

# CIP Project Suggestions, by District Council

**District Council** Northwest

**Project Title**

Acquisition of John B. Allen School

**Project Location**

6532 Phinney Ave. N, Seattle, WA 98103

**Project Description**

The PNA proposes to use CIP funds to acquire the John B Allen School property from the Seattle School District. The buildings would then be contributed (perhaps through a Public Development Authority) or leased to the PNA, giving it long-term control. The purchase and sale between government entities (i.e. City of Seattle and Seattle School District) is not required to be at fair market value, and therefore the property can be acquired at a cost consistent with use as a nonprofit community center. Acquisition would also provide a considerable payment to the School District to help ameliorate its current financial difficulties. The School District has determined that the site does not meet any of their requirements during their facilities planning horizon of 50 years. This proposal has the support of several current City Councilmembers and School District Board members, and has been discussed with representatives of the Mayor's office.

**Project Justification**

The PNA has been in existence for 25 years, and has a secure place in the Seattle cityscape, with the Phinney Ridge Review going to 17,000 households throughout the city and an estimated 200,000 visitors to the site each year. The PNA has been an excellent caretaker of this historic Phinney Ridge property but has been unable to make significant capital improvements, such as earthquake retrofitting and ADA accessibility upgrades, due to lack of long-term control of the site. City investment to acquire the property would allow the PNA to:- Secure its continued success in providing a wide range of community and educational programs which, without the PNA, would become the responsibility of the City.- Move forward with its long-planned capital campaign to raise corporate, foundation, and private funds for work focused on improving accessibility and creating gathering places. - Preserve the buildings and extend their useful life by addressing deferred maintenance and creating an endowment for future capital needs.

**Reviewing Department** FFD

**Dept Recommendations**

FFD has no information on the value of the property, School District plans for the building or the condition and maintenance needs of the improvements. The Executive's response to this community proposal would be determined by the City's overall funding priorities for community-based facilities. In the event the Executive wished to explore the proposal, FFD could assist in reviewing or developing estimates of value, cost of transfer and needed capital investments.

**District Council Northwest**

**Project Title**

ADA Access Improvements for PNA Buildings

**Project Location**

6532 Phinney Ave N, Seattle, WA 98103

**Project Description**

The PNA proposes to install elevators and other accessibility improvements in both the Wooden Building and the Brick Building of the former Allen School located at 6532 Phinney Ave N and the 6500 block of Dayton Avenue North. The Wooden Building elevator would be added in a new tower at the north end of the building now accessed by stairs and a wooden walkway from the street. The Brick Building elevator would be added near the existing entries from Dayton Ave and the parking lot. An accessibility ramp from the parking lot to the 2nd floor entry of the Brick Building would also be provided. Other accessibility improvements proposed for both buildings are building signage, door hardware and restrooms designed to meet ADA requirements. Concept plans for these improvements have been prepared by Environmental Works and others. This suggested project is related to the city-assisted acquisition of the PNA buildings, also proposed as a CIP project

**Project Justification**

The PNA buildings (formerly Allen School) do not currently meet ADA requirements. The “Wooden Building”, used for before and after school child care, classes, art gallery and shows, public access computers, and PNA offices, has very limited accessibility, none between floors inside the buildings. The “Brick Building” which is used for childcare programs, classes, concerts and folk dancing, and the Well-Home Program and tool bank, is not accessible except for the basement floor, and there only from Dayton Ave North with very limited parking. With only stairs providing access and egress from the parking areas and between floors, many community members are prevented from participating in PNA programs and activities. Children and families with accessibility needs cannot access the 1st floor childcare centers.

**Reviewing Department FFD  
Dept Recommendations**

FFD does not own or operate these buildings, and therefore has no responsibility or information that bears on this proposal. CDBG funds might be appropriate. In the event the Executive elected to explore funding this project, FFD could provide assistance in reviewing or developing estimates of proposed improvements.

**District Council** Northwest

**Project Title**

ADA Compliance for Wheelchair Access

**Project Location**

525 N 85th Street, Seattle, WA 98103

**Project Description**

We are suggesting ADA improvements to the existing Greenwood Senior Center facility, located at 525 Nth 85th St, owned by the City of Seattle and leased to the Greenwood Senior Center. We are recommending restructuring of the entry pathways, a new entry to the building, restroom upgrades and a wheelchair lift. Additional, we would like to have all of the facility windows replaced to provide improved natural lighting, greater energy conservation and noise reduction.

