Central Area Neighborhood Greenway

August 2014

CENTRAL AREA NEIGHBORHOOD GREENWAY

BRIDGING the GAP

www.seattle.gov/transportation/greenways.htm

SDOT
Seattle Department of Transportation

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
- Project history
- Recommended route and safety improvements

Central Area Neighborhood Greenway & 23rd Avenue Corridor Project

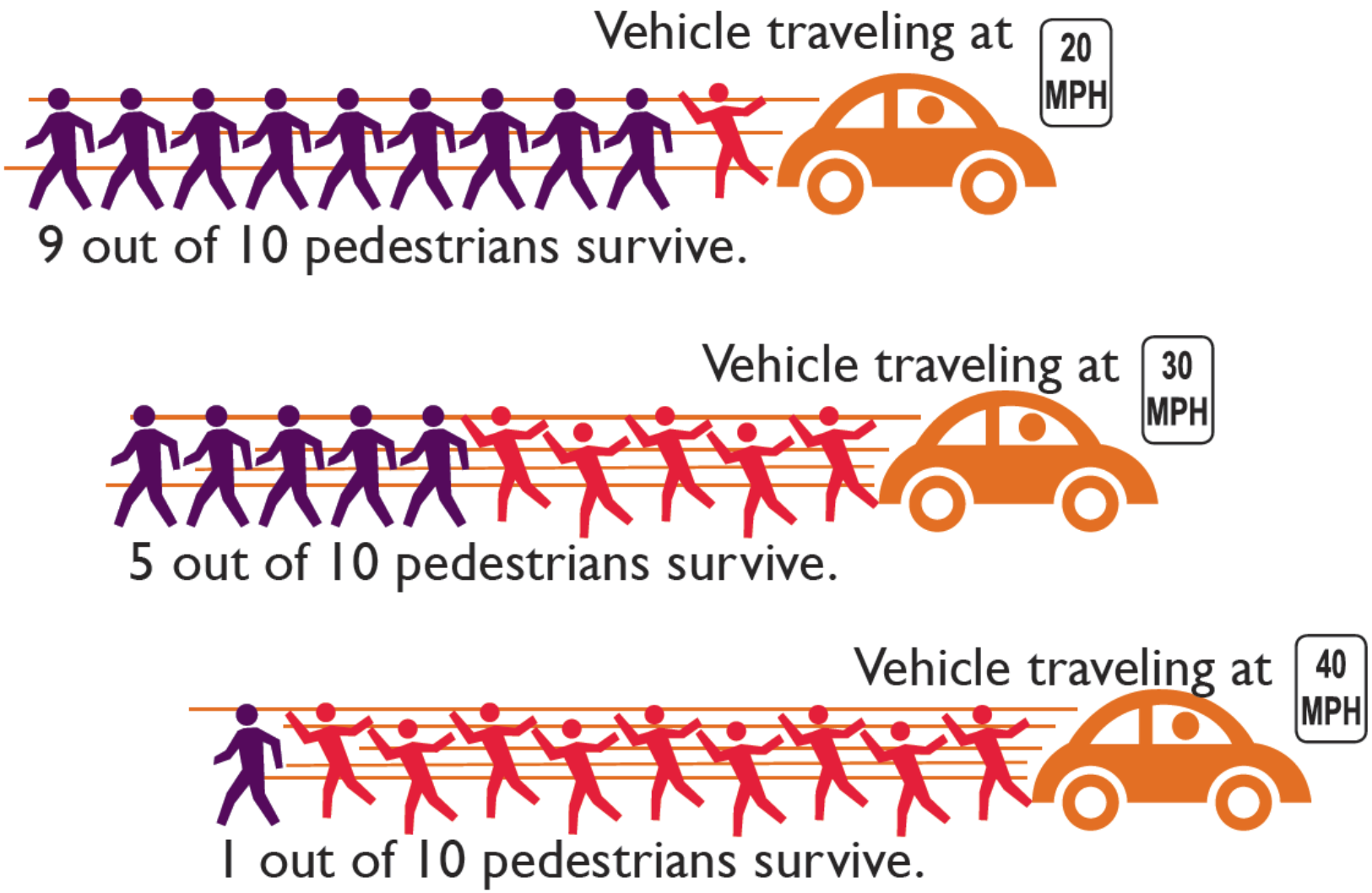
- Modifications to 23rd Avenue will address mobility needs for vehicles and transit

