

CIP Project Suggestions, by District Council

District Council Southwest

Project Title

Alki Ave SW Sidewalk Completion and Crosswalk

Project Location

Alki Ave SW from 65th Ave SW to Beach Drive SW along the water side of the street

Project Description

Start at sound end of Alki Beach Park promenade ends at Alki Point intersection of Beach Dr SW. Remove physical barriers, provide continuous unimpeded sidewalk. This is a public safety issue. The Alki Community Council has requested this through Sea Engineering/SDOT for the past 12 years.

Project Justification

The pedestrian public who uses this regional destination park require a safe public right of way along this heavily used park. The Alki Trail ends there and needs to be completed. This item was voted on and passed by the Alki Community Council as a priority for CIP funding. Public safety/pedestrian friendly city?

Reviewing Department SDOT

Dept Recommendations

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

District Council Southwest

Project Title

Alki Community Center Upgrade
(Renovation/Addition)

Project Location

5817 SW Stevens St., Seattle, WA 98116

Project Description

The Alki Community Center, located at 5817 SW Stevens St., is attached to Alki Elementary. Adjacent to the Center is Alki Playfield, Whale Tail Park, and the entrance to Schmitz Park. Our Center is a vital asset to each of these neighborhood resources. The facility has very little (if any) street presence, little parking, and does not have sufficient building space for current programs. Therefore an upgrade of the Center is necessary. Alki Advisory Council has taken on the responsibility of contracting with a local firm to complete a feasibility study for a possible future upgrade, which will identify the community facility needs, program space requirements, and include preliminary costs. The feasibility study will identify a vision of the renovation/addition, including spatial needs (including requirements for dedicated teen space, and game room, and ADA upgrades of the restrooms) for; programs desired, interior modifications for adequate circulation and control desk, additional program space for staff and programs, new roof, updated windows, and HVAC upgrades. The construction must consist of sustainable and durable products and systems to minimize the use of energy and the operation/maintenance cost. The Center is an essential part of the social fabric of our neighborhood.

Project Justification

Alki Community Center was constructed around 1948, with a minor remodel in 1996. The facility is a single-story masonry building with no sprinkler/fire alarm system, including a leaking flat roof, un-insulated windows, and an inadequate heating system. Due to space limitations and infrastructure decay/limits, the building is unable to provide quality community service. Due to space limitations, the Community Center is unable to serve the entire community and does not enable the community to be assured of quality programs. The Center serves approximately 300 community members per week, including over a hundred children enrolled in before/after school programs and twenty-five children in Pre-School. These two programs are maxed out due to limited space. Other current programs are maxed out due to space limitations, which often require programs to share space, lowering the quality of programs provided. Programs offered include youth, sports, senior programs, summer day camps which experience regular wait lists. There is no dedicated space for the teen program, requiring teens to mix with smaller children, discouraging teen participation. As residents are turned away due to lack of

Reviewing Department

Parks

Dept Recommendations

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

District Council Southwest

space, the Community Center is currently not meeting the needs of the community. The heating system is a major concern of the Alki Advisory Council and the staff, and desperately needs to be upgraded, as heat is not available unless the adjacent school is in session. The restrooms do not meet ADA requirements and are inadequate in size for the facility patronage. The entry is crowded with game tables, vending services, and the control desk (which doesn't have visual access to all areas) creating a potential for catastrophe in the event of an emergency. This leads to center that easily

District Council Southwest

Project Title

Bicycle Improvements – Bike Lane from Morgan Junction to Beach Drive (and beyond)

Project Location

Starting at the intersection of California Avenue SW and Fauntleroy Way SW and ending at the intersection of SW Jackson Road and Beach Drive SW

Project Description

This project involves pavement repair of existing assets (streets) while, at the same time, enhancing them with bicycle lanes and directional signage. The project would increase safety for bicyclists traveling to and from the Morgan community to the popular/scenic bicycle area of Beach Drive SW and Alki Avenue SW.

