WELCOME

Thank you for coming to tonight's meeting to learn about transportation improvements and a potential neighborhood greenway.

5:30 PM

Please sign in and browse the information located at stations around the room:

- Neighborhood Greenways
  - Objectives
  - Western Options
  - Eastern Options
- N 92nd Protected Bike Lanes
- Tell Us What Your Think

7:00 PM

Meeting ends. Don't forget to complete an online survey

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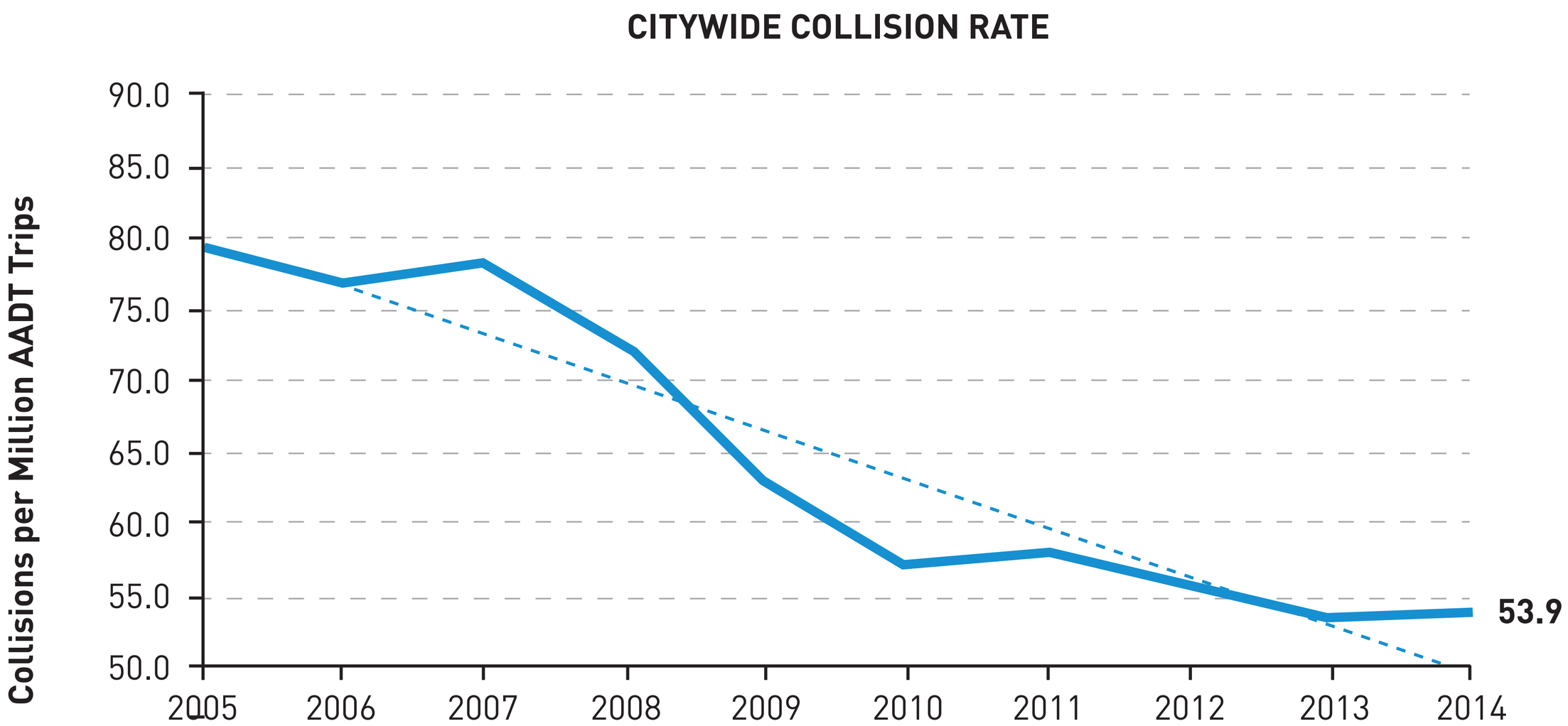
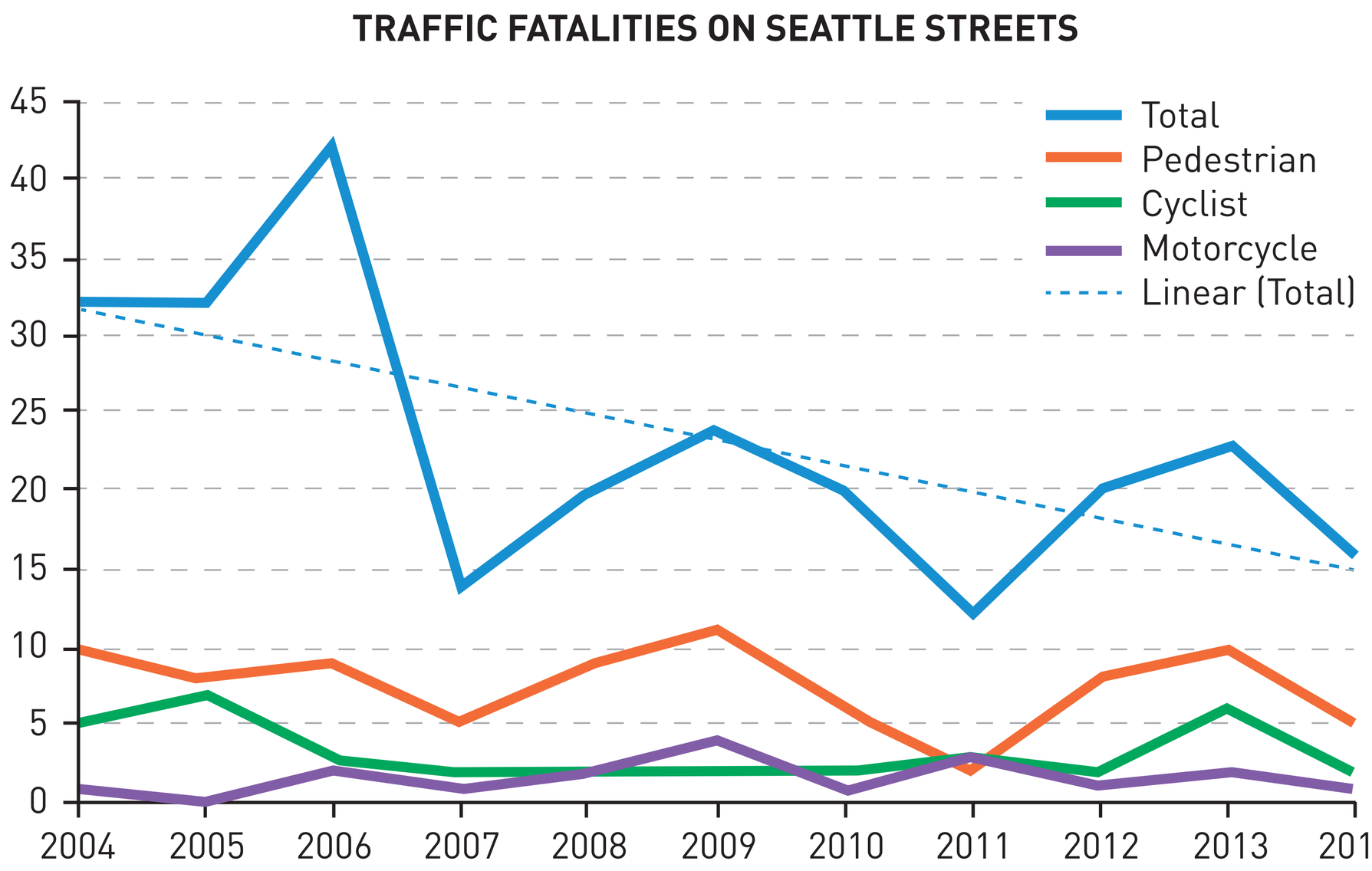
FOCUS ON THE MOST VULNERABLE

