

Seattle Pedestrian Advisory Board

# Central Area Neighborhood Greenways Network

December 11, 2013



[www.seattle.gov/transportation/greenways.htm](http://www.seattle.gov/transportation/greenways.htm)



# Tonight's Presentation

- City's safety goals
- What is a neighborhood greenway?
- Central Area Neighborhood Greenway Network
- SPAB feedback



# Seattle's Traffic Safety Goal

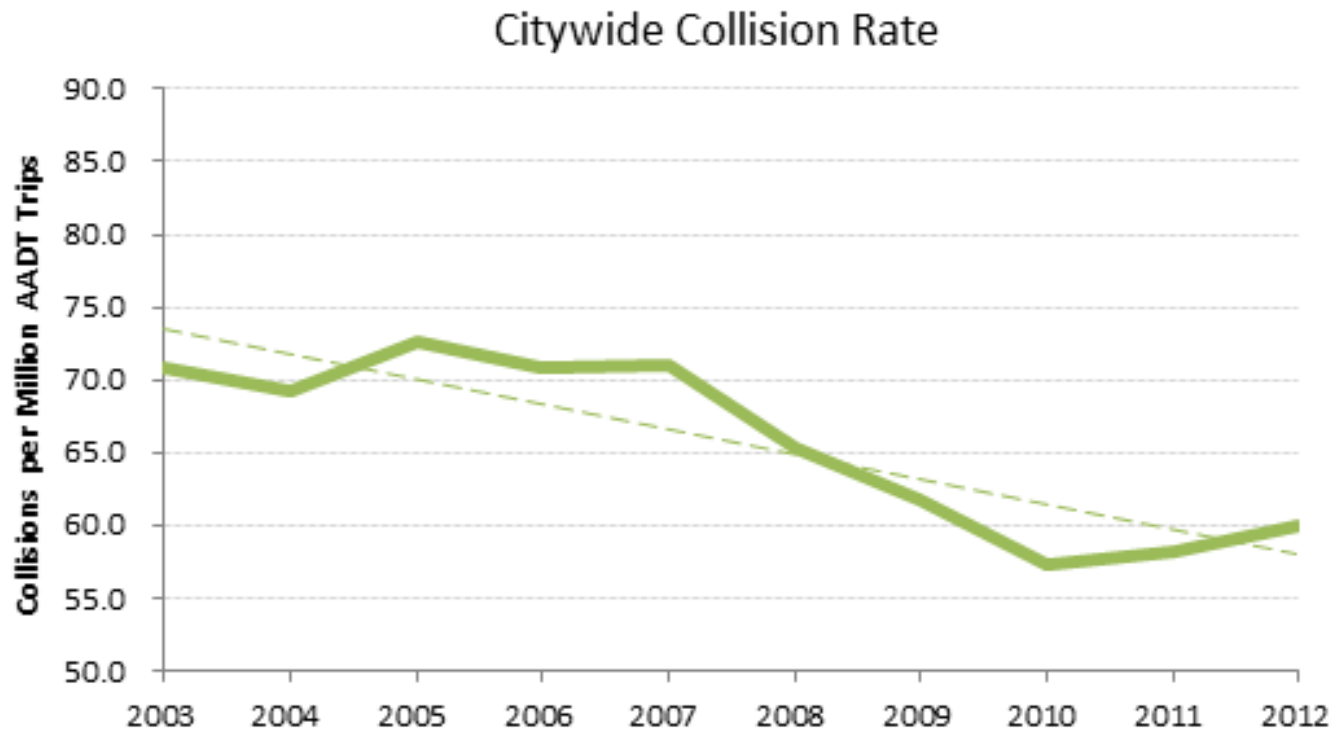
Seattle has a goal of zero traffic fatalities and serious injuries by 2030. Neighborhood greenways are a tool to help reach this goal.



