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

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

Stay for a presentation for an overview of the project and questions and input
FOCUS ON THE MOST VULNERABLE

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

Citywide Collision Rate

<table>
<thead>
<tr>
<th>Year</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ratio</td>
<td>90.0</td>
<td>85.0</td>
<td>80.0</td>
<td>75.0</td>
<td>70.0</td>
<td>65.0</td>
<td>60.0</td>
<td>55.0</td>
<td>55.0</td>
<td>55.0</td>
</tr>
</tbody>
</table>

Collisions per Million AADT Trips
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
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
Neighborhood greenways work best on streets with low auto volumes and speeds.

**S Myrtle St & S Willow St: Daily Auto Volumes**

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily Auto Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Myrtle St (w/o 39th Ave S)</td>
<td>2614</td>
</tr>
<tr>
<td>S Myrtle St (w/o 43rd Ave S)</td>
<td>713</td>
</tr>
<tr>
<td>S Myrtle St (e/o Rainier Ave S)</td>
<td>272</td>
</tr>
<tr>
<td>S Willow St (w/o 43rd Ave S)</td>
<td>446</td>
</tr>
<tr>
<td>S Willow St (e/o 42nd Ave S)</td>
<td>385</td>
</tr>
<tr>
<td>S Willow St (e/o Rainier Ave S)</td>
<td>378</td>
</tr>
</tbody>
</table>

**S Myrtle St & S Willow St: 85th Percentile Speeds (mph)**

<table>
<thead>
<tr>
<th>Location</th>
<th>85th Percentile Speeds (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Myrtle St (w/o 39th Ave S)</td>
<td>19</td>
</tr>
<tr>
<td>S Myrtle St (w/o 43rd Ave S)</td>
<td>21</td>
</tr>
<tr>
<td>S Myrtle St (e/o Rainier Ave S)</td>
<td>20</td>
</tr>
<tr>
<td>S Willow St (w/o 43rd Ave S)</td>
<td>17</td>
</tr>
<tr>
<td>S Willow St (e/o 42nd Ave S)</td>
<td>27</td>
</tr>
<tr>
<td>S Willow St (e/o Rainier Ave S)</td>
<td>21</td>
</tr>
</tbody>
</table>

Legend

- w/o = west of
- e/o = east of
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

www.seattle.gov/transportation/greenways.htm