

CIP Project Suggestions, by District Council

District Council Northeast

Project Title

17th Ave NE Sidewalk Improvements

Project Location

17th Ave NE between NE 45th St and Ravenna Blvd.

Project Description

The grand boulevard of 17th Ave NE extends from the University of Washington entrance to Ravenna Boulevard and includes many large, old chestnut trees in the medians. While these trees are an essential part of this street, they have caused serious problems for the sidewalks. Many of the sidewalks in this area have uneven portions, large dips, or breakages which create unsafe conditions. The proposed project is to repair these sidewalks and thus improve the quality of life and safety of one of the most densely populated and high foot-traffic areas in the city.

Project Justification

The current sidewalk conditions are inconvenient, unpleasant, and unsafe. When rain occurs, the uneven sidewalks result in large pools of standing water which overflows into the grass, causing large areas of mud. Pedestrians are forced to walk around the puddles, usually walking on the mud, which is dirty and potentially very slippery and thus unsafe itself. When freezing occurs, these areas are prone to large sheets of ice and treacherous conditions. In the absence of wet conditions, the uneven sidewalks are a potentially hazardous situation by themselves as it is difficult to walk without tripping over the uneven edges. Due to the high traffic in these areas from students and other residents of the University and University Park areas, these conditions affect a large number of people everyday who walk through this neighborhood. This project will help restore safety and the sense of grandeur to the University entrance and one of Seattle's classic old neighborhoods.

Reviewing Department SDOT

Dept Recommendations

The sidewalks have been damaged by roots from city-maintained trees. The sidewalks cannot be rehabilitated without also removing tree roots and that means removing some trees. Complete reconstruction of the sidewalks including replacing trees as necessary might cost \$50,000-\$75,000 for each block-face. The large area to be rehabilitated necessitates that this work be accomplished under contract and not by city forces. Rehabilitations of this scale are envisioned under the sidewalk repair proposals being considered under the budget levy initiative; they are not affordable with the current funds available for sidewalk rehabilitation.

District Council Northeast

Project Title

65th St. Pedestrian/Bike Walkway into Magnuson Park

Project Location

Magnuson Park, 65th St. entrance off Sand Point Way

Project Description

This project would involve building a safe pedestrian and bike trail into Warren G. Magnuson Park on the 65th Street entrance on the north side of the road. Currently this the primary access road for boat traffic to the water and other vehicle traffic to the water area yet it lacks a safe access for walkers/ bikers and parents with strollers. The side of the street is filled with potholes and poorly surfaced. I would suggest a gravel path with an ADA permeable surface like crushed rock that is wide enough for walkers and bikers to pass each other going opposite directions

Project Justification

. Now the area is very dangerous since many vehicles use the road, sometimes with wide boat trailers and vehicles from the park and ride for Children’s Hospital also use this road and exit across the pedestrian path. 400 units of UW student housing can enter the park on this path and are adjacent neighbors. Windermere and Windermere North communities, approximately 400 additional houses are also to the south of this project and use a gate at the bottom of 65th St. as a walking entrance. 100 units of Transitional Housing house families and single adults who would use this as a way to access the waterfront of the park as well. This area involves a number of agencies since it includes SDOT if it extends all the way to Sand Point Way and part of the entry is currently Parks Dept. land. It was hoped that improvements could be made as part of the Pro-Parks Phase 2 funding but this is apparently not possible. This is an accident waiting to happen. Let’s hope the city can be pro-active and address this important pedestrian safety need.

Reviewing Department

SDOT

Dept Recommendations

There is an existing pathway on the south side of NE 65th Street. Not likely to compete well for any known sources of funding. Referred to Seattle Parks to determine if and how it may fit into their Parks Master Plan. Still under department review.

District Council Northeast

Project Title

Climbing Rock

Project Location

The following addresses are pertinent to this proposal: 5520 Ravenna Ave NE (Ravenna Park), 9th Ave NE and NE 50th St (University Playfield) 5849 – 15th Avenue NE (Cowen Park)

Project Description

This request is for a new facility. The proposal envisions a climbing rock placed inside a park at one of the above locations (multiple addresses given for the purpose of flexibility). The climbing rock as proposed would fit the general criteria sufficient to meet recognized guidelines and regulations (if any). A description of an existing climbing rock can be found in the Seattle Post Intelligencer article entitled "West Seattle climbing structure now a solid favorite" dated May 30, 2003. By way of analogy, the climbing rock at the REI Store at 222 Yale Ave North is described as a "65 foot tall realistic four story rock sculpture with routes ranging from 5.4 to 5.11. Gear and belay is provided by the store staff." Therefore, this proposal envisions a rock sculpture - similar to the climbing rocks at REI and Camp Long - that is realistic, between 35 and 100 feet in height, with enough climbing routes to allow more than one person to use it at a time within safety rules, with gear and belay to be provided by users themselves or park staff where feasible, and with a reservations schedule to be maintained by park staff.