Collision rate continues downward trend



Crashes with people walking and biking make up 8 percent of total crashes, but **50 percent of fatalities**



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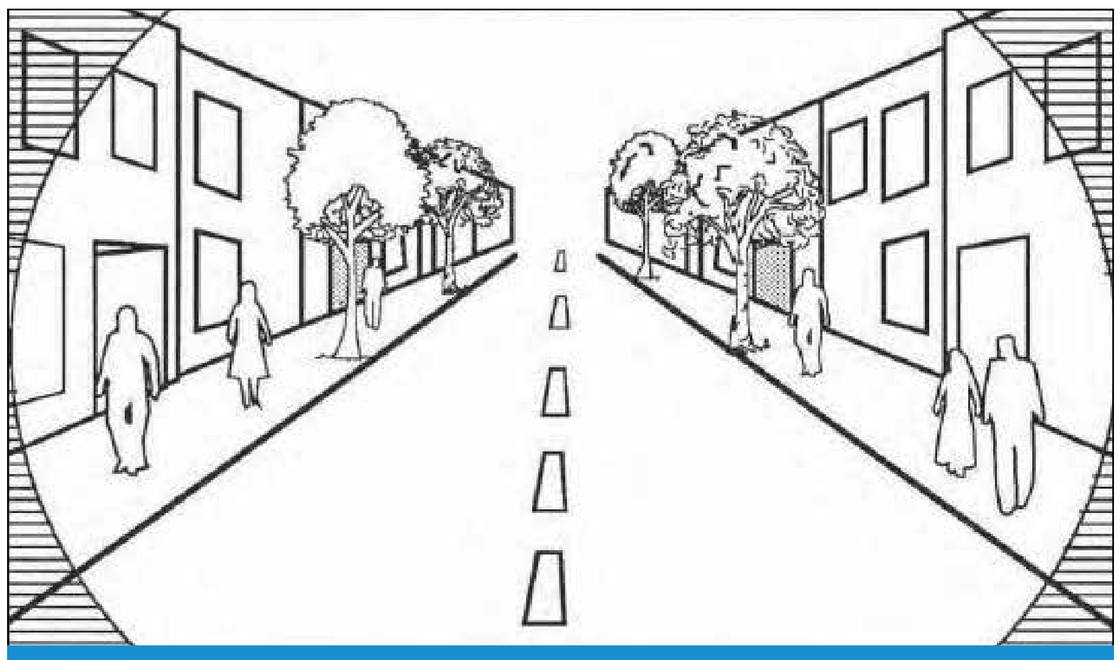
VISION ZERO
SAFER STREETS FOR SEATTLE