**Project Justification**

The Greenwood Senior Center (GSC) does not currently meet ADA requirements. The pathway to the main entrance of the center is too steep, without a handrail, has a dangerous drop-off and becomes a safety problem on rainy days and cold days with ice formation. The interior of the building has two floors, however, there is only a staircase providing egress between the floors. Without an elevator or wheelchair lift, impaired seniors cannot move between the floors within the building. Building use and programming are significantly impacted by this problem. Antiquated restrooms are not configured for persons in wheelchairs and the fixtures are not designed for persons who are physically impaired. We are proposing a new entrance to the building by reconfiguring the pathways and opening a new door on the north side of the center closer to the street. This solution would utilize the current “front entry” building design, pathways and railings already in place. It would provide a clear, safe, ADA compliant entry (see drawings). The projected cost of this renovation is in the range of \$25-35,000. A new wheelchair lift can be easily added to the south side of the building providing adequate passage for impaired

**Reviewing Department**

FFD

**Dept Recommendations**

The City has negotiated a renewal of the lease for operation of the Greenwood Senior Center (GSC). Under the terms of the lease, comparable to other community facilities leases, the City's responsibility is limited to normal repairs to roof, walls and foundations, existing utility connections to and from the Premises and major electrical, plumbing, and heating systems necessary to maintain the Premises in a tenantable condition. All other maintenance and repairs to the Premises are the responsibility and expense of the tenant. Historically, improvements at community facilities such as this center have been funded through CDBG or, in the case of a previous improvement at Greenwood Senior Center, through private donations. FFD could provide assistance in reviewing or developing estimates of proposed improvements.

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persons from the parking lot and between floors. Approximate cost, \$25-35,000. The women's and men's restrooms on both floors would need to be renovated for accessibility and ADA requirements. Approximate cost, \$4,000 per restroom or a total of \$16,000. Converted from a medical office building, the GSC windows are nearly all opaque with single paned glazing. The inside environment is oppressing with no outside views and limited natural lighting. The considerable heat loss through the windows lowers energy efficiency and increasing operating costs. A complete window replacement would cost in the range

**District Council** Northwest

**Project Title**

Aurora Avenue Service Center

**Project Location**

85th Street & Aurora Avenue North

**Project Description**

Create Aurora Avenue Service Center to address ongoing issues of;- Vandalism- Theft- Prostitution- Drug Dealing and Drug Usage- Property Damage- Loitering and Public Nuisance Use existing City Property or Rent Facilities in the vicinity of Hot-Spots, like, 85th and Aurora Avenue North to provide Onsite services which would include; - Onsite Addiction/Mental Health Counseling and Assessment- Onsite Social Service Programs  
Coordination (Health, Work, DSHS, etc)- Embedded Court and holding area to process violators- Satellite Office for SPD, King County Metro PD, and DOCA Portable Trailer could be used until illicit activities in the area subsided and moved to another Hot-Spot as needed.

**Project Justification**

The Aurora Avenue Service Center would immediately serve the communities north of downtown Seattle along the Aurora Avenue North corridor. This project serves as an intake point to process violators and offers social service assistance to those most in need. It would help local businesses by attracting more customers to the area and make the area more attractive to families and home buyers. This would increase Seattle's Revenue as well as improve Seattle's image

**Reviewing Department** FFD

**Dept Recommendations**

This proposal seems to be only minimally capital improvement related and is primarily a question of program funding, addressing law enforcement, public health and social service. In the event program funding were pursued, FFD could provide assistance in identifying lease opportunities and cost.

**District Council** Northwest

**Project Title**

Fremont Ave N Pedestrian and Bike Improvements – N 85th to N 105th Street

**Project Location**

Fremont Avenue North from N85th Street to N105th Street

**Project Description**

The proposed project would add bicycle lanes and non motorized facility improvements to provide much needed linkage between the Greenwood Urban Village and the Interurban Trail. Improvements include the following:• Pedestrian Crossing Improvements at N 105th Street and N 85th Street.• Fremont Avenue Shoulder Improvements – provide separation between bike lanes and traffic lanes.• Shared Path Improvements – Provide widen pathway where feasible and look at alternatives of routing the path within Seattle City Light easements.• Trail Signing Improvements – Provide signage to clearly identify routes.

**Project Justification**

The Greenwood neighborhood is in need of good connections to the City’s bicycle and urban trail network. The Urban Trail network and bike routes bypass the Greenwood Urban Village (Fremont Ave N & 8th Ave NW). In addition, the existing condition of the nearby routes is considered poor. Improvements to Fremont Avenue would improve the link to the many locations within Greenwood that generate pedestrian and bicycle traffic. These include the Greenwood Town Center, Greenwood Library, Greenwood Park, Sandel Park, Greenwood Boys and Girls Club, and Greenwood Senior Center. With the recent completion of the Interurban Trail from Shoreline to N 105th Street this project is a logical next step. This project has high importance to the sustainability of the Greenwood Urban Village. The Neighborhood Council has invested significant effort to understand and demonstrate need for this project. Please consider this project for the CIP

**Reviewing Department**

SDOT

**Dept Recommendations**

This project is on the adopted Urban Trails plan for the city. SDOT will continue to work with the community and pursue grant funding for this project. However, this is a non-arterial street and may not compete well for state and federal grants which means that additional local funding may be required.

