Building a Neighborhood Greenway Network in North Seattle

Online Engagement Map – June 2016

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The Levy to MOVE SEATTLE

SDOT
Seattle Department of Transportation

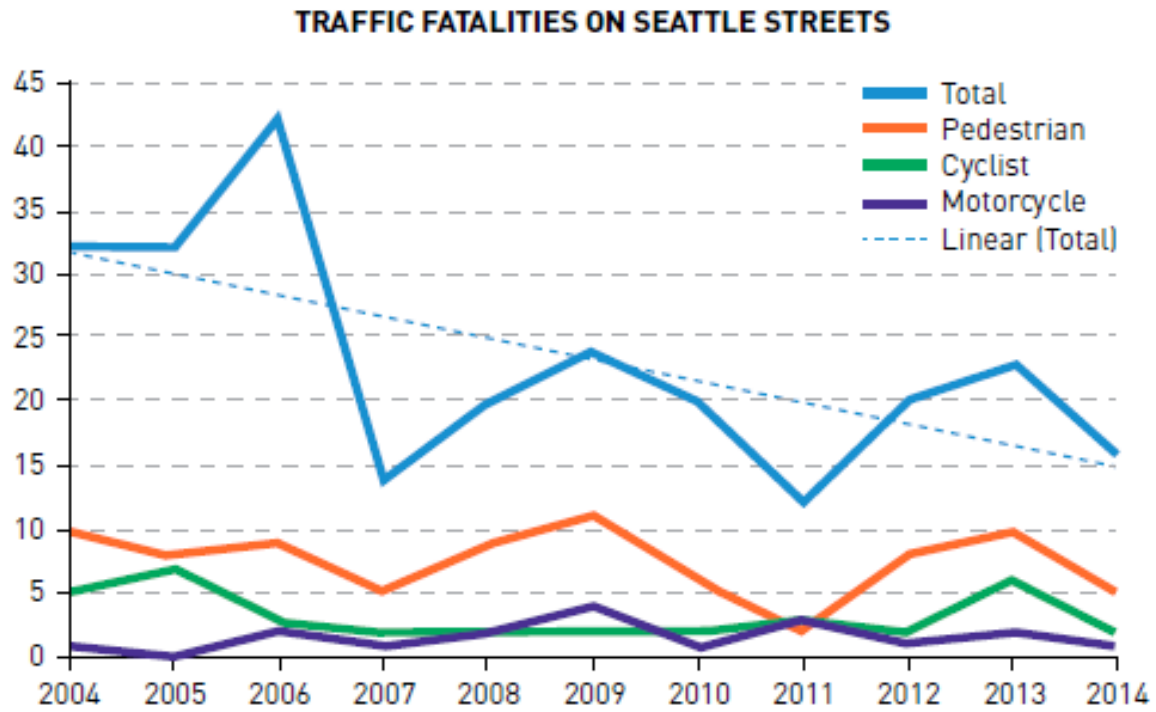
Slideshow Overview

26th Avenue SW Delridge Greenway

- Share information:
  - City's safety goals
  - Neighborhood greenway description
- Get feedback:
  - Recommended route
  - Safety improvements