Project Justification

This proposal would benefit members of the general public, including park patrons and residents of northeast Seattle and beyond, who will be able to access climbing rocks more conveniently than the existing climbing rocks. Additional benefits include proximity to residents of the University district, including young people living in proximity to the UW, and who can benefit from an introduction to the Seattle Parks system. And further benefits can accrue to students from nearby schools (i.e., Roosevelt, Nathan Hale, Ballard, Seattle Preparatory, Hamilton, Green Lake, Latona, etc.) This would also benefit residents of the University Community Urban Center, due to proximity if placed at any one of the addresses given above. As of now, there is no climbing rock available to the general public in northeast Seattle. (The UW's climbing rock requires that a user be a UW student or staff member.) For northeast Seattle residents, the existing climbing rocks in the area require use of the infrastructure connecting north Seattle to areas south of the Lake Washington Ship Canal, or a commute north to Snohomish county, or a commute west to the Ballard area.

Reviewing Department

Parks

Dept Recommendations

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

District Council Northeast

Project Title

Dressing Up Delmar

Project Location

Between 11th Ave E (where it intersects with Delmar) and the intersection of Lynn Street and Boyer Ave. E.

Project Description

Delmar Drive winds down the north end of Capitol Hill, starting at the foot of 11th Ave. E. and carrying large numbers of automobiles, bicycle riders, joggers, dog-walkers and stroller-pushers down to the foot of the hill. Several blocks after 14th Ave E. become Lynn Street, down to Boyer Ave E. The great need here is to repair the present sidewalk. Parts of the route include broken, uneven paving, narrow portions where two people cannot walk abreast; even when two individuals meet going in opposite directions, one of them must go into the street in order to pass. There are places so overgrown that noxious vines and blackberry thorns threaten all who pass. A smoother, wider sidewalk with margins free of vegetation would be an enormous improvement.

Project Justification

Last summer a couple of Delmar residents set up a "lemonade stand" on Delmar Drive and interviewed 35 individuals who stopped in a two-hour period to talk with us. They were pedestrians, joggers, bicyclists, dog-walkers and stroller pushers - the folks who use this street regularly or just for recreation on weekends. Without exception, all requested better sidewalks, most wanted cut back vegetation, and many requested more speed control of automobiles. As a result of this push for a more user-friendly Delmar Drive more signage was put up, and a cross-walk installed for Seattle Prep students using this street to reach the Montlake Playfield where they practice athletic skills.

Reviewing Department

SDOT

Dept Recommendations

Still under department review.

District Council Northeast

Project Title

Extend Sidewalk on Sandpoint Way NE

Project Location

Sandpoint Way NE from NE 74th Street to NE 77th Street

Project Description

Extend existing sidewalk northward on east side of Sandpoint Way NE from NE 74th Street to NE 77th Street. There is no sidewalk on this busy portion of Sandpoint Way NE except for a small patch in front of the bus stop.

Project Justification

Many people in Seattle want to walk to nearby parks, community centers, bus stops and businesses when possible. In many cases people choose to drive even very short distances because it is dangerous to walk on portions of the route. This project is needed because it would reduce traffic accidents involving pedestrians, improve health through exercise, increase use of transit, increase access to a city park and increase numbers of people walking rather than driving cars. I observe very few people attempting to walk along Sandpoint Way NE anywhere north of NE 74th Street. Traffic is heavy and fast and there is little space to walk along the side. Many people walk on the Burke-Gilman trail, but pedestrian access to anything off the trail is often challenging. This project would enable pedestrians to walk down from the Burke-Gilman trail on NE 77th Street to Sandpoint Way NE and safely walk south, directly to the bus stop, apartments and businesses on that side of the street. They could also safely walk to the existing crosswalk at NE 74th Street and cross

Reviewing Department

SDOT

Dept Recommendations

Sidewalks on Sandpoint Way NE are a priority for SDOT. We recently received a grant for sidewalks between 40th and 41st and will continue to pursue grant funding for sidewalks in this corridor.

District Council Northeast

Sandpoint Way NE to the north entrance of Magnuson Park. I estimate that 2,000 - 5,000 people would benefit.

District Council Northeast

Project Title

Field Five at Magnuson Park

Project Location

Magnuson Park, Sand Point Way and 75th St. NE

Project Description

The project site is Magnuson Park, located at Sand Point Way between 65th Street NE and 75th Street NE. The project is completion of a full size, lighted, all weather, synthetic soccer field. The new field will be constructed as part of Phase II of the Magnuson Park Wetland, Habitat, and Sportsfield Complex. The field is already included in the City Council approved Master Plan for Magnuson Park, and can be efficiently included the construction that is about to begin on Phase II.