**District Council** Northwest

**Project Title**

Green Lake Path Lighting

**Project Location**

Around Green Lake 3 mile pathway

**Project Description**

New installation: I propose installing antique-style street lamps around the Green Lake 3 mile path. Ideally, the light fixtures should be in keeping with the architectural style of the surrounding houses (early 1900s craftsman) - maybe black iron with 2 or 3 lights per post?

**Project Justification**

Green Lake is one of Seattle's best used parks, serving tens (maybe hundreds?) of thousands of Seattle residents year-round. Rain or shine/summer or winter, the GL walk/bike/run path is used by people all around the region. Every night I see joggers running along GL Way. I believe it would improve safety and add to the beauty of the lake and park. Thank you for the consideration, and opportunity to propose it.

**Reviewing Department** Parks

**Dept Recommendations**

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

**District Council** Northwest

**Project Title**

Greenwood Avenue N/N 85th Street Intersection and Pedestrian Improvements

**Project Location**

Intersection of Greenwood Avenue North and North 85th Street.

**Project Description**

This intersection project is located at the heart of the Greenwood Urban Village. Neighborhood planning has noted that this intersection needs continual improvement for the sustainability of the neighborhood and is key to the neighborhood urban village process. Improvements consist of the following:• Pedestrian ADA compliance upgrades – new curb ramps at all legs. • Signal optimization for improving pedestrian crossing times and balancing vehicle queue lengths – revise signal timing. • Transit stop improvements – adjust stop locations and review priority elements/needs. • Adjust the intersection right turn lanes and business parking to improve signal and transit operations. • Pavement rehabilitation to delineate the heart of Greenwood concept.

**Project Justification**

This project provides pedestrian safety, improves vehicular capacity, improves transit amenities, reduces transit delay, and most importantly revitalizes the heart of Greenwood. This improvement is necessary to retain the economic vitality of the neighborhood. This intersection has extremely high pedestrian volumes.

Pedestrian counts have shown that during peak vehicle traffic hours over 200 pedestrians per hour utilize this location (pedestrian volumes from Sustainable Seattle count 2005). The location also has a documented drainage problem that during storm events causes localized street flooding. The street flooding in combination with high vehicle numbers and pedestrians is a safety concern. In addition this is notably a negatively impact to business, reduces transit ridership, and overall provides a poor pedestrian environment. Listing the project on the City’s CIP will help the neighborhood leverage the programmed project for other funding opportunities. The project could also be combined with programmed drainage improvements for this intersection (see

**Reviewing Department**

SDOT

**Dept Recommendations**

Funding for this type of street improvement is primarily available only through state or federal grants. SDOT recognizes the importance of this location and the fact that it serves multiple modes, and will consider this request when seeking grant funds.

**District Council** Northwest

C363204)This project has high importance to the sustainability of the Greenwood Urban Village. The

**District Council** Northwest

**Project Title**

Greenwood Avenue N/N 90th Street Pedestrian Safety and Gateway Improvements

**Project Location**

Intersection of Greenwood Avenue N and N 90th Street

**Project Description**

The proposed project provides improvements to a non-compliant crosswalk as well as gateway improvements. Improvements include the following:

- Pedestrian Crossing/Actuated Signal – replaces the existing warning flashers above the marked crosswalk on this 4 lane arterial.
- Pedestrian Bulbouts and Parking Revisions – improve sight distances with pedestrian amenities.
- ADA compliant curb ramps.
- Gateway Improvements for Greenwood Urban Village – provide signing, landscape/hardscape elements to alert drivers that they are entering a town center/pedestrian environment.

**Project Justification**

This location has a non compliant marked & unsignalized crosswalk on a 4 lane principal arterial. A recent speed study (Neighborhood Council Study 2006) concluded that the 85th percentile speed is 44 mph (a.m.) and 42 mph (p.m.), well above the posted speed limit (30 mph). The combination of high speeds and non compliant marking of a crosswalk are justification for immediate need to update the crosswalk to current standards. This improvement also presents an opportunity to reduce vehicle speed by adding gateway features that would give drivers an indication that they are entering a pedestrian environment. This project has high importance to the sustainability of the Greenwood Urban Village. The Neighborhood Council has invested significant effort to understand and demonstrate need for this project. Please consider this project for the CIP

**Reviewing Department** SDOT

**Dept Recommendations**

SDOT will be constructing a traffic signal in 2006 or early 2007 at Greenwood Avenue N and N 90th Street to improve the pedestrian crossing. There may be opportunities to fund gateway improvements through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods.