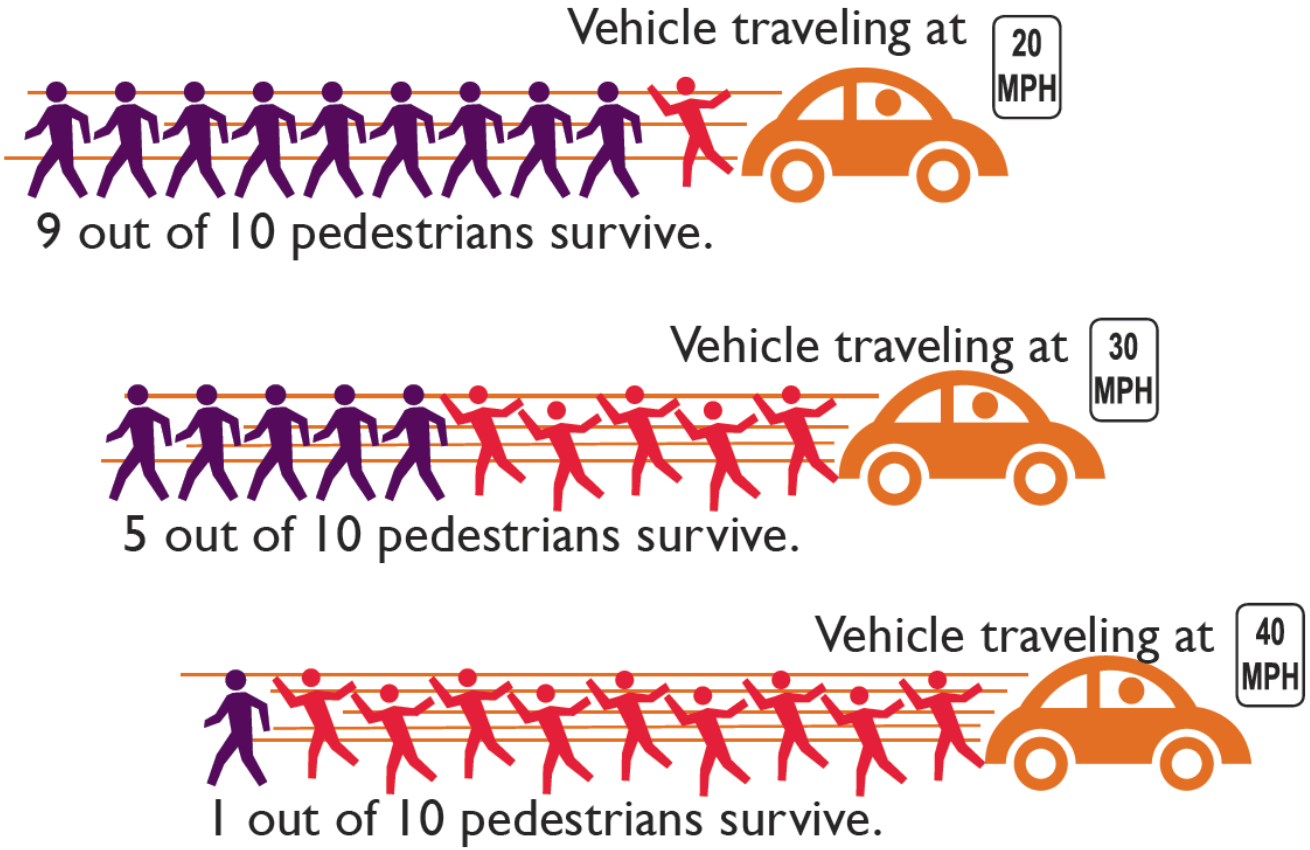
Focus on the vulnerable: Vision Zero

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



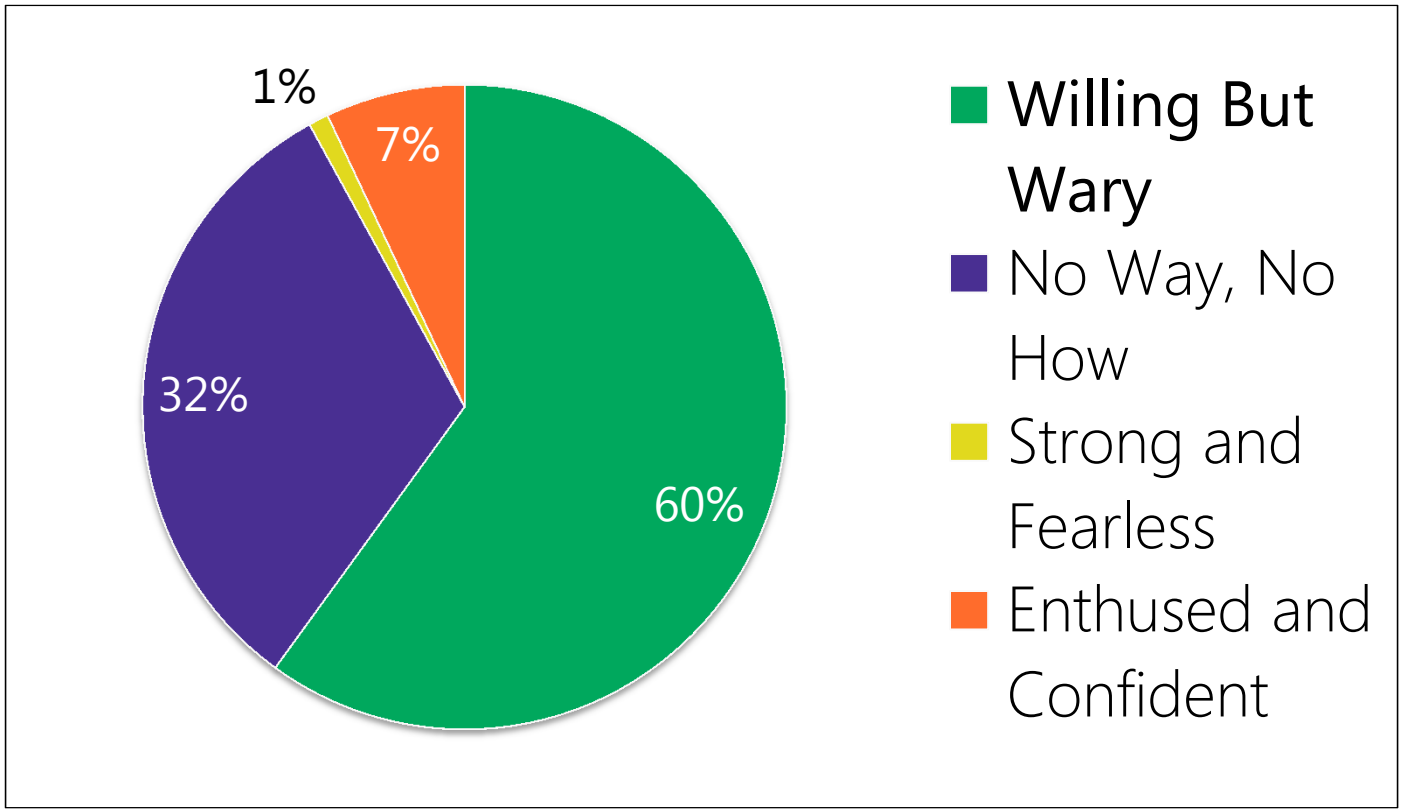
Crashes with people walking and biking make up 8% of total, but 50% of fatalities. We want to make our streets safe for everyone, no matter how they travel.