Project Justification

An additional soccer field at Magnuson Park (which can accommodate other sports) can have an immediate, significant impact on the lives of large numbers of children and adults in the surrounding community and the rest of the city itself. Some of the many needs for an additional field include: 1) LVR Youth Soccer is the largest club (2,000 members) in SYSA, yet it has no lighted, synthetic fields in its territory. A new field will allow up to an additional 2,500 hours of field time per year. This translates into tens of thousands of hours of active recreation time for individuals both young and old. 2) Youth and adult soccer players from around the city, as well as youth athletes playing other sports, will feel the impact of this additional field space. This field will free up space elsewhere that they can use. 3) The positive developmental benefits to children from playing organized youth sports are well documented and include increased performance in academic school work, better ability to focus on and complete tasks, lower stress levels, a better ability to handle and overcome adversity, and the long-term positive influence of having other, non-parental role models in their life. 4) Team sports, both youth and adult,

Reviewing Department

Parks

Dept Recommendations

Extension of an existing project in the Asset Management Plan (needs additional funding).

District Council Northeast

help build community in many ways. It provides healthy outlets, a safe place for children and adults to take risks, and an opportunity for people from different backgrounds to come together and share experiences. While the master plan shows nine fields are planned for Magnuson Park, there are currently funds for only four.

District Council Northeast

Project Title

Grand Pedestrian Entryway with Map and Sign to Magnuson Park at N.E. 70th St

Project Location

N.E. 70th St. at Sand Point Way N.E

Project Description

This request is for a new "facility" (park entry) connecting two existing assets. This proposal asks the city to design and build a welcoming pedestrian- and cyclist-only entrance to Magnuson Park at N.E. 70th St. including: 1. A walking audit as part of the design process. 2. A sign and map of the park so pedestrians and cyclists know how to get where they want to go and how far it is to various locations within the park. 3. ADA accessible connections between the crosswalks and curb cuts on the Sand Point side and the sidewalk on the park side. 4. Signage on the Burke-Gilman trail directing pedestrians and cyclists to Magnuson Park via N.E. 70th St. 5. Pedestrian-level lighting. 6. Pedestrian-oriented landscaping. 7. A painted crosswalk directing pedestrians across the interior road within the park to the community center and other amenities located directly east of the N.E. 70th St. entrance.

Project Justification

Magnuson Park is one of our city's gems. Located approximately two blocks east of the Burke-Gilman trail, it should have excellent pedestrian and bicycle access. Unfortunately, the two major entrances to Magnuson Park (at N.E. 65th Street and N.E. 74th Street) do not have safe pedestrian connections to the Burke-Gilman trail, the former due to a lack of continuous sidewalk along N.E. 65th St. within the park and the latter due to a lack of sidewalks between the Burke-Gilman trail exit at N.E. 76th St. and the signal light/crosswalk across Sand Point Way at the N.E. 74th Street entrance. The recent addition of a signal and two crosswalks at N.E. 70th and Sand Point Way, as well as the continuous sidewalk in good condition, make N.E. 70th the safest pedestrian entrance into Magnuson Park. N.E. 70th Street is also the closest entrance to the community center and geographic center of the park. But because this entrance is neither signed nor designed to welcome pedestrians and cyclists into the park very few people use it. The many people who would benefit from an improved pedestrian- and bicycle-only entrance to Magnuson Park at N.E. 70th Street include: 1. All Burke-Gilman trail users, both pedestrians

Reviewing Department SDOT

Dept Recommendations

Being referred to Seattle Department of Parks and Recreation. Still under department review.

District Council Northeast

and cyclists, looking for a safe, well-marked connection between the trail and Magnuson Park.2. Metro riders on routes 71, 74, and 75 looking for a safe pedestrian connection across Sand Point Way and into the park.3. Employees of Children's Hospital who work at the Administration Building on N.E. 70th and Sand Point Way and who walk in the park at lunch.4. Children and caregivers at the Childcare center at the Children's Hospital Administration Building who could walk safely and easily to Magnuson's playground, community center, gym, and other amenities.5. Residents of Magnuson's transitional housing who would gain improved access to the Burke-Gilman trail as well as to Metro transit.6. Residents in

District Council Northeast

Project Title

Laurelhurst Elementary School Safety Crosswalk Repair and Curb Cuts

Project Description

Crosswalks that need painting or repaint and locations where curb ramps are needed: NE 45th St./ 47th Ave. NE – needs paint and curb ramps on both sides NE 45th St./ 46th Ave. NE – needs painted crosswalk NE 47th St./ 46th Ave. NE – two corners have no painted crosswalk; curb ramps needed NE 47th St./ 47th Ave. NE – one crosswalk needs repainting; two need painted crosswalks; curb ramps needed

