

FIND IT FIX IT

COMMUNITY WALKS
HOSTED BY MAYOR ED MURRAY



Find It, Fix It Community Walks Post Walk Update

Wallingford

June 2017



Seattle
Neighborhoods



CITIES OF
SERVICE



On March 14, 2017, Mayor Ed Murray led the 21st Find It, Fix It Community Walk in Wallingford. Over 85 community members and representatives from 15 City departments attended the walk to discuss public safety issues and highlight positive aspects of the neighborhood. This report summarizes all of the City's current response to Wallingford's community concerns and questions brought up during the Find It, Fix It Community Walk process.



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LETTER FROM MAYOR MURRAY



City of Seattle
Mayor Edward B. Murray

Dear Wallingford Neighbors,

I'm pleased to share this report with you on what has taken place since the Wallingford Find It, Fix It Community Walk in March. My goals for this report are to provide information on issues that were brought to my attention on the walk, while sharing those that have been successfully completed, as well as provide helpful resources on how to address ongoing concerns in collaboration with the City of Seattle.

This walk was a success due to the consistent support of community members and Find It, Fix It Community Walk Partners who provided input during the planning stages, invited neighbors to the event, joined the walk, or contributed in other ways.

I would like to recognize and thank all the people and organizations who participated in the Community Walk:

- The Wallingford Community Council and the Wallingford Chamber of Commerce for providing time during meetings to discuss and plan the walk.
- Community members Kira Cha, Frank Fay, Susanna Lin, Mike Ruby, Miranda Berner, Lee Raaen, Rhonda Bush, Robert Hartner and Greg Hill for speaking and sharing their experience along the walk.
- Seattle Department Directors and staff who attended and have worked to answer the community's questions and address the needs brought up at the walk.
- Councilmember Rob Johnson for representing this neighborhood and attending the event.
- Finance and Administrative Services for sending the Mobile Customer Service Center.

Thanks also to our Find It, Fix It Community Walks partners who made the Wallingford walk possible: Cities of Service, City Arts Magazine, Archie McPhee's, Bootyland, Sock Monster, Molly Moon's, Murphy's Pub, Pam's Kitchen, and Wide World Travel Store.

I look forward to building upon the partnerships made and strengthened through the Wallingford Find It, Fix It Community Walk.

Sincerely,

Edward B. Murray
Mayor, City of Seattle

Office of the Mayor | 600 Fourth Avenue, P.O. Box 94749, Seattle, WA 98124 | 206-684-4000 | seattle.gov/mayor

SERVICE REQUEST STATUS

Below are the updates for the Find It, Fix It Mobile Application requests and Customer Service Bureau service requests via phone or web sent in during and following the walk in Wallingford. The yellow updates signify fixes that are still in progress and the green updates mean that the fix is complete.

Don't have the Find It, Fix It App? Android users can download the app from the Google Play Store:

play.google.com/store/apps/details?id=gov.seattle.searequests and iPhone users can download it from the

App Store: itunes.apple.com/us/app/find-it-fix-it/id568509551?mt=8.

Concern	Location	Department	Updates	Status
Street light poles dangerously leaning towards an active road.	Greenlake WY N & N 50 th St	Seattle City Light	Pole 1363990 City Light is on course to remove the steel pole that is in danger of falling.	Completed 3/27/2017
Hand hold covers needs replacing.	N 50th St	SCL	Replaced and Fixed	Completed 3/27/2017
Pedestrian sign is too low, rips clothing and have had an individual hit their head on it.	N 45th St and Woodlawn Ave N	Seattle dept. of Transportation	SDOT raised the sign at this location.	Completed 4/24/2017
Pot Holes	<ul style="list-style-type: none"> o SR- 17-00038586 o SR- 17-00038863 o SR- 17-00039689 o SR- 17-00040748 o SR- 17-00041347 	SDOT	Filled	Completed
Sewage overflow through manholes during heavy rain.	5th Ave NE	SPU	The concern provided wasn't clearly detailed. When making concern and issue reports keep them as detailed as possible. Speculated sewage drains were swept in this area 3/19/17	Completed
Illegal dumping along 5th Ave. NE Between 50th St. and NE 60th St.	5th Ave NE	SPU	Completed 3/15/17	Completed

ISSUES & CONCERNS

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Concerns	Location	Department	Update	Status
Personal garbage cans being used to hold parking spots for residential home.	1427 N 52nd St	SDOT	SDOT responded on April 27 and sent a notice to the property owner that the containers cannot be in the right of way. We will follow up with additional warnings or citations if they are not removed.	Completed
Curb broken	4332 Meridian Ave N.	SDOT	The replacement at 4328 Meridian Ave N is scheduled for the week of May	Completed