- The Central Area Neighborhood Greenway will provide a comfortable environment for people to walk and ride bikes.

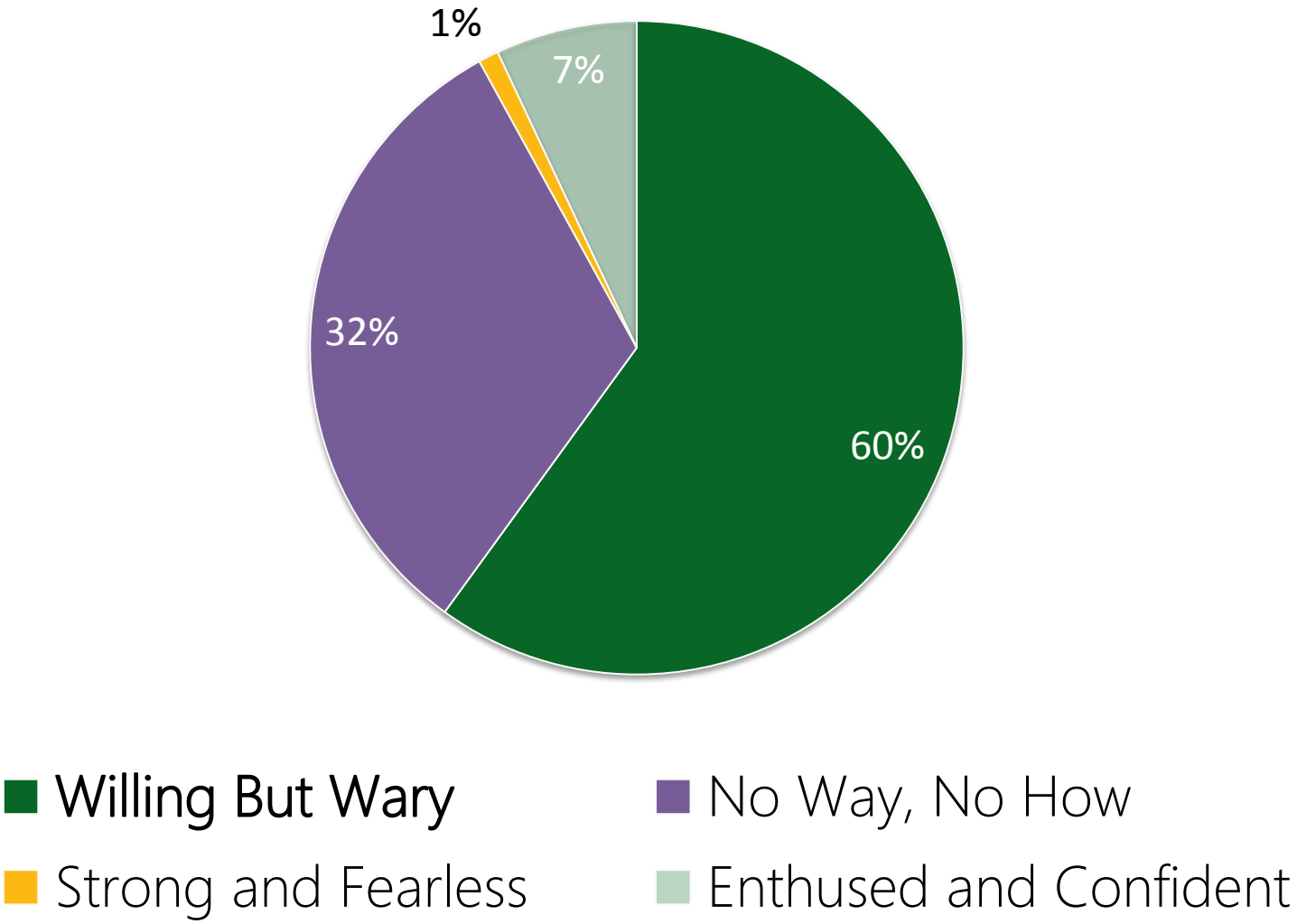
Seattle's traffic safety goal

Zero traffic fatalities and serious injuries by 2030

Focus on the most vulnerable



What we can accomplish



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

