

# CIP Project Suggestions, by District Council

**District Council**    Central

**Project Title**

Jackson Place Traffic Calming

**Project Location**

bounded by Rainier S., S. Jackson, 29th Ave. S, and I-90

**Project Description**

(1) Make S Jackson Place a one-way street heading west (from Rainier) to prevent traffic from using this as a cut-through from Rainier Ave. S.;(2) Diagonal block of 16th S and S King intersection to prevent traffic from using King and 16th as cut-through paths to areas east and north of Rainier Ave. S.; (3) Diagonal block of 18th S and S Weller to prevent Weller from being used as a cut-through to or from Rainier Ave. S. A Turnabout at this location already exists. (4) Diagonal block of 18th S and S Lane to prevent Lane from being used as a cut-through to or from Rainier S. A turnabout at this location already exists. (5) Stop sign at S Weller and 20th S to stop traffic at before St. Mary's church, Giddens School, and MLK Jr. Day Home Center. As well, the stop sign will make the turn to Weller from 20th safer for the hundreds of parents dropping off their children at Washington Middle School. (6) Addition of a stop sign at S Charles and Hiawatha S to ensure safety of bike riders on Hiawatha (entrance and exit point for I-90 bike trail) and to limit cut-through traffic coming off of Rainier. Turnabout at this location is an existing condition. (7) Addition of a stop sign at S Charles and 20th S to create safer entrance for traffic onto 20th from Charles where visibility is limited. (8) Stop sign at S

**Project Justification**

See actual form and area map attachment.

**Reviewing Department**    SDOT

**Dept Recommendations**

The Jackson Place Community Council has currently submitted an application for funding via Neighborhood Matching Fund to update the traffic plan that was developed for them by a consultant they hired in 1995. SDOT needs to review the updated plan prior to supporting any implementation. In addition, the community will be required to show that the majority of the residents most affected by the measures support the proposal (minimum of 60%). In addition, items 5, 7, and 8 proposes traffic calming devices on an Arterial Street. At this time, SDOT does not have an adopted policy for Arterial Traffic Calming therefore, SDOT cannot support these measures.

**District Council**    Central

**Project Title**

Miller Park Addition

**Project Location**

Miller Park

**Project Description**

I propose the installment of park benches and tables at Miller Park. There is some green space at the park that is currently unused. It would be nice for Miller Park to have more park-like features.

**Project Justification**

I think the addition of park benches and tables will best serve the neighborhood and families in this community. It will help to bring the community together. Currently the park is underused - having only a sports field and children's playground.

**Reviewing Department**    Parks

**Dept Recommendations**

Add project to the Asset Management Plan.  
Possible NCRF funding.

**District Council**    Central

**Project Title**

Pedestrian Safety - Martin Luther King Way, Norman to Cherry

**Project Location**

Martin Luther King Way, between South Norman Street and East Cherry Street

**Project Description**

Martin Luther King Way is a barrier for neighborhoods to the West and the East. This is difficult especially for school children walking to Leschi School and the Seattle Girls School and for families, especially children, who want to play in the newly renovated Flo Ware Park and the soon-to-be-renovated Powell Barnett Park. Traffic is fast on Martin Luther King Way and the street is wide. For pedestrian safety, we want a pedestrian island, and a pedestrian crossing at East Alder with flashing light, to make Powell Barnett Park available to children living west of MLK.

**Project Justification**

Approximately 10,000 residents, many of them school children, will benefit by this project: by much improved pedestrian access to schools and parks west of Martin Luther King Way (Leschi Elementary School, Seattle Girls School, Flo Ware Park, Powell Barnett Park, Frink Park and Leschi Park) and by improved access to shopping, jobs, Douglass-Truth Library and schools (Washington Middle School and Garfield High School) to the east of MLK Way. The existing condition is too wide a street to easily cross, considering the fast traffic and turning that are common to the MLK Way. The existing condition fails to ignore new factors such as changes in lifestyles to walk more for health, and greatly upgraded parks (Flo Ware Park and Powell Barnett Park) that are magnets for the children, as well as the new school (Seattle Girls School) and prospects for reducing the use of school buses for high school students, who may elect to walk rather than to ride Metro buses.