The proposed bike lane would take the following route:
Beginning at the intersection of California Avenue SW and Fauntleroy Way SW, thence north to SW Graham Street, thence west on SW Graham Street 5 blocks, thence north on 48th Avenue SW 4 blocks, thence west on SW Brandon Street 1 block, thence North on 49th Avenue SW for 2 blocks, thence west on SW Hudson Street as it becomes SW Jacobson Road and drops down to Beach Drive SW. After completing this section, it would then be ideal to have a bike lane connect the intersection of SW Jacobson Road and Beach Drive SW with the bike lanes where Beach Drive SW becomes Alki Avenue SW.

Project Justification

The Morgan Junction Neighborhood contains roughly 10,000 people living in 5,000 households. Bicycling is important in our community, not only a healthy lifestyle, but is also a legitimate method of commuting to and from employment

centers such as downtown Seattle and the Duwamish industrial area. Recreational bicyclists and commuting bicyclists are increasing rapidly in number and, therefore, it is imperative that the City make our streets and neighborhoods friendlier and safer to bicyclists.. The proposed project would greatly increase the safety of a major bike route connecting our community with Beach Drive SW (which already is an important bicycle route). After arriving at Beach Drive SW, recreational and commuting bicyclists are able to travel to Alki Avenue SW, where they can continue along that street to their ultimate destinations. The existing facility is not adequate as there is very little space on the shoulders of many of the above-listed streets for bicyclists to ride safely, especially on SW Jacobson Road which has a considerable downhill stretch with unstable gravel on the shoulders and poor street surface conditions (numerous cracks and potholes). Awareness would also be increased with signage directing bicyclists and potential bicyclists to this new bike lane/throughway to Beach Drive SW.

Reviewing Department

SDOT

Dept Recommendations

Proposed pedestrian connection would lead to a Parks project that is underway. Typically this is not something that would be funded through traditional transportation funding sources.

District Council Southwest

Project Title

Bob Booth Tennis Courts-Lincoln Park

Project Location

Lincoln Park Annex, Lincoln Park

Project Description

This project is for needed maintenance items. They may be summarized as follows: 1.A bad crack exists on the service line in Court 6. 2.The asphalt surface is deteriorating in Court 3. This exists in only a few areas, so a full court resurfacing would not be necessary. 3. Create a gravel path across the Northern lawn from the sidewalk to the courts. Presently people are walking across the lawn creating a muddy walk, which carries into the courts. These courts are heavily used year round. Seattle Highschools have Citywide tournaments in the Spring and during the Summer other public organizations have their tournaments in this facility. Conservatively, thousands of people use this facility 12 months of the year.

Project Justification

Reviewing Department Parks

Dept Recommendations

Extension of an existing project (Small Tennis Court Program). Possible NCRF funding.

District Council Southwest

Project Title

Electric Speed Display Signage for Fauntleroy Avenue SW

Project Location

On Fauntleroy Way SW, to the north and south of its intersection with California Avenue SW

Project Description

This proposed CIP project involves installation of permanent electric speed limit display signage on Fauntleroy Way SW, both north and south of its intersection with California Avenue SW. This would be a new facility. Specific locations to be determined, based on average speed of traffic along each segment of Fauntleroy Way SW and the amount of right-of-way available for installation of the signs.

Project Justification

Fauntleroy Way SW is a major north-south arterial that carried 12,300 vehicles AADT (Annual Average Daily Traffic volume) south of California Avenue SW and 19,100 vehicles just north of California Avenue SW in 2004. The AADT was 45,000 north of SW Oregon Street. Fauntleroy acts as the primary connection between most of Seattle and the Fauntleroy ferry terminal. Vehicles typically travel well above the posted speed limit (35 mph) on this arterial. Land uses along the arterial are primarily single-family and multifamily residential (including The Kenney senior housing community), recreational (Fairmount Park), and institutional (Fairmount Elementary School and Gatewood Elementary School). Bus stops are located on both sides of the street. Pedestrians routinely cross this wide street to reach these various uses. The overall lack of signals and the expansive roadway width contribute to vehicles speeding. In addition, the numerous S-curves limit sight distance several locations, which has resulted in many accidents along this stretch of road over the years. The proposed project would install permanent electronic speed display signage (both northbound and southbound) to the north and south of the intersection

Reviewing Department

SDOT

Dept Recommendations

The first steps in this process would be to determine if there is a documented speeding problem or a potential speeding problem. Arterial Ops would also want to review collision history along Fauntleroy Ave SW. It would be helpful if the community provided documentation of the electronic speed signs reducing travel speeds.