Traffic calming

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

Signs and markings

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

Stop signs

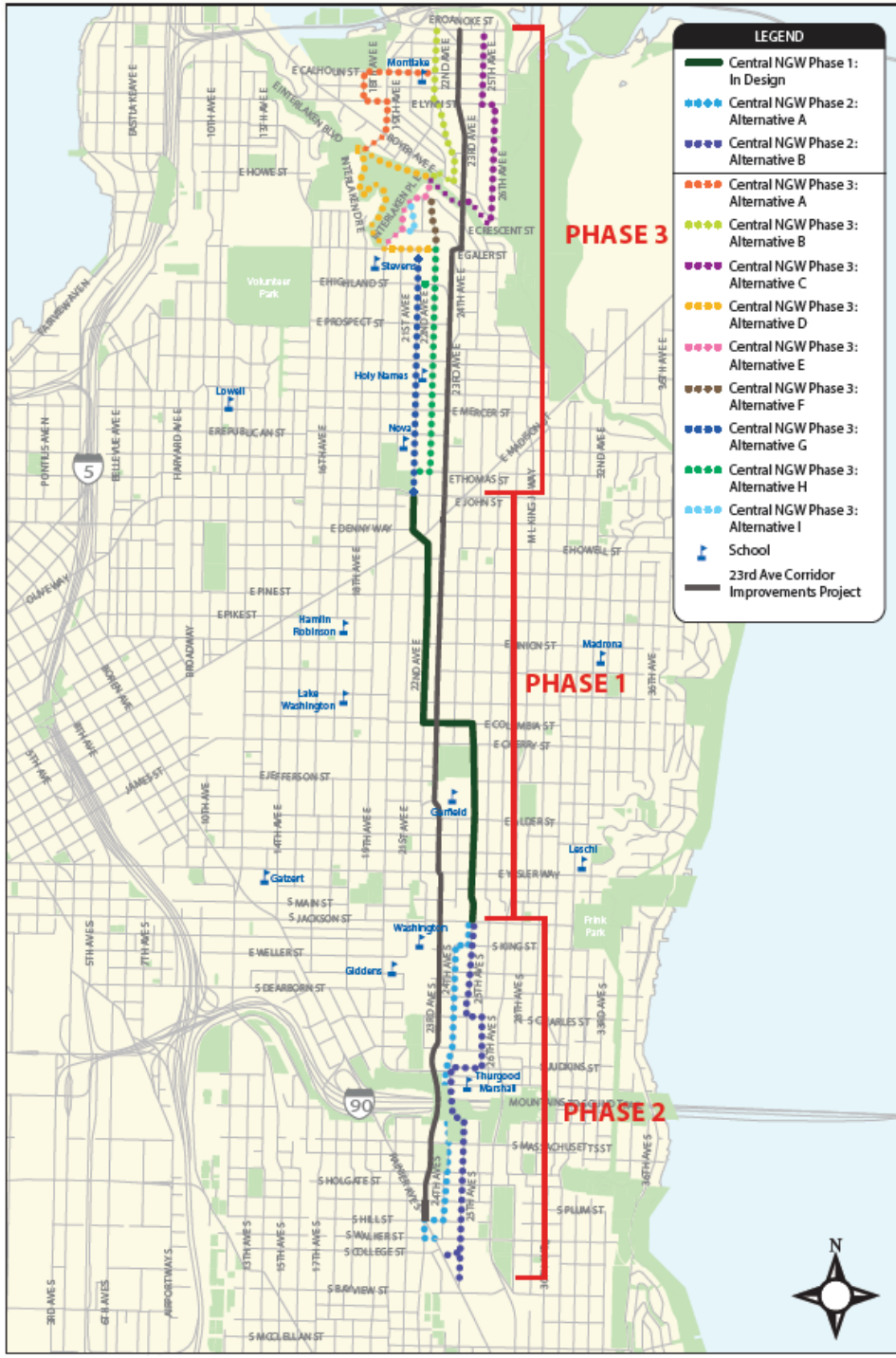
- Calms traffic entering and crossing the greenway
- Improves safety for people walking and biking on it