Speed matters



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

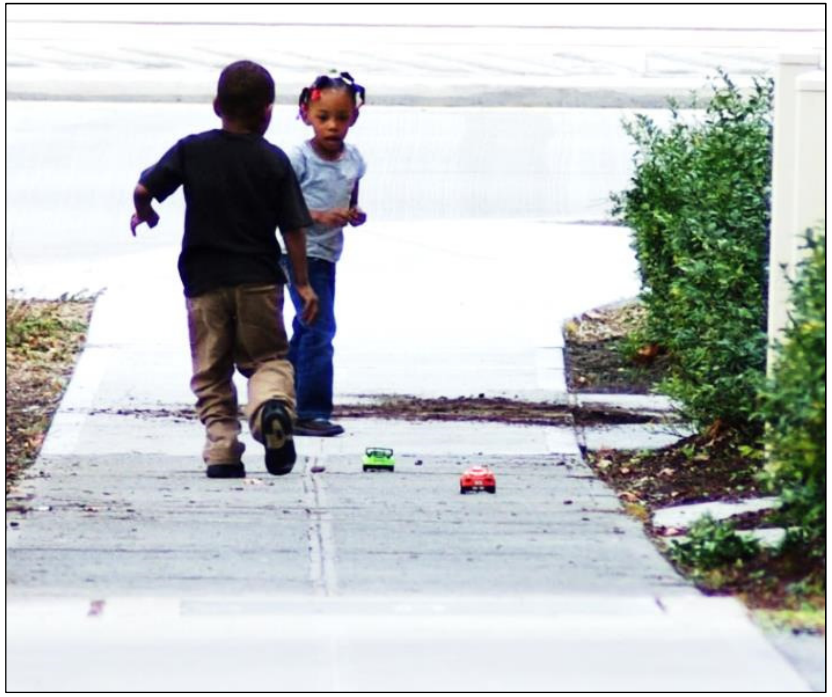
Soundview Playground

Greenwood Library

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


Fremont Avenue N Greenway

- 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

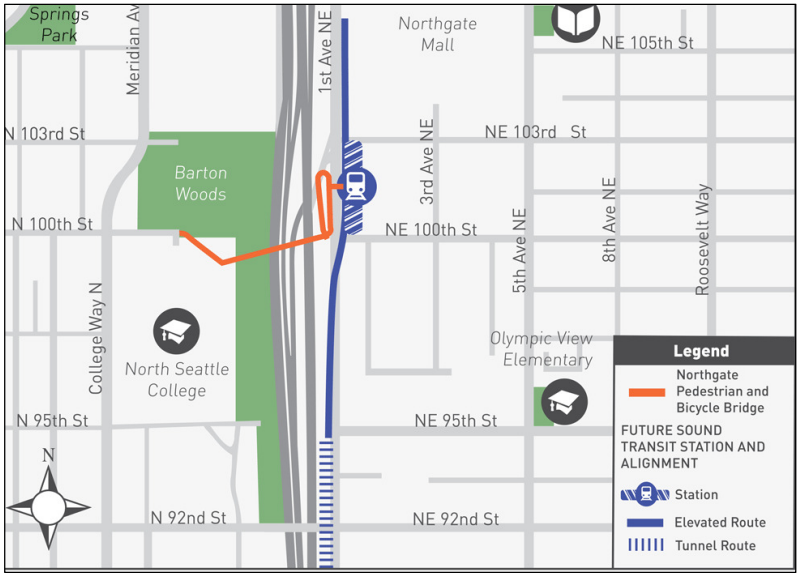
- Or feel free to exit here and view route options and data in the interactive storymap