District Council Southwest

of California Avenue SW. These signs,
which tell motorists how fast they are

District Council Southwest

Project Title

Fairmount Community Stair Climb

Project Location

Stair climb located at Edmunds and S. W. 37th, descending due west to Edmunds at S.W. 39th

Project Description

This is an existing asset that has not been maintained. The dead end street of Edmunds has been targeted as a drop off point for stolen vehicles over the past several years. Because of the lack of lighting and the overgrowth of blackberries, grass, weeds and scotch broom makes the area extremely easy to hide and surprise a walker on this staircase. Beginning at the 37th avenue level, the stairs are narrow, moss covered and there is one mercury vapor light but direct lighting on the stairs. When you get to 38th, there is no lighting at all and the staircase become increasingly more dangerous. One you get below 38th, the stairs end and only a very narrow pour of aggregate concrete at an alarming down hill pitch is left, they never built stairs there at all. The aggregate is broken with numerous stumbling opportunities. There is no lighting at all until you get to the alley level where again is one mercury vapor light for the alley, not the stairs. The overhanging blackberries and debris is at it's best now in winter. However, within a few weeks the Fairmount Community association will be back down there with saws and lopers trying to keep the path open. The handrails are splintered and are nothing more than a 1" by 4" board attached to rusting poles and are inadequate.

Project Justification

There are in excess of 250 households surrounding this trail/staircase within 2 blocks on either side. Currently, the stair case is barely usable and only useable by those that are agile enough to trip and not fall. Considering this stair case is the most efficient way for the Fairmount Community to gain access to the proposed Whole Foods, Hancock Fabrics, Jefferson Square and the Junction shopping areas by walking rather than driving as well as the fact that the lack of parking in the shopping areas discussed is disappearing rather than being replenished due to the sale to the monorail authority, we feel that it should be awarded a capital improvement allocation. We invite you to come and walk the stair case with us so that you will fully comprehend what our needs are as we would enjoy walking this safely in the day as well as the evenings. Thank you for your consideration and please feel free to contact me at the email address or by telephone as listed above. For your initial review, I am attaching photos taken on Saturday, March 11, 2006 of the proposed capital improvement site. Sharonn Meeks

Reviewing Department SDOT

Dept Recommendations

The structural repair of the stairway can be accomplished through SDOT's annual Stairway Rehabilitation Program. The responsible manager for SDOT discussed this with the Fairmount Community Association and will be meeting with them to determine the scope of the repair work. Other items, such as additional lighting and landscaping improvements, will still need to be pursued through the CIP.

District Council Southwest

Project Title

Improvements to Access the Orchard Street Ravine Open Space

Project Description

This project would create pedestrian improvements that provide better access to and through the Orchard Street Ravine, a Pro Parks levy project), which is located on the SW Orchard Street right-of-way between 36th and 39th avenues SW. The Orchard Street Ravine project is an important component of the Morgan Junction Neighborhood Plan's Green Crescent Key Strategy, which is aimed at creating a network of parks, open space, green streets, and trail from the Myrtle Reservoir down to the Morgan Junction business district and thence to Lowman Beach and Lincoln parks. At the lower end of the ravine, no sidewalks exist, so construction of new sidewalks or asphalt walkways would be needed. At the upper end of the ravine, sidewalk access improvement will depend on whether the trail begins at 38th Avenue SW, which would need new sidewalks, or 36th Avenue SW, which already has sidewalks. Other needed safety improvements may include, among other things, sidewalk repair between the Orchard Street Ravine and the Myrtle Reservoir, improved crosswalks, curb bulbs, lighting, street furniture (such as benches and trash receptacles) and improved lighting.