Approach: Focus on engineering, education, enforcement, evaluation and empathy

# Focus on the Most Vulnerable

- Seattle population 17 and younger – 10 percent
- Seattle population 65 and older– 12 percent
- People with disabilities



# What is a Neighborhood Greenway?

A safer, calm residential street for you and your family



# Best Locations

Residential streets with low speeds, volumes and few hills



that take you to schools, parks, farmers markets, libraries and shops

# Slow Speeds = Safety

Lower speed limit to 20 mph



- Drivers are better able to stop and prevent collisions
- More calm environment

# Speed Humps

Add about one speed hump per block

- Slows motorists and people riding bikes
- Reduces cut-through traffic





# Signs and Markings

Add signs and markings to help people find their way around the neighborhood



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

# Safer Crossings at Busy Streets

Add curb extensions, rapid flashing beacons, crosswalks, medians or traffic signals



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

# Stop Signs

Add stop signs at streets crossing the greenway



- Calms traffic entering and crossing the greenway
- Improves safety for people walking and biking on greenway

# Sidewalk and Pavement

Smooth sidewalks and streets and add curb ramps



- Safer for you and your family to walk and ride bikes
- Helps people in wheelchairs, or with strollers

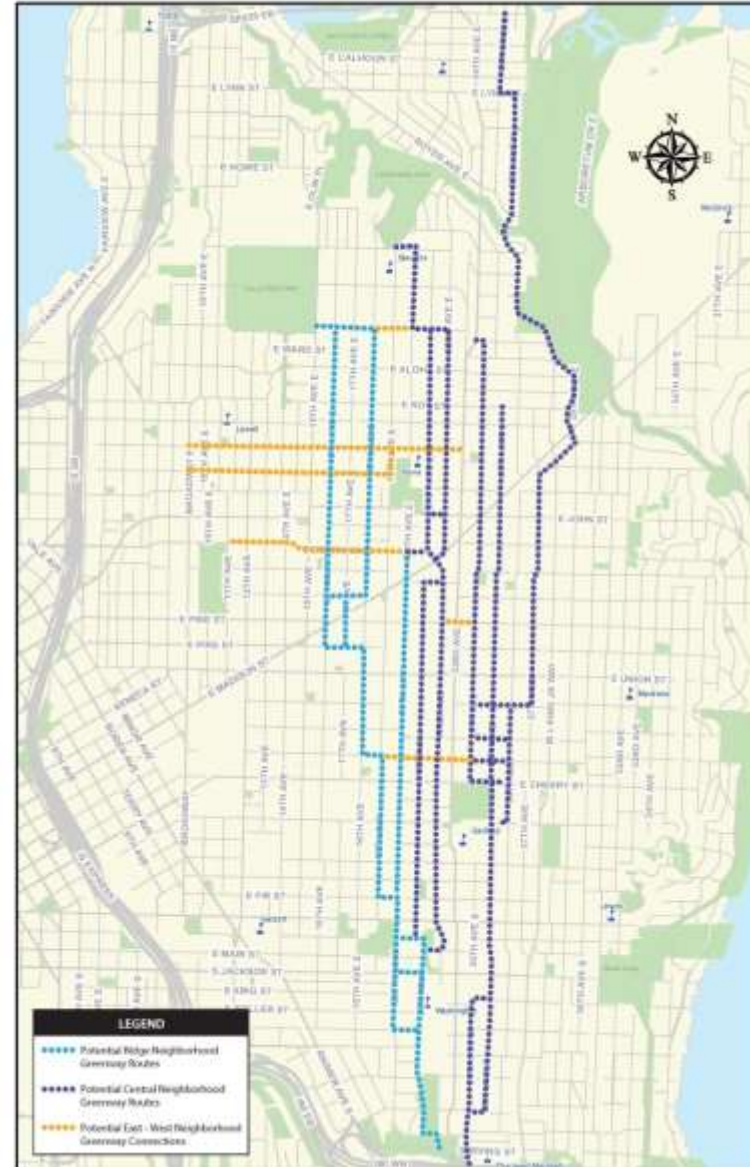
# Creating a Central Area Network

## Central Neighborhood Greenway

- First phase from E John to S Judkins streets
- Final design and construction in 2014
- Budget for Phase 1 and 2: \$2.4 M

