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:

- Safe
- Innovative
- Interconnected
- Vibrant
- Affordable
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
Focus on the most vulnerable

Vehicle traveling at 20 MPH
9 out of 10 pedestrians survive.

Vehicle traveling at 30 MPH
5 out of 10 pedestrians survive.

Vehicle traveling at 40 MPH
1 out of 10 pedestrians survive.
What we can accomplish

- Austin: 3% Strong & Fearless, 18% Enthused & Confident, 56% Interested but Concerned, 22% No Way No How
- Chicago: 5% Strong & Fearless, 40% Enthused & Confident, 30% Interested but Concerned, 25% No Way No How
- Portland: 4% Strong & Fearless, 32% Enthused & Confident, 36% Interested but Concerned, 27% No Way No How
- San Francisco: 7% Strong & Fearless, 31% Enthused & Confident, 40% Interested but Concerned, 22% No Way No How
- Washington, DC: 6% Strong & Fearless, 26% Enthused & Confident, 40% Interested but Concerned, 28% No Way No How
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

• 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

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

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

- **NEW crossing beacon, curb bulbs, curb ramps and crosswalks**
- **NEW signal, curb ramps and crosswalks**
- **NEW crossing beacon, curb ramps and crosswalks**

**Legend:**
- Most Promising Route
- Planned Central Area Neighborhood Greenway
- Existing Protected Bike Lane
- The Pollinator Pathway

**Existing pedestrian and bicycle access only**
The Pollinator Pathway
E Columbia St & 14th Ave

- Crossing beacon
- Curb bulbs
- Curb ramps
- Crosswalks

Curb bulbs

Crossing beacon
E Columbia St & 23rd Ave

- Traffic signal with bike & ped push buttons (2016)
- Curb ramps
- Crosswalks
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 29th Ave E
## Next steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring 2015</td>
<td>Public meeting #2</td>
</tr>
<tr>
<td>2016</td>
<td>Final design and traffic signal installed at Columbia &amp; 23rd</td>
</tr>
<tr>
<td>2017</td>
<td>Construction</td>
</tr>
<tr>
<td>2018</td>
<td>Evaluation</td>
</tr>
</tbody>
</table>
Questions?

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

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