Creating a network

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



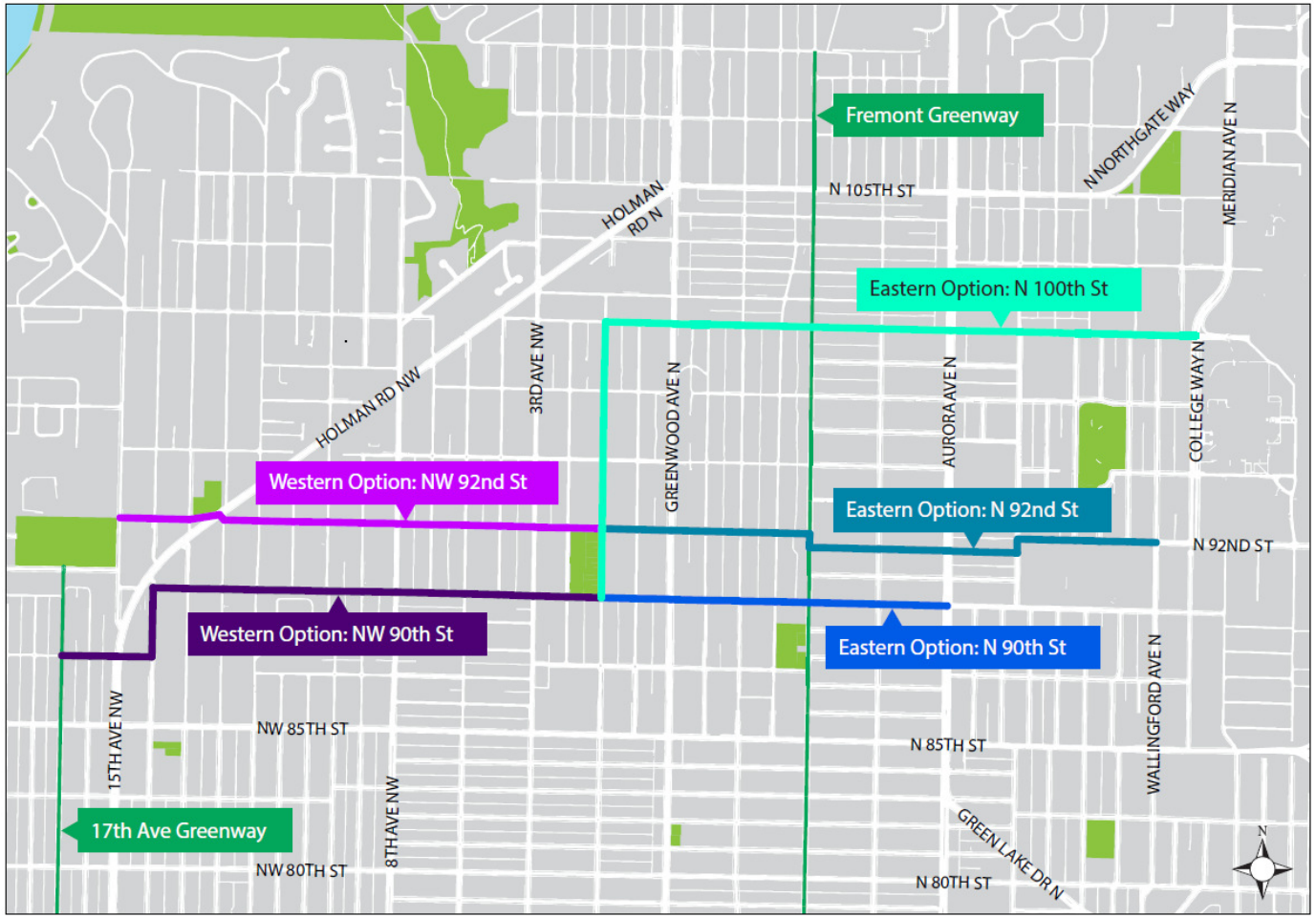
Selecting routes

	Option 1	Option 2	Option 3
1 Safety			
Traffic volume			
Traffic speed			
Collision data			
Ease of arterial crossings			
On-street parking turnover / conflicts			