## Ridge Neighborhood Greenway

- Planning and design in 2014
- From Volunteer Park to I-90 Trail



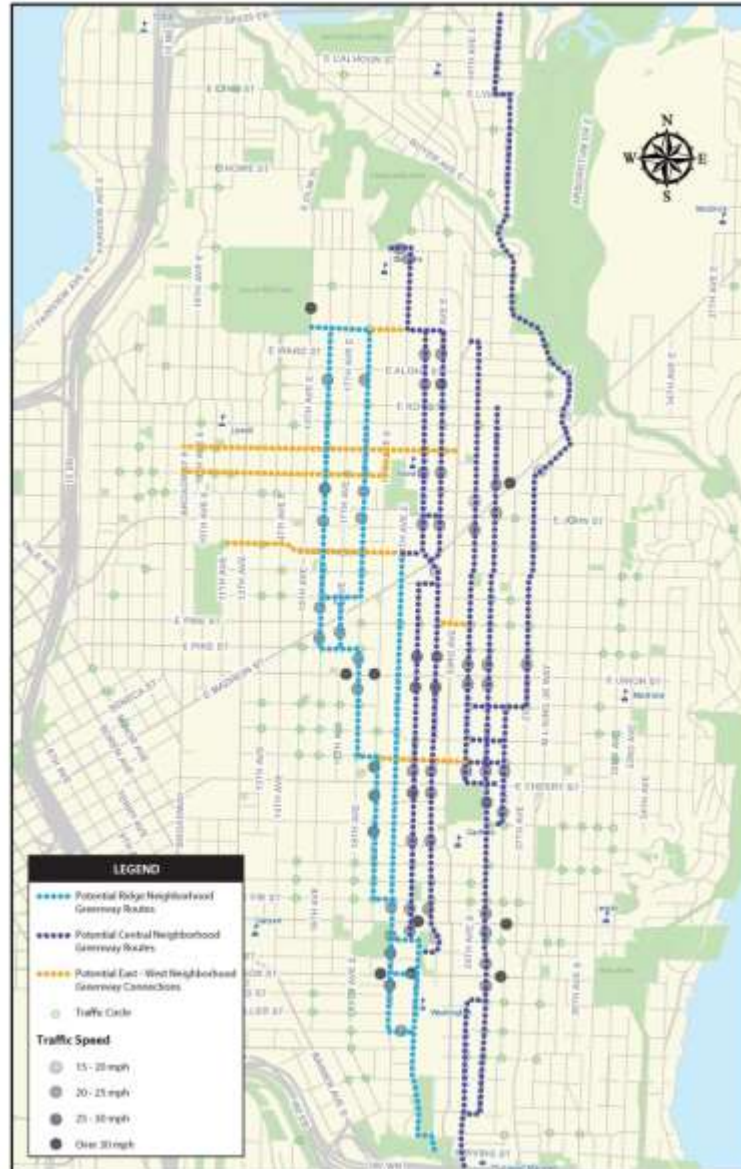
# Selecting a Greenway: Slope



# Selecting a Greenway: Volumes



# Selecting a Greenway: Speeds





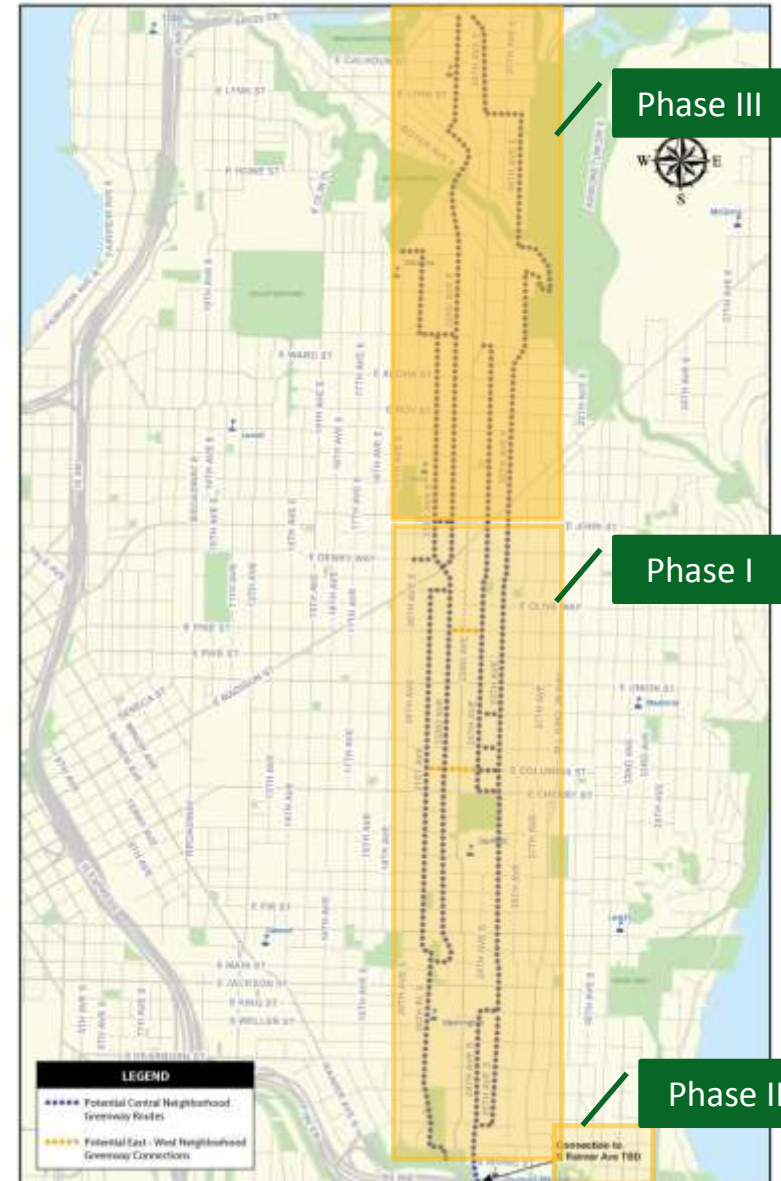
# Central Neighborhood Greenway

## Project location

- E Roanoke Street to Rainier Avenue S

## Implementation

- Three phases
- First phase from E John to S Judkins
- Options include:
  - East: 25<sup>th</sup> or 24<sup>th</sup> avenues
