Seattle Pedestrian Advisory Board

Central Area Neighborhood Greenways Network

December 11, 2013
Tonight’s Presentation

- City’s safety goals
- What is a neighborhood greenway?
- Central Area Neighborhood Greenway Network
- SPAB feedback
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, enforcement, evaluation and empathy
Focus on the Most Vulnerable

- Seattle population 17 and younger – 10 percent
- Seattle population 65 and older – 12 percent
- People with disabilities
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, farmers markets, libraries and shops
Slow Speeds = Safety

Lower speed limit to 20 mph

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

Add about one speed hump per block
• Slows motorists and people riding bikes
• Reduces cut-through traffic
Add signs and markings to help people find their way around the neighborhood

- Directs people walking and biking to and along the greenway
- Helps motorists know people walking and biking are present
Safer Crossings at Busy Streets

Add curb extensions, rapid flashing beacons, crosswalks, medians or traffic signals

• Easier for seniors and children to cross
• Make motorists aware of people walking and biking
Stop Signs

Add stop signs at streets crossing the greenway

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

Smooth sidewalks and streets and add curb ramps

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

- First phase from E John to S Judkins streets
- Final design and construction in 2014
- Budget for Phase 1 and 2: $2.4 M

Ridge Neighborhood Greenway

- Planning and design in 2014
- From Volunteer Park to I-90 Trail
Selecting a Greenway: Slope
Selecting a Greenway: Volumes
Selecting a Greenway: Speeds
Central Neighborhood Greenway

**Project location**
- E Roanoke Street to Rainier Avenue S

**Implementation**
- Three phases
- First phase from E John to S Judkins
- Options include:
  - East: 25\textsuperscript{th} or 24\textsuperscript{th} avenues
  - West: 22\textsuperscript{nd} or 21\textsuperscript{st} avenues
Shared Characteristics of 21st, 22nd, 24th, 25th

- Average **speeds** are 20-25 mph
- Average **Daily Traffic Volumes** are 100-500 vehicles a day
- Low number of **collisions with bicycles**
  - 21st – 1; 22nd – 0; 24th – 1; 25th – 0
Pro’s and Con’s 21st and 22nd Ave

Pro’s
• Access to 23rd Avenue
• Controlled crossing at Madison (traffic signal)
• Moderate grade on east-west routes north of Olive
• Existing traffic circles

Con’s
• Potential conflicts at Holy Names and WA Middle School during school hours
• Steep east-west routes south of E Cherry
Pro’s & Con’s 24th and 25th Ave

Pro’s
• Access to 23rd Avenue
• Moderate grade on east-west routes from S Judkins to E Cherry
• Existing traffic circles
• Connection to I-90 trail

Con’s
• Pavement conditions north of E Madison on 24th
• Steep east-west routes north of Olive
• Difficult crossing at E Madison/John/24th
• Potential conflicts at Garfield during school hours

MAP COMING SOON
Most promising route for Phase I

- Connects people to 23rd Avenue
- Has community support
- Supports all ages and abilities with flattest route
- Low car volumes and speeds
- Considers Pedestrian and Bicycle Master Plan recommendations
### Central Neighborhood Greenway
#### Phase I from E John to S Judkins

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propose Greenway route options</td>
<td>Completed</td>
</tr>
<tr>
<td>Select route and begin design</td>
<td>In progress</td>
</tr>
<tr>
<td>Present corridor design and collect community feedback</td>
<td>In progress</td>
</tr>
<tr>
<td>Finalize Design</td>
<td>In progress</td>
</tr>
<tr>
<td>Implementation</td>
<td>Completed</td>
</tr>
</tbody>
</table>
Next Steps

Dec 2013/Jan 2014: Community briefings

Early 2014: Public meeting

Mid to late 2014: Final design and construction of Central NGW
SPAB Feedback

• Do you have a preference for a route on the West or East side of 23\textsuperscript{rd}? If so, why?
• Any feedback on the Ridge Neighborhood Greenway study area?