



# Central East-West Neighborhood Greenway



Public Meeting #2  
Emily Ehlers & Dawn Schellenberg  
May 12, 2015

# SDOT's mission & vision

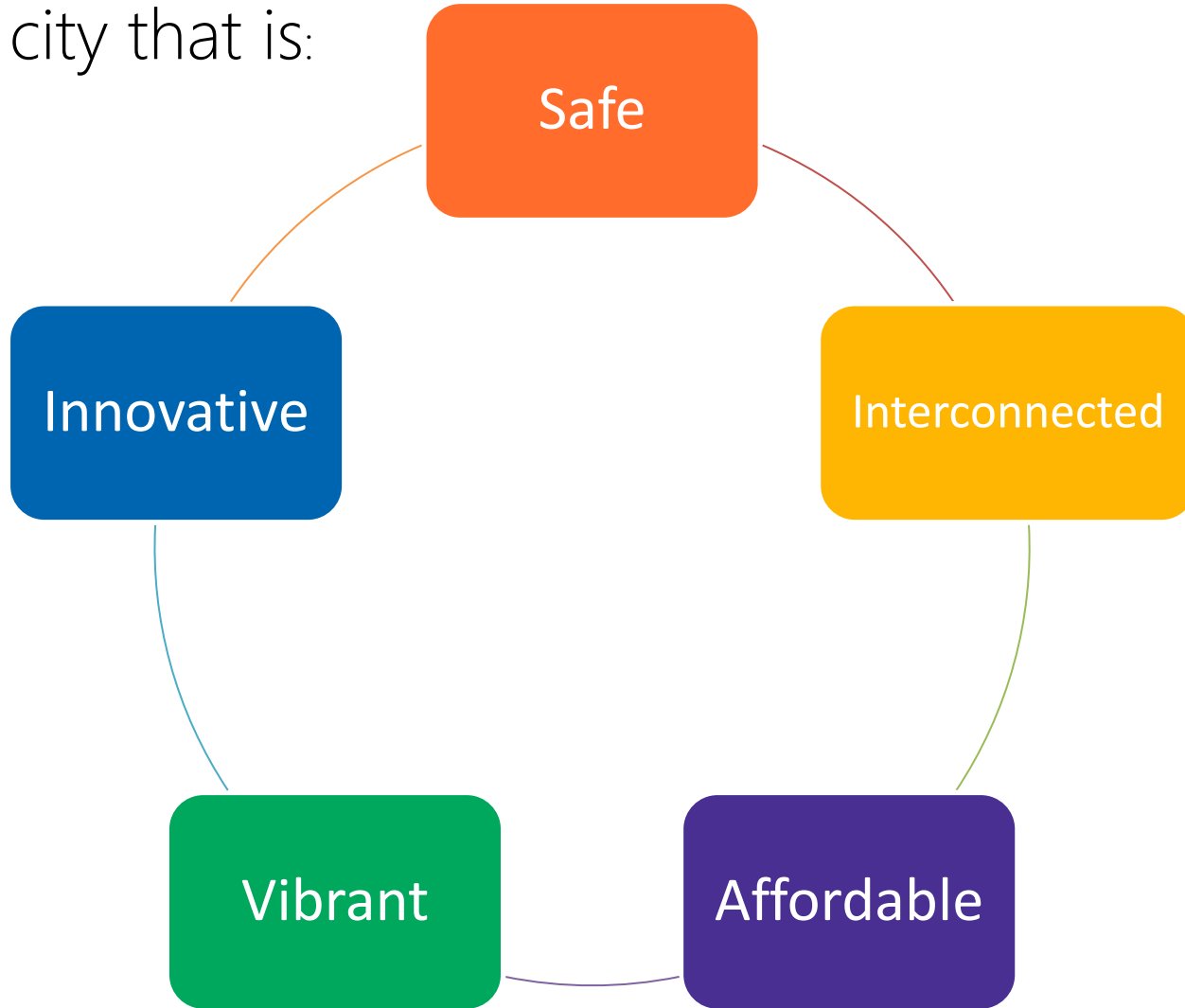
Mission: Delivering a high-quality transportation system for Seattle