**District Council** Northwest

**Project Title**

Greenwood Avenue North Street Improvements – N 90th to N 105th Street

**Project Location**

Greenwood Avenue North from North 90th Street to North 105th Street

**Project Description**

This project provides for needed pedestrian/vehicle safety and mobility improvements to Greenwood Avenue N from N 90th to N 105th Street. Improvements consist of converting the current four lane rural condition street to a three lane urban street with bike lanes. The lane reconfiguration would be similar to the lane reconfiguration done to Greenwood Ave N in 1995 (N 70th to N 85th). In addition to reconfiguration of the lanes the project would include significant sidewalk improvements. This roadway is a principal arterial that has long stretches of roadway without sidewalks. This project also provides opportunity to include programmed signal synchronization improvements as well as drainage improvements (headwaters to Pipers Creek and Greenwood Bog).

**Project Justification**

Greenwood Avenue N is a very old arterial that serves about 13,000 vehicles and hundreds of pedestrians each day. The roadway was built to rural standards while outside the City limits. The rural condition lacks consistent infrastructure as well as common safety elements. The notably poor condition of this principal arterial, also the gateway to the Greenwood Urban Village, has been the subject of various studies. The most current study is an ongoing study conducted by the Greenwood Neighborhood. Current studies conclude that a lane reduction will reduce accidents, lower speeds, provide additional linkage to the Neighborhood/City bike corridor and extensively improve the pedestrian environment. From 2002 to 2005 the project limits contained 84 vehicular accidents and 13 pedestrian accidents. The accidents involved 33 left turn accidents (38%). The 85th percentile speed is 44 mph (a.m.) and 42 mph (p.m.), well above the posted speed limit (30 mph). In addition to slowing vehicle speeds and reducing accident potential the lane reduction would improve pedestrian crossings. Reducing to 3 lanes would bring the pedestrian crossings into compliancy with current City policy regarding

**Reviewing Department**

SDOT

**Dept Recommendations**

SDOT recognizes the importance of improving conditions for all modes in this corridor. Funding for this type of street improvement is primarily available only through state or federal grants. SDOT has received grant funds for other segments of this corridor and will consider this segment when applying for grants in the future.

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unsignalized/marked crossings on arterials. The project has great potential for receiving funding from outside agencies based on the lack of sidewalks, poor pavement conditions and accident history. The Transportation Improvement Board (TIB) provided funding for this corridor to the north (see TC366380) as well as to the south (see TC366120). Therefore the TIB may consider this as a gap completion project. The corridor is currently experiencing some redevelopment and developer mitigation dollars could be leveraged for matching funds. This project has high importance to the sustainability of the Greenwood Urban

**District Council** Northwest

**Project Title**

Greenwood Bog/Pipers Creek Headwater Improvements – N 85th to N 90th Street

**Project Location**

Between N 85th Street and N 90th Street along 1st Avenue NW or Palentine Avenue.

**Project Description**

"The project would provide an opportunity to implement water quality improvements for the Greenwood bog and headwaters to Piper Creek. Improvements include the following:• Create an open area that would demonstrate how the sustainability of the bog is important to the headwaters to Pipers Creek. • Implement low impact design for stormwater and street improvements planned on 1st Ave NW, Palentine, N 87th Street and vicinity."

**Project Justification**

"The Greenwood bog has been studied for several years. Through various studies it has been concluded that the sustainability of the bog is critical to the quality of Pipers Creek as well as maintaining the infrastructure of the Greenwood area. Providing an open space project and implementing low impact design (LID) would be utilized for educational purposes to show how to sustain and improve the Greenwood bog. This project has high importance to the sustainability of the Greenwood Urban Village. The Neighborhood Council has invested significant effort to understand and demonstrate need for this project. Please consider this project for the CIP"

**Reviewing Department** SPU

**Dept Recommendations**

"1) This is not currently in the CIP budget.  
2) SPU and DPD have worked with the developer and they will be incorporating stormwater biofiltration swales into 1st Ave NW and Palentine south of N 87th Street."

**District Council** Northwest

**Project Title**

Greenwood Town Center Project

**Project Location**

**Project Description**

We are investigating a swap of our existing theatre property on 85th Street for a new theatre complex as part of the Greenwood Town Center project. Would it be appropriate to submit our project as part of the CIP? If so, the whole project or certain aspects? I would be happy to meet with you and discuss in greater detail. Any assistance is greatly meet with you and discuss in greater detail. Any assistance is greatly appreciated.

**Project Justification**

**Reviewing Department** DON

**Dept Recommendations**

This doesn't appear to be an appropriate CIP project given that it involves a land swap between two private owners which would need to be negotiated between themselves.

**District Council** Northwest

**Project Title**

Greenwood Towncenter/Urban Village Pedestrian Improvements

**Project Location**

Various locations adjacent to and within the Greenwood Urban Village

**Project Description**

The project would allow for the study and implementation of various pedestrian improvements within the Greenwood Urban Village. Improvements include the following:• Pedestrian scramble at N 85th Street/Greenwood Ave N. • Pedestrian signing and/or crossing improvements on N 85th Street at Phinney Ave N and Evanston. • Pedestrian improvements that help link to Town Center to Sandel Park - Sidewalk on 1st Ave NW. • Pedestrian bulbouts at various locations.