Project Location

The two streets leading into the Orchard Street Ravine, one along SW Orchard Street between 39th Avenue SW and the ravine, and the other street to be determined as part of the phased implementation of a trail passing through the ravine, either 38th Avenue

Project Justification

The Morgan Junction neighborhood contains roughly 10,000 people in 5,000 households. The Green Crescent trail system has the potential to serve anyone in the Morgan Junction area who likes to walk through the neighborhood and its parks and open space areas. The two ends of the Orchard Street Ravine, unfortunately, currently are unimproved street rights-of-way, and pose possible unsafe conditions because of steep slopes and a lack of sidewalks and adequate lighting. Pedestrian improvements will be needed at either end of the ravine to ensure safe access for citizens doing habitat restoration work in the ravine and for citizens to will walk the internal and possible future through trail in the ravine. The money allocated in the ProParks levy is specified for improvements within the city-owned green space, so there are no existing funds budgeted for addressing needed pedestrian improvements.

Reviewing Department

SDOT

Dept Recommendations

These types of projects are challenging to fund using transportation funds since this is primarily a project to connect open space, parks and neighborhoods; and does not have a primary transportation function. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, which are administered by the Department of Neighborhoods; or it could be funding through a future Parks project.

District Council Southwest

Project Title

Lincoln Park tennis courts

Project Location

Lincoln Park, Seattle, WA

Project Description

Two tennis courts inside Lincoln Park need resurfacing and nets. Presently these two tennis courts are out of service and are being used as a storage area for landscape materials.

Project Justification

It would serve perhaps 500 or more people per year. It's always been there to use, but because of no maintenance it finally became not usable

Reviewing Department Parks

Dept Recommendations

Extension of an existing project in the Asset Management Plan. Possible NCRF funding.

District Council Southwest

Project Title

Resurfacing/Major Repair of California Avenue SW between SW Edmunds Street and SW Morgan Street/Fauntleroy Way SW

Project Description

Resurface or perform major repairs to the segment of California Avenue SW between SW Edmunds Street and SW Morgan Street/Fauntleroy Way SW.

Project Location

California Avenue SW between SW Edmunds Street and SW Morgan Street/Fauntleroy Way SW

Project Justification

This project is needed to restore and maintain the functionality of a critical link of the West Seattle transportation network. The asphalt pavement of this section of California Avenue SW has deteriorated considerably, with potholes and spot patches which are failing, resulting in cracked, “alligatored” and “corrugated” pavement surfaces in numerous locations. The damage is concentrated mainly in the travel lanes, creating hazardous driving conditions and potential for damage to vehicles using the street. This segment of California Avenue SW is a principal arterial that carries more than 14,000 vehicles per day and is the primary road link between

Morgan Junction and the other major business districts in West Seattle, including the Alaska Junction and Admiral commercial areas. It serves approximately 15,000 people who live in the corridor along the route, as well as commercial vehicles serving the Morgan Junction and Alaska Junction business districts. It also serves as the transportation “spine” of West Seattle and is a major transit route. There has been considerable development of new multifamily and commercial buildings along California Avenue SW which is likely to lead to increased traffic volumes

Reviewing Department

SDOT

Dept Recommendations

This arterial serves approximately 14,000 cars per weekday (2003 Traffic Flow Map). The center section of the street will likely require complete reconstruction, as has been required on the segment of California planned for 2006. The outer sections can likely be milled and overlaid. The project limits recommended are SW Edmunds St to SW Myrtle St, to capture the adjacent area of poor asphalt to the south. The 2003 Pavement Condition Index (PCI, 0-100) for the project segment is 31, corresponding to a Pavement Condition Rating (PCR) of "Poor". Estimated cost to partially reconstruct 5.4 lane-miles in asphalt is \$4.1M.

District Council Southwest

and greater wear and tear of the road surface.

District Council Southwest

Project Title

Resurfacing/Major Repair of Fautleroy Way SW between California Avenue SW and SW Alaska Street

Project Location

Fautleroy Way between California Avenue SW and SW Alaska Street

Project Description

Resurface or perform major repairs to the asphalt-paved segment of Fautleroy Way SW between California Avenue SW and SW Alaska Street.

