefits

- *Safer streets for everyone*
- *Provide more “eyes” on the street*
- *Healthy transportation options*



What Makes a Good Neighborhood Greenway?

- *A place where people want to walk and bike*
- *Low speed and volume*
 - *Minimize cut-through traffic*
- *Few turns*
- *Gradual inclines*



Greenway Toolbox

Define the Route

- Bicycle wayfinding and greenway signs
- Pavement markings located at decision points and to define the route

Improve Arterial Crossings

- Crosswalks, signs, traffic signals, curb bulbs and median islands

Provide Priority for Walking and Biking

- Right-of-way assignment — stop control non-arterial cross streets
- Speed humps, partial street closures for traffic calming.

Maintenance

- Sidewalk and street repair

Greenway Toolbox: Defining the Route with Signs

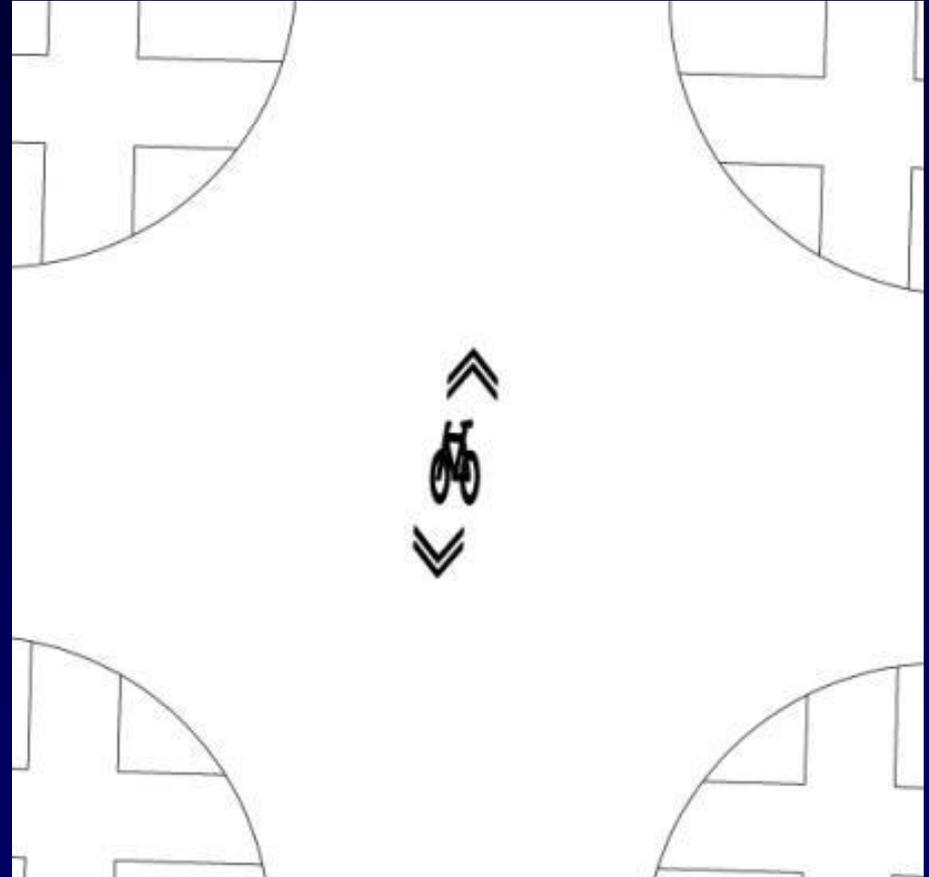


- *Along the route*
- *Entering the Greenway*
- *Where the Greenway turns*



Greenway Toolbox: Defining the Route with Markings

- *Motorists:*
 - *Expect to see and share the roadway with bicyclists.*
 - *Follow the rules of the road.*
- *Bicyclists:*
 - *Helps show the way along the greenway.*
 - *Helps show where to ride in the roadway.*



Greenway Toolbox: Arterial Crossing Improvements

Improvements can include:

- Crosswalks
- Crossbikes (shown on the right below) are similar to crosswalks and provide a separate space for people on bicycles



Greenway Toolbox: Arterial Crossing Improvements



Example of a type of crossing treatment from Portland

Greenway Toolbox: Priority for Walking & Biking

Stop signs are installed on non-arterial streets crossing the Greenway giving priority for people walking and biking along the Greenway.