  - West: 22<sup>nd</sup> or 21<sup>st</sup> avenues



# Shared Characteristics of 21<sup>st</sup>, 22<sup>nd</sup>, 24<sup>th</sup>, 25<sup>th</sup>

- Average **speeds** are 20-25 mph
- Average **Daily Traffic Volumes** are 100-500 vehicles a day
- Low number of **collisions with bicycles**
  - 21<sup>st</sup> – 1; 22<sup>nd</sup> – 0; 24<sup>th</sup> – 1; 25<sup>th</sup> – 0



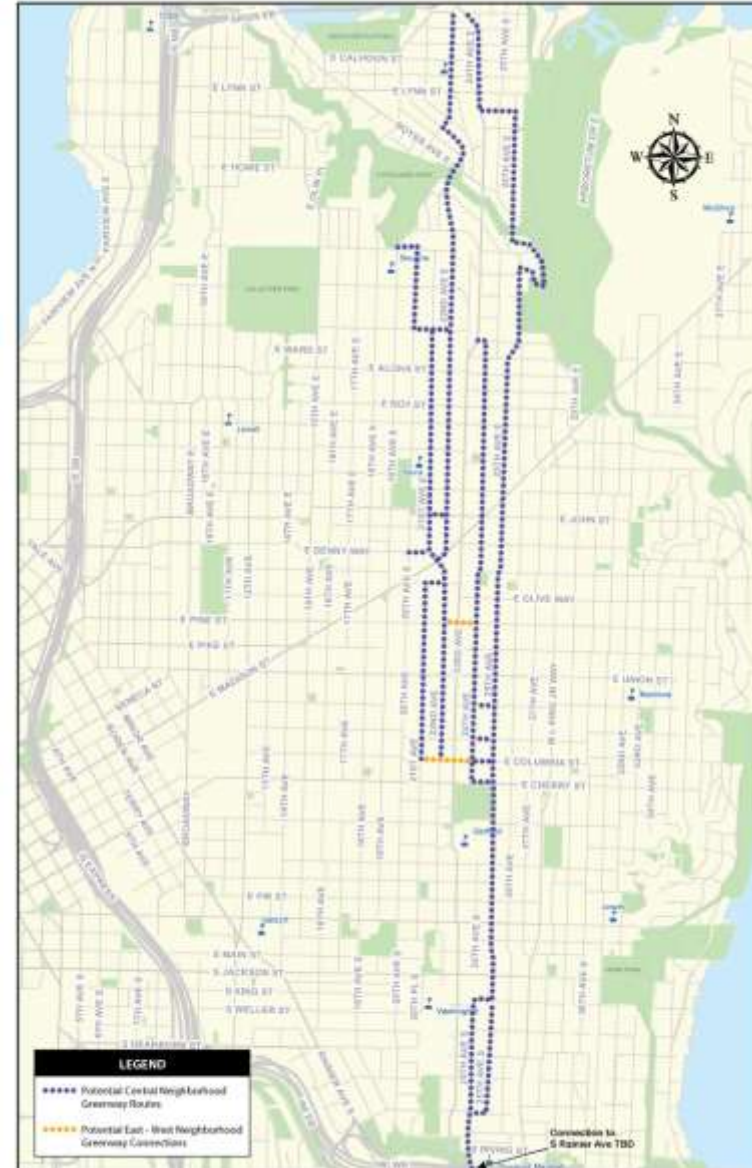
# Pro's and Con's 21<sup>st</sup> and 22<sup>nd</sup> Ave

