

Neighborhood Area (consistent with neighborhood planning boundaries)	Project/Proposed Improvement (includes neighborhood plan matrix number if applicable)	Source in 'Background Studies Matrix.xls'	Source of Information
Beacon Hill	Sound Transit has indicated that bikes would not be allowed on Link Light Rail during peak hours; this restriction should be removed since Link is being built to a much greater capacity than is immediately required, and so there should be plenty of space for bicycles. This is especially important for improving access to and through Beacon Hill.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Beacon Hill / MLK Jr at Holly St	I-5 is a major barrier to the West. Crossings are currently available at Boeing Access Road (high traffic), Lucile (uphill via residential streets and downhill on arterials), and Holgate (very steep). Investigate improvements at Swift going down Albro. Sound Transit Link Light Rail will provide access through Beacon Hill for bikes, but only during off-peak hours and with fare payment; cyclists could use tunnel and Beacon Hill Station elevator for access through and upon Beacon Hill. Also, investigate potential opportunities to cut under elevated sections of I-5 for new bike/ped crossings	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Columbia City	Plaza at northeast corner of Edmunds and MLK Jr. Way South with amenities such as landscaping, artwork, seating, bicycle parking and lighting.	1	Sound Transit: http://www.soundtransit.org/projects/svc/link/rainier/edmunds.asp
Columbia City	Sidewalks and planting strips along MLK in vicinity of station.	1	Link Commitments to Pedestrians and Bicyclists - Proposed Facility Improvements January 2002
Columbia City	Provide curb, gutter, sidewalk, and street tree improvements on residential streets within the Columbia City core.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Improve pedestrian access between Rainier Vista and the Columbia City business district	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Develop car/bus drop off sites close to the transit station.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Conduct a detailed transportation analysis of all major north-south transportation corridors within the areas influenced by the ¼ mile station area planning boundary.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide feeder bus service, especially to Beacon Hill destinations.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/04Edmunds.pdf
Columbia City	Establish POZ south of Ferdinand for C1-40 sites and improve linkages to adjacent neighborhoods and to Columbia City historic area, especially pedestrian improvements on Edmunds between MLK and Rainier Avenue.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/04Edmunds.pdf
Columbia City	Develop a bus loop system connecting area neighborhoods to the transit station.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Maintain current mobility standards along Martin Luther King Jr. Way.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Improve bicycle access on Martin Luther King Jr. Way or Rainier Avenue S.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide for streetscape and pedestrian improvements such as widened sidewalks, landscaping, street trees, and improved sidewalks on MLK to mitigate for rail alignment and limited street crossing	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide for effective signalization and traffic control at the MLK / S Alaska intersection to enhance pedestrian safety while maintaining good mobility standards.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Develop a stairclimb/pedestrian access from the Beacon Hill area towards the transit station	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Add bicycle and pedestrian improvements on Columbia Way S / S Alaska Street up to Beacon Hill	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf

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Columbia City	Provide streetscape improvements in the business district core. Extend the signature streetscape pattern/elements of Columbia City's Historic District on Rainier Ave S, northward from S Edmunds Street to S Alaska Street and on side streets just off of Rainier Ave S, as streetfront redevelopment occurs. This includes brick paving patterns, street lights, landscaping, and street furniture improvements.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Reduce the total number of travel lanes on Rainier Ave S within Columbia City from four to two, plus a center turn lane. Although this would serve as a traffic calming measure, it can improve efficiency by moving left-turning vehicles out of the through lanes. It may also provide additional space for bicycle lanes.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Create angled parking on side streets within the business district core. This will help to provide more parking for Columbia City businesses. The streets include S Angeline, between 38th Ave S and 39th Ave S; S. Edmunds one block east of Rainier Ave S; S Ferdinand, on the east side of Rainier Ave S; and on S Hudson, one block west of Rainier Ave S. In conjunction with these improvements, enhance the existing angled parking area on S Hudson, east of Rainier Ave S, by providing paving and striping improvements. Ensure, however, that all parking revisions do not conflict with other recommendations, including sidewalk, landscaping, and other streetscape improvements.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/PriorityReport_ColumbiaCity.pdf