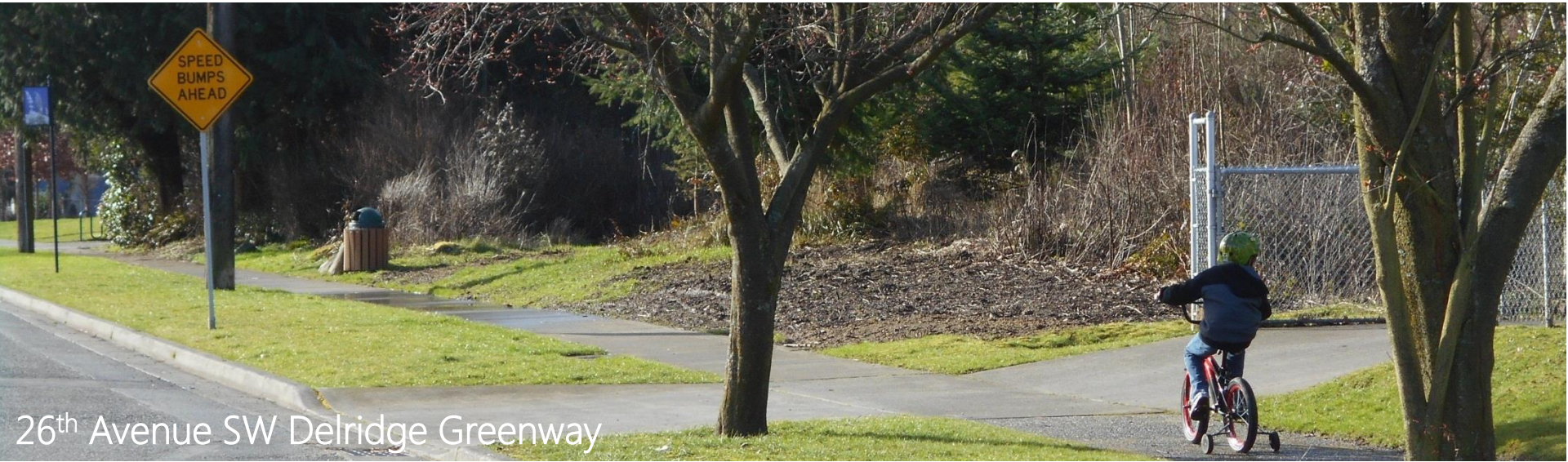
Vision: connected people, places and products

# SDOT's 5 core values

Create a city that is:



# Meeting Agenda



- City's safety goals
- Neighborhood greenway description
- Recommended route and safety improvements
- Project schedule
- Questions and input