## Pro's

- Access to 23<sup>rd</sup> Avenue
- Controlled crossing at Madison (traffic signal)
- Moderate grade on east-west routes north of Olive
- Existing traffic circles

## Con's

- Potential conflicts at Holy Names and WA Middle School during school hours
- Steep east-west routes south of E Cherry



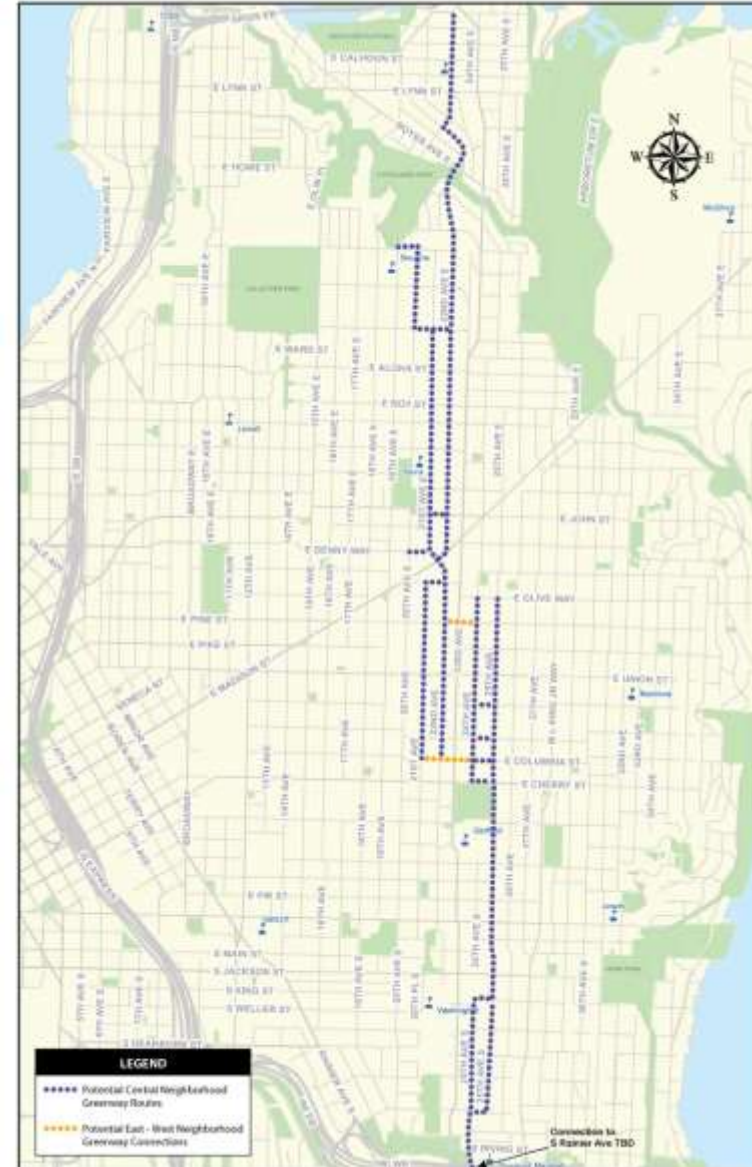
# Pro's & Con's 24<sup>th</sup> and 25<sup>th</sup> Ave