Columbia City	Seek formal approval for public use of the area's private parking lots. Manage employee parking in ways that reduce impacts on customer/visitor parking availability.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Resurface Rainier Avenue S. with concrete to reduce the need for maintenance, increase the life expectancy of the street, and improve the pedestrian environment. Heavy bus and truck volumes and poor road conditions, particularly in the Hillman City and Darigold areas, are increasing the need to substantially improve the surface of Rainier Avenue S. Poor drainage contributes to a harsh pedestrian environment due to splashing water from passing cars onto sidewalks. Where possible, restore curbs to 6" height to enhance pedestrian safety and discourage cars from parking on the sidewalks.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Make traffic signals more pedestrian friendly. The present traffic signal cycles on Rainier Avenue S. are so long that they cause pedestrians to be restless and cross the street illegally. Reducing the response time for pedestrian activated signals and including automatic WALK signals for each cycle will increase safety and promote pedestrian activity in Columbia City.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/PriorityReport_ColumbiaCity.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Improve the visibility of crosswalks. Improving pedestrian crossing designs, such as brick, textured concrete or cobblestone crosswalks, and/or restriping existing crosswalks promotes pedestrian activity and improves safety. Add new crosswalks where appropriate.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Designate Rainier Avenue S. a Key Pedestrian Street between S. Genesee Street and S. Juneau Street.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Narrow the east (Genesee) approach at the intersection of Rainier Avenue S. and S. Genesee Street. This is a potentially hazardous intersection where cars turning to or from Genesee have the impression that they do not need to stop and pedestrians are unsure when to cross standard dimension, remove islands, and maintain sufficient room for buses and trucks to turn.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Provide more pedestrian-oriented street lighting along the Rainier Corridor. Many areas along Rainier Avenue S are dark and intimidating, and thus deter pedestrian activity. Specific sites include the core of Hillman City and sidewalks adjacent to Rainier Playfield and the Darigold facility.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/PriorityReport_ColumbiaCity.pdf

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Columbia City	Provide street, sidewalk, street tree, and alley improvements in existing single family neighborhoods. In addition to the Columbia City single family area, provide improvements on 37th Avenue S between S Genesee and S Dakota streets and 30th Avenue S. between S Alaska and S Angeline Streets.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/PriorityReport_ColumbiaCity.pdf
Columbia City	Coordinate with Sound Transit to provide bicycle facilities on, or adjacent to, Martin Luther King Jr. Way S. or Rainier Avenue S. Bicycling on either road is currently extremely dangerous. Non-existent shoulders and heavy traffic discourage bicycle use, not to mention pedestrian use. Since almost no reasonable alternatives exist for north-south bicycle access due to topography and the area's street pattern, measures to accommodate bicycle access along the light rail corridor are essential.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Develop a bus loop system connecting area neighborhoods to the LRT station. This will be essential to effectively serve the residential areas that lie beyond 1/4 mile from the station (Seward Park, Beacon Hill, etc.).	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Conduct a detailed transportation analysis of all major north-south transportation corridors within the influence area in conjunction with the Sound Transit light rail line. This includes Rainier Avenue S., Martin Luther King Jr. Way S., Lake Washington Boulevard, and the Wilson/50th/Seward Park corridor. Analyze potential options for the improvement of MLK/Rainier and the corresponding potential impacts on traffic flow, channelization, signalization, bicycle and pedestrian access, and adjacent uses, in addition to potential impacts to other important transportation corridors. The overall intent is to ensure that if traffic revisions are made to one of the corridors, it doesn't come at the expense/degradation of the other corridors.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide Rainier Vista residents with strong links to the new light rail station. Since car ownership is relatively low at Rainier Vista, residents will need effective public transportation links to job opportunities. Therefore, the establishment of strong and convenient links to the new light rail transit stations for Rainier Vista residents is important.