# Vision Zero



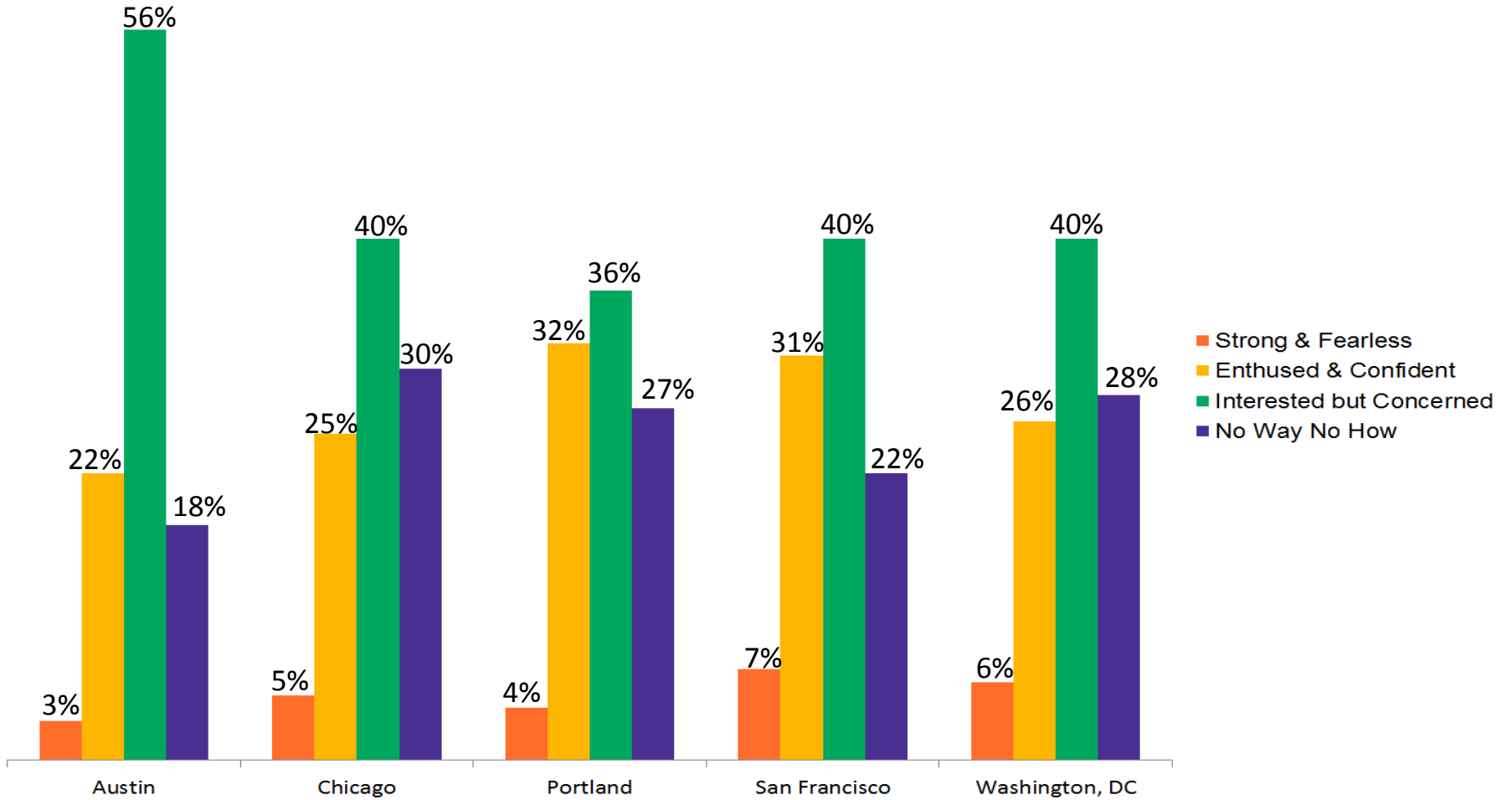
Zero traffic fatalities  
or serious injuries by 2030

[www.seattle.gov/visionzero](http://www.seattle.gov/visionzero)