Request for stop signs at: Eastern & North 43rd and 1st Avenue & North 43rd

To avoid unintended consequences, The City of Seattle, like many jurisdictions, follows national guidelines when deciding whether “Stop” or “Yield” signs are appropriate at an intersection, and does not routinely provide “Stop” or “Yield” signs at residential street intersections. These guidelines are based on such factors as collision frequency, sight distance and relative traffic volumes on the intersecting streets. While the installation of a stop or yield sign may seem an easy “fix”, it can increase the number or severity of collisions. Many people also believe that a stop sign will slow traffic on residential streets, when in fact stop signs are often not effective in controlling speeds.

SDOT evaluated the reported collision history at these locations and our records indicate the intersections experienced no reported collisions at Eastern Avenue & North 43rd St and one reported collision at 1st Avenue & 43rd St. in the last three years. From experience SDOT know that not all collisions are reported and certainly the city does not use the number of reported collisions as a sole benchmark for evaluating intersection operation, but the historical incidence of reported collisions is an indicator of whether or not a street or intersection is operating reasonably safety. SDOT findings suggest that the roadway is operating as planned for the prudent driver by following the basic right-of-way rule and after evaluating the intersection in accordance with national guidelines, this location does not warrant stop sign installation at this time.

TRANSPORTATION

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Cancellation of the “Bridging the Gap” grant awarded to the Wallingford Community Council

On January 26, 2016 SDOT decided to eliminate the Waterway 22 project from the Neighborhood Street Fund construction and to re-evaluate the traffic and safety issues at this location.

The original concept was to place the new sidewalk where the casual footpath is, entirely south of the existing roadway and crash barrier. This solution would have involved two factors not authorized within the Neighborhood Street Fund program: use of non-SDOT property and a Fish & Wildlife permit.

As a result, the project design placed the new Waterway 22 sidewalk partially on top of the south side of the existing roadway. This required shifting the travel lanes to the north, eliminating curbside parking on the north side of N. Northlake Way just east of Stone Way North, which was understood. However, this configuration also made certain truck turning movements effectively impossible, which was not initially apparent. Modifying this design could not preserve these existing freight movements, when this problem was identified in November 2015 the project was placed on hold.

Repainting bike sharrows along Stone Way, including green bike lanes at the cross streets for bicyclist safety	Stone Way	SDOT	A work order has been issued to re-paint the bike lanes on Stone Way and this work will be completed when weather and crew availability permits.	In Process
No pedestrian crossings along Green Lake Way	Greenlake WY N & N 50th ST.	SDOT	Re-channelization has some potential, and SDOT are evaluating if it is feasible. Remarketing this section (in either a revised or in the current configuration) will be done after the weather improves and we can rely on warm dry days for the marking crews – so SDOT have time to make sure they get the evaluation done right.	In Process

A request for crosswalk with flashers at 47th St and Stone Way

As you can probably imagine there is more demand for Rectangular Rapid Flash Beacons than we have funding to install. Although SDOT can't say what the future will hold, this area is not a location where SDOT are currently planning



to install these devices. As SDOT look to long range planning for our pedestrian master plan, we will start including other locations with high pedestrian and cyclist crossing rates.

However, this sounds like a project that may be ideal for the Your Voice, your Choice program through the Department of Neighborhoods. This program is an opportunity for community members to brainstorm and submit potential project ideas to be funded throughout the city. The small-scale physical improvement projects must be under \$90K and can range from crosswalks, medians, flashing beacons, sidewalk repair, curb ramps, park benches, trail improvements etc. Unfortunately, the deadline for submission just passed and will not be open again until mid-September 2017. More information can be found here: <http://www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice>

Consider applying for Neighborhood Matching Fund. This fund is highly recommended for developing neighborhood or street plans. It can also be used to install a traffic calming device if there is a documented problem. More information can be found here: <http://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund>.

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Speeding concerns along: North 46th St from Meridian to Stone Avenue

In the past, SDOT had a fairly substantial traffic calming program, and were often able to design and deliver projects identified through our community process and constituent requests. However, demand has outpaced our ability to construct calming devices like speed humps and traffic circles which is why we have partnered with the Department of Neighborhoods to help keep options open to neighborhoods seeking traffic calming. SDOT now proactively look at locations each year that have shown a pattern of injury collisions, speeding, and high pedestrian use. To ensure that all residents in our city have equitable, fair and consistent treatment, we prioritize these improvements using city-wide data and focus resources on those locations with the highest need. While this street does not prioritize highly for a traffic calming devices through SDOT's program, the neighbors can still pursue traffic calming devices.