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	Create restricted parking zones (RPZ) in residential neighborhoods adjacent to the selected transit stations to discourage commuter parking in such neighborhoods. Since the proposed station areas have a very limited capacity for parking facilities that may be associated with the transit station, the creation of an RPZ in adjacent residential areas is critical.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Improve the east-west transit service. Particularly important is access to Lake Washington and West Seattle. At a minimum, improve the transfer between Route #39 and West Seattle routes.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Improve bicycle access on S. Alaska Street/ S. Columbian Way, west of Rainier Avenue S. Although the steep hill west of MLK discourages most cyclists, this is one of the only through east-west roads in the immediate area and thus is important, particularly for those who commute to work by bike. Improvements could include adding a bicycle lane or providing shoulder improvements (west of MLK).	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide substantial streetscape and pedestrian improvements such as widened sidewalks, landscaping, street trees, lighting, and signage on MLK Jr. Way, 32nd Avenue S., and S. Alaska Street (with "S" curve route) to mitigate for the effects of the rail line and rail street crossings.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide streetscape improvements on Edmunds, Ferdinand, and Hudson streets, such as improved sidewalks, landscaping, street trees, lighting, and signage, to improve access between the LRT station and Columbia City	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/PriorityReport_ColumbiaCity.pdf
Columbia City	Explore the option of closing off 31st Avenue S between Alaska and MLK to increase safety and improve redevelopment opportunities.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf

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Columbia City	Provide for effective signalization and traffic control at the MLK/Alaska intersection to enhance pedestrian safety while maintaining good mobility standards.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Provide car/bus drop off points on MLK near the station.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Develop a stairclimb/pedestrian access from Angeline southwesterly to Mountainview/30th Ave.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Develop a stairclimb/pedestrian access from 30th Avenue westward to 29th Avenue S.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Install pedestrian activated signals along Martin Luther King Jr. Way S at S Edmunds (or S Ferdinand) and S Dawson streets, and at Rainier Vista, north of Columbian Way S. Include pedestrian islands to enhance safety.	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf
Columbia City	Reconfigure intersections with wider than normal approaches along Rainier Ave S. to shorten pedestrian walking distance. This includes intersections at obtuse angles and/or more than one cross-street that increase the amount of street that pedestrians must cross. (e.g., Brandon, Charlestown/Letitia).	4	Columbia City Approval and Adoption Matrix, October 1999: http://www.seattle.gov/DCLU/Planning/comprehensive/pdf/columbia.pdf http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
Columbia City	All curb ramps on arterial streets within the 1/4 mile station area (and some residential streets on a negotiated basis) will be brought up to ADA standards.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Crosswalk at MLK Way S. and S. Edmunds St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Crosswalk at MLK Way S. and S. Alaska St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Crosswalk at MLK Way S. and S. Angeline if station platforms moved north closer to S. Alaska.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	City to install marked crosswalk on Alaska and 32nd to ease pedestrian and bike crossings of Alaska to and from the North. Extend sidewalk along South side of Alaska from MLK to 32nd street crossing.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Urban design and sidewalk improvements along S. Edmunds between MLK Way S. to Columbia City.		Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along S. Angeline between 30th and 32nd Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along S. Alaska between Mountain View Drive and MLK Way S. to 32nd Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along 29th Ave. S. and 30th Ave. S. between S. Angeline St. and S. Alaska St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along McCoy Place S. between 30th Ave. S. and 29th Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along 31st Ave. S between MLK Way S. and S. Alaska St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Sidewalk improvements along Dawson St. west of MLK Way S. and S. Alaska St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Improve streetscape on MLK Way S. corridor, including pedestrian lighting, street trees, sidewalk improvements.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Provide continuous walking path from Zion Prep to S. Edmunds St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.

