

# CIP Project Suggestions, by District Council

**District Council** Citywide

**Project Title**

Bike Lane Realignment

**Project Location**

Citywide

**Project Description**

The current configuration of painted bicycle lanes are very dangerous for the cyclist because they are in direct competition for road space with cars. By reconfiguring the bike lane such that it is next to the curb and the parked cars are located closer to the traffic lane (where the current bike lane is). It separated the cyclists from the moving cars. In addition it greatly reduces the likelihood of an accident in which a parked car's driver's side door is opened in front of a cyclist. This style of bike line has been implemented in many European cities with great success. Please see example in Malmo Sweden Please see [www.i-sustain.com/learningCenter/Presentations/Scandinavian%20Lessons%20in%20Mobility.pdf](http://www.i-sustain.com/learningCenter/Presentations/Scandinavian%20Lessons%20in%20Mobility.pdf) -Page 32 for an example.

**Project Justification**

There are many cyclists that have been injured or killed while riding on our city streets. By providing a safer way to ride we will reduce the accidents and increase bicycle mode of comminuting. This project can be implemented with very low costs as in most cases it just requires re painting the parking cycling lane.

**Reviewing Department** SDOT

**Dept Recommendations**

This is not something we would consider. Putting the bike lane between the curb and the parked cars prevents right-turning motorists from seeing bicyclists. Motorists leaving driveways would block the bike lane as they waited for a gap in traffic, and bicyclists would not be able to turn left. Additionally, this configuration is not allowed in local, state, or federal guidelines.

**District Council**    Citywide

**Project Title**

Bike Lanes

**Project Location**

Seattle, citywide

**Project Description**

Seattle has a very insufficient and disconnected system of bicycle lanes. Specifically, I am referring to designated lanes on roadways, not bicycle/pedestrian trails. A project to connect existing bicycle lanes and add them to roadways that currently do not have them should begin as soon as possible. It should start with the Downtown, Capitol Hill, and the University District neighborhoods because in my opinion those are the areas with the greatest density of people and therefore could benefit the most from the addition of bicycle lanes.

**Project Justification**

I am not sure how many people could benefit from this upgrade, but currently there are hundreds of daily commuters in the city who must negotiate an inadequate system of bicycle lanes, trails, and streets. If the city widened streets to accommodate bike lanes, or redesignated some streets (for example I believe Portland has some bike/bus only streets downtown) it is possible that the number of bicycle commuters would increase dramatically. This would reduce traffic congestion, reduce pollution, and help people lead healthier lives. I believe one of the biggest drawbacks to bicycle commuting is the danger posed by trying to squeeze between a lane of moving traffic on the left and parked cars on the right. Downtown is nearly impossible to travel due to the bus traffic and narrow lanes, and riding on the sidewalks with so many pedestrians is not safe either. There is only one bicycle lane in all of downtown and it is on a one-way street! I know there is not an easy solution, but I would really appreciate a dedication to making the city bicycle friendly. I have had many friends report an increase in drivers who yell or swerve toward the cyclist because of the perception that we don't belong on the roadways. I think that bicycle lanes help remind drivers that we are on the roads, and that there is room for all of us.

**Reviewing Department**    SDOT

**Dept Recommendations**

We are currently completing a Bicycle Master Plan for Seattle. One of the main objectives is to create an interconnected system of bike lanes, signed bike routes, and multi-purpose trails. This project is fully funded and a draft will be completed by December 2006.

**District Council** Citywide

**Project Title**

Brighter Street Lights

**Project Location**

Throughout Seattle

**Project Description**

Install brighter street lights in Seattle.

**Project Justification**

The street lights in Seattle are much darker than in other cities. Brighter street lights would make more people go out and walk at night. More people on the streets and brighter lighting would help reduce crime.

**Reviewing Department** SDOT

**Dept Recommendations**

A number of other cities use a drop lens in the luminaire which can provide more horizontal light and also more glare. The City of Seattle uses a cutoff luminaire which puts more light down on the street and less in adjacent private property and drivers eyes. This type of fixture is our standard. Light levels are then calculated based on this type fixture and usually installed meeting or exceeding the IES Standard (Illuminating Engineering Society).