**Project Justification**

It has long been known that the pedestrian infrastructure in Greenwood is well behind the infrastructure of many of the other City of Seattle Urban Villages. The Neighborhood Council has taken a close look at many alternatives that would help the pedestrian environment. Funding to implement the alternatives is needed. Listing this project on the CIP would not only provide for some funding but would allow the neighborhood to leverage the project against other funding opportunities. This project has high importance to the sustainability of the Greenwood Urban Village. The Neighborhood Council has invested significant effort to understand and demonstrate need for this project. Please consider this project for the CIP

**Reviewing Department** SDOT

**Dept Recommendations**

The creation of a pedestrian Scramble is primarily an operations issue, rather than a question of funding. However, it would likely not be feasible at this location. Future pedestrian improvements on N 85th at Phinney and Evanston would likely involve adding traffic signals. Requires additional feasibility study. There may be opportunities to fund curb bulbs and sidewalks through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods.

**District Council** Northwest

**Project Title**

Haller Lake Street End Park

**Project Location**

Shoreline at the end of N125 just East of Densmore

**Project Description**

The proposed park is on the west shore of Haller Lake, a unique setting in Seattle. Most city residents do not know it exists. Public access to the lake is only

available at two street ends. Our goal is to provide a park for community access for the enjoyment of the natural beauty of the lake and all it offers including bird watching, fishing, boating, and picnicking. We are asking for funding for landscaping and accessibility to create the park. Working closely with the community, J.A. Brennan designed the park estimated to cost a total of \$356,900. The Pro Parks Levy fund will provide \$150,000 toward shoreline repair and site preparation. We are asking for \$200,000 for new park landscaping including retaining walls, an ADA pathway to the shore (also vector truck access specified by SPU), flagstone and gravel areas for picnic tables and benches, and native trees and plants. Currently, the only site amenities are a raised sewer lid for sitting and an eroding shoreline. It now has only immature nonnative trees, Himalayan blackberries, patchy grass, and a dirt path. This park would not only provide access to this special—underutilized—resource, but would restore an important wildlife habitat.

**Project Justification**

Haller Lake is an incredible natural resource that should be experienced more fully by the public. The lake is host to resident

raptors, songbirds, waterfowl, and innumerable migratory bird species. The lake is stocked with trout and can be fished year-round. The current property is an open field with patchy wild grass, blackberry vines, and a protruding sewer cover. Due to erosion, at least 10 feet of depth in shoreline and several tall evergreens have been lost. There are no structures and no paving on the property. The lake is close to two urban villages, two mobile home parks, low-income housing, apartments, a group home and three schools. City residents would be able to enjoy the lake if there was an accessible, inviting, comfortable, and maintained park.

Documentation shows that since 1937 the Haller Lake Community has been working to get a park at this location. In 1965 and 1978 the Haller Lake Improvements Club conducted neighborhood studies that called for improvements at the street ends. The Hub Urban Village for Bitter Lake/Haller Lake recommended a park at this location and Vision 2020 plans also call for the park.

Repairing the shoreline, which has receded since the sewers were added, will

**Reviewing Department**

Parks

**Dept Recommendations**

Do not consider. Pro Parks Levy-funded.

**District Council** Northwest

take most of the Pro Park funds. To bring the proposed park to reality more funding is needed for landscaping including making the required pathway for ADA sturdy enough for a vactor truck to reach Metro's sewer line—something requested by SPU despite the fact that a large flexible tube has been used since sewer lines were installed. SPU has offered help with funding. We have funding to start, but to finish we need additional funding. The park would provide the city with amenities allowing people to

**District Council** Northwest

**Project Title**

Linden Ave N/N 85th Street Intersection Safety Improvements

**Project Location**

The intersection of Linden Avenue N and N 85th Street

**Project Description**

The proposed project adds needed safety improvements at this intersection. Improvements include the following:

- Signalize the Intersection (Traffic or Pedestrian)
- Provide Intersection Lighting Improvements
- Provide ADA Curb Ramps
- Gateway Treatment for Greenwood Urban Village

**Project Justification**

This intersection was recently studied by the Greenwood Neighborhood Council (2006 Study – Ongoing). The current study noted that this intersection is a candidate for signal and safety improvements. The study looked at signal warrant criteria as well as consideration that this is one of the only locations within the City that a secondary arterial street intersecting a primary arterial is unsignalized. The N 85th Street corridor and this intersection location have a high percentage of left turn vehicle accidents (38% of all accidents). Rear end accidents are also a notable concern with an associated cause of lack of protected left turn pockets. In addition to vehicular accidents, this location and the adjacent blocks, have a high number of pedestrian accidents. The location also has transit stops on both sides. This location is the only transit stop along the corridor that is not located at a signal. The transit stops at this location are extensively used despite an adequate crossing location for pedestrians. The existing four lane street is very difficult for pedestrians to negotiate due to 27,000 vehicles that utilize this stretch of roadway each day. Lighting improvements are needed based on the high number of left turn movements as

**Reviewing Department** SDOT

**Dept Recommendations**

This request could be combined with the improvements requested in the Linden Multimodal Safety Improvement Project (see next page) if SDOT pursues grant funding for these locations.