Greenway Toolbox: Maintenance

- *Condition assessment*
- *Sidewalk & pavement spot repairs*
- *Asphalt patches*
- *Seam filling*



North Delridge Neighborhood Council



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

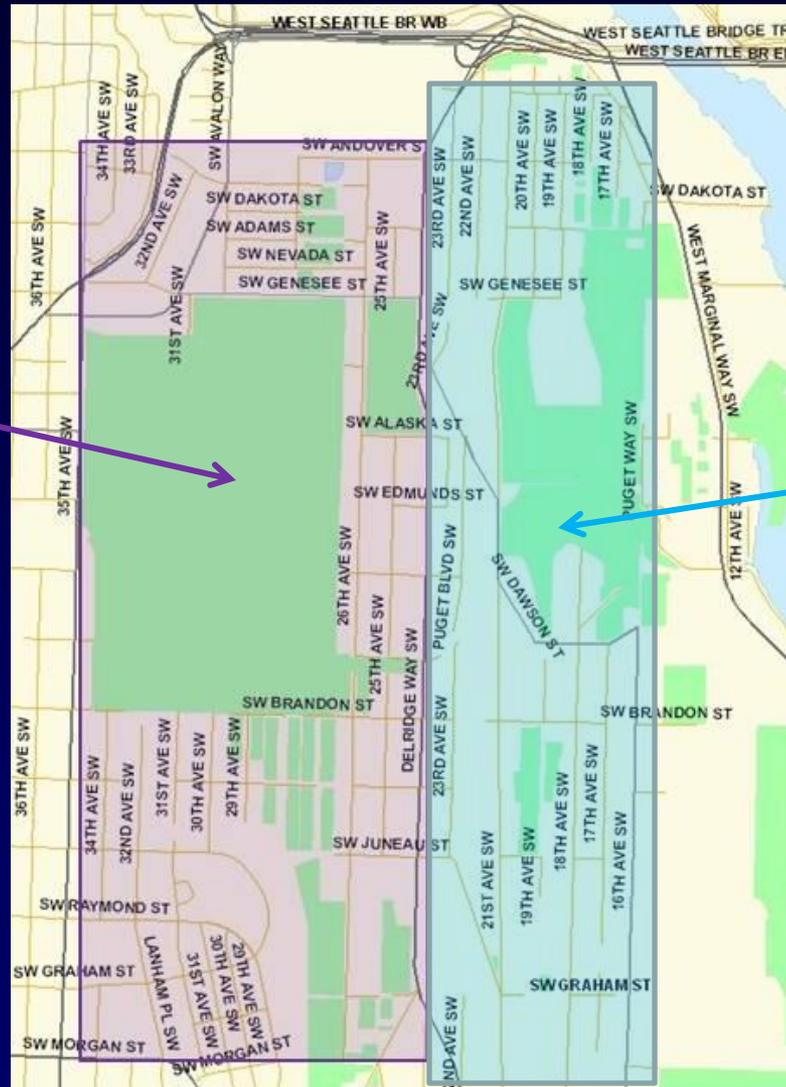
- *Started discussing in spring & summer of 2011*
- *Came together to create safe streets & neighborhoods.*
- *Toured neighborhood with Councilmember Bagshaw in October '11 and Councilmember Rasmussen in January '12*
- *Requested SDOT analysis of potential Neighborhood Greenway of 26th Ave SW*