- 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

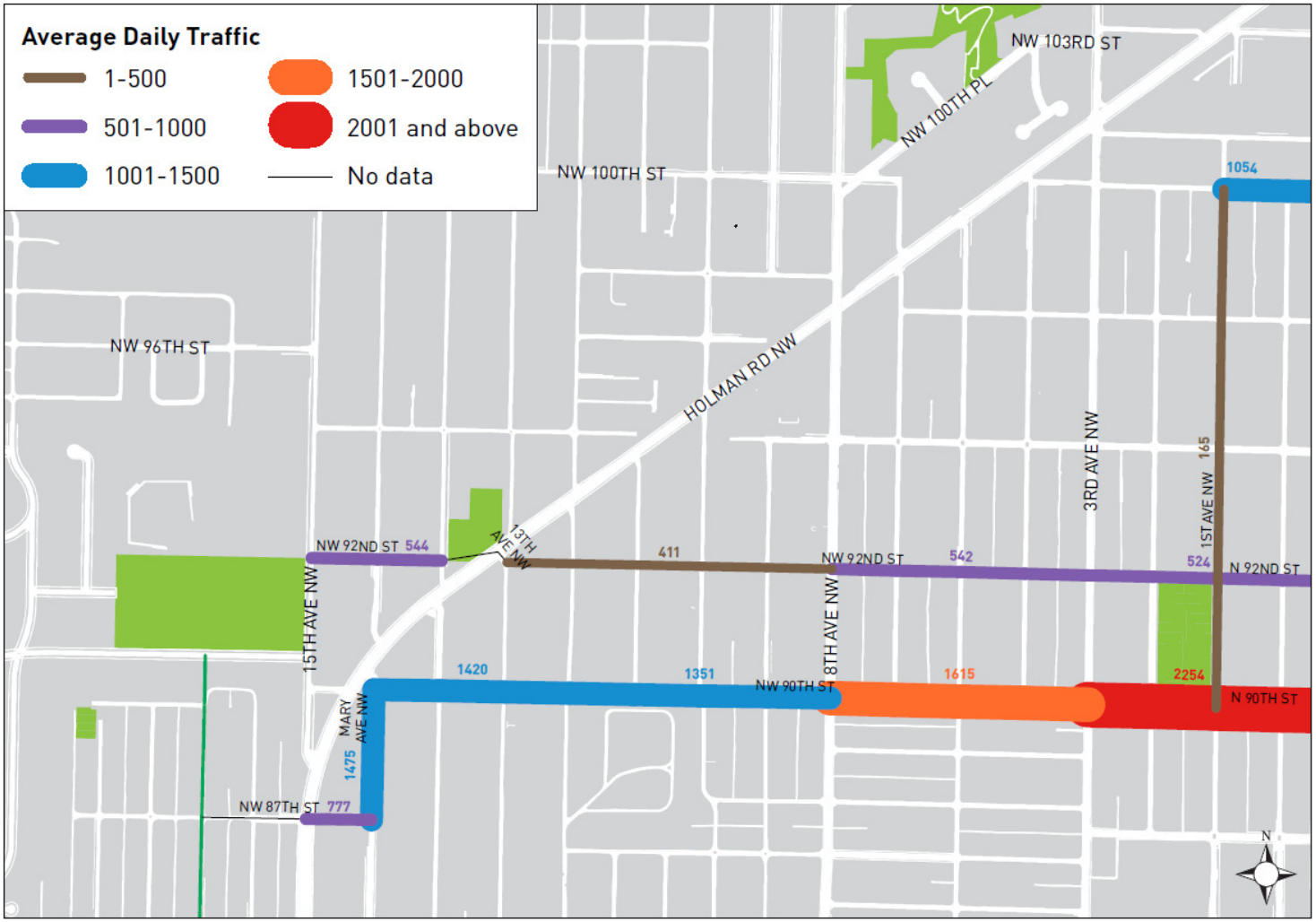
Route options

Western Options

- NW 92nd St from Holman Rd NW to Sandel Park
- NW 90th St from Holman Rd NW to Sandel Park

Western options

How much traffic?



Western options

How fast are vehicles going?

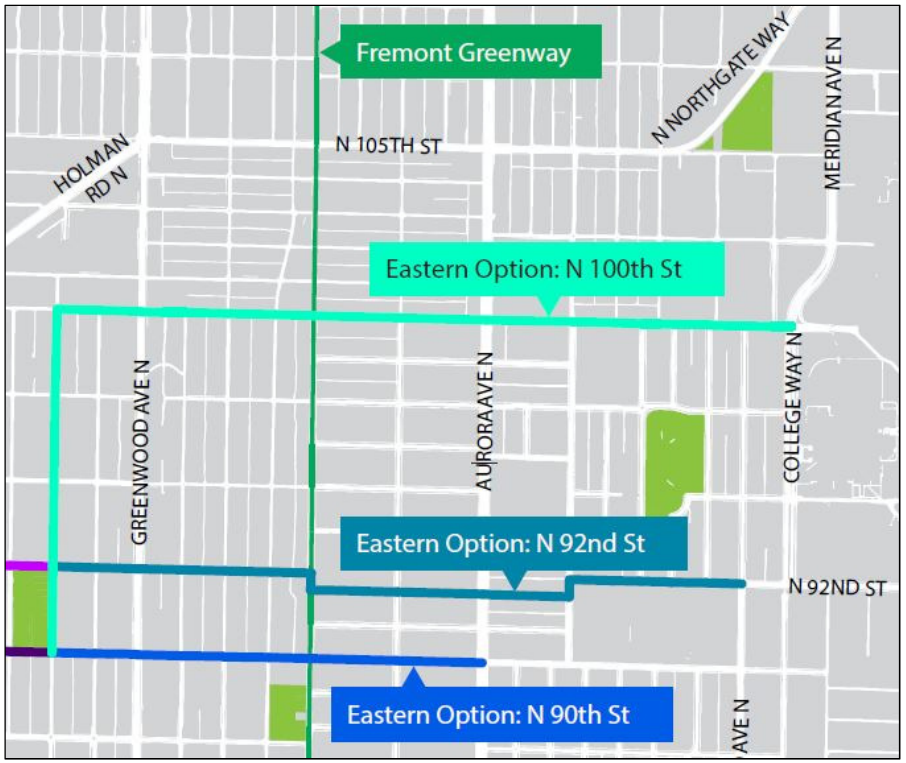
Western options

How steep are the hills?