Project Location

Streets in the vicinity of Laurelhurst Elementary School -- NE 45th Street and 47th Avenue NE, NE 45 Street and 46th Avenue NE, NE 47th Street and 46th Avenue NE, NE 47th Street and 47th Avenue

Project Justification

These much-needed safety improvements will serve students at Laurelhurst Elementary School and their parents, as well as the community at large. Laurelhurst School has 425 students, many of whom walk or ride their bicycles to school. The school has launched a program to increase walking and biking that has been very successful. It could be more successful, however, if parents knew that their children would be safe on our congested streets. The streets surrounding the school are highly traveled and close to transit stops. They are used by many local residents who would benefit from crosswalks and curb ramps.

Reviewing Department SDOT

Dept Recommendations

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

District Council Northeast

Project Title

Laurelhurst Transportation Plan Traffic Circles

Project Location

50th Avenue NE and Nicklas Place NE and 50th Avenue NE and NE 52nd Street

Project Description

As recommended in the June 2002 Laurelhurst North Neighborhood Transportation Management Plan:
• Install traffic circle (small circle with curb extensions on the west side of the street if need) at 50th Avenue NE and Nicklas Place NE in Laurelhurst; add curb extension on northeast corner of the intersection
• Install traffic circle (small circle with curb extensions on west side of street if needed)

Project Justification

These two projects were recommended in the 2002 Laurelhurst North Transportation Management Plan, a Neighborhood Matching Fund project developed over a two-year period with extensive community involvement with the assistance of Heffron Transportation, Inc. Improvements at 50th Avenue NE/Nicklas Place NE: A traffic circle is recommended at this intersection to help reduce speeds on 50th Avenue NE. Because this is a T-intersection, small curb extensions or islands may be needed on the west side of the street to effectively reduce speeds in the uphill (southbound) direction. Nicklas Place intersects 50th Avenue NE at an angle. As such, the east throat of the intersection is very wide, which hinders pedestrian mobility along 50th Avenue NE. To narrow the intersection, the northeast corner of the intersection should be extended. Improvements at 50th Avenue NE / NE 52nd Street: Speed reduction on 50th Avenue would be enhanced with traffic circles at both Nicklas Place and NE 52nd Street. These pedestrian and bicycle safety improvements will serve the entire Laurelhurst community, students and parents of The Villa Academy, parishioners attending St. Bridget Church. They will calm traffic, improve pedestrian visibility and make it safer for our community. These projects were previously submitted to the Neighborhood Street Fund/CRF and

Reviewing Department SDOT

Dept Recommendations

Based on available information, a traffic circle with bulbs on the west side are feasible at the intersection of 50 Ave NE and Nicklas Pl NE and at 50 Ave NE and NE 52 St. In addition, a curb bulb on the northeast corner of the intersection of 50 Ave NE and NE 52 St may be feasible to better align the street at a 90-degree angle and as a result, narrow the pedestrian crossing and also help in slowing motorists as they head northbound on 50 Ave NE from eastbound Nicklas Pl NE. Before any traffic calming device can be implemented, the community must circulate a petition and show that a minimum of 60% of the residents within a petition area specified by SDOT support the improvement.

District Council Northeast

Project Title **Project Location**

Laurelhurst Transportation Plan Traffic Circles and Pavement Markings 47th Avenue NE at NE 54th Street

Project Description

Install curb median and pavement markings similar to those at 47th Avenue NE and NE 50th Street. 47th Avenue NE has very long blocks and there is neither traffic control nor calming devices located between NE 50th Street and Sand Point Way. Center medians are used at the intersections of NE 50th Street and NE 47th Street. The 2002 Laurelhurst North Neighborhood Transportation Management Plan recommends one additional median located just east of NE 54th Street to calm traffic on this long block. This location will require further evaluation by SDOT to evaluate the crest vertical curve at this location and make sure that there would be adequate sight lines to a median.

Project Justification

This project was recommended in the 2002 Laurelhurst North Transportation Management Plan, a Neighborhood Matching Fund project developed over a two-year period with extensive community involvement with the assistance of Heffron Transportation, Inc. The project will improve pedestrian and bicycle safety and calm traffic speeds.

Reviewing Department SDOT

Dept Recommendations

This project must be evaluated by the Arterial Operations section of SDOT since 47 Ave NE is an Arterial Street. The community needs to clarify whether they are proposing a median to the north or south of NE 54 St (the description says east of NE 54 St which does not make sense).