**District Council** Citywide

**Project Title**

Capital Improvement Program

**Project Location**

Seattle area

**Project Description**

My request is not specific to one area. Because of the no smoking rule, smokers are throwing their butts on the street. I work in Ballard and it's awful, especially in front of the bars, restaurants and bus stops. I propose tasteful ashtrays are placed in key areas to enable the smokers to dispose of their cigarette butts. There is also the fact that these butts will eventually end up in our water. There is a good example of a well-designed ashtray in front of Ballard Hospital. It is cone shaped at the top so the smoker can simply drop their butt in the container and the public doesn't have to look at the nasty butts.

**Project Justification**

The idea of no smoking in public places is great, but the general public and especially the non-smokers should not have to see the trash in our beautiful city.

**Reviewing Department** SPU

**Dept Recommendations**

1) This project is not currently included in CIP budget. 2) This is not a viable CIP project, nor would it be appropriately a CIP program. This would be an O&M program and should be a joint effort between businesses, the public, and the City."

**District Council**    Citywide

**Project Title**

Capital Improvement Suggestion

**Project Location**

**Project Description**

Capitol Improvement Suggestion. What Seattle needs most of all is a way to reduce the amount of trash and large trash items left around the city. Mufflers, etc. lie along the streets along with plastic bags, broken bottles, fast food wrappers and boxes, etc. There needs to be more, larger and free receptacles throughout the city. It is not cost effective to have small hard to maintain receptacles to prevent some people from disposing of things. Waste disposal needs an overhaul in thinking. Simply have a tax assessment that covers all that is needed and then mandate that business and homes sort better. As they do in Japan. The city will be vastly improved if it is CLEANER! Neighborhoods will improve. I bet even crime would drop! The newspapers and tv need to be used to teach Seattle more about recycling properly and about waste disposal.

**Project Justification**

**Reviewing Department**    SPU

**Dept Recommendations**

1) This project is not currently included in our CIP (or O&M) budget. There is no such project in the CIP – nor is this an appropriate program for CIP funding – it would be O&M. We do have an illegal dumping program as well as trash and recycling containers in public places. 2) This is not a viable CIP project. Strategies for increasing enforcement or public education to reduce littering and illegal dumping could be considered. Providing for waste pick up through taxes goes against the idea of waste prevention and recycling - it essentially offers free disposal of whatever you want. This would be an O&M program.

**District Council** Citywide

**Project Title**

City-Wide Bike Stations

**Project Location**

Major Summer Venues and City Parks

**Project Description**

I would like to suggest a project to get more people out of their cars, reduce greenhouse gasses, improve transportation, and support the Kyoto Protocol, embraced by Mayor Nichols and the city of Seattle. First, develop secure bicycle parking stations at the most common destinations, such as downtown, the university district, Seattle Center, South Lake Union, Pike Place Market, Magnuson Park, Myrtle Edwards Park and the like. Second, support valet bike stations at major summer events, such as the summer concert series, fourth of July fireworks shows, Bumbershoot, and the Folklife Festival. Such services might be contracted to existing bicycle clubs, which offer similar services at their own events.

**Project Justification**

Our bicycle trails are valuable, but insufficient alone to significantly increase use of bicycles as a serious alternative mode of transportation. Part of the reason is that bicycle theft is easy and common, and riders are wary. Both strategies offer cyclists a safe means to park bicycles, with saddlebags and cargo, while they dine, shop, work, or attend a festival. Modest fees for parking would help offset costs. This approach would reduce traffic congestion at major events and maximize use of the new and expanded Burke Gilman trail system .

**Reviewing Department** SDOT

**Dept Recommendations**

Secure bicycle parking is now required as part of most new development and major redevelopment. Additionally, SDOT has a program to install bicycle parking racks on a request basis and is working with Sound Transit to install secure bicycle parking at light rail stops. Currently there is one pilot bicycle station on 3rd Avenue just north of South Jackson Street. Depending on the success of this station, additional stations could be considered in the future.

**District Council** Citywide

**Project Title**

Citywide Sidewalks

**Project Location**

Citywide

**Project Description**

Provide \$3 million for new sidewalk development and repair through the city.

**Project Justification**

According to the Seattle Pedestrian Advisory Board, sidewalk funding has been reduced since budget year 2003-04. Additionally, funding for pedestrian improvements (such features as curb bulbs at corners, crosswalk upgrades and sidewalk repairs) has not kept pace with increased demand from development and an increasing population. Neighborhood plans across the city call for construction of additional sidewalks but approximately 500 miles of Seattle streets have no sidewalks at all. Additional funding would provide additional pedestrian facilities in increasingly dense neighborhoods.