Project Justification

This project is needed to restore and maintain the functionality of a critical link of the West Seattle transportation network. The asphalt pavement of this section of Fautleroy Way has deteriorated considerably, with potholes and spot patches which are failing, resulting in cracked, "alligatored" and "washboard" pavement surfaces in numerous locations. The damage is concentrated mainly in the two northbound and inside southbound travel lanes (the outside southbound travel lane has a concrete surface). Additionally, the joint between the concrete and asphalt pavement has begun to fail in a number of locations in the inside southbound travel lane, creating hazardous driving conditions and potential for damage to vehicles using the street. This segment of Fautleroy Way is a principal arterial that carries more than 19,000 vehicles per day at relatively high speeds and is the primary road link between Morgan Junction and the remainder of the city of Seattle. It serves approximately 10,000 people who live in the corridor along the route, as well as commercial vehicles serving the Morgan Junction business district. It also serves as the key connection between Seattle and the Fautleroy ferry terminal, a major regional

Reviewing Department

SDOT

Dept Recommendations

This is an extremely busy arterial, serving approximately 19,100 cars per weekday (2003 Traffic Flow Map). The project limits recommended are Holly Pl SW to 35th Ave SW, to capture the adjacent areas of deteriorating pavement. The center asphalt section of the roadway is in extremely poor condition and needs to be completely reconstructed. The outer concrete sections are in slightly better shape, but approach a condition where they will require reconstruction. Reconstructing the entire street in concrete is recommended. Utility improvements should be undertaken if the street is to be reconstructed, to prevent costly utility openings during the 40+ year expected life of the concrete pavement. The 2003 Pavement Condition Index (PCI, 0-100) for the project segment is 41, corresponding to a Pavement Condition Rating (PCR) of "Fair". Estimated cost to completely reconstruct 8.9 lane miles in concrete is \$15.8M, utilities not included.

District Council Southwest

transportation facility.

District Council Southwest

Project Title

Solstice Park Improvements

Project Location

Solstice Park (previously known as Lincoln Park Annex) is located at 7400 Fauntleroy Way S.W.

Project Description

This project involves the improvement of an existing asset. Solstice Park is located at 7400 Fauntleroy Way SW and includes a community P-Patch at the bottom of the hill and a viewpoint at the top, which overlooks

Puget Sound and has paths and markers that are aligned with the solstices and equinoxes. Solstice Park was created mostly through community efforts matched by the City. The improvements we are recommending include adding lighting to deter illegal nighttime activities and create greater public access from dawn to dusk. Currently, there are no areas to sit down and enjoy the panoramic views, but there is a large level area next to the viewpoint that could accommodate benches, picnic tables, a picnic shelter and children's play equipment. We would also like to have more trash receptacles to reduce littering, as well as removal of blackberry vines and other invasive non-native plants that block the visibility of the park from neighboring streets and houses, therefore, inviting the after-hour problems. Lastly, we would like the P-Patch and viewpoint connected by a wide path that would give the hillside a much better image, improve access through the park and invite community members and visitors to use it. The path is part of the original plan for Solstice Park.

Project Justification

The Morgan Junction neighborhood includes roughly 10,000 people living in 5,000 households. Solstice Park (developed in 2002-2004) is an element of the Morgan

Junction Neighborhood Plan, which calls for creation of open space (a Green Crescent) for public recreation and pedestrian access between the Puget Sound waterfront and the top of Gatewood Hill. Solstice Park is located in an area that gets some foot traffic, but would get a great deal more visitors if improvements are made. Solstice Park is located just east of the popular Lincoln Park, which receives many visitors on a daily basis, and Solstice Park provides direct pedestrian access between Lincoln Park and the neighborhoods uphill from the park. When the suggested improvements are made, we are confident that more people will stop and enjoy all that Solstice Park has to offer. We propose a number of improvements to Solstice Park to address the following problems: (1) nighttime vandalism and theft at the P-Patch, (2) after-hours drinking and partying at the hilltop viewpoint, and (3) littering and trash-dumping throughout the park. The proposed improvements are designed to encourage greater public use of the park and include: (1) installation of

Reviewing Department

Parks

Dept Recommendations

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

District Council Southwest

lighting in the P-Patch area and along paths, (2) removal of invasive blackberry vines and other non-native foliage that restrict public view of the park from adjacent streets, (3) installation of trash receptacles, (4) installation of benches,

District Council Southwest

Project Title

Street Improvement on 16th Ave SW "Missing Link"

Project Location

Approx. 1 block stretch of 16th Ave SW just north of improved roadway at South Seattle Community College

Project Description

Build a proper roadway for approximately 1 block to connect two already developed roadways along 16th Ave SW. 16th Ave SW is commonly used by buses, bicycles and SSCC commuters.