City of Seattle

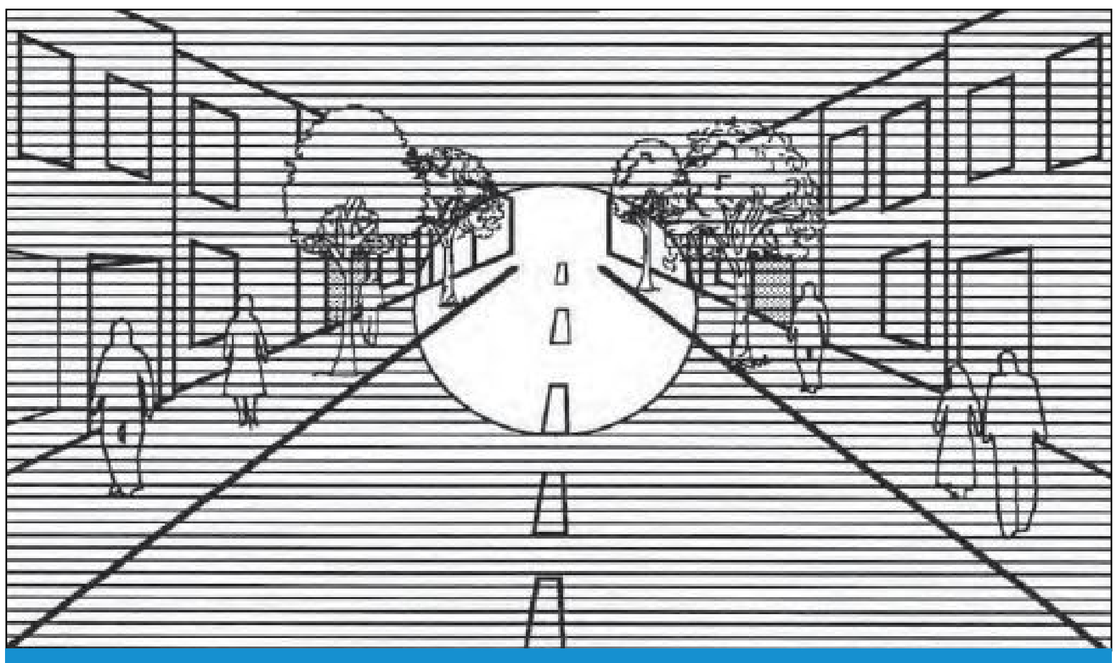
SDOT
Seattle Department of Transportation

SEATTLE POLICE

WHY SPEED MATTERS



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

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 lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

We should not accept death as a byproduct of commuting. It's time to slow down to the speed of life.

The average car trip in Seattle is 3.5 miles. Reducing the speed limit from 35 to 30 mph will add about a minute to this trip (or 17 seconds per mile), assuming free flowing traffic

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VISION ZERO SAFER STREETS FOR SEATTLE

City of Seattle

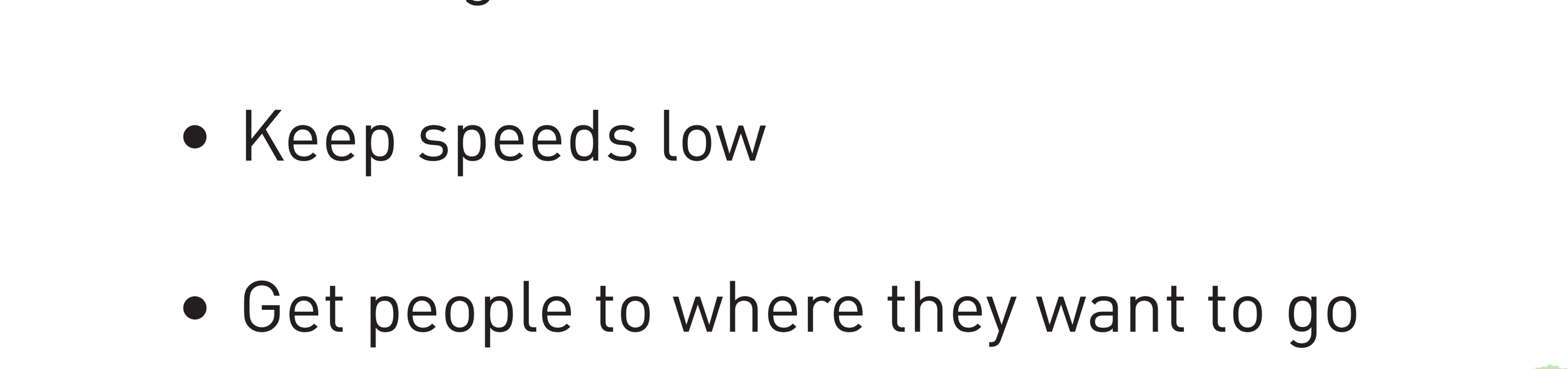
SDOT Seattle Department of Transportation

SEATTLE POLICE

NEIGHBORHOOD GREENWAY GOALS

On streets with low volumes and speeds, a greenway can:

- Improve safety
- Help people cross busy streets
- Discourage cut-through traffic
- Protect the residential character of our neighborhoods
- Keep speeds low
- Get people to where they want to go