Smooth sidewalk and pavement

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

Project Phases

- The project is broken into 3 phases:
  - Phase 1: S. Jackson to E. John St.
  - Phase 2: S. Jackson to Rainier Ave S.
  - Phase 3: E. John St. to E. Roanoke St.



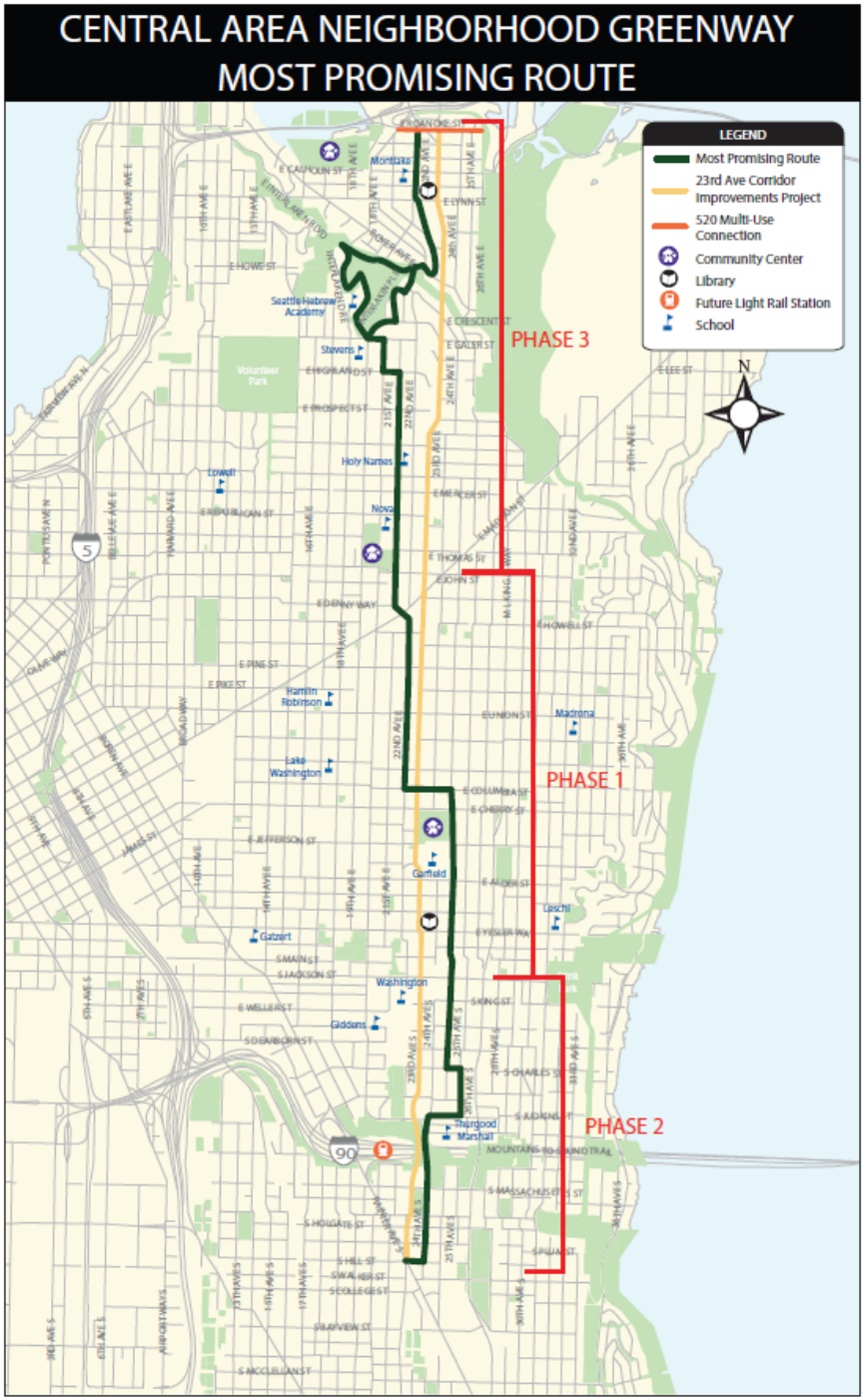
Selecting a route

- Evaluate key criteria, including:
  - Safety
  - Pavement Condition
  - Access
  - Topography/Grade
  - Pedestrian Travel
  - Community Support