Route options

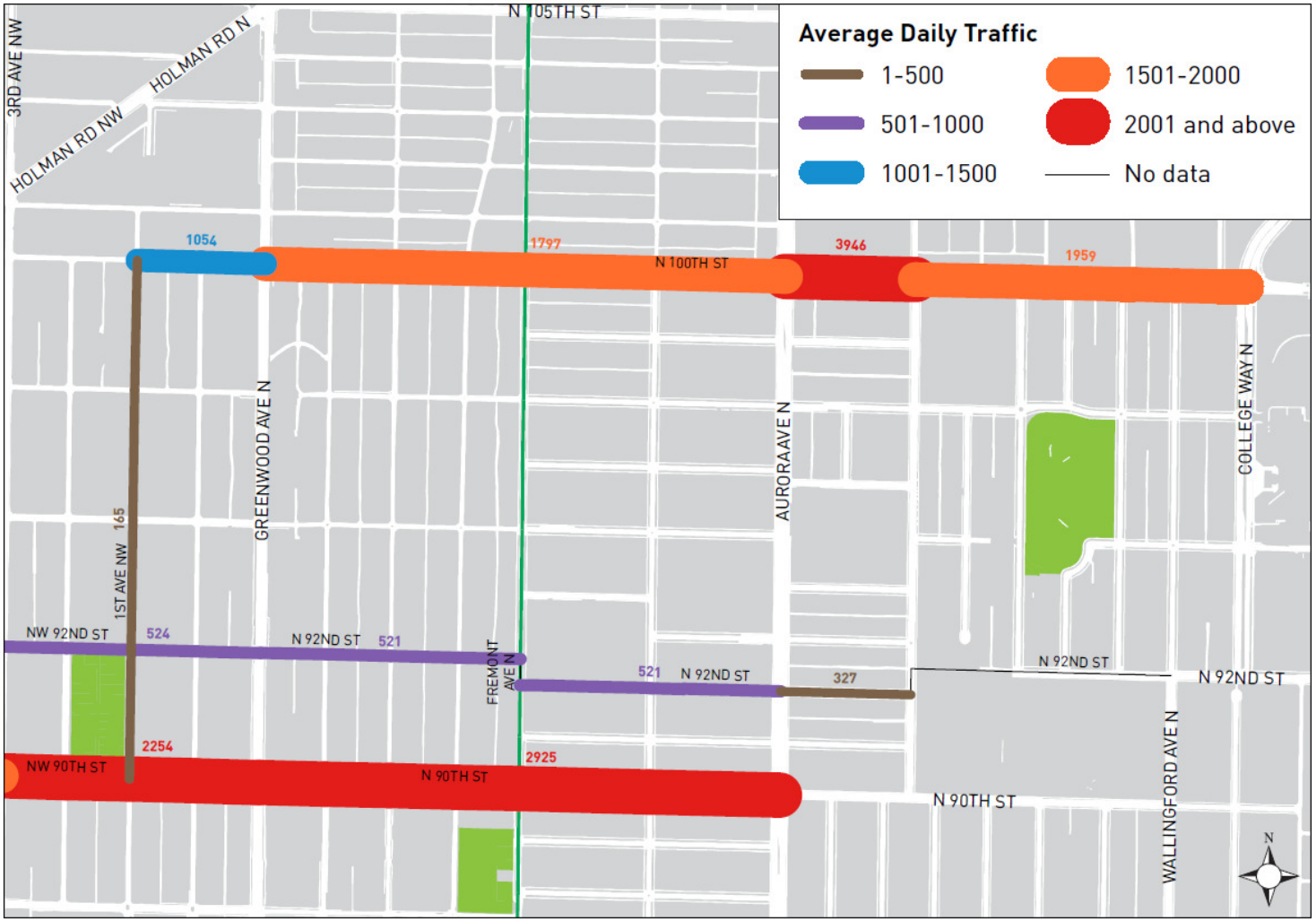
Eastern Options

- N 100th St from Sandel Park to proposed Northgate Pedestrian & Bicycle Bridge
- N 92nd St from Sandel Park to new schools, proposed N 92nd St protected bike lanes over I-5
- N 90th St from Sandel Park to new schools



Eastern options

How much traffic?