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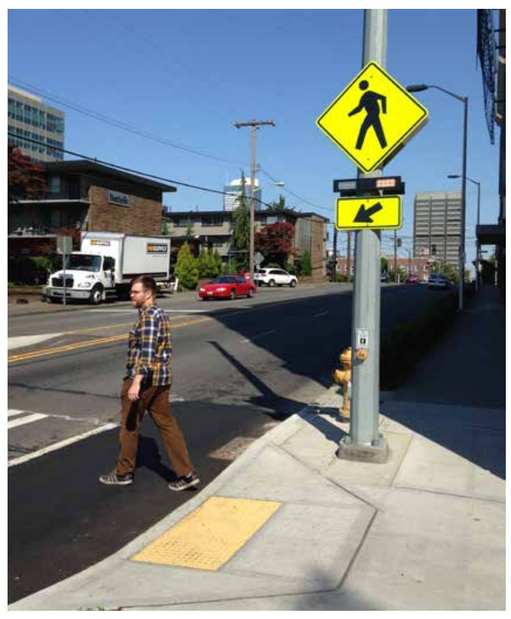
GREENWAY DESIGN ELEMENTS

Slow Speeds and Stop Signs

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

Safer Crossings at Busy Streets

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



Speed Humps

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

Placemaking

- Promote the activation of public space

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

www.seattle.gov/transportation/greenways.htm

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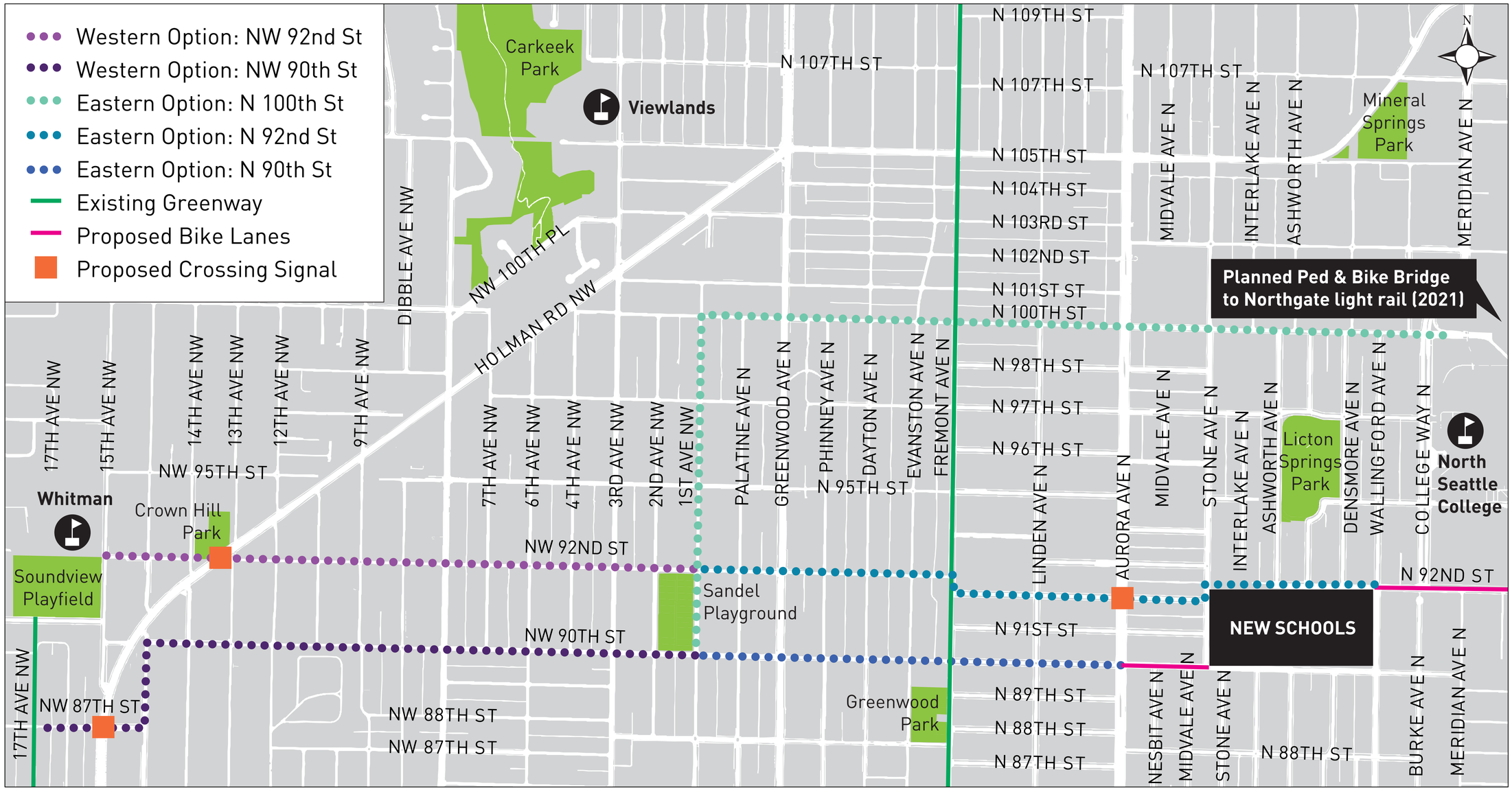
NEIGHBORHOOD GREENWAY ROUTE OPTIONS