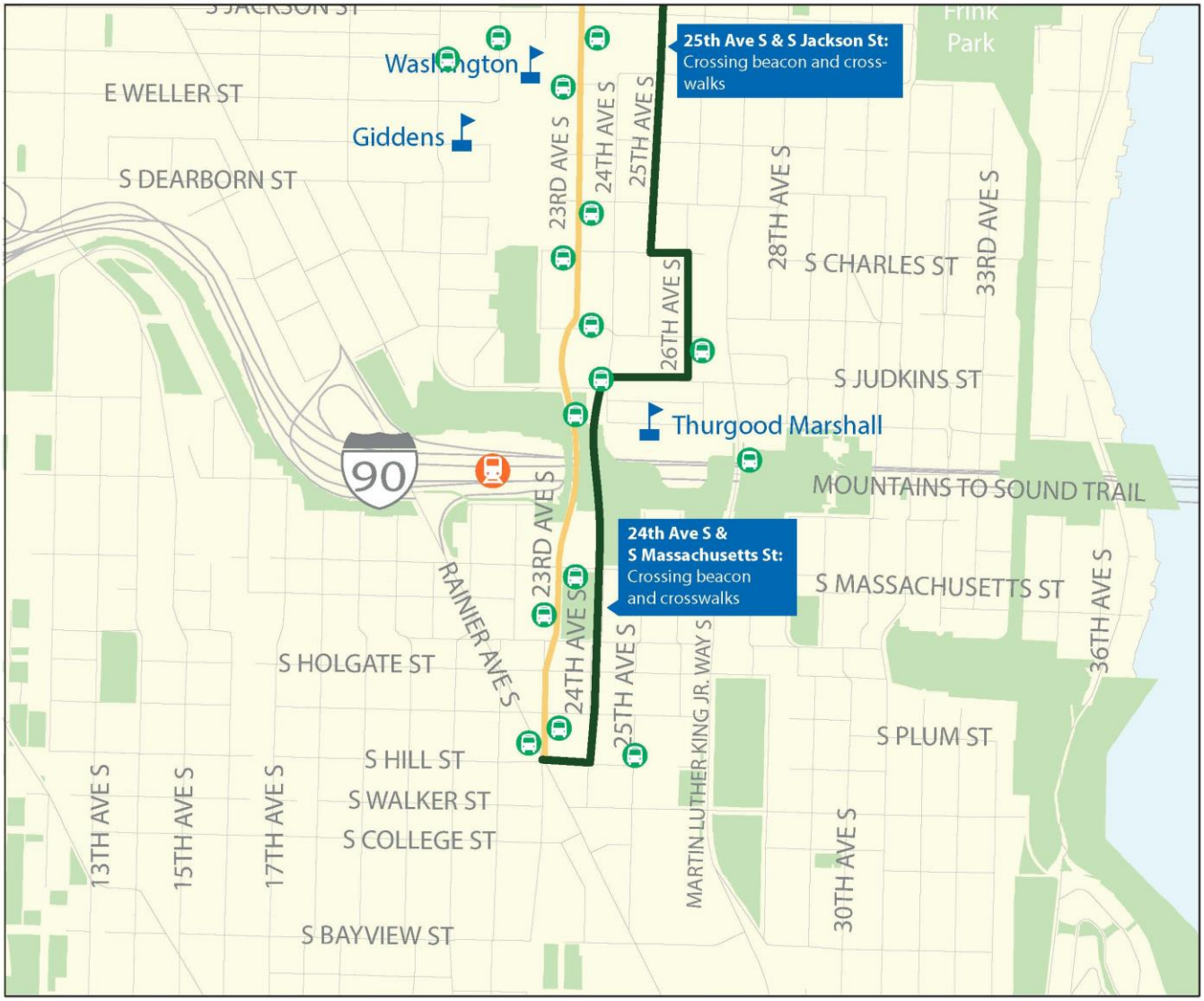
Most Promising Route

	24th Ave S	25th Ave S	Most Promising Route 24th / 25th Hybrid
1 Safety			
Traffic volume	🟢	🟢	🟢
Traffic speed	🟢	🟢	🟢
Collision data (2010-2013)	🟡	🟡	🟡
Ease of arterial crossings	🟡	🟡	🟡
Street lighting	🔴	🟢	🟢
2 Pavement Condition			
Drainage	🟡	🟡	🟡
Condition of existing roadway	🟡	🟡	🟢
Condition of sidewalk	🟡	🟢	🟢
3 Access			
Ease of east / west connections	🟡	🟡	🟡
Shopping	🟡	🟡	🟡
Schools	🟡	🟢	🟢
Community activities	🟢	🟢	🟢
Public transportation	🟡	🟢	🟢
Connections to end points	🟡	🟡	🟡
Helps create greenway network	🟢	🟢	🟢
Directness of route	🟢	🟡	🟡
Parallels higher volume / speed routes	🟡	🟡	🟡
Not a truck, transit, emergency route	🟡	🔴	🔴
4 Topography - Grade			
Grade of existing road	🟡	🟢	🟢
5 Pedestrian / Bike Travel			
Existing pedestrian travel	🟡	🟢	🟢
Existing bike travel	🟡	🟡	🟢
6 Community Support			
	🟡	🟡	🟡