Project Justification

The project would serve bicycle commuters, SSCC students and area residents who frequently use this road. I have no idea how many people this is, but SDOT could do a traffic count or estimate residents and students. A narrow asphalt or chipseal roadbed with gravel shoulders, poor drainage and multiple road way patches provide about 1/2 of the road in a useable condition (the middle section), causing vehicles to want to stray into the opposing lane to avoid potholes. There is limited space to "share the road" with bicycles. There are no sidewalks and a steepish shoulder on the east side, so pedestrians are required to walk in the roadway. The project is needed because of the safety concerns between cyclists, vehicles and pedestrians and the roadway is in an atrocious condition that will only deteriorate further due to heavy bus wear, potholes, water, gravel and narrowness of the facility. It would complete what is probably the last "unimproved" section of the arterial 16th Ave SW in West Seattle, and it's only about one block!

Reviewing Department SDOT

Dept Recommendations

Funding for this type of major street improvement is typically available only through state or federal grants. SDOT will consider this request when seeking grant funds, but it does not appear to be a project that would compete well for grant funding. There may be some opportunities to build pedestrian improvements through existing programs such as the NSF/CRF program administered by DON.

District Council Southwest

Project Title

Street Improvements on SW Myrtle Street

Project Location

SW Myrtle Street, between 18th Ave SW and 16th Ave SW

Project Description

Build a proper roadway for approximately 2 blocks to serve Sanislo Elementary School from nearest arterial, and also to serve common bicycle route.

Project Justification

This particular stretch of road is part of a frequent bike commuter route and also serves the Sanislo Elementary School. The asphalt/chipseal road is so "alligatored" and deteriorated that a cyclist must ride "off the saddle" for two blocks straight (no exaggerating!). Also, this is the primary road that connects this elementary school from the nearest arterial and it is not a very welcoming roadway. The poor quality of the street doesn't say "we value our students" and contributes to a run down appearance around the neighborhood. There is one block of this road that doesn't have sidewalks, which there should really be to safely lead students to the front door of the school. Maybe they go in a different side of the campus, but this would give them a safe option.

Reviewing Department SDOT

Dept Recommendations

Funding for this type of major street improvement is typically available only through state or federal grants, but these grants are not available for non-arterial streets. There may be some opportunities to build pedestrian improvements through existing programs such as the NSF/CRF program administered by DON.

District Council Southwest

Project Title

Supplemental Funding for the Morgan Junction Neighborhood Park

Project Location

Three sites are currently being considered for Morgan Junction Neighborhood Park

Project Description

This proposed CIP project would provide funding to supplement the current Pro Parks levy funds for the development of the Morgan Junction Park, which was originally recommended in the Morgan Junction Neighborhood Plan (1999). This Pro Parks levy project has two phases (acquisition and development). The Department of Parks and Recreation (DoPAR) originally intended to acquire the soon-to-be-decommissioned City Light substation (on the north side of SW Morgan Street, between 41st and 42nd avenues SW) in 2006. DoPAR is currently looking at a number of alternate sites due to issues associated with the City Light site, including high traffic volumes, small size, poor pedestrian access, noise, and City Light's schedule for disposing of the property. The development phase of the project has been allocated \$313,424 of Pro Parks levy funds. MoCA believes that this level of funding is insufficient for the quality of park that should be developed, and that additional funds should be used for the development of the park.