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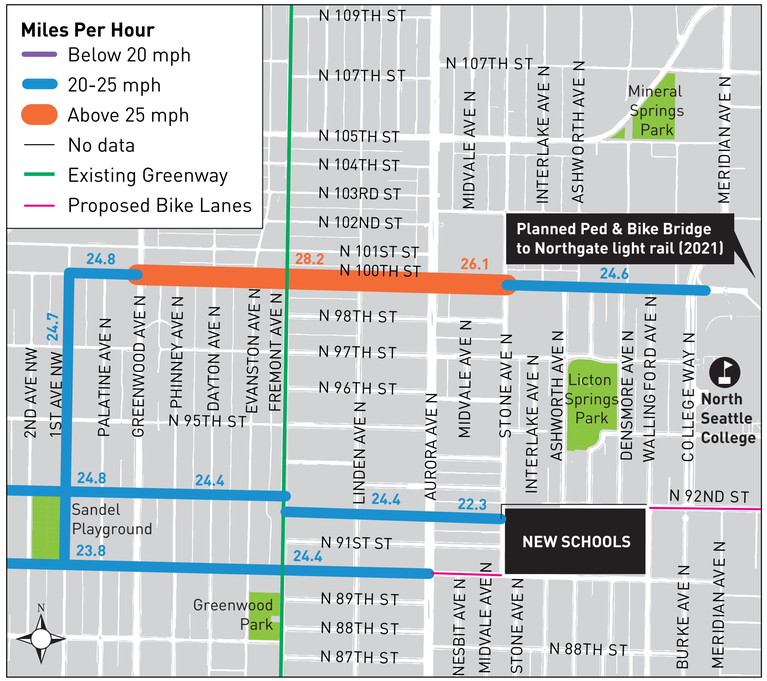
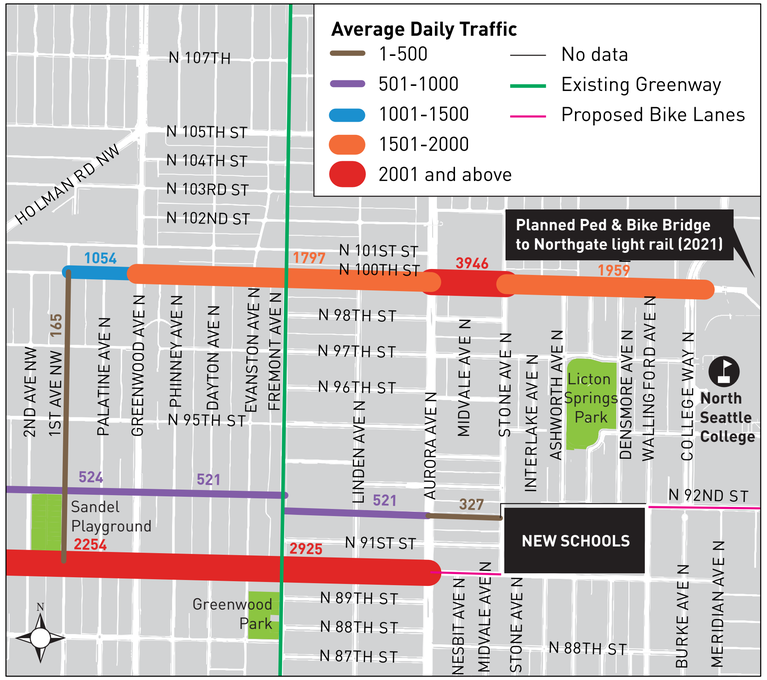
EASTERN OPTIONS: DATA

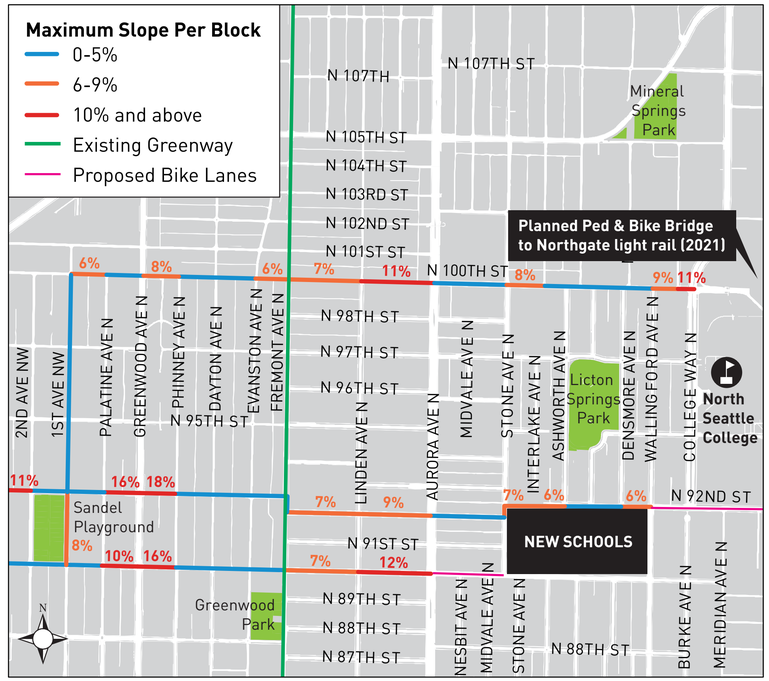
Traffic Speeds*



Traffic Volumes



Maximum Slopes



*Based on the 85th percentile. As in the speed at which 85% of people are driving at or below.