# Focus on the most vulnerable



# What we can accomplish



# What is a Neighborhood Greenway?



A safer and more comfortable street for people of all ages and abilities



# Best locations



Lake Washington Girls School



Madrona Playfield

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

# Stop signs



Add stop signs at streets crossing the greenway

# Signs and markings



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

# Sidewalk and pavement



Smooth sidewalks and streets and add curb ramps

# Safer crossings at busy streets

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

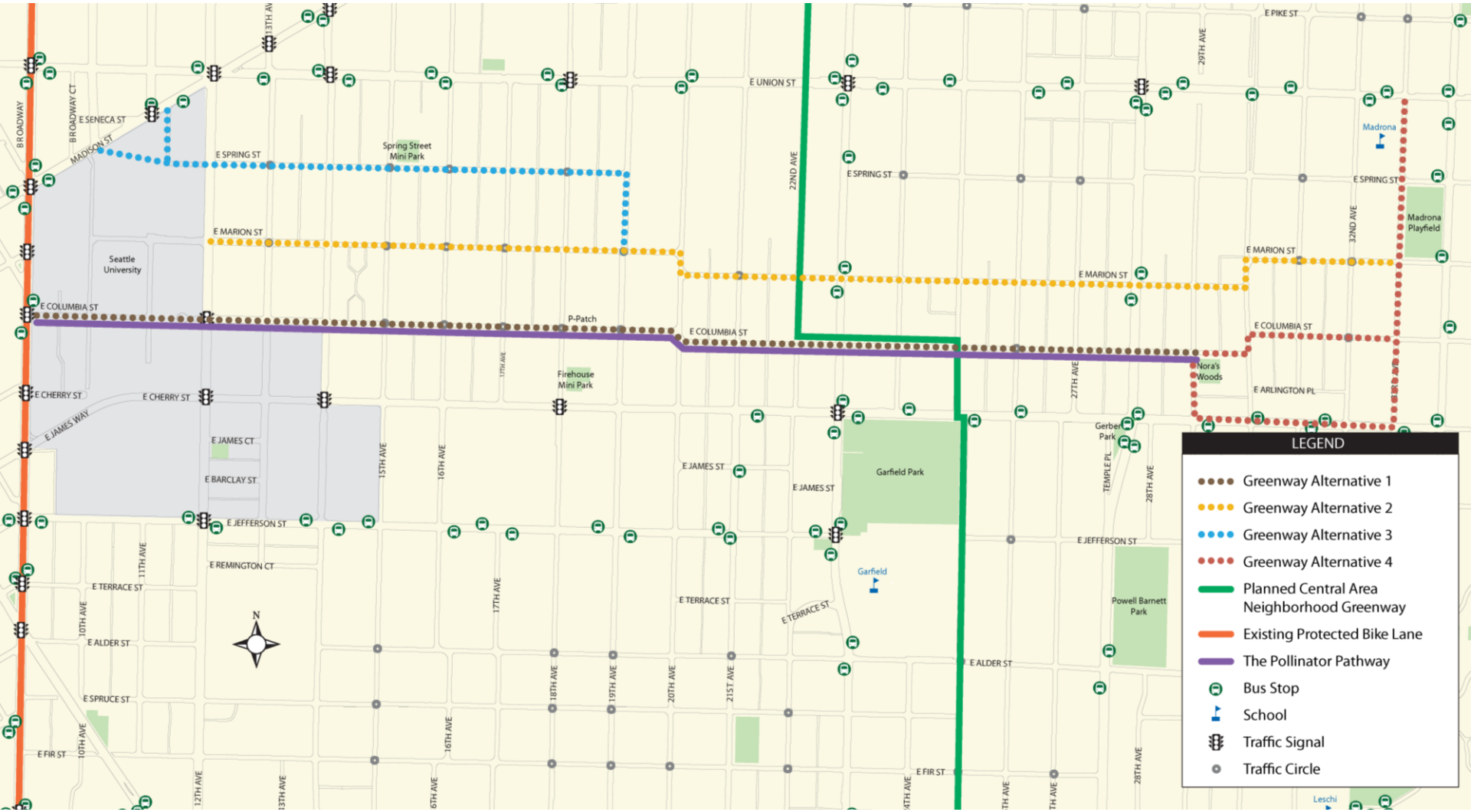


# Public space





# Selecting a route: Options considered



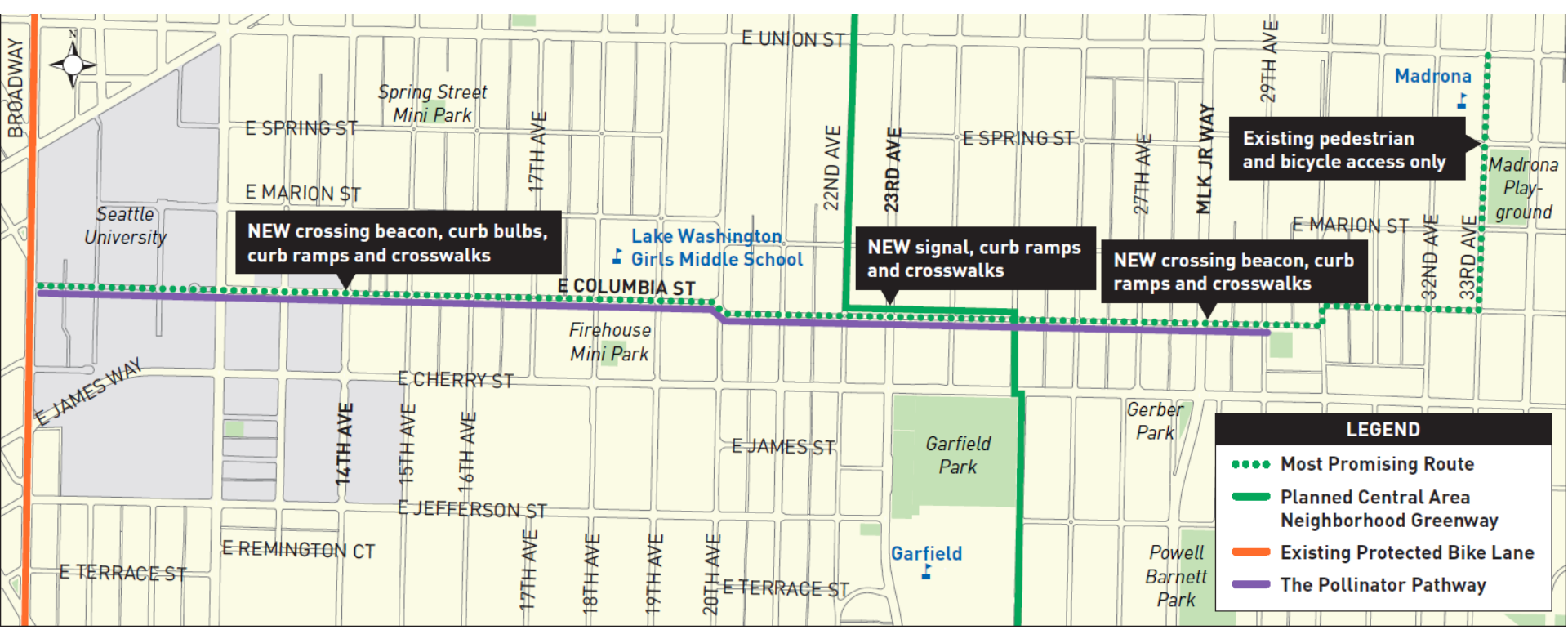
# Selecting a route

	Columbia St	Marion St	Spring St	Cherry St
<b>1 Safety</b>				
Traffic volume	●	●	●	●
Traffic speed	●	●	●	●
Collision data (2010-2013)	●	●	●	●
Ease of arterial crossings	●	●	●	●
<b>2 Pavement condition</b>				
Drainage	●	●	●	●
Condition of existing roadway	●	●	●	●
Condition of sidewalk	●	●	●	●
<b>3 Access</b>				