- 1) Report incidents to the police: Improving safety drives the decision-making around traffic calming. We use collision data that is reported to the police to prioritize projects.
- 2) Conduct a speed study. Residents have access to radar equipment available for checkout at our neighborhood service centers. More information about checking out the radar gun can be found at Neighborhood Traffic Calming here: http://www.seattle.gov/transportation/ntcp_calming.htm
- 3) Consider applying for Neighborhood Matching Fund. This fund is highly recommended for developing neighborhood or street plans. It can also be used to install a traffic calming device if there is a documented problem. More information can be found here: <http://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund>.



Speeding concerns along: North Pacific St & N. Northlake Way

Traffic calming on arterial streets is challenging because of the multiple purposes they serve. Arterial streets are designed to move people and goods efficiently within and through Seattle, to provide routes for quick and efficient emergency response, and they may serve as your neighborhood street as well.

SDOT targets corridors where there has been a pattern of speeding issues and a high number of collisions when compared to city streets of similar land-use, functional classification and traffic volumes. Examples of these priority streets include: 35th Ave SW, SW Roxbury St, and Rainier Ave S.

Based on this prioritization, N Pacific St and N Northlake Way are not currently identified for funding. However, while these streets do not prioritize highly for traffic calming through SDOT's program, you can still pursue traffic calming devices.

The Your Voice, your Choice program through the Department of Neighborhoods sounds like it may be an ideal fit. This program is an opportunity for community members to brainstorm and submit potential project ideas to be funded throughout the city. The small-scale physical improvement projects must be under \$90K and can range from crosswalks, medians, flashing beacons, sidewalk repair, curb ramps, park benches, trail improvements etc. Throughout the month of February, your Voice, Your Choice will be collecting ideas. Unfortunately, the deadline for submission just past and will not be open again until next year but here is the link so you can review the details. <https://www.surveymonkey.com/r/3JHT9MS>.

SIDEWALKS

SEATTLE DEPARTMENT OF TRANSPORTATION

Seattle Department of Transportation (SDOT) released a draft of the [Pedestrian Master Plan \(PMP\)](#) for public comment in early July of last year. The Plan identifies priority locations for pedestrian improvements throughout the city over the next 20 years based on a citywide analysis of data related to the plan goals of Vibrancy (demand), Safety, Equity, and Health. Because SDOT can only afford to build or improve a certain number of sidewalks or crossings each year, the intent is to focus resources in areas where conditions are difficult and where people need to be able to walk the most.

SDOT collected public input until August 2016, including feedback on the Plan's proposed prioritization methodology, the Priority Investment Network, and other strategies included in the Plan (including low-cost walking improvements). The full public review draft (as well as additional project information) is available online at seattle.gov/transportation/pedMasterPlan.htm, as well as at all public libraries. You can also sign up to receive project notifications at the webpage listed above. Public comments were used to develop the Mayor's recommended plan that went to City Council for review in early 2017 and scheduled for approval this summer.

Damaged Sidewalks

A little known fact about sidewalk repair in Seattle is that maintenance is the responsibility of the adjacent property owner unless the sidewalk has been damaged by the City (a City-maintained tree or City crews). Like many other cities, Seattle's laws require that adjacent property owners keep their sidewalks in good repair and safe for public travel. This means keeping the sidewalk clear from vegetation overgrowth, snow and ice accumulation, as well as making repairs to the sidewalks when damaged. Additional information can be found here: seattle.gov/transportation/cams/CAM2208.pdf.

In addition to sidewalk repairs by property owners, SDOT carries out a large number of projects through our Sidewalk Repair Program. More information on this program is available here: seattle.gov/transportation/sidewalkrepair.htm.

If you would like to report specific locations that are in need of maintenance, you can report them by calling the SDOT Road Line at (206) 684-ROAD (7623) or by filling out an online form at seattle.gov/transportation/potholereport.htm. SDOT crews will then perform any temporary repairs needed at that location and notify the property owner of their responsibility to repair the sidewalk.