Most Promising Route



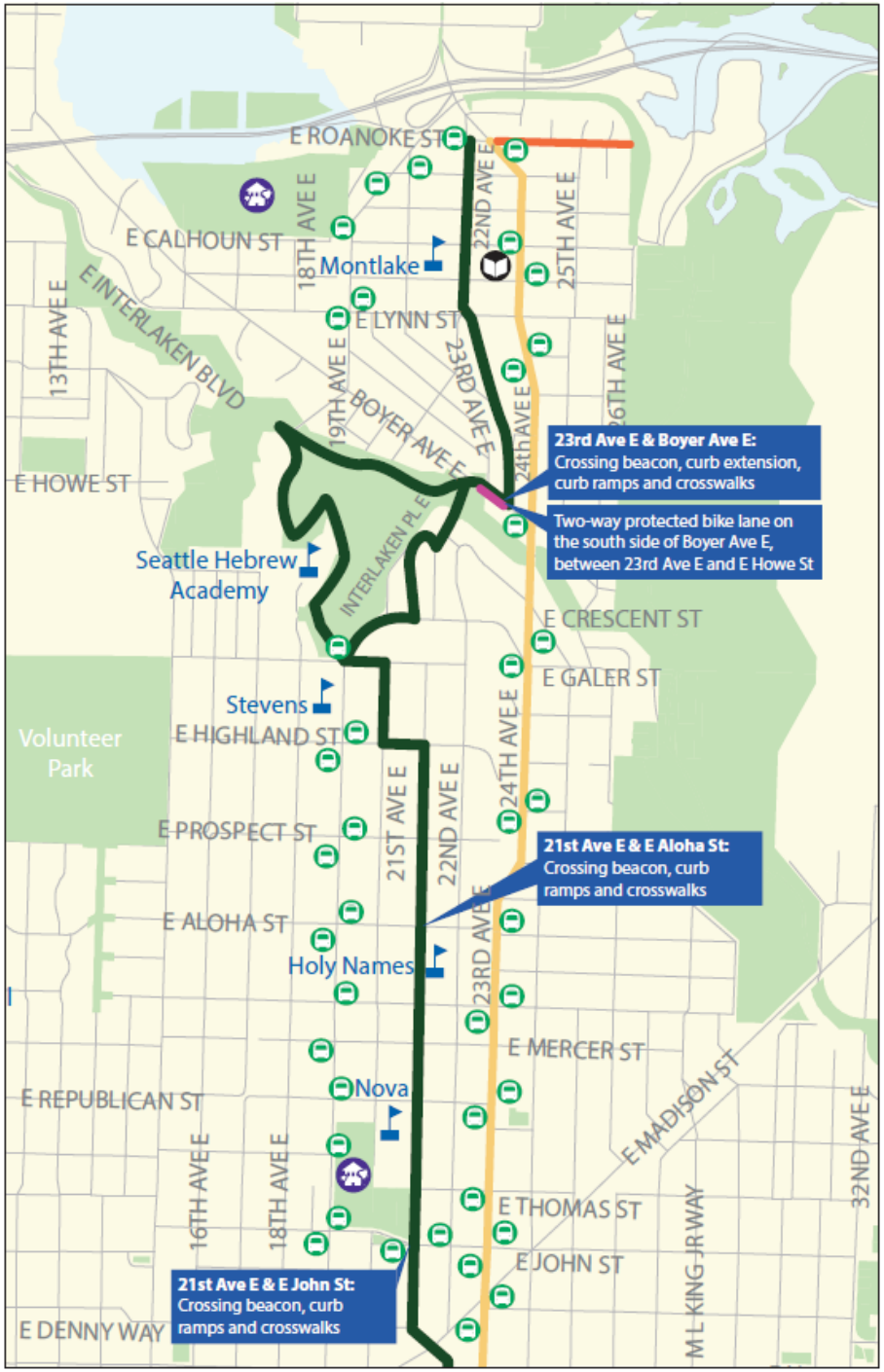
Phase 2: Most Promising Route & Recommended Safety Improvements



Examples of Recommended Safety Improvements: Phase 2

- 24th Ave S. & S. Massachusetts St: Crossing beacon and crosswalks
- 25th Ave S. & S. Jackson St: Crossing beacon and crosswalks

Phase 3: Most Promising Route & Recommended Safety Improvements



Examples of Recommended Safety Improvements: Phase 3

- 21st Ave E & E John St: Crossing beacon, curb ramps and crosswalks
- 21st Ave E & E Aloha St: Crossing beacon, curb ramps and crosswalks
- 23rd Ave E & E Boyer St: Crossing beacon, curb extension, curb ramps and crosswalks

Next steps

Date	Action
July 15 & 17, 2014	Public meeting #1
August 2014	Public input, site visits and conceptual design
August 26 & 28, 2014	**Public meeting #2**
Spring 2015	Complete Implementation of Phase 1
Late Spring 2015	Complete Design of Phases 2 & 3
Early Fall	Complete Implementation of Phases 2 & 3

Thanks!

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