**District Council** Northwest

well as the proximity to Aurora. The high level of lighting at Aurora has a significant impact on the lighting levels at this intersection. The current study also indicates that a signal at this intersection would not only improve safety and capacity but could have a secondary purpose to calm

**District Council** Northwest

**Project Title**

Linden Multimodal Safety Improvement Project

**Project Location**

Linden Ave. N. from N 145th St. to N 130th St.

**Project Description**

This project would make safety and access improvements for bicyclists, pedestrians, transit riders and general purpose traffic on Linden Ave. between N 145th St. to N 130th St. The primary interest of Broadview Community Council is to complete the final missing link in the Interurban Trail system that is already complete to the north and south of the proposed project area. This will be accomplished by re-building much of Linden Avenue and installing bike lanes and sidewalks. Where possible, a planted median should also be considered to create a boulevard effect in this rapidly developing, Urban Village.

**Project Justification**

With the completion of the Interurban Trail segment to the north in Shoreline and the segment to the south from N 128th St. to N 110th St. there is a need to connect the segments. Linden Ave. N is in very poor condition and is not a safe environment for bicyclists, pedestrians, transit riders or motorists. The pavement is in very poor condition, portions of the roadway are frequently flooded, there is no place for bicyclists to ride and the sidewalks are incomplete. This segment of Linden Ave. N is part of the Bitter Lake Urban Village. It also is an area with a large and growing multifamily residential population, including many seniors. It would also make the urban village safer, more inviting and accessible for present and future residents. Finally this is a planned facility as shown on the adopted Urban Trails Plan for the City of Seattle.

**Reviewing Department** SDOT

**Dept Recommendations**

SDOT is aware of the concerns on Linden and began working in the early 1990s to secure grant funding for improvements on Linden. Funding for this type of street improvement is primarily available only through state or federal grants. In order to receive grant funding, the street would need to be reclassified from a "planned arterial" to an arterial. As part of the Interurban non-motorized system, there should be opportunities to build some pedestrian and bicycle improvements, and SDOT will continue to work with private developers on opportunities for developer-funded improvements. Also, a signal is planned for the intersection of 145th and Linden.

**District Council** Northwest

**Project Title**

N 125th St. Project

**Project Location**

N 125th St. from Greenwood Ave. N. to Aurora Ave. N

**Project Description**

This project would make safety and access improvements for bicyclists, pedestrians, transit riders and general-purpose traffic on N 125th St. between Greenwood Ave. N to Aurora Ave. N. The primary interest of Broadview Community Council is to make this street segment safe for pedestrians and bicyclists as they use the Interurban Trail and go to and from buses on Aurora Ave. N and Greenwood Ave. N. This will be accomplished by building curbs, planting strips and sidewalks on both sides of the street where they are not now present.

**Project Justification**

With the completion of the Interurban Trail segment from N 128th St. to N 110th St. there is a need to provide safe access via N 125th St., which is the most visible access. Pedestrians also use N 125th St. to access several Metro bus routes on Greenwood Ave. N and Aurora Ave. N. Currently most of this segment of N 125th St. lacks curbs and sidewalks and is not a safe environment for bicyclists, pedestrians, transit riders or motorists. There is no place for bicyclists to ride and the sidewalks are incomplete. The areas near this segment of N 125th St. have a large and growing multifamily residential population, including many seniors. It is near the Bitterlake Urban Village. It would make the area safer, more inviting and accessible for present and future residents.

**Reviewing Department** SDOT

**Dept Recommendations**

Funding for this type of street improvement is primarily available only through state or federal grants. SDOT recognizes the importance of this connection and the fact that it serves multiple modes, and will consider this request when seeking grant funds.