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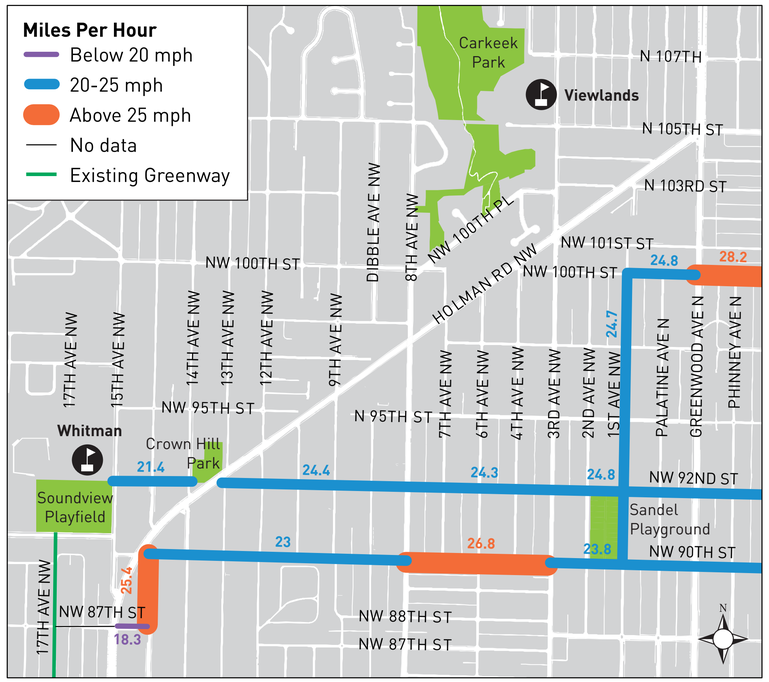
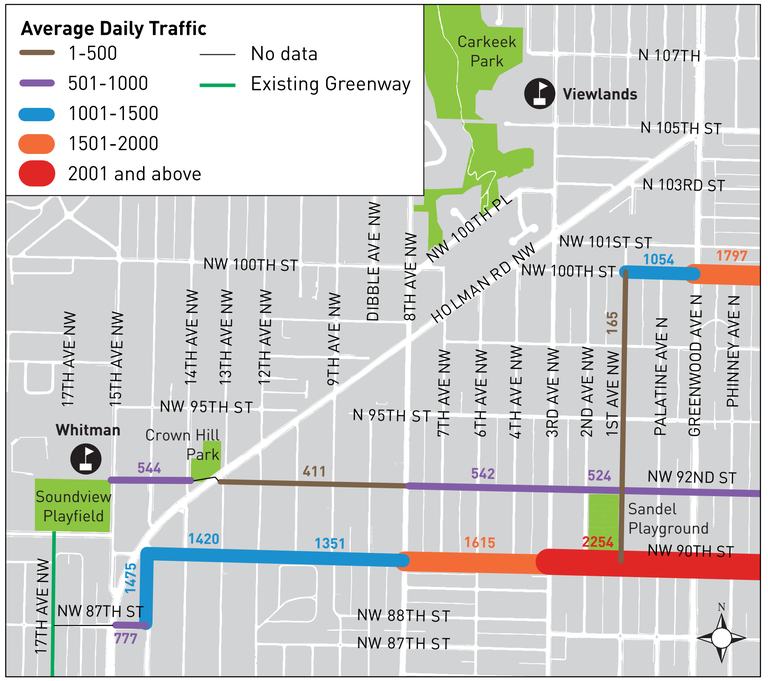
WESTERN OPTIONS: DATA

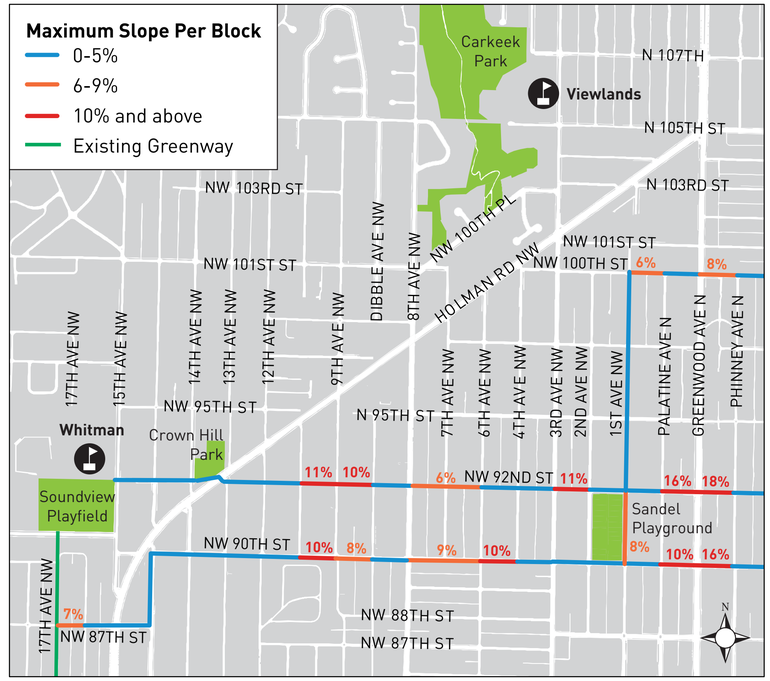
Traffic Speeds*



Traffic Volumes



Maximum Slopes



*Based on the 85th percentile. As in the speed at which 85% of people are driving at or below.