District Council Northeast

Project Title

Location signs for the Magnuson Park Community Center

Project Location

Magnuson Park Community Center at 7110 62nd Avenue NE, & The Brig (nearby CC satellite facility) , 6344 NE 74th Street

Project Description

The Magnuson Park Community Center is located inside Magnuson Park and challenging to find. Some of the Community Center's programs are located in a nearby building called the Brig which is also difficult to find. BETTER SIGNS ARE URGENTLY NEEDED. A recent study sponsored by Associated Recreation Council of Community Centers throughout Seattle concluded that marketing is a weak element of an otherwise strong program. With the recent pressure to increase revenues and become less dependent on City of Seattle funding, the Magnuson Park CC Advisory Council has made it a top priority to be more visible to the community. Improving wayfinding signs is a key element in helping us reach out and better serve our community. A modest investment in signs at our community center would reap many benefits for the City, and the neighborhood.

Project Justification

The Magnuson Park Community Center is one of the newest CC in the city. The City has already many large investments in the both the main building and the Brig. Magnuson Community Center has one of the biggest gyms in the parks system with classic style bleachers (a real gem) and a large auditorium. The facilities are great, but the existing way finding signs are very inadequate. Although attendance is growing, the facilities and programs have the capacity to grow to a far greater degree. Our programs that serve all age groups from tots, to senior citizens has gotten wide acclaim, however our current primary challenge is getting people to know about us. As a community center inside a park we do not have street visibility. Since the CC is not on the "main street" inside the former naval station, the MPCC is not even very visible to the thousands of individual who attend the large events frequently hosted in one of the many aircraft hanger on this campus. Help us reach our potential, help us better serve our diverse community, Help us with better signs.

Reviewing Department SDOT

Dept Recommendations

Wayfinding signage from Sandpoint Way at entrances to Magnuson Park and within Magnuson Park seems appropriate. SDOT Arterials will need to review our policy regarding wayfinding and community centers to see how much wayfinding signage is typically provided beyond a facility.

District Council Northeast

Project Title

Outdoor Swimming Pool

Project Location

Magnuson Park North East Seattle

Project Description

This suggestion is for a new outdoor pool facility located in Magnuson Park similar to the Coleman pool located in the south end of town.

Project Justification

This outdoor facility would provide a recreational activity for old and young in northeast Seattle. Currently our only outdoor pools are private pools with long waiting lists.

Reviewing Department Parks

Dept Recommendations

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

District Council Northeast

Project Title

Pedestrian Safe Passage on Sand Point Way NE

Project Location

Sand Point Way NE between 47th Ave. NE and 45th Ave. NE on the south side of the street (east bound)

Project Description

This request is an improvement to the shoulder of the road so that neighbors walking to either the Sand Point shopping area or to the bus stops adjacent to the Sand Point shopping area will have safe passage. Currently, there is a path worn onto the grassy shoulder where people walk. Vegetation and downed tree limbs make this a hazardous walkway. Putting in a permeable surfaced walkway is very desirable and will do much to make this a safe walking route.

Project Justification

Many neighbors in the apartments and houses to the west of this area will use the walk to get to both the shopping area and bus stops. No survey has been done to count the numbers of pedestrians. Some pedestrians from the west do cross Sand Point Way NE at the 47th Ave. NE intersection to reach a sidewalk on the other side of the street. This is a very dangerous route! The shoulder route, unimproved, means that walkers must contend with a muddy path, overgrown vegetation, and proximity to vehicular traffic on Sand Point Way NE.

Reviewing Department SDOT

Dept Recommendations

Sidewalks on Sandpoint Way NE are a priority for SDOT. We recently received a grant for sidewalks between 40th and 41st and will continue to pursue grant funding for sidewalks in this corridor.

District Council Northeast

Project Title

Pedestrian Safe Passage on Sand Point Way NE

Project Location

Sand Point Way NE between 45th Avenue NE and 47th Avenue NE on both sides of the street

Project Description

This request for asphalt walkways would be an improvement to the shoulder of the road so that neighbors walking to either the Sand Point shopping area or to the bus stops adjacent to the Sand Point shopping area will have safe passage. Currently, there is a path worn onto the grassy shoulder where people walk. Vegetation and downed tree limbs make this a hazardous walkway. Putting a permeable surfaced walkway is very desirable and will do much to make this a safe walking route. This project was recommended in the 2002 Laurelhurst North Neighborhood Transportation Management Plan. It has been submitted through the Northeast District Council to the Neighborhood Street Fund/Cumulative Reserve Fund several times over the years, but was too expensive. The last cost estimate from SDOT was \$70,000.