**District Council** Northwest

**Project Title**

N 85th Street Improvements – Linden Ave N to 8th Ave. N

**Project Location**

N 85th Street from Linden Ave N to 8th Ave N

**Project Description**

The proposed project will improve traffic flow, reduce accidents, lower vehicle speed and provide pedestrian safety along this busy four-lane street. The project would include a “gateway” element at Linden Ave or Fremont Ave to provide west bound drivers an indication that they are entering the Greenwood Urban Village and a pedestrian zone. Current alternatives under consideration include the following:

- Signal

- Interconnect – connect 7 signals along the corridor to improve flow
- Lane Modifications – reconfigure west bound lanes to optimize capacity and
- reduce left turn accidents
- Pedestrian – provide pedestrian signals where warranted
- New Signal at Linden Ave – warrant analysis required

**Project Justification**

The Greenwood neighborhood is one of Seattle’s lively Urban Villages. The Greenwood Urban Village is growing rapidly, evidenced by the recent slew of proposed development projects. The neighborhood is currently preparing a transportation plan to meet this expected growth. The traffic volumes and arterial designation of N 85th

Street do not allow any lane reductions to assist pedestrian crossings. Intersection spacing is approximately every 600 feet and signals are not appropriate at every intersection. Creative solutions are needed to enhance the walkability of this Urban Village. There were 71 accidents along this segment of N 85th Street from January 2002 to July 2005. There were 27 left turn accidents in this segment, 38% of all accidents. There were 9 pedestrian or bicycle accidents at intersections and 5 mid-block pedestrian accidents over the period. The existing four lane street is very difficult for pedestrians to negotiate, with no refuge islands and limited signalized crossings. When vehicles do stop for pedestrians, the view of the crossing pedestrian is blocked from view for the vehicle in the outside lane. The speed limit is 30 mph and the 85th percentile speed is 38 mph (a.m. peak hour) and 36 mph (p.m. peak hour).

**Reviewing Department**

SDOT

**Dept Recommendations**

Funding for this type of street improvement is primarily available only through state or federal grants. SDOT recognizes the importance of this corridor and the fact that it serves multiple modes, and will consider this request when seeking grant funds.

**District Council** Northwest

Pedestrian accidents have received media attention due to the incompatible street section with the pedestrian activity of an urban village. The age of the street warrants a complete reconstruction to upgrade the stormwater facilities. However, the priority is to improve pedestrian safety and traffic flow. This project has high importance to the sustainability of the Greenwood Urban Village. The Neighborhood Council has invested significant effort to understand and demonstrate need for this project. Please

**District Council** Northwest

**Project Title**

North 143rd Street Safety Improvement Project

**Project Location**

143rd N from N Palatine. to Aurora Avenue North

**Project Description**

This project would make safety and access improvements for bicyclists, pedestrians, transit riders and general purpose traffic on North 143rd Street between Palatine. to Aurora Avenue North. The primary interest of GAIN the Highland is to accommodate pedestrians, cyclists, transit riders and disabled residents who use 143rd Street. This will be accomplished by re-building 143rd Street and installing bike lanes and sidewalks. Where possible, street trees and planters should be put in place to calm traffic in this rapidly developing, Urban Village.

**Project Justification**

143rd street. N is in very poor condition and is not a safe environment for bicyclists, pedestrians, transit riders or motorists. The pavement is in very poor condition, portions of the roadway are frequently flooded, there is no place for bicyclists to ride and the sidewalks are non existent. 143rd Street N is adjacent to the Bitter Lake Urban Village. Two developments alone will add capacity for 600 additional cars in a four block area. It also is an area with a large and growing multifamily residential population, including many seniors and disabled residents who depend on the metro transit stops on 143rd st.. It would also make the urban village safer, more inviting and accessible for present and future residents.

**Reviewing Department** SDOT

**Dept Recommendations**

SDOT recognizes the importance of this connection, but 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** Northwest

**Project Title**

Sidewalks for Carkeek Park

**Project Location**

Carkeek Park, Broadview neighborhood

**Project Description**

North of 85th sidewalks are sparse. Carkeek Park is a huge park but there are no sidewalks leading to the park from the Broadview neighborhood. I propose sidewalks along NW Carkeek Park Road, NW 116th St leading to NW 117th St leading all the way to Greenwood Ave N. Most of those roadsides are overgrown and very pedestrian unfriendly. Why have a beautiful huge park with walking trails and not have easy walking access to the park?

**Project Justification**

Cost justification for sidewalks are best put where the most people will use them. Carkeek Park is visited by thousands of people. Walking down to the park on the road with a baby stroller or with my young children is dangerous because of the many blind corners and bushes that grow right up to the edge of the street. This will encourage more people to get out of their cars and walk to the park.

**Reviewing Department** SDOT

**Dept Recommendations**

Funding for this type of improvement is typically only available through state and federal grants, but these grants are not available for non-arterial streets. Without a special appropriation, this project may be difficult to fund.

**District Council** Northwest

**Project Title**

Sidewalks on 100th. St. in the Licton Springs neighborhood in north Seattle

**Project Location**

100th. St. N. between Aurora Ave. N. and College Wy. N. in north Seattle

**Project Description**

The neighbors of the Licton Springs community would like to have sidewalks with curbs installed on 100th. St. between Aurora Ave. and College Way. This project would involve adding new sidewalks to already existing sidewalks. This project could be a candidate for SEA streets, because there is an open ditch on the south side of the street with runoff to a local wetland.