**Reviewing Department** SDOT

**Dept Recommendations**

Sidewalks are funded through the new sidewalk program and funds that come through the NSF and CRF process run by DON. To construct sidewalks on a larger scale, significant additional local funds are required.

**District Council**    Citywide

**Project Title**

Easy Street

**Project Location**

Many busy small business districts around the City

**Project Description**

I have been amazed at the ease and simplicity of the walk-ability some areas in Kirkland. Areas where there is business pedestrian traffic and congestion are greatly eased by the simple use of neon orange flags to be used as one crosses the streets. I would suggest these flags and their holders be placed in areas like the Roosevelt/Maple Leaf business district, Broadway, Ballard, University, etc. I suggest someone check out Kirkland's example.

**Project Justification**

This would greatly improve safety and make the smaller shopping areas more user friendly and maybe slow down the speeders who are just passing through. Unknown amounts of people will be served. As it stands now, it is often pretty scary and dangerous crossing some of these streets, even at crosswalks and intersections.

**Reviewing Department**    SDOT

**Dept Recommendations**

SDOT currently does not have a program to install pedestrian flags in the street right-of-way. We do not have the staff availability to maintain this program (ie. ensuring that flags are present each day).

**District Council** Citywide

**Project Title**

Lighting - Street Signs

**Project Location**

**Project Description**

Street name signs in Seattle are hard to read, especially as early dusk comes and is followed by the long dark winter. Driving becomes more hazardous, and certainly slows traffic, especially during a heavy rain. The street signs are dirty and faded. I suggest that they be cleaned and repainted with reflective paint. Adding a light to the post holding the signs would also be useful. Increasing the visibility of the street signs could cut down on accidents and improve the flow of traffic. Visitors to our wonderful city would find their way around much more easily. Could the restoration work on the street signs be a good summer job for high schoolers looking for summer work? From: Happie Byers , 1520 15th Ave. E.Seattle, WA. 98112 email: happieb@aol.com

**Project Justification**

**Reviewing Department** SDOT

**Dept Recommendations**

Street name signs are being upgraded to larger sizes with more reflective materials as they are maintained. SDOT is seeking funds to upgrade every street name sign by federally mandated 2012.

**District Council** Citywide

**Project Title**

Park AnyWhere, Anytime

**Project Location**

Inner City - Belltown

**Project Description**

I am proposing a City Wide Parking pass that Seattle offer's to Seattle residents on either a monthly, quarterly, or annual basis. I have seen them in other cities. For folks, like myself, who live in the City and truly call this place our home, a monthly parking pass is a good idea. It is additional revenue for the city on all grounds given that the parking spaces will essentially gain twice the revenue. For example, I own a live/work space in Belltown which has a garaged parking spot. I would buy a monthly or annual pass as I am constantly moving things in and out of my commercial space from the my street entrance. It does not feel like a home to me when I constantly have to run around scrounging up coins to feed a meter. In addition, I am not taking revenue away from Diamond or any of the other Parking Companies as all I am talking about is street parking and access. Visitors etc would not be eligible. I am a resident in downtown Seattle at the Bellora Condominium building right down by RealNetworks. I love what Seattle has to offer as a city but have come to discover some aspects that we could improve on. Coming from a entrepreneurial family, I am always speaking with local merchants and small business as to how they are doing. How is the market as I always ask and what I hear more often than not is simply: access is a problem. Parking. There is a ton of empty retail space in Belltown and it just isn't getting filled. I know that parking, free or otherwise, may not spur economic growth. However, crowds attract business. And from the conversation I

**Project Justification**

The entire downtown population of Seattle would be served by this Parking Pass Program. This program will encourage mobility and access to local businesses in the Belltown area and any other area you wish this program to cover. The current approach of parking meters does not address the continued unique use and lifestyle development occurring in downtown Seattle. For those few individuals who have committed to living in downtown Seattle, a parking pass allows us to go to the local store for groceries and pick up our dry cleaning and other fundamental necessities such as pet care without the hassle of meters. I truly believe the economic upside is good for the city. In addition, it does not remove or interfere with the current business operations in the City. Secure Parking will always be a commodity. Safe and dry parking is something that Diamond and others can continue to market successfully.