Services (cafe, post office, YMCA, stores, etc.)	●	●	●	●
Schools	●	●	●	●
Community activities (parks, etc.)	●	●	●	●
Public transportation	●	●	●	●
Connections to end points	●	●	●	●
Helps create greenway network	●	●	●	●
Parallels higher volume/speed routes	●	●	●	●
Not a truck, transit, emergency route	●	●	●	●
<b>4 Route Continuity</b>				
	●	●	●	●
<b>5 Topography - Grade</b>				
Grade of existing road	●	●	●	●
<b>6 Pedestrian / bike travel</b>				
Existing pedestrian travel	●	●	●	●
Existing bike travel	●	●	●	●
<b>7 Community Support</b>				
	●	●	●	●
<b>SUMMARY</b>				
●	13	11	7	9
●	5	6	9	5
●	2	3	4	6

# What we heard

- 100% walk / 42% bike
- Extend the greenway to Madrona Elementary School and Madrona Playfield
- Challenge to cross 14<sup>th</sup> Ave, 23<sup>rd</sup> Ave and MLK, Jr. Way
- Use the pollinator pathway and create educational signs
- Steep grades 29<sup>th</sup> to 31<sup>st</sup>, 14<sup>th</sup> to 16<sup>th</sup>
- Trees and shrubs crowd sidewalks
- Improve connection through Seattle University
- Poor visibility at 20<sup>th</sup> Ave offset intersections
- Install curb ramps
- Repair pavement