**Project Justification**

100th. St. in the north Seattle neighborhood of Licton Springs (between College Way and Aurora Ave.), is very narrow with blind spots due to topography and plant material. In one area an open ditch runs along the surface street. There are many sections where walking is impossible, forcing pedestrians into the street. Neighbors, police officers, city employees, college teachers and students, plus shoppers at Larry's Market and Oaktree Village all use this street for walking driving and parking. The existing condition of the street is very unsafe for the reasons I named earlier. Also the speeds on this street often exceed the posted speed limit of 20mph. as folks use this street as a cut through between Aurora and N. College Way.

**Reviewing Department** SDOT

**Dept Recommendations**

A sidewalk was recently installed on North 100th Street west of College Way North. Other blocks are also complete. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, which are administered by the Department of Neighborhoods.

**District Council** Northwest

**Project Title**

Traffic Calming of N 67th St. Between Dayton Ave. N & Phinney Ave. N

**Project Location**

The 400 block of N 67th Street between Dayton Ave. N and Phinney Ave. N

**Project Description**

We live on a small block on a narrow street that adjoins the Phinney Neighborhood Association. While this street was neither designed nor built as a major artery it hosts more than 150,000 vehicles annually due to events at the PNA and its use as a 'shortcut' for commuters seeking to avoid the traffic signal at N 65th Street and Phinney. Many of the commuters tend to speed, endangering our neighbors and the hundreds of patrons who attend preschool, daycare, classes, and events. As homeowners with children, we request that the city of Seattle install traffic calming chicanes and crosswalks to ease the pressure on drivers and pedestrians. Traffic is currently slowed briefly by 4 parked vehicles on the lower section of the block. When vehicles are parked on the street, there have been no accidents in the past six years, but when the street has been open without parked vehicles, numerous accidents have occurred in intersections at both ends of the block. Large parked vehicles can obstruct visibility, however, and the upper part of the block is an open raceway leading to a 3-way intersection with heavy retail traffic (Starbucks & Red Mill) so an alternate solution is required.

**Project Justification**

The Phinney Neighborhood Association makes a major impact on the city of Seattle. Much of that impact is positive – community daycare, preschool, the Well Home program, and the provision of a gathering place for meetings and community events. Unfortunately, there is a more 'challenging' side – more than 80,000 families in vehicles visit the PNA each year by entering the parking lots in their cars. The lots are not large enough to accommodate everyone so parking impacts the surrounding neighborhood. Those who park nearby as well as the many patrons who live in the neighborhood walk to the center, crossing N 67th street on foot to enter the buildings or play in the playgrounds. Many of those people are children – infants in strollers or the arms of parents, toddlers learning to navigate outside the house, 6-year-olds learning to ride a bicycle, and groups of preschool attendees on a short field trip. When the PNA patrons encounter the more approximately 70,000 commuter vehicles using the street as a 'bypass' or 'shortcut' to avoid the traffic light at N 65th and Phinney, extremely dangerous situations can develop. The installation of a traffic calming system on the block adjoining the

**Reviewing Department**

SDOT

**Dept Recommendations**

SDOT does not install marked crosswalks on residential streets unless they are in conjunction with school walking routes. If the community is asking for marked crosswalks on an Arterial Street, they need to contact SDOT's Pedestrian Program section. As far as traffic calming on N 67 St between Dayton Ave N and Phinney Ave N, the first step in a traffic calming plan is to participate in the Neighborhood Speed Watch Program.

**District Council** Northwest

center would make life much safer for the more than 250,000 people who drive or walk annually on this street. When the street has been open without parked vehicles, numerous accidents have occurred in intersections at both ends of the block. Large parked vehicles can obstruct visibility, however, and the upper part of the block is an open raceway leading to a 3-way intersection with heavy retail traffic. Some patrons of the PNA have occasionally driven angrily onto our planting strips, creating muddy tire ruts

**District Council** Northwest

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**District Council** Northwest

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**District Council** Northwest

**Project Title**

Update & Improvements of Greenlake Community Center and Evans Pool

**Project Location**

7201 E Greenlake Dr. N.

**Project Description**

Improvements to Evans Pool including additional showers in the locker room, added changing benches and lockers that work. Storage area around pool and new tile in locker room area. Improvements to the Greenlake Community Center could include added lights/windows, refinishing hardwood floors, new paint and flooring.

**Project Justification**

Greenlake and the community center and pool are the crown jewel of the Seattle Parks. Greenlake is where citizens from Seattle, King County, and beyond bring themselves and their guests to enjoy the beauty and recreation it has to offer. However, the facilities (pool and community center) have been allowed to decay over time and are in great need of a major update and overhaul. New paint, more light and a pool with a superior locker room are a must. These improvements would serve not just the residents of the neighborhood but many people around the city who utilize the park.

**Reviewing Department**

Parks

**Dept Recommendations**

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