Project Justification

As the Hawthorne Hills Community Council stated in this joint request, many neighbors in the apartments and houses to the west of this area will use the walk to get to both the shopping area and bus stops. No survey has been done to count the number of pedestrians. Some pedestrians from the west do cross Sand Point Way NE at the 47th Avenue NE intersection to reach a sidewalk on the other side of the street. This is a very dangerous route! The shoulder route, unimproved, means that walkers must contend with a muddy path, overgrown vegetation and proximity to vehicular traffic on Sand Point Way NE. As stated in the Laurelhurst Transportation Management Plan, "There is no sidewalk or walkway along this section of Sand Point Way—a high speed and high volume principal arterial. A formal walkway should be added, and brush that impedes the walkway should be regularly trimmed. In addition signage for parking restrictions should be enhanced to prevent vehicles from parking on the pedestrian walkways when there is no curb."

Reviewing Department SDOT

Dept Recommendations

Sidewalks on Sandpoint Way NE are a priority for SDOT. We recently received a grant for sidewalks between 40th and 41st and will continue to pursue grant funding for sidewalks in this corridor.

District Council Northeast

Project Title

Ravenna-Eckstein Community Center Playground Replacement

Project Location

Ravenna-Eckstein Community Center 6535 Ravenna Avenue NE Seattle, WA 98115

Project Description

Our project is to replace the aging wooden play structure in the back of Ravenna-Eckstein Community Center. We want to replace the play structure with something that is more updated in terms of “fun” and safety. The sand that surrounds the structure will be removed and replaced with the new wood chip type filler that is clean and safe. The fall-zone around the structure will be updated according to park’s recommendations which will involve removing and replacing wood pilings that are there now. Drainage issues will need to be investigated and dealt with as this project happens. We hope to also make grounds improvements to the Community Center area as money allows so that it will be more attractive to the local families. New plants and perhaps a small picnic area could be added. This is a gathering point in the neighborhood and should be aesthetically pleasing as well as functional.

Project Justification

Ravenna- Eckstein Community Center serves the North-East Region of the city and the play area is visited by thousands of children each year. All day every day there are kids playing on the structure and in the surrounding park area. There are no other play areas for about a mile in each direction, so local families use this as their “local” park that they can walk to. The paved track on the field attracts families with small children because it is the perfect place for kids to ride bikes and skate safely at a slow pace. Kids participating in Community Center sponsored activities and their sibling are also frequent users of this play structure. We need to do this replacement project now because the play structure is 20 years-old, and dangerous when it is wet. The wood becomes very slippery and we often see kids slip. The sand that surrounds the play structure is old and unsanitary, especially for young children who love to dig in the sand with their hands. The edge of the fall-zone is too close to the play structure itself and could be a source of injury and liability. On the rare warm day in Seattle, the old metal slide becomes too hot and the kids in shorts cannot use it. The overall goal for this project is to improve fun and safety for the local families and those participating in Community Center activities.

Reviewing Department

Parks

Dept Recommendations

Current project in the Asset Management Plan. Possible NCRF funding.

District Council Northeast

Project Title

Running Path Around Magnuson Park

Project Location

Magnuson Park, Seattle

Project Description

Let's create a running path around the entire circumference of Magnuson Park. I would like to see a useful path similar to Green Lake's path. Currently we are forced to walk or run along busy roads, as well as, having to walk through the Dog Run area (some unfriendly dogs to runners). The path would update the park. The path would draw attendance to the park. The path would provide a focal point to the park. Thank you for your attention on this matter. Jason

Project Justification

See Above

Reviewing Department Parks

Dept Recommendations

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

District Council Northeast

Project Title

Sidewalks for Pedestrian Safety along 30th Ave NE between NE 55th St and NE Blakeley

Project Location

west side of 30th Ave NE, between NE 55th St and NE Blakeley St

Project Description

This project has been a priority for our district council for the past five years and we have finally been allotted \$118,500 in NSF/CRF funding. We have applied to the Dept. of Neighborhoods for a large Matching Grant, to leverage donated funds and time.

If the resulting funding package, including a large private donation, is insufficient to complete the sidewalks over the entire distance from NE 55th to NE Blakeley, along with any required drainage, we request the balance from the Capital Improvement Program. We are working with the Seattle DOT, Seattle Public Utilities and the local community to install roughly 1100 lineal feet of sidewalks on the west side of 30th Avenue NE within the city right-of-way. There is currently no safe space for pedestrians, including children enroute to school, to walk along this busy street. The project includes a planting strip and also curb stops along the east side of the road, which borders a Calvary Cemetery fence with no access points. We request the balance from CIP if the total funds available should fall short of the total funds required.