**Reviewing Department**

SDOT

**Dept Recommendations**

There may be opportunities to fund part of this request through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods. Still under department review.

**District Council**    Central

**Project Title**

Rainier Ave S. Repairs I-90 to S. Jackson St. for One Mile

**Project Location**

**Project Description**

The road beyond the Westbound Exit onto Rainier Avenue South from the I-90 Tunnel/Bridge into Seattle is in real need of extensive repairs and design upgrades. At the present, it is an unappealing looking entrance to the city for those not choosing to stay on

I-5 and a crowded, bumpy ride as well. My ideas are as follows: The road location needing repairs is Rainier Avenue South between I-90 Exit 3A, B, to South Jackson Street, a length of one mile. The issues of this road section are: there are numerous side streets for local entrances and exits. Some of these should be blocked permanently as potential for accidents is heavy. For traffic heading north beyond Dearborn Avenue South a traffic "choke point" occurs as traffic lanes are reduced by one. Westward traffic from Dearborn South is to 2 major stadiums for 120,000 people who mostly arrive by auto. There is an extensive "washboard" roadbed at the NW corner of the intersection at Dearborn South Street going South.

This has been there for many, many years. Extensive holes and cracks produce a very bumpy roadbed. Installation of pavement reflecting type markers for all lanes especially through the "choke point" area at Dearborn would especially aid drivers unfamiliar with this complex and not too carefully marked road. The whole roadbed when finished should be made smooth and clearly marked for night or day driving.

**Project Justification**

**Reviewing Department**    SDOT

**Dept Recommendations**

SDOT will be repaving Rainier Avenue South between S Dearborn and Jackson Streets in 2006 as part of a grant-funded CIP project.

**District Council** Central (Powell Barnett Park, Madrona, and park on 34th and Marion) and Southeast (Seward Park)

**Project Title**

Adult-size pull-up bars in parks

**Project Location**

(1) Powell Barnett Park, MLK Way and E. Alder St.; (2) Madrona Park, Lake Washington Blvd. and Madrona Drive; (3) Seward Park; (4) the park next to Madrona School, 34th Ave E and E. Marion St.

**Project Description**

Request for new facilities in each of the 4 parks above: adult-size pull-up bar (bar height would be about 7 feet 6 inches for an athletic or tall adult; about 6 feet 6 inches for smaller adults). (1) Powell Barnett Park is about to be rebuilt and we suggested this at the public meeting, but the idea seemed to be brushed off. It would be great to place these near the new playground equipment that is going in. (2) Madrona Park. It's along a popular jogging route. Perfect for a pull-up bar. Anywhere along the paved path would be great. (3) Seward Park. Popular place to take the kids. Why not a pull-up bar near the playground? (4) The recently renovated park in Madrona on 34th and Marion would also be a great spot.

**Project Justification**

Anyone who is on the lookout for free, uncomplicated, quick ways to exercise; any adult who's waiting while the kids play in the playground; anyone who loves old-school workouts; and anyone who wants to build upper-body strength would benefit from this. This is an inexpensive, simple, almost maintenance-free piece of equipment that used to be commonly available in parks as part of the Parcourse or Fit Trail systems. With all the emphasis on fitness and weight loss, this is a great thing to put next to playgrounds. Give the adults something to work on while the kids play. Existing facilities are inadequate because adults in city parks need more to do than sit on benches and walk in circles. Thank you for considering this basic and cost-effective idea.

**Reviewing Department**

Parks

**Dept Recommendations**

Add project to the Asset Management Plan. Possible NCRF funding.

**District Council**    Central and East

**Project Title**

Business Neighborhood and Street Intersection Video Surveillance & Record

**Project Location**

Various businesses neighborhoods and major intersections along the Pike, Pine and Madison Corridors between Broadway and 15th Avenues.

**Project Description**

Video cameras to be installed on utility poles and public and/or private buildings in order to monitor and surveill pedestrian and vehicular traffic.

**Project Justification**

**Reviewing Department**

SDOT

**Dept Recommendations**

Still under department review. Being referred to the Seattle Police Department.