Eastern options

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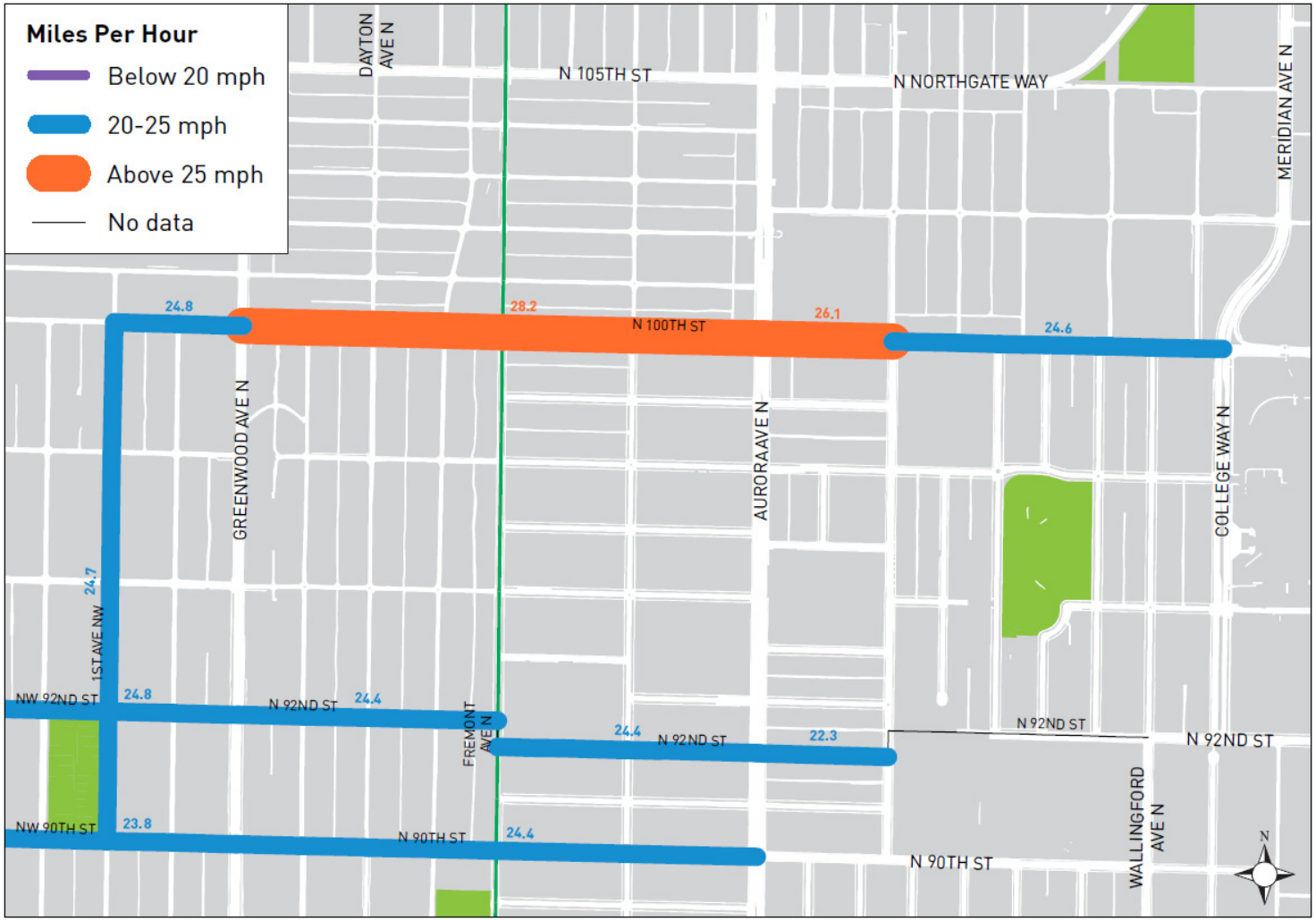

Eastern options

How steep are the hills?

Next steps

Date	Action
Spring/summer 2016	Community discussions, data collection, engagement map
July 2016	Public meeting 1
Summer 2016	Public input, site visits, and conceptual design
Fall 2016	Public meeting 2
Winter 2016	Final design
2018	Construct transportation improvements

Thank you

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www.seattle.gov/transportation/nseattlesafety.htm

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Appendix

Route selection form

	Option 1	Option 2	Option 3
1 Safety			
Traffic volume			
Traffic speed			
Collision data (2010-10-3			
Ease of arterial crossings			
On street parking turnover / conflicts			
2 Pavement condition			
Drainage			
Condition of existing roadway			
Condition of sidewalk			
3 Access			
Shopping			
Schools			
Community activities			
Public transportation			
Connections to end points			
Helps create greenway network			
Parallels higher volume/speed routes			
Not a truck, transit, emergency route			
4 Route Continuity			
5 Topography - Grade			
Grade of existing road			
6 Pedestrian / bike travel			
Existing pedestrian travel			
Existing bike travel			
7 Community Support			
SUMMARY			
●	x	x	x
●	x	x	x
●	x	x	x

Western options

Additional info: Avg. slope per block

Eastern options

Additional info: Avg. slope per block