**Reviewing Department** SDOT

**Dept Recommendations**

SDOT is not able to implement this concept for the downtown area at this time. Because most of the City's on-street parking pay stations have a 2-hour or less time restriction, a parking pass might not encourage the necessary parking turnover at those spaces. The primary purpose of the on-street parking in downtown Seattle is for short-term customer access to the retail stores, restaurants and offices. Also, pay stations will be installed in Belltown this year where parking meters are now, to provide the credit-card payment option to park on-street where the meters only accepted coins.

## **District Council**    Citywide

have with local retail space lessor's it is a good first step. In my case, I am a resident and call the downtown area my home. Being able to purchase a pass that would allow me to unload my car or park in front of my house seems like a fair and reasonable request and does not disrupt the city's economic fiber. I hope this is viewed as an improvement as I know that it would greatly improve the quality of life of those few

**District Council** Citywide

**Project Title**

Regional quadrant skatepark

**Project Location**

Site to be decided by Parks Department Task Force (See Discussion Below)

**Project Description**

We are writing to recommend the funding of a new regional quadrant skatepark in Seattle. Currently a Task Force working under the auspices of the Seattle Parks Department is in the process of master-planning a city wide system of skateparks. This master planning process should be completed and approved by City Council and the Mayor by January 31, 2007. This plan will identify the location for a variety of skateparks of different sizes throughout the city, and will prioritize the need for each skatepark. We are seeking to have funds set aside in the 2007-2008 Capital Improvement Program for construction of a regional skatepark (approximately 25,000 square feet) in whatever location is ultimately identified as the highest priority by the master plan.

**Project Justification**

Although approximately 37,000 Seattle residents skateboard, Seattle currently has only one permanent skatepark (Ballard Commons). Even after the parks department completes the two additional facilities that are in the planning stage (the replacement for Seattle Center skatepark, and the Lower Woodland skatepark), Seattle, and particularly the West, South, and East quadrants of Seattle will be chronically underserved. In its Resolution of February 21, 2006, the Seattle City Council recognized that: “- nationwide more than 11 million people from all ages and backgrounds participate in and enjoy skateboarding for recreation and sport, making it one of the fastest growing sports in North America which continues to gain popularity as a healthy activity; and . . . - a lack of public places within the City of Seattle to skate has forced many skateboarders to occupy transitional spaces or public properties; and . . . - skateboarding requires ample terrain and facilities to appropriately accommodate this rapidly growing sport.” The City has created a Task Force working under the auspices of the Seattle Parks Department to implement a city wide master-plan for skateparks. This process will identify sites

**Reviewing Department**

Parks

**Dept Recommendations**

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

**District Council** Citywide

for a system of skateparks – of a variety of sizes – throughout the city. This master plan, however, does not in and of itself set aside funding for the actual design or construction of the skateparks that it finds locations for. Rather, it is incumbent upon the City of Seattle to back up this planning process with funding to make these much needed facilities a reality. By setting aside funds in the 2007-2008 CIP, the City will be well positioned to begin addressing its historic shortfall of facilities just as the locations for such facilities are identified by

**District Council** Citywide

**Project Title**

Smart Traffic Signals

**Project Location**

**Project Description**

see project suggestions. how about smart traffic signals everywhere. i cant believe a city concerned about pollution lets cars sit idling at empty intersections while old signals go through timed cycles. to say nothing of traffic moving along faster. regards ken

**Project Justification**

**Reviewing Department** SDOT

**Dept Recommendations**

SDOT has a program to optimize traffic signal timing along corridors and a specific request could be sent to them. SDOT upgrades traffic signals, improving the "smart" capabilities of them as funds are available.

**District Council**    Citywide

**Project Title**

Stop spending money, you can't even maintain the infrastructure you already have

**Project Location**

**Project Description**

**Project Justification**

**Reviewing Department  
Dept Recommendations**

Not applicable

**District Council** Citywide

**Project Title**

Street Signs

**Project Location**

Citywide

**Project Description**

Add street signs to intersections where there is only one such sign now. Clean and or remove obscuring foilage from existing signs.

**Project Justification**

Most Seattle intersections (certainly those on Queen Anne) have one street sign; other cities have two per intersection. Often people have not found our street on first try because the one sign was on the other side of the street from where they were driving. Many street signs are obscured by dirt or tree limbs. Adding street signs and cleaning those that exist would make Seattle a more livable and convenient place.

**Reviewing Department** SDOT

**Dept Recommendations**

Street name signs are being upgraded to larger sizes with more reflective materials as they are maintained. SDOT is seeking funds to upgrade every street name sign by federally mandated 2012. Two installations per intersection will be used only when a si