(BEFORE)

<p>Broken road surface</p>	<p>3528 Meridian Ave.</p>	<p>SDOT</p>	<p>SDOT crews placed asphalt shims at this location. The damage to the street is due to a privately-maintained tree and SDOT generally performs temporary make-safe repairs when damage results from privately-maintained trees. Attached are before/after photos of the repair. SDOT also talked to a resident after the work was completed and they indicated that the shims significantly improved the rideability at this location.</p>	<p>Completed</p>
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(AFTER)

Ways to Make the Streets Safer for Pedestrians

SDOT has been working on an update to the Pedestrian Master Plan (PMP). The PMP identifies priority locations for pedestrian improvements over the next 20 years based on a citywide analysis of data related to the Plan's goals of vibrancy (demand), safety, equity, and health. Because SDOT can only afford to build or improve a certain number of sidewalks or crossings each year, the intent is to focus resources in areas where conditions are difficult and where people need to be able to walk the most.

The updated PMP includes a "Priority Investment Network" (PIN) which identifies streets where SDOT proposes to direct pedestrian improvements. The PIN was developed based on input from residents across Seattle who told us that we should focus pedestrian investments on:

- Streets connecting families and children to schools
- Streets connecting people to transit stops
- Sidewalks and crossings on busy arterial streets
- Residential streets where sidewalks are missing
- Locations where pedestrians have been injured

As such, the PIN includes all streets (both arterial and non-arterial) that provide walking connections to public schools and frequent transit stops. The maps within the PMP will identify the streets that provide these key walking connections, which will be prioritized for pedestrian improvements during the 20-year planning timeline.

SDOT collected public input until August 22, including feedback on the Plan's proposed prioritization methodology, the Priority Investment Network, and other strategies included in the Plan (including low-cost walking improvements). The full public review draft (as well as additional project information) is available online at seattle.gov/transportation/pedMasterPlan.htm, as well as at all public libraries. You can also sign up to receive project notifications at the webpage listed above. Public comments will be used to develop the Mayor's recommended plan that will go to City Council for review and adoption in the first half of 2017. In addition to sidewalk development called for in the PMP, there are several other options that neighbors can pursue to make streets safer for pedestrians in their neighborhood. These include:

1) Get in touch with your local neighborhood/community council

Connecting with your neighborhood council is always a great way to gauge what type of support you have for what you are proposing and gain support from others as you begin to strategize solutions moving forward. Contacts can be found here: <http://www.seattle.gov/Documents/Departments/Neighborhoods/Districts/District-4-info.pdf>

(Continued on page 14)

2) Report incidents to the police

Improving safety drives the decision-making around traffic calming. SDOT uses collision data that is reported to the police to prioritize projects.

3) Conduct a speed study

Residents have access to radar equipment available for checkout at our neighborhood service centers (seattle.gov/customer-service-centers). More information about checking out the radar gun can be found at the Neighborhood Traffic Calming page at seattle.gov/transportation/ntcp_calming.htm.

4) Apply for a small-scale improvement in a park or street in your neighborhood

Your Voice, Your Choice: Parks & Streets is an opportunity for community members to directly decide how to spend \$2 million of the City's budget on small-scale physical improvement projects in Seattle's parks & streets (i.e. crosswalks, medians, flashing beacons, sidewalk repair, curb ramps, park benches, trail improvements, etc.). Each project must be under \$90K. For more information, visit <http://www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice>. Throughout the month of February, Your Voice, Your Choice will be collecting ideas! Submit your project idea(s) here: <https://www.surveymonkey.com/r/3JHT9MS>.

5) Consider applying for Neighborhood Matching Fund

This fund is highly recommended for developing neighborhood or street plans. It can also be used to install a traffic calming device if there is a documented problem. For more information, visit: seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund





Street trees missing, tree pits are hazardous to pedestrians.

SDOT has a street tree management plan that has the city broken down into 27 management units. We have committed to prioritizing 3 management units per year. You can read more about that plan here: [https://www.seattle.gov/](https://www.seattle.gov/transportation/STMP.htm)

[transportation/STMP.htm](https://www.seattle.gov/transportation/STMP.htm) Wallingford is not currently scheduled for this year, but Ballard and the University district are, so we have added the N/NE 45th corridor to our plan so there is continuity. Our crews will be completing tree pruning on 45th likely by the end of April. Along with that pruning, there are still a few removals that need to be scheduled. SDOT will communicate the locations of all tree removals and explain the reason for removal to the community council before they are scheduled. One example, is a tree in front of the Key Bank at Densmore. The tree has shifted and is obstructing the sidewalk, causing people to walk onto the bank's property to get around it. As soon as all of the tree removals are complete, SDOT will schedule stump grinding. We will replace the trees this year, but that will not happen until late in the year, likely November-December. SDOT can evaluate paved over tree pits and consider them for planting. Most of the time we find that an adjacent property owner has made the decision to do that without our permission. If it is a pit that we have paved, or allowed to be paved, there would have been some other factor that prevented a tree from being replanted. We do plant two trees for every one we remove, but there is not always space for two in the same location. Part of our street tree management plan is to prioritize tree replacements in the three management units we have prioritized for the year. This year, 45th is an exception to the plan because it is a connector to management units that are prioritized.