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Study Areas

2012 – focus on potential 26th Ave SW Greenway

2013 – focus on potential 21st Ave SW Greenway



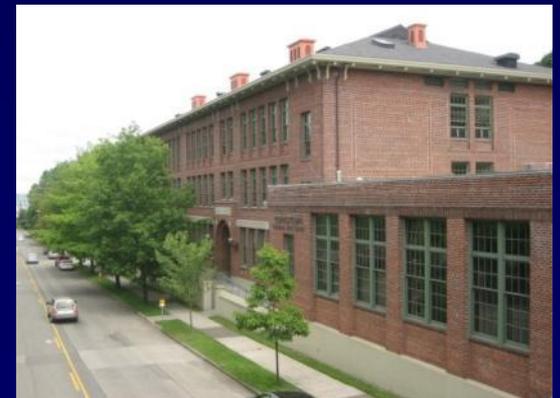
Current Projects



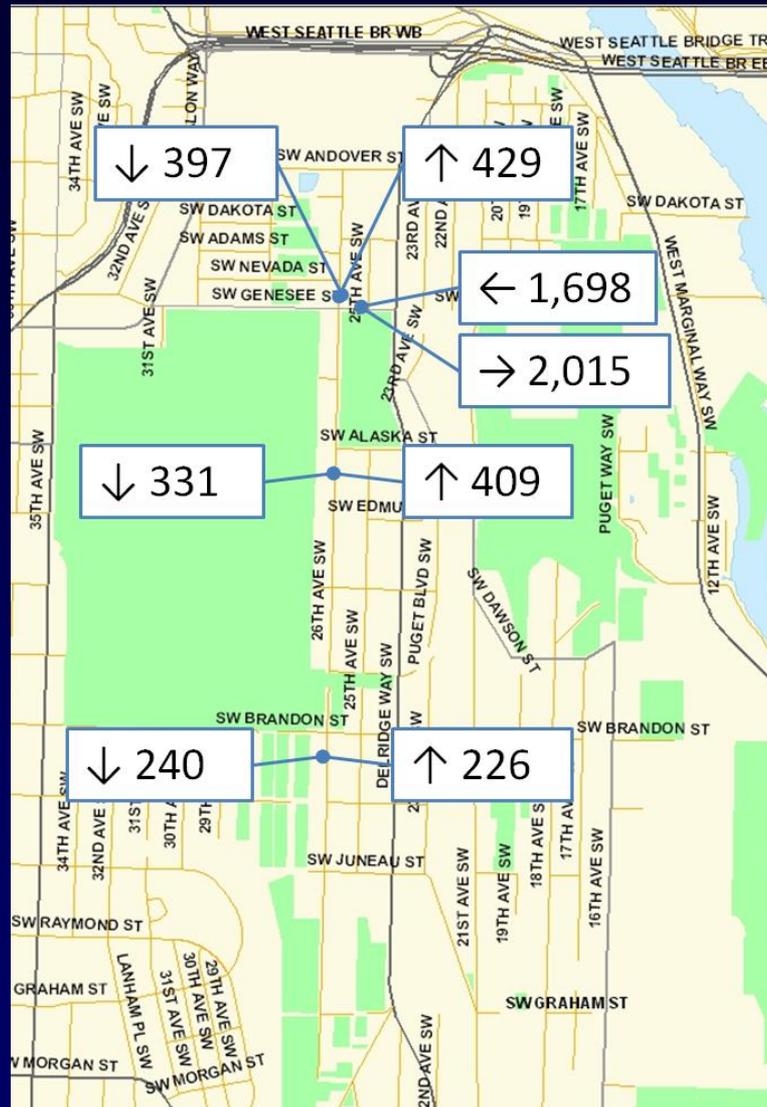
- 1 – Transit and bike improvements on Delridge Way SW from SW Andover St to SW Oregon ST
- 2 – EB bike lane and green bike box on the south side of SW Andover St from 26th Ave SW to Delridge Way SW
- 3 – Freight Improvement by increasing the radius for southbound right turning trucks on the NW corner of Delridge Way SW and SW Andover St
- 5 – Bike lanes on SW Avalon Way from SW Spokane ST to 36th Ave SW
- 6 – New traffic signal at SW Genesee St and SW Avalon Way funded by the Neighborhood Project Fund
- 7 – Potentially improving the bike lanes on SW Admiral Way from SW City View St to SW Olga St
- 8 – Repaving and installing new bicycle facilities on Delridge Way SW from SW Myrtle St to South City Limit
- 9 – Potentially installing a 12 foot clear multi-use path from West Seattle Bridge Trail to SW Andover St