# Most promising route



# The Pollinator Pathway



# E Columbia St & 14<sup>th</sup> Ave

- Crossing beacon
- Curb bulbs
- Curb ramps
- Crosswalks



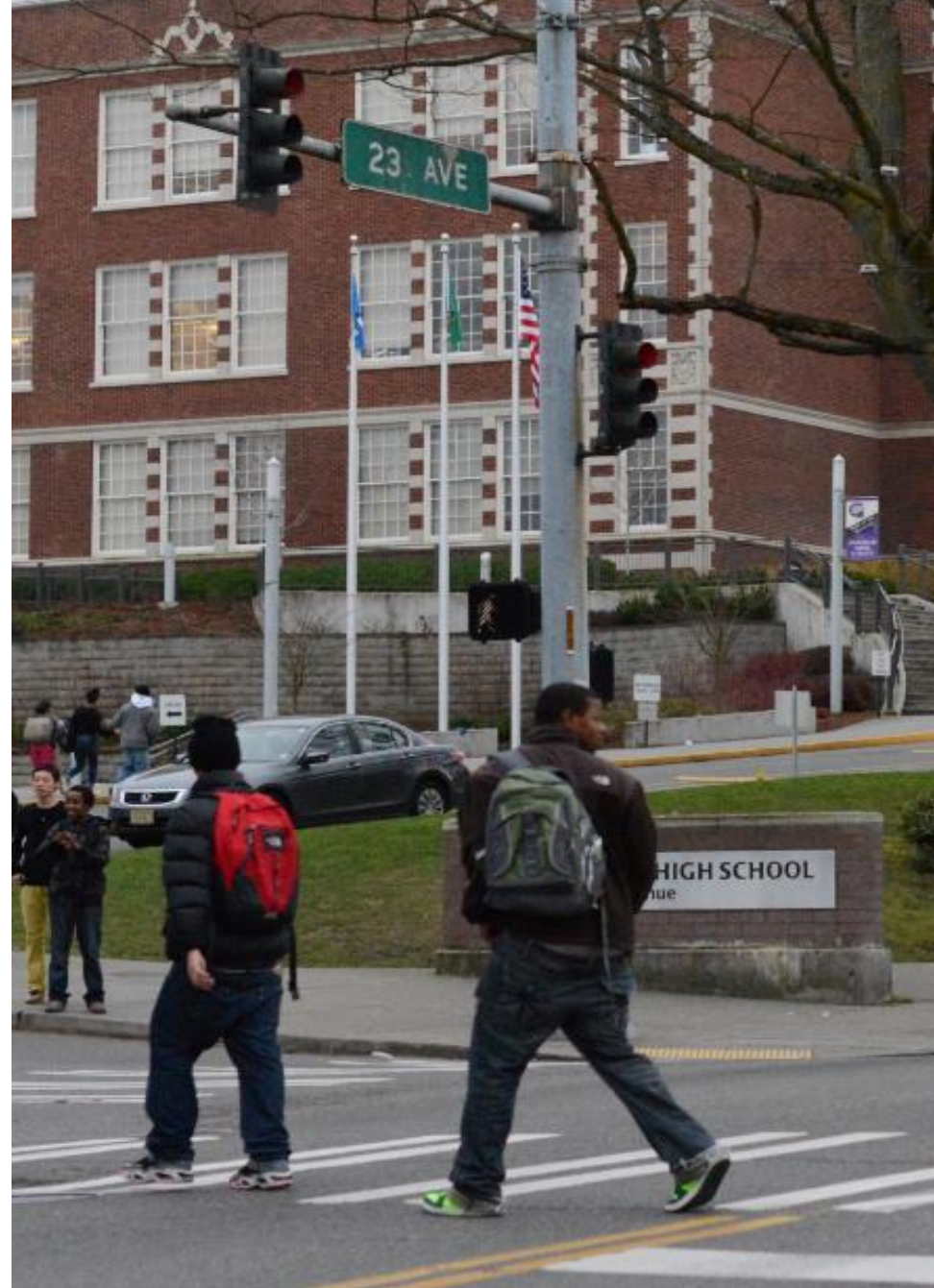
Curb bulbs



Crossing beacon

# E Columbia St & 23<sup>rd</sup> Ave

- Traffic signal with bike & ped push buttons (2016)
- Curb ramps
- Crosswalks



Signal and crosswalk

# E Columbia St & MLK Jr Way

- Crossing beacon
- Curb ramps
- Crosswalks



Curb ramps



Crossing beacon button



# Steep slope



Potential wayfinding signs



E Columbia St at 29<sup>th</sup> Ave E

# Next steps

Date	Action
Spring 2015	Public meeting #2
2016	Final design and traffic signal installed at Columbia & 23rd
2017	Construction
2018	Evaluation

# Questions?

emily.ehlers@seattle.gov | (206) 684-8264

<http://www.seattle.gov/transportation/centralgreenway2.htm>

