

Rainier Valley North-South Neighborhood Greenway



Open House #2
Dawn Schellenberg & Sam Woods
September 23, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

- Vision Zero
- Neighborhood
greenway
description
- Most promising
route &
recommended
safety
improvements
- Questions

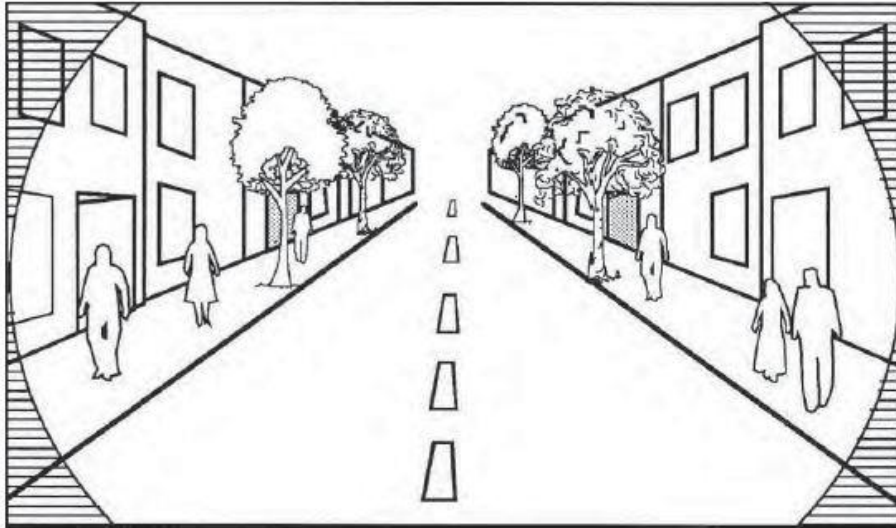


Vision Zero

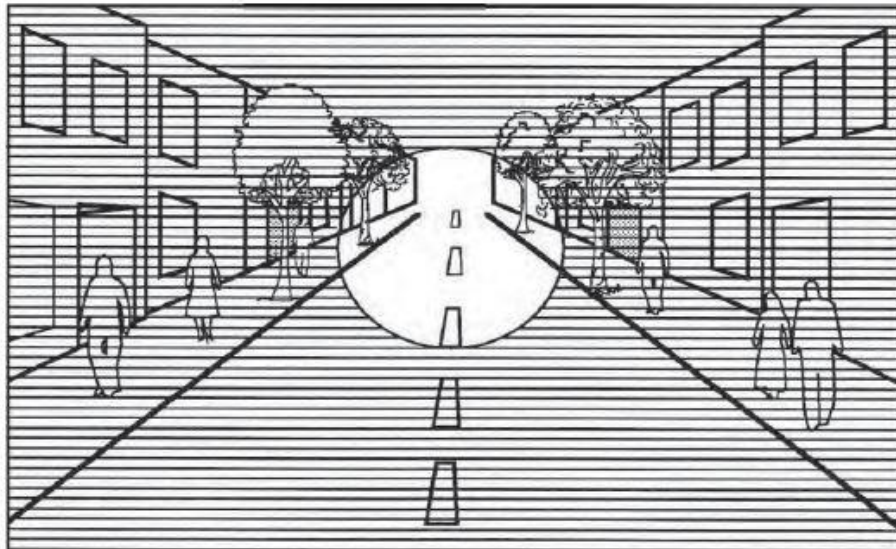


Seattle's plan to end traffic deaths and serious injuries by 2030 using:
Street design | Education | Enforcement

Why speed matters



Drivers' field of vision at 15 mph



Drivers' field of vision at 30 mph

Why speed matters

HIT BY A VEHICLE
TRAVELING AT:

20
MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

30
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

40
MPH



Only 1 out of 10 pedestrians survives

Speed is especially critical for vulnerable travelers like people walking and biking.

What is a neighborhood greenway?