Delridge Neighborhood Destinations

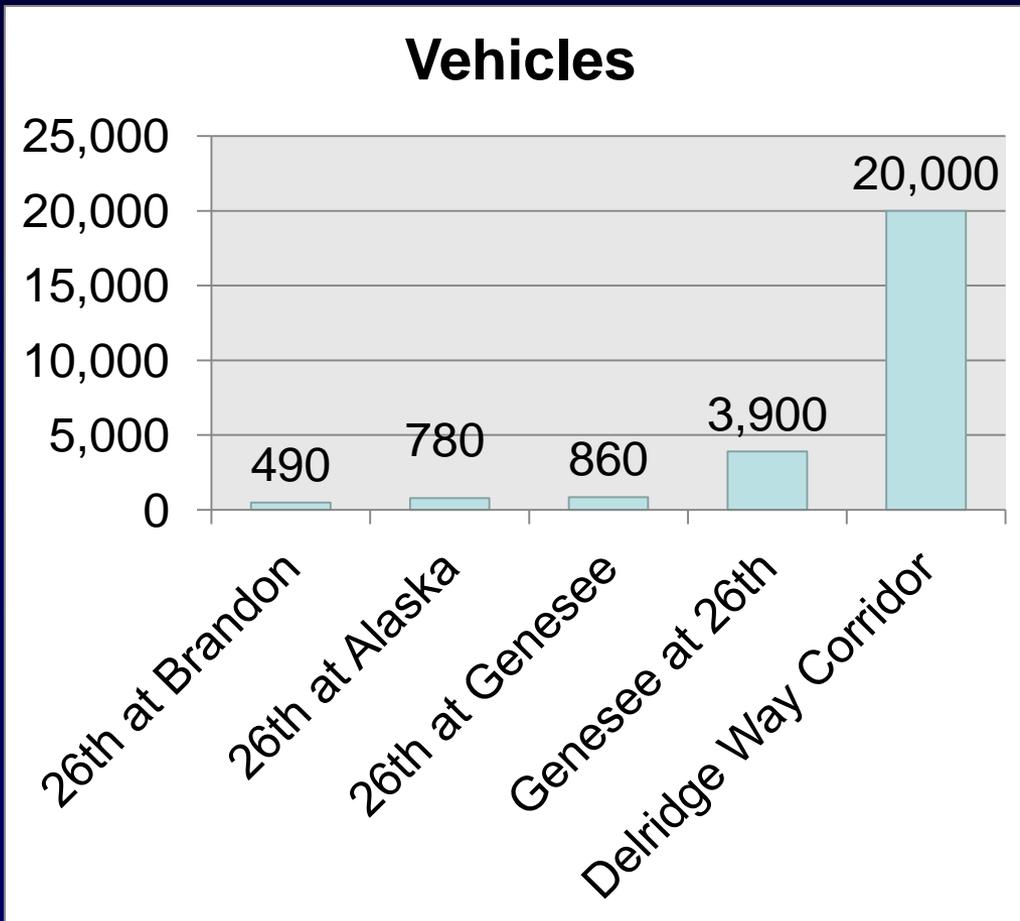
- *Trails*
- *Transit*
- *Library*
- *Parks*
- *Business districts*



