Building a Neighborhood Greenway Network in North Seattle

Online Engagement Map – June 2016

Dan Anderson
Sr. Communications Outreach Specialist
Dan.A.Anderson@Seattle.gov
(206) 684-8105
Slideshow Overview

• Share information:
  – City’s safety goals
  – Neighborhood greenway description

• Get feedback:
  – Recommended route
  – Safety improvements
Focus on the vulnerable: Vision Zero

Seattle’s goal: Zero traffic fatalities and serious injuries by 2030

Crashes with people walking and biking make up 8% of total, but 50% of fatalities. We want to make our streets safe for everyone, no matter how they travel.
Neighborhood Greenways create calmer, slower streets. When people drive slower, they are better able to avoid collisions. And if a collision happens, then people are more likely to survive.
Who might use a neighborhood greenway?

Only 8% of your community is willing to ride a bike on busy streets. But 60% are willing to try given a safer and calmer cycling environment.

Source: Adapted from J. Dill, N. McNeil. *Four types of Cyclists?* 2012
What is a Neighborhood Greenway?

**It is:** A safer, calmer residential street for you and your neighbors. We use small changes to make a big difference.

**It’s not:** Striped bike lanes, a car-free zone.
Best locations

Residential streets with:
  – Low traffic speeds
  – Low traffic volumes (usually fewer than 1,500 vehicles/day)
  – Few steep hills
  – Good connections to schools, parks, libraries, and shops
Neighborhood Greenway features: 20 MPH speed limit

Slow speeds = safety:

– Drivers are better able to stop and prevent collisions
– Calmer environment for everyone
Neighborhood Greenway features:

Speed humps

- Slow motorists and people biking
- Reduce cut-through traffic
- Protect residential character of neighborhood
Neighborhood Greenway features: Traffic calming devices (diverters)

- In some cases, we can use traffic diverters to reduce traffic volumes and cut-thru traffic on residential streets
- Limit certain turns or through movement for cars and trucks
- Keep emergency vehicle and bike access
Neighborhood Greenway features: Signs and markings

- Make greenway route obvious and intuitive
- Direct people to and along the greenway
- Help motorists know people are present
Neighborhood Greenway features: Safer crossings at busy streets

- Routes are only as good as crossings at busiest streets
- Easier for seniors and children to cross
- Make motorists aware of people walking and biking
- Use curb extensions, ADA curb ramps, beacons, crosswalks, median islands, and more
Neighborhood Greenway features:
Stop signs

• Add stop signs at cross streets on the greenway
• Calm traffic entering and crossing the greenway
• Improve safety for people walking and biking on it
Neighborhood Greenway features:
Spot fixes of sidewalk and pavement

• Make minor fixes to sidewalk
• Look for spot repairs of streets and pavement
• Safer for you and your family to walk and ride bikes
• Help people in wheelchairs, or with strollers
Public space opportunities

• Your opportunity to come in and make the greenway your own with SDOT support
• Other neighborhoods have put in lending libraries, painted intersection murals, and landscaped traffic circles and planting strips
• Can help keep the ‘walkable zone’ clear
Slideshow midpoint:

- Continue slideshow to see data about our North Seattle greenway route options

- Or feel free to exit here and view route options and data in the interactive storymap
Creating a network

Plan recommends considering a neighborhood greenway on, or around N 100\textsuperscript{th} St

Plan recommends considering a neighborhood greenway on, or around NW 90\textsuperscript{th} St

Seattle Bicycle Master Plan
What we’ve heard so far

• Enthusiasm for improved crossings of busy streets
• Interest in connecting Crown Hill and Greenwood business districts
• Need for better, multimodal connections to new schools and proposed Northgate Ped & Bike Bridge
Selecting routes

- Listen to community to understand what route works best for you
- Collect data and evaluate based on established metrics
- Evaluate routes using a standard form* (example section above)
- Sections include: Safety, pavement condition, access, route continuity, topography/grade, pedestrian/bike travel, community support

*Full route selection form is in appendix
Route options

- East-west Neighborhood Greenway for North Seattle
- 2 western options and 3 eastern options
Route options

**Western Options**

- NW 92\textsuperscript{nd} St from Holman Rd NW to Sandel Park
- NW 90\textsuperscript{th} St from Holman Rd NW to Sandel Park
Western options

How much traffic?
Western options

How fast are vehicles going?
Western options

How steep are the hills?
Route options

Eastern Options

• N 100<sup>th</sup> St from Sandel Park to proposed Northgate Pedestrian & Bicycle Bridge
• N 92<sup>nd</sup> St from Sandel Park to new schools, proposed N 92<sup>nd</sup> St protected bike lanes over I-5
• N 90th St from Sandel Park to new schools
Eastern options

How much traffic?
Eastern options

How fast are vehicles going?
Eastern options

How steep are the hills?
Next steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring/summer 2016</td>
<td>Community discussions, data collection, engagement map</td>
</tr>
<tr>
<td>July 2016</td>
<td>Public meeting 1</td>
</tr>
<tr>
<td>Summer 2016</td>
<td>Public input, site visits, and conceptual design</td>
</tr>
<tr>
<td>Fall 2016</td>
<td>Public meeting 2</td>
</tr>
<tr>
<td>Winter 2016</td>
<td>Final design</td>
</tr>
<tr>
<td>2018</td>
<td>Construct transportation improvements</td>
</tr>
</tbody>
</table>
Thank you

Dan Anderson
(206) 684-8105
dan.a.anderson@seattle.gov

www.seattle.gov/transportation/nseattlesafety.htm
## Appendix

### Route selection form

<table>
<thead>
<tr>
<th>Item</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Safety</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic volume</td>
<td></td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Traffic speed</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collision data 2010-10’ 3</td>
<td>x</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Ease of arterial crossings</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On street parking turnover / conflicts</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2 Pavement condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drainage</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>Condition of existing roadway</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition of sidewalk</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td><strong>3 Access</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shopping</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schools</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community activities</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public transportation</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connections to end points</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helps create greenway network</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parallels higher rank, multiroad routes</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relate to transit, transport, emergency travel</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4 Route Continuity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5 Topography - Grade</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grade of existing road</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6 Pedestrian / bike travel</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing pedestrian travel</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing bike travel</td>
<td>x</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7 Community Support</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SUMMARY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>•</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>•</td>
<td>x</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>•</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>•</td>
<td></td>
<td></td>
<td>x</td>
</tr>
</tbody>
</table>

31
Western options

Additional info: Avg. slope per block
Eastern options
Additional info: Avg. slope per block