A safer, calm residential street for you and your family

Greenway design elements

Slow Speeds and Stop Signs

- Calm traffic entering and crossing the greenway
- Drivers better able to stop and prevent collisions



Speed Humps

- Slow motorists and people riding bikes
- Reduce cut-through traffic



Placemaking

- Promote the activation of public space



Safer Crossings at Busy Streets

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



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



Web-based comment map

SDOT South Department of Transportation

Rainier Valley North-South Neighborhood Greenway

Public Input Points

Public Input Type: Other (Please fill out reason why point was added.)
Description: Cross Orcas at 42nd @ Church

Public Input Type: Other (Please fill out reason why point was added.)
Description: Option 1 and 3 - Connect option 3 back to Renton Ave on option 1 via Findlay or Lucile from 42nd Ave S

Public Input Type: Other (Please fill out reason why point was added.)
Description: I choose Option 1 - Renton area, community meetings

POWERED BY **esri**

What we heard

- Access to community destinations is important
- Consider steep grades
- Address and enforce speeding
- Improving intersections and crossings is essential
- Parking on narrow street makes it difficult and unsafe to walk and ride a bicycle
- Need better signage, lighting, drainage, and slower speeds

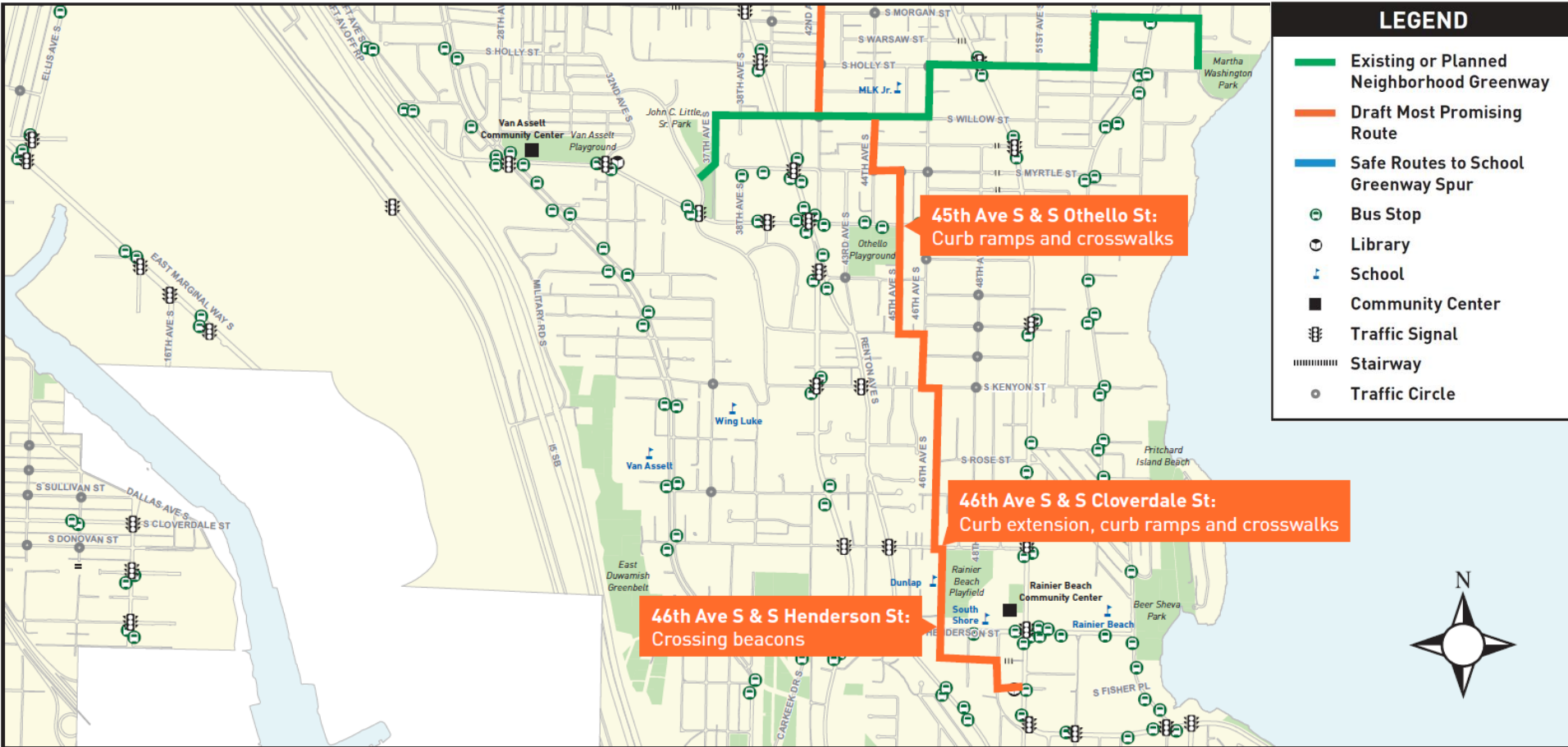
Most promising route



Most promising route - mid



Most promising route - south



Schedule

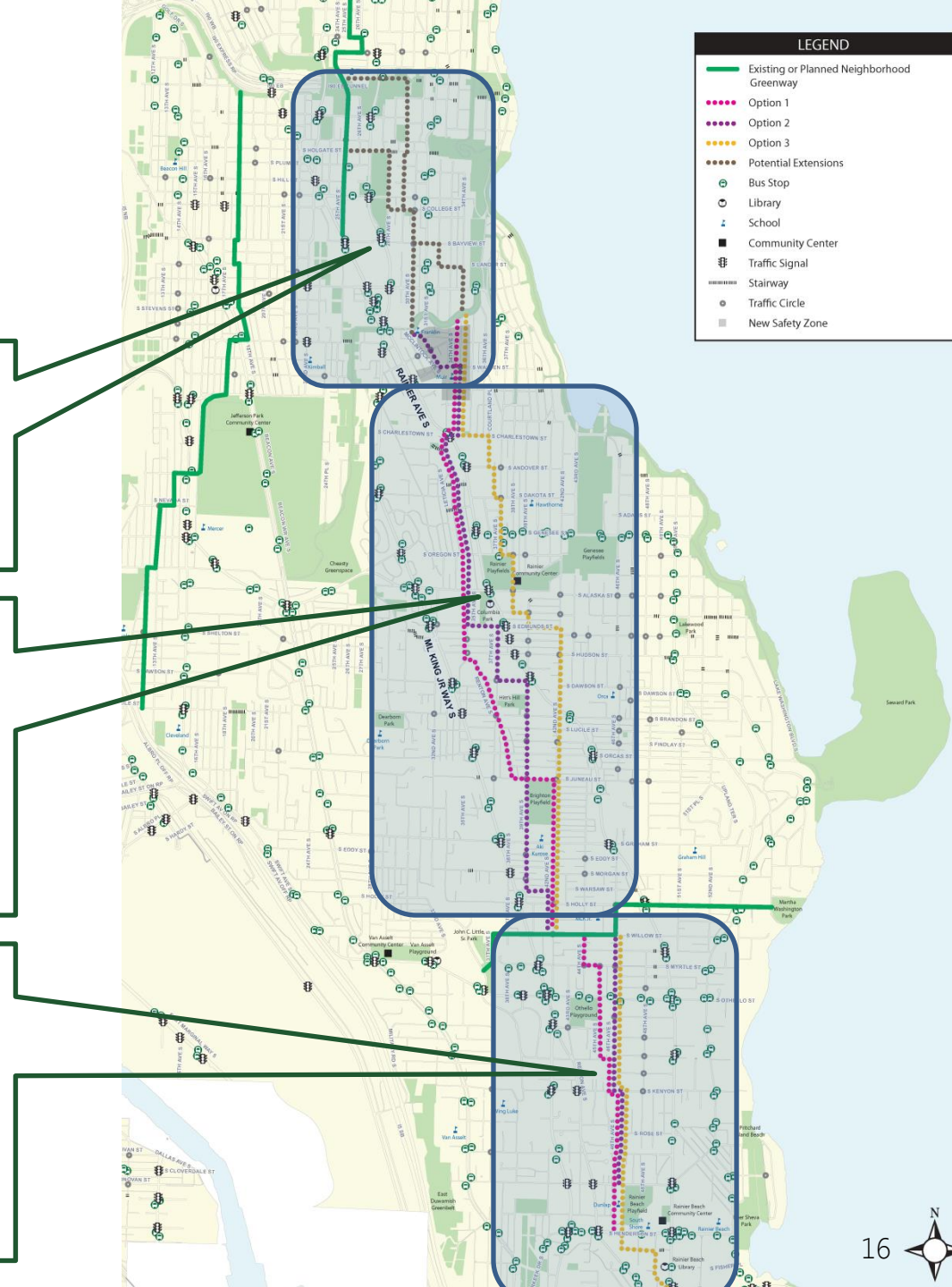
Date	Activity
Early 2014	Stakeholder discussions and data collection
November 2014	Open house #1
Winter 2014 - Spring 2015	Public feedback, site visits and conceptual design
September 2015	Open house #2
October 9, 2015	Comments due
Fall 2015	Final design
2016	Implementation
2017	Evaluation

Potential alternatives

Group 1
I-90 to S Mt Baker Blvd

Group 2
S Mt Baker Blvd to
S Holly St

Group 3
S Holly St to S
Henderson St



Questions?

Contact Sandra 'Sam' Woods

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<http://www.seattle.gov/transportation/rainiervalleygreenways2.htm>