## Pro's

- Access to 23<sup>rd</sup> Avenue
- Moderate grade on east-west routes from S Judkins to E Cherry
- Existing traffic circles
- Connection to I-90 trail

## Con's

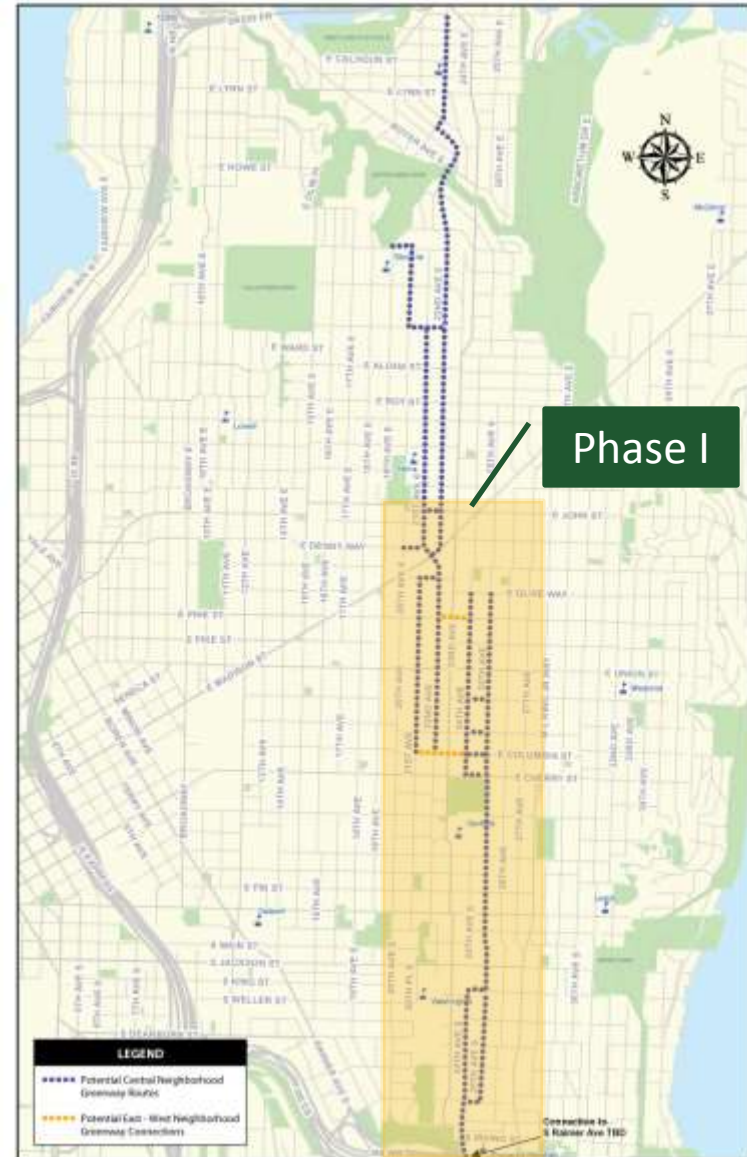
- Pavement conditions north of E Madison on 24<sup>th</sup>
- Steep east-west routes north of Olive
- Difficult crossing at E Madison/John/24<sup>th</sup>
- Potential conflicts at Garfield during school hours



# Priorities

Most promising route for Phase I

- Connects people to 23<sup>rd</sup> Avenue
- Has community support
- Supports all ages and abilities with flattest route
- Low car volumes and speeds
- Considers Pedestrian and Bicycle Master Plan recommendations





# Next Steps

*Dec 2013/Jan  
2014:*  
Community  
briefings

*Early 2014:*  
Public meeting

*Mid to late 2014:*  
Final design and  
construction of  
Central NGW

# SPAB Feedback

- Do you have a preference for a route on the West or East side of 23<sup>rd</sup>? If so, why?
- Any feedback on the Ridge Neighborhood Greenway study area?