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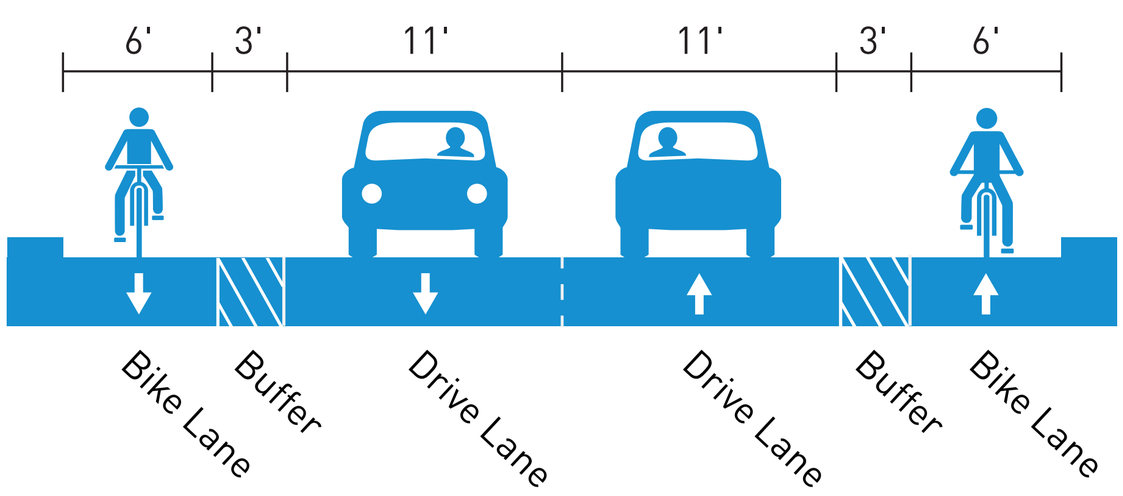
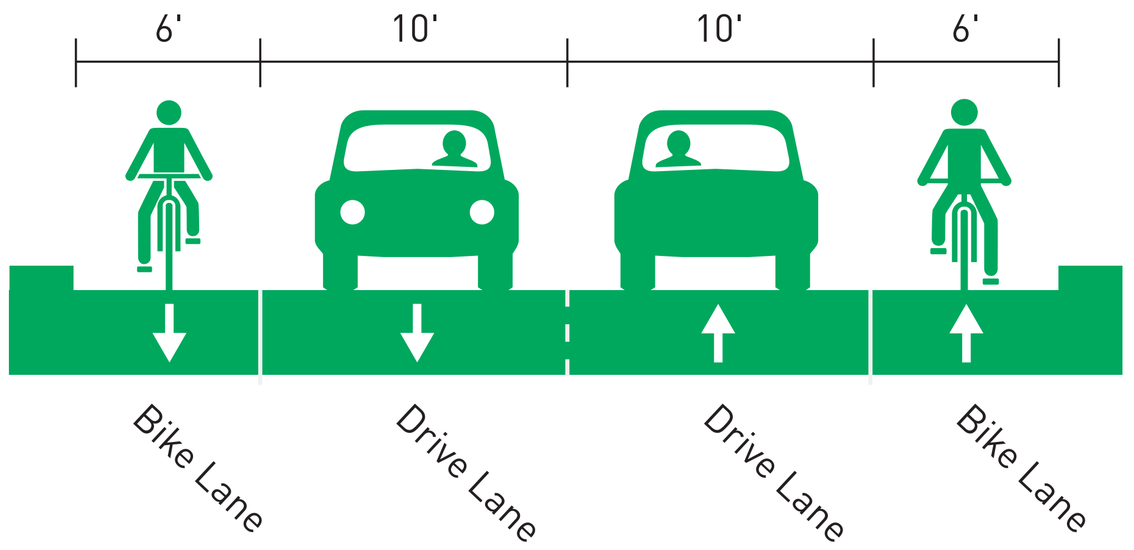
N 92ND ST PROTECTED BIKE LANES
PROPOSED CROSS SECTIONS