We would love to support a volunteer event to work on tree pits. If your community can help organize that effort, SDOT can provide the logistical support with tools, mulch, soil or gravel depending on what is needed. We did this before in 2014 where 28 people improved 97 tree pits, picked up garbage and made a significant impact to the business district.

WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

Needles, syringes, and lancets are considered biomedical waste and dangerous litter and require proper disposal. It is illegal in Seattle to put sharps in the trash, as it is dangerous for sanitation workers. If you use or find sharps, information on how to properly dispose of used sharps is below:

4 Ways for Seattle Residents to Report Sharps on City Property

1. **Report** sharps via the Find it, Fix it Mobile App: www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app.
2. **Call** the illegal dumping hotline at (206) 684-7587 Monday to Friday, 8:00am-5:00pm.
3. **Complete** an Illegal Dumping Report which you can find online at www.seattle.gov/util/environmentconservation/ourcity/reportillegaldumping/.
4. **Contact** the Parks Maintenance Request Line to report sharps on City of Seattle **parks grounds** Monday to Friday, 7:00am-3:30pm, at (206) 684-7250. After hours, contact the Park Duty Officer at (206) 982-4583.

City staff can clean up discarded sharps in public areas but are unable to remove sharps from private property. If you are unsure if a discarded sharp is on public or private property call the Customer Service Bureau at (206) 684-2489 (CITY) for advice.

Sharps Collection Pilot Program

Visit www.seattle.gov/util/sharps to learn more about the City's Sharps Collection Pilot Program and to see a map of the six secure sharps disposal boxes throughout the city. Sharps can also be disposed of at the North and South Transfer Stations.

Tips for Picking up Sharps on Private Property

If you find sharps on private property in your neighborhood, use these tips to maximize your safety:

- To pick up sharps safely, you will need at least a **sharps container** (i.e. an old detergent bottle, coffee tin, or other thick plastic container), **gloves**, a **grabber tool** (i.e. tongs, pliers, or tweezers), and **closed-toed shoes**
- Treat all discarded sharps/needles as if contaminated.
- Never pick up discarded sharp/needles with your bare hands. Wearing **gloves** can protect against fluid contamination, but not punctures or cuts.
- Do not attempt to recap a syringe if found uncapped.
- Place the puncture proof container on a flat surface. Do not hold the container while disposing of the sharp. Use your **grabber tool** to pick up the sharp/needle.

WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

- Pick up the sharp/needle by the barrel (the part farthest away from the needle point), pointing the sharp tip away from your body.
- Recap the container, and secure with tape.
- Dispose of the grabber tool or rinse with a bleach solution.
- Wash your hands and other exposed areas with soap and water afterwards.
- Deliver the container to one of the six sharps bins located throughout the city.

Tips for Disposing of Sharps from Private Property

- Avoid walking a far distance holding a sharp/needle.
- Place the needle point down into the sharps container.
- Hold the container by the top when carrying.

Where to Dispose Sharps from Private Property

In the City of Seattle, it is *illegal* to dispose of needles, lancets, and syringes in your regular garbage can or recycling container.

- If you do not have a sharps container, make one from an empty household container that cannot be punctured, stays upright, is made of heavy-duty plastic, does not leak, and that has a tight-fitting lid.
- Do not use a milk container, glass container, water bottle, or soda can to make a sharps container.
- If you make your own sharps container, clearly label the container "SHARPS, DO NOT RECYCLE." Make sure to tape the top on securely.
- Sharps drop boxes are available 24 hours a day at the following locations through Seattle Public Utilities:
 - Intersection of Airport Way South and South Holgate Street
 - Intersection of 27th Avenue South and Cheasty Boulevard South (center median)
 - Fremont Canal Park (199 North Canal St, Seattle, WA 98103)
 - Freeway Park (700 Seneca St)
 - Mineral Springs Park (1500 North 105th St, Seattle, WA 98133)
 - Roxhill Park (2850 SW Roxbury St, Seattle, WA 98126)
- Check with your pharmacy or healthcare provider to dispose of sharps containers. Medical sharps such as lancets may also be placed in one of the disposal bins listed above.