Average Daily Traffic Volume on 26th Avenue SW

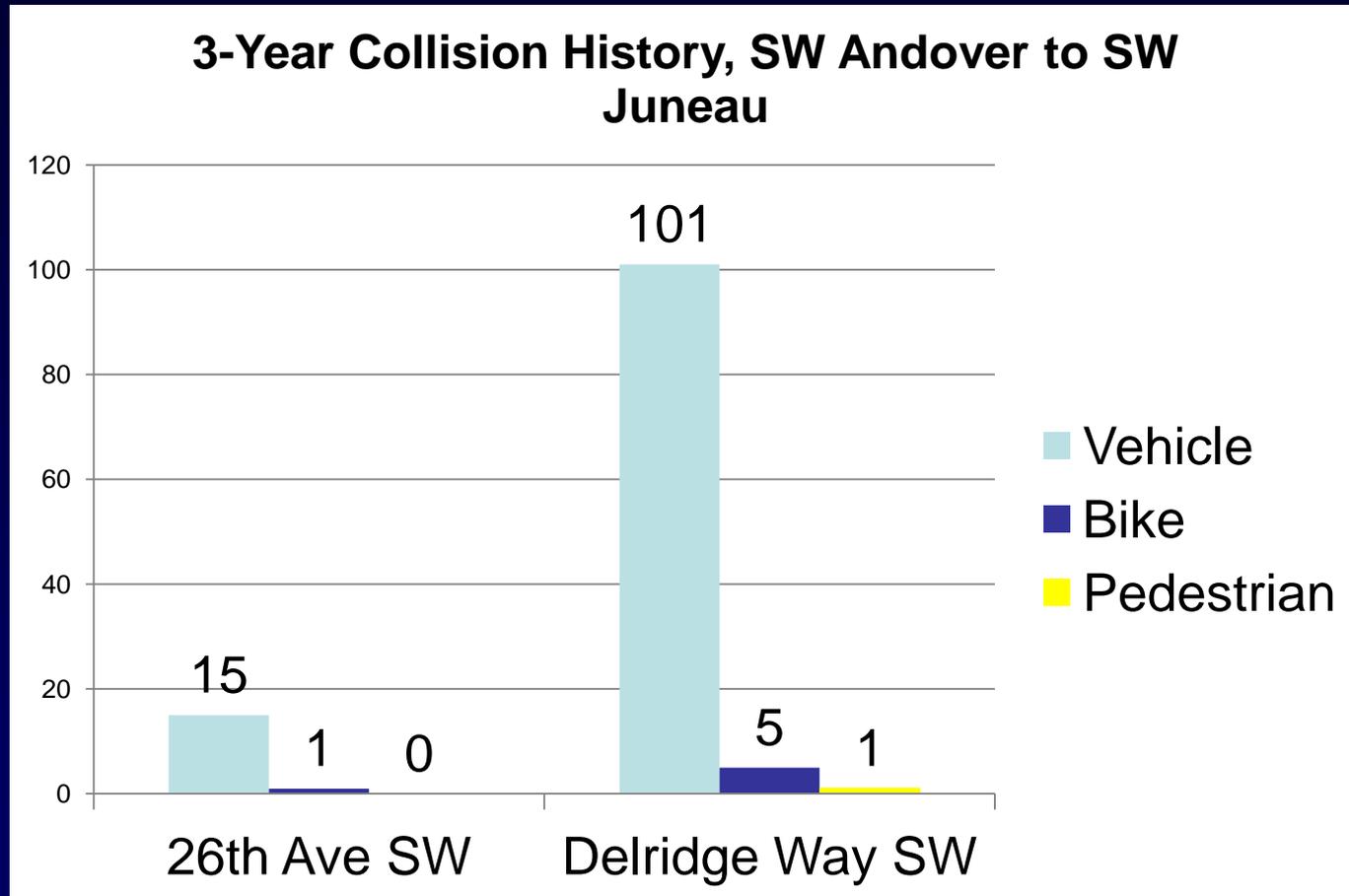


Traffic Volume 26th vs Delridge Way SW



- *Parallel streets*
- *860 vs. 20,000 cars*
- *No wonder people want neighborhood greenways!*

Collisions: 26th vs. Delridge Way SW



Who Benefits

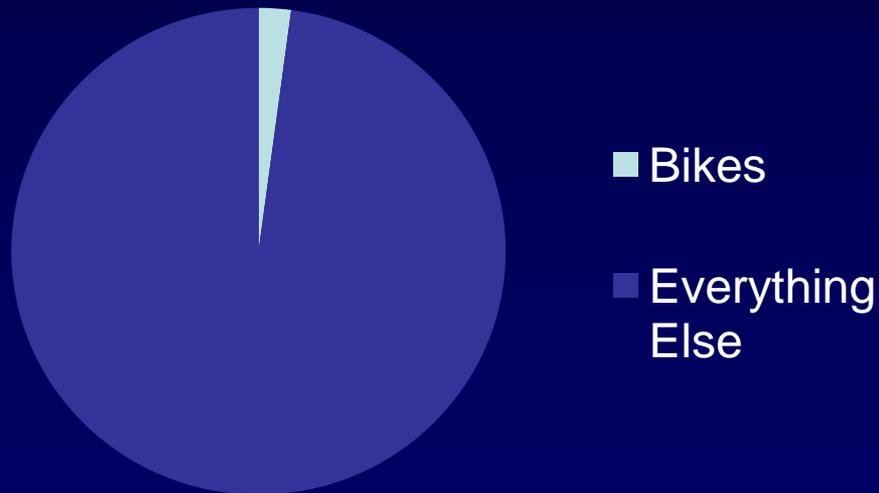


How Much Does A Greenway Cost?

- *Costs range from \$150,000/mile to \$500,000/mile*
- *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*

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

SDOT Budget



Planned Project Schedule

- *Greenway Planning Meeting – November 14, 2012*
- *Greenway Design Review Meeting – January 15, 2013*
- *Comment period – through February 1, 2013*
- *Potential construction – Summer, 2013*
- *Post-construction evaluation – Summer, 2014*

Thank You!



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

<http://seattlegreenways.org/>

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

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