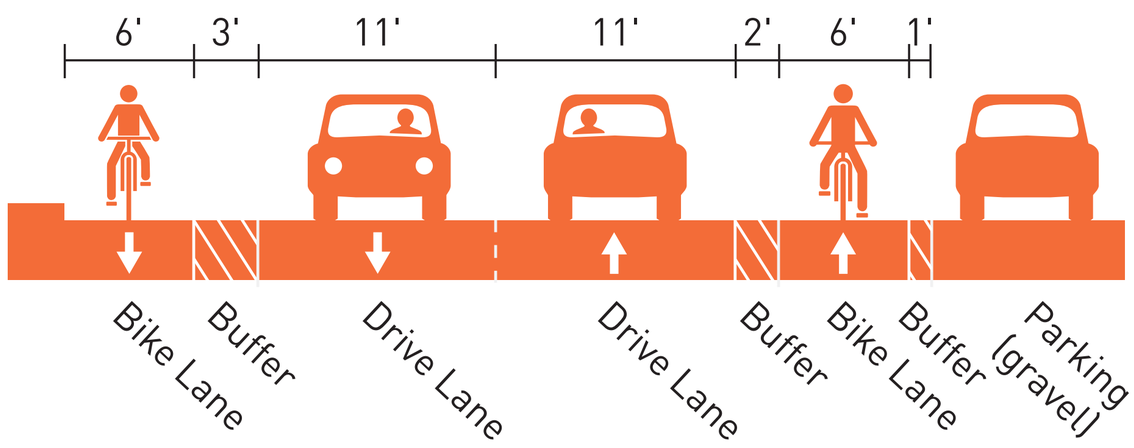
Wallingford Ave N to Meridian Ave N

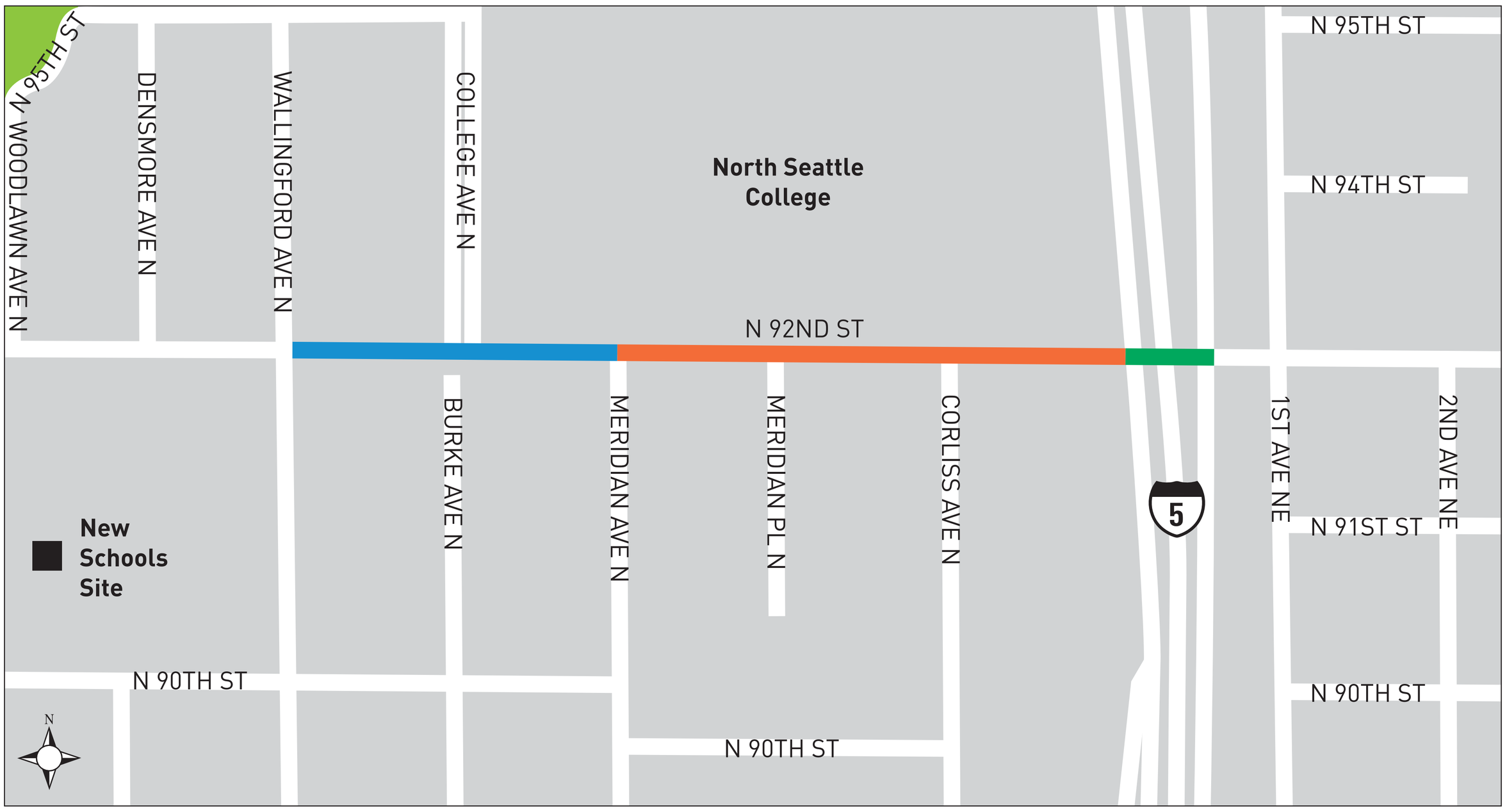


N 92nd St Bridge



Meridian Ave N to bridge





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TELL US WHAT YOU THINK

www.seattle.gov/transportation/NSeattleSafety.htm

Learn more, fill out an online survey, explore the feedback map, complete a comment card.

Contact us

Dan Anderson
Sr. Communications Outreach Specialist
(206) 684-8105
dan.a.anderson@seattle.gov

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NEIGHBORHOOD GREENWAY ROUTE EVALUATION CRITERA (SAMPLE)

	STREET A	STREET B	STREET C
1. SAFETY			
Traffic volume	🟢	🟢	🟢
Traffic speed	🟢	🟢	🟢
Collision history	🟡	🟡	🟡
Ease of arterial crossings	🔴	🔴	🔴
2. PAVEMENT CONDITION			
Drainage	🟢	🟢	🟢
Condition of existing roadway	🟡	🔴	🔴
Condition/presence of sidewalk	🟡	🟡	🟡
3. ACCESS			
Schools	🟡	🟡	🟡
Community destinations (parks, libraries, community centers, etc.)	🟢	🟡	🟡
Services (café, post office, stores, etc.)	🟢	🟡	🟡
Public transportation	🟡	🟢	🟡
Helps create greenway network	🟢	🟢	🟡
End point connections (bike lanes, trails, other routes)	🟢	🟡	🟡
Parallels higher volume/speed routes	🟢	🟢	🟢
Not a truck, transit, emergency route	🟢	🟢	🟢
4. ROUTE CONTINUITY			
Directness of route	🟢	🟢	🔴
5. TOPOGRAPHY - GRADE			
Slope of existing street	🔴	🔴	🔴
6. PEDESTRIAN/BIKE TRAVEL			
Existing use by people walking	🟢	🟢	🟢
Existing use by people biking	🟢	🟢	🟢
7. COMMUNITY SUPPORT			
Level of supportive feedback	🟢	🟢	🟡
SUMMARY			
🟢	13	11	7
🟡	5	6	9
🔴	2	3	4