Project Justification

The development of the Morgan Junction park ranks as no. 3 among the Morgan Junction Neighborhood Plan priorities. Due to the issues associated with the Morgan Substation site, the Parks Department likely will need to acquire an alternate site for development of the park. DoPAR's criteria state that the minimum site should be approximately 10,000 square feet (1/4 acre). This size is significantly larger than the substation site (4,520 square feet, or 0.10 acre). MoCA believes that the new park should be a focal point for the Morgan business district, acting as a gathering space for the community, and potentially, a part of the "Green Crescent" of parks, open spaces, and green streets envisioned in the Neighborhood Plan. It should be a high quality space with a unique sense of character (that helps to provide a sense of uniqueness to the Morgan neighborhood) that will be used by all members of the community. MoCA believes that the current Pro Parks funding level is inadequate to develop the type of park that is envisioned, and that additional funds will be needed. These funds could be used to supplement the capital improvements envisioned, such as landscaping, pavement materials, public art, kiosks, furniture,

Reviewing Department

Parks

Dept Recommendations

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

District Council Southwest

lighting, bike storage, wayfinding, historical references, and pedestrian access. Most importantly, MoCA would like a portion of the development funds to be used toward

District Council Southwest

Project Title

Traffic Light at SW Juneau and Fauntleroy Way SW

Project Location

Intersection of SW Juneau and Fauntleroy Way SW

Project Description

Request for a traffic signal at SW Juneau and Fauntleroy Way SW. Fauntleroy is a major arterial to/from West Seattle and, via the ferries, Vashon Island; the desire is to facilitate this flow, but do so in a safe manner for the neighborhood adjacent to this intersection. This traffic signal should default to allow Fauntleroy traffic to flow as easily as possible, while pressure sensors on both sides of Juneau should allow cars to safely turn. This 4 way light should also allow pedestrian triggering, as there are bus stops on 2 of the corners that are used by a number of neighbors in the surrounding blocks. Due to this intersection centering on an S-curve, it is also requested that additional warning flashers be installed within a couple of blocks north and south of the intersection which would warn drivers about 5 seconds before the impending light change at the requested intersection.

Project Justification

This intersection is currently used, unsafely, by approximately 50 bus riders during the day to cross to/from the existing bus stops, as well as numerous cars turning onto/crossing Fauntleroy. This intersection is particularly concerning to the surrounding neighbors because it is on an S-curve, resulting in blind-spots for both North and South bound traffic on Fauntleroy and this traffic often exceeds the posted speed limit. Based on an SDOT automated traffic count on Oct 19, 2000 it showed that 17,000 cars passed, NE and SW combined, during an average workday. A traffic study was then requested by the neighborhood in 2002 as speeds were already an issue noted by the neighbors. As the volume of traffic is expected to continue increasing, a traffic light at this location would alleviate unsafe pedestrian and auto crossings. Neighbors are constantly reminded of the danger of this intersection as, within the last 12 months, both existing light poles have been hit (and have yet to be replaced), 2 fences have been destroyed and there have been numerous car accidents; near misses continue daily as cars try to turn and pedestrians attempt to cross. A few years ago, a motorcycle rider died at this intersection. Our neighborhood

Reviewing Department

SDOT

Dept Recommendations

This intersection has been considered in the past for a traffic signal and did not meet the criteria. That was a few years ago so an updated evaluation will be made.

District Council Southwest

(www.fairmountsprings.org) has been discussing the traffic problems associated with this intersection, as well as other traffic problems on the immediate residential streets in hopes that a dialog with Seattle Department of Transportation can be started. This project has also been discussed with the Morgan Community Association and particularly, Cindi Barker and Steve Sindiong, as well as Stan Lock

District Council Southwest and Delridge

Project Title

Sidewalks in West Seattle

Project Location

10253 37th Pl. S.W.

Project Description

I think neighborhoods without sidewalks are not safe, unattractive, and unfriendly. Our family loves going for walks but always feel on edge because of the lack of sidewalks in our neighborhood. I want sidewalks in all of West Seattle but, selfishly, at least in our neighborhood of Arbor Heights.

Project Justification

Reviewing Department SDOT

Dept Recommendations

Project description is not specific. Difficult to respond. Would be happy to investigate and respond to requests for sidewalks at specific locations.