Project Justification

There is currently no safe place to walk on either side of a functional arterial, 30th Avenue NE. Although the street is technically designated a residential route, Safeway delivery trucks and Station 38 fire trucks use it, in addition to extensive and growing north-south traffic in general. . The city recently recognized this pressing need for sidewalks by awarding \$118,500 from the Neighborhood Street Fund/Cumulative Reserve Fund to apply toward construction. The sidewalks along the west side of 30th Ave NE will serve pedestrians from the immediate area as well as schoolchildren walking from below 55th to Bryant Elementary School, neighbors from above 55th walking or strolling to University Village, shops along Blakeley, the Safeway, etc.

Reviewing Department SDOT

Dept Recommendations

SDOT will continue working with the community on this project. It is too early to know if additional funds will be needed.

District Council Northeast

Project Title

Street Surface Improvements in Laurelhurst

Project Location

On NE 43rd between 36th NE and deadend to the west and on NE 44th between 36th NE and deadend to the west

Project Description

Street surface improvement on NE 43rd between 36th NE and deadend to the west—installation of curbs and parking strips at 36th Avenue NE on both sides of NE 43rd west to the dead endStreet surface improvements on NE 44th between 36th NE and deadend to the west—installation of curbs and parking strips on both sides of NE 44th to the deadendThese projects have previously been submitted through the Northeast District Council to the Neighborhood Street Fund. The estimated cost for each ranged from \$80,000-\$130,000. The improvements on NE 44th are of a higher priority due to proximity to the Laurelhurst business district.

Project Justification

The sidewalks in the two locations literally merge with the street. On NE 44th, the north side of the street is the backside of the Laurelhurst business district and the south side is residential. There are no curbs or parking strips. This presents a dangerous situation for the children who live on the street and play on the sidewalks and for pedestrians walking to and from the University student housing or to and from the business district. Even though the street is a deadend and marked, people often drive down it too fast, thinking it goes through. When they can't get through, they turn around on the sidewalks. This creates a safety hazard. There are similar problems on NE 43rd. These projects are needed to promote pedestrian safety and bicycle safety

Reviewing Department SDOT

Dept Recommendations

Funding for this type of street improvement is primarily available only through state or federal grants, and non-arterial streets are not eligible for grant funding. There may be some opportunities to fund this type of project in phases through the Neighborhood Matching Fund or the Neighborhood Street Fund/Cumulative Reserve Fund program, both of which are administered by the Department of Neighborhoods.

District Council Northeast

Project Title

Traffic Light

Project Location

70th St N.E. and 8th Ave + I-5 north on-ramp (5 way intersection High traffic area)

Project Description

Adding a traffic light to control vehicular flow.

Project Justification

Reviewing Department SDOT

Dept Recommendations

This intersection is within the I-5 limited access right-of-way and is owned by the State DOT. The intersection has been recognized as benefiting from a new traffic signal and is on the State's list to design and install. However there is no funding for it and no schedule to make the improvement.

District Council Northeast

Project Title

Water taxi –Commuting Alternative to 520 Bridge

Project Location

Magnuson Park Northshore Recreation Area

Project Description

I propose a project to improve transportation for walkers and cyclists, and, in effect, extend the bicycle trail system. Let’s introduce, on summer weekends, an “eco-friendly” water taxi between the Northshore Recreation Area at Magnuson Park and downtown Kirkland. The service could also be implemented for special events in the park. Additional support for this service might come from the Kirkland restaurants, perhaps in the form of vouchers for the water taxi. The project would entail creating an appropriate dock and waiting station in Magnuson Park. An ideal dock location would be on the Magnuson north shore near building # 27, a large former airplane hangar. An agreement might also be sought for use of an abandoned dock next to the NOAA property.

Project Justification

This water taxi service would provide tenants living in Magnuson Park and residents of the surrounding neighborhoods with a convenient alternative to the crowded 520 bridge for recreational and employment opportunities on the east side of Lake Washington. It would support UW students and staff, Children’s Hospital and surrounding businesses with a commuting alternative, and reduce weekend congestion at the Montlake bridge. Establishing Building 27 as a community gathering spot would give a boost to the neighborhood. It could house not only a waiting station with adjacent food vendor, but also a senior adult center. If an agreement can be reached regarding use of park property, a library would also be ideally suited for this building.

Reviewing Department SDOT

Dept Recommendations

The concept of waterborne transit is of interest to many in the region. King County Metro Transit has conducted a study about additional passenger-only ferry routes in the area. This study, Waterborne Transit Policy Study (August 2005), can be viewed online at <http://www.metrokc.gov/kcdot/tp/waterborne/>. The county will use this study to help determine if passenger-only ferries should be provided across Lake Washington.