Bring full sharps containers to the new North Transfer Station (1350 North 34th Street) or the South Transfer Station (130 South Kenyon Street) from 8:00am-5:30pm, 7 days a week. It is free to dispose of one sharps container per trip.

Questions on Sharps Disposal?

- Visit <http://www.seattle.gov/util/EnvironmentConservation/OurCity/SharpsCollection/index.htm> or call Seattle Public Utilities at (206) 931-5411 or (206) 684-3326
- Visit www.kingcounty.gov/healthservices/health/communicable/hiv/resources/disposal.aspx or call Seattle-King County Public Health at (206) 263-2000.

MISCELLANEOUS UPDATES

Waterway 20 and the SPD Harbor Patrol

Since 1963, SPD's Harbor Patrol has operated with exclusive use of Waterway 20, which is owned by the state Department of Natural Resources (DNR). Although during this time SPD has retained exclusive use of the property, the City had no official permit to do so. The Wallingford Community Council and the Center for Wooden Boats has been seeking public access to Waterway 20.



The City is working diligently with DNR on executing a use permit.

- DNR is finalizing the use permit contract language, which we expect will give the City exclusive use of Waterway 20. Although public access is typically required under DNR policy, our understanding is that by granting exclusive use to the City that requirement is waived.
- We anticipate that DNR will require us to not allow public access under this use permit. We believe this is due to the Department of Ecology's cleanup efforts in the surrounding area.
- We also anticipate that the conditions of the use permit would require the City to meet monthly with the Wallingford Community Council and Center for Wooden Boats to create a conceptual plan for use of Waterway 20 that meets the interests of both the City and the community. We would essentially be looking at how to accommodate public access in the future.
- The City is fully prepared to abide by any requirements and stipulations DNR sets forth in the use permit terms.

FIND IT, FIX IT COMMUNITY PROJECT GRANTS

In partnership with [Cities of Service](#), the City of Seattle is offering up to \$5,000 in mini-grants for the 2017 Find It, Fix It Community Walks neighborhoods to support community-led revitalization and beautification projects. Community members can submit Find It, Fix It Community Project Grant applications for Wallingford since there weren't any accepted applications for this neighborhood.

The selection committee will extend the application deadline to June 28, 2017. If you are interested, project leads should collaborate with the Wallingford community to maximize community involvement and participation.

Project Examples : Belltown P-Patch Wall Mural



(Before)



(After)

- Litter Pick-up
- Graffiti Removal
- Open Space Maintenance /Activation
- Community Clean –Up

To download an application please visit: <http://www.seattle.gov/neighborhoods/outreach-and-engagement/find-it-fix-it-community-walks>

If you would like to volunteer for a Community Project in a Find It, Fix It Community Walk neighborhood, please contact Paige Madden at Paige.Madden@seattle.gov or at (206) 233-5166.

COMMUNITY CONTACTS AND RESOURCES

Community engagement Coordinator

Laurie Ames, Laurie.Ames@seattle.gov, Office: (206) 684-0320, Cell: (206) 510-3033

Website: <http://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-district-coordinators>

Seattle Police Department North Precinct

Website: <http://www.seattle.gov/police/about-us/police-locations/north-precinct>

HALA

Website: <http://www.seattle.gov/hala>

Community Groups & Media :

Friends of the Burke-Gilman Trail at Sand Point

Website: <http://www.burkegilmanvolunteers.org/>

FAWN– Fremont, Aurora, Wallingford Neighbors

Website: <https://fremontuniverse.com/tag/fawn/>

Wallingford Community Council

Website: <http://www.wallingfordcc.org/>

Wallyhood

Website: <http://www.wallyhood.org/>

Customer Service Bureau

For service requests or information on City programs and services, call the City Information and Complaint Line at (206) 684-2489 (CITY) voice or (TTY) 7-1-1. To submit service requests online, visit <https://seattle-csrprodwi.motorolasolutions.com/Home.mvc/Index>.



FIND IT
 **FIX IT**

COMMUNITY WALKS 
HOSTED BY MAYOR ED MURRAY

Find It, Fix It Program Coordinators

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Email: Paige.Madden@seattle.gov

seattle.gov/finditfixit