District Council Northeast

Project Title

Wedgwood School Pedestrian Improvements

Project Location

NE 85th Street, between NE 28th and NE 30th Avenues

Project Description

I am requesting improvement of the streetscape fronting Wedgwood Elementary School, located at 2720 NE 85th Street in Seattle (98115). Specifically, sidewalks, curbs, and gravel walkways on the streets and corners immediately adjacent to and across from the school are broken or non-existent, causing serious hazards to children going to and from school, as well as to residents. I am suggesting the addition of paved, curbed sidewalks, with corner cutouts, at the intersections of NE 85th and 30th Ave NE and at the intersection of NE 85th and 28th Ave NE. I am suggesting that paved sidewalk be extended as far south along the avenues as feasible to allow safe pedestrian passage along these routes. If possible, I would like the sidewalk directly in front of the school to be reconfigured to allow a parking strip, thus separating children from parked and moving vehicles.

Project Justification

The existing streetscape is hazardous, inconvenient and unattractive. The area, normally a quiet neighborhood street, is subject to high traffic volumes and overparking during school drop off and pick up times, as well as during school events. Children coming and going from school must navigate around parked cars, often walking in the street in places where there is no sidewalk and overhanging shrubbery makes it difficult to keep to the margin. The existing dirt and gravel margins turn to mud and potholes during every major rain storm. A catch basin located at the SW corner of NE 85th and 30th NE is a major tripping hazard. The existing sidewalk in front of the school offers no barrier at all between children and cars pulling in and out; a good portion of the walkway does not even have curbs. There are approximately 360 children who attend the school, including some with mobility impairments. In addition, the school and playground are often used by school and neighborhood groups for activities during off hours and is a polling station for the precinct. There are a number of elderly neighbors who would also benefit from street improvements. I have attached a number of digital photos showing the hazards described: CRW 2453:

Reviewing Department SDOT

Dept Recommendations

There may be opportunities to fund part of this request through the new sidewalk program, or the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods. Additional local funding will likely be required.

District Council Northeast

sidewalk in front of school. CRW 2457:
sunken catch basin filled with debris. CRW
2460: SW corner of 30th NE. CRW 2461:

District Council Northeast and Lake Union

Project Title

"South University Bridge Portal Park"

Project Location

"Portage Bay Pl. East where it passes under the South end of the University Bridge"

Project Description

"The extent of the proposed project North to South is from the South bulkhead under the University Bridge to the first set of pylons in the water of Portage Bay and East to West approx. 30' outside the drip lines of the bridge. Portage Bay Pl. E. runs right next to the South bulkhead. Request is for new facilities including stabilization of slopes, a safe pedestrian pathway with a viewing platform, landscaping tying in with developed areas on both sides, restoration of shoreline (including bird nesting area for kingfishers, ducks, etc.), artwork over the water and under the bridge, modified lighting, improvements in storm water runoff, and desperately needed parking for residents, private service vehicles and government service vehicles that are doing required work in the underground vaults in this location."

Project Justification

"Portage Bay Pl. East is a dead end road that serves approx. 53 floating homes and 15 private land based residences and apartment buildings. It is a popular walking and jogging area as pedestrians can exit the other end via a set of public stairs. It is also used by customers and employees of the Red Robin Restaurant, other local businesses and runners from the local rowing clubs train in the area. Most of all, this forlorn, garbage-strewn area under the University Bridge is the only portal to the homes of about 225 people. Vagrants camp out here, use the area as a toilet and add their garbage to the pile. Before lighting was installed a few years ago we had numerous attacks perpetrated in this area. Cars and trucks, finding no other place to park, extend into an already narrow road and there have been times when emergency vehicles have been unable to get through. Surface runoff from the bridge floods the area and the bank is covered with rip-rap, weeds and more garbage. How would you like this at your front door? Several years ago the neighborhood started having a series of open meetings concerning the items mentioned above and we came up with a list of parameters that we agreed upon. We

Reviewing Department

SDOT

Dept Recommendations

Still under department review.

District Council Northeast and Lake Union

also came up with a preliminary plan for the improvements we would like to see, but we are more than willing to work with people who have more experience in these matters. (I WILL FAX A COPY OF THE LIST THE NEIGHBORHOOD CREATED AND THE PROPOSED PLAN TO 206 233 0022 AS SOON AS I SEND THIS OUT)We have a small grant of \$20,000 that is being held by the Eastlake Community Council for this project, but we are very aware that it nowhere near enough to make much of a difference. Neighbors help with cleaning up the garbage and painting out the grafitti and a couple of years ago the Red Robin put in a nice retaining wall and set of stairs where their property borders on Portage Bay Pl. E. but the basic problems still exist. We got rid of five abandoned concrete 'jersey barriers' a few months ago and now we need help creating a unique, water oriented pocket park that can be enjoyed from a boat in the water, a car driving through, a jogger trying to burn off a few calories or a visitor that just wants to sit for a few minutes and enjoy the view."