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Columbia City	To facilitate bike access to/from the South crossing at Dawson-install Type A sidewalks along MLK between Dawson and Edmunds. Prefer on East side of MLK-explore where have most space	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Storage space for 20 bicycles in 2006	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Add bike lane or should improvements to Columbia Way-connecting MLK to Beacon	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Residential side street on both side of MLK Way S., froth of S. Alaska St., to create transition zone between arterial traffic and Rainier Vista residences.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Double-end loaded station platform located closer to MLK Way S. and S. Alaska St., with pedestrian crossing at MLK Way S. and S. Angeline St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Traffic impacts analysis and development of mitigation strategies.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Residential Parking Zone analysis.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Greening of playground at Orca School.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Open space on triangle parcel site at S. Edmunds Street S. and S. Alaska Street.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	Rehabilitate stair climb at west end of S. Angeline to connect up-slope to Beacon Hill	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
Columbia City	<i>Edmunds</i> - need east/west bike improvements between Rainier/Columbia City and station, possibly along Alaskan/Columbian and continuing across Beacon Hill to the west and Genesee Park to the east.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Columbia City	<i>Urban Village Access</i> - Add signage on Lake Washington Blvd for access to Columbia City, especially featuring services which are offered there such as food, restrooms (in Genesee Park), and bike repairs (at Bike Works), perhaps signage similar to blue service signs on highways. In particular, map routing and signage to Columbia City via 43 ^d Ave S and the Genesee Park paths should be added.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Columbia City	Installation of Time Limit Signs on Select Blocks <ul style="list-style-type: none"> · Adding time limit signs to select blocks in the neighborhood · Create 30-minute load/unload zones near those businesses which the community has cited as being difficult to do pickups and drop-offs. · Unrestricted parking works well for residents and time limit parking for businesses. 	11	Columbia City Walking Tour (summer 2003)
Columbia City	Addition of On-Street Parking Where Feasible <ul style="list-style-type: none"> · There are several streets east and west of Rainier where parking is currently not allowed that may be wide enough to add additional on-street parking; however further study must be conducted in order to determine potential issues (safety). · Improve pedestrian access on the south side of S Hudson immediately east of Rainier Avenue S. would require conversion of the angled parking to parallel parking on Hudson Street between Rainier Ave. S. and 39th Avenue S. The rebuilt street may possibly allow for parallel parking on both sides, which may come close to or equal the number of angle parking spaces lost. 	11	Columbia City Walking Tour (summer 2003)
Columbia City	Study feasibility of adding parallel parking to the east side of 37 th Avenue S. on this block. Adding half a block of parallel parking was one idea for adding capacity and preserving traffic flow.	11	Columbia City Walking Tour (summer 2003)
Columbia City	Columbia City Light Rail Station - rename station to prominently announce Columbia City		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Columbia City Light Rail Station - Strengthen pedestrian connections between the station and business district with streetscape improvements on Edmunds St (and possibly Ferdinand St)		Columbia City Pedestrian District Concept Plan (June 2004)

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Columbia City	Columbia City Light Rail Station - Activate the station area with transit oriented development		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Columbia City Light Rail Station - Strengthen east/west bus connections to the station		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Columbia City Light Rail Station - Enhance alley connection between MLK Jr Way and Orca School		Columbia City Pedestrian District Concept Plan (June 2004)
	Ferdinand and Edmunds Street Improvements: - Add Street Trees - Upgrade crossings with ADA ramps - Add pedestrian amenities such as pedestrian lighting and benches		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Rainier Ave Improvements - strengthen gateways (extend brick band to Alaska St to demarcate Historic District)		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Rainier Ave Improvements - Continue to explore reducing traffic lanes through Business District		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Rainier Ave Improvements - Explore extending on-street parking		Columbia City Pedestrian District Concept Plan (June 2004)
	Rainier Ave Improvements - Resolve sidewalk drainage issues - Routine maintenance of existing grates - Pilot project with pervious paving trench drain		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Rainier Ave Improvements - Extend streetscape elements to side streets within the Business District		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Pedestrian and Bike Friendly Streets - add more pedestrian amenities such as benches, signage, lighting and water fountains		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Beautify with public art and flowers		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Highlight the Historic District with a self guided tour map		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Add wayfinding signage		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Replace damaged bollards		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Add bike racks		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Enliven alley with pedestrian-friendly development such as cafes and live/work studios		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Use special paving to welcome pedestrians and well as autos		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	Study on-street parking and add sidewalk on Hudson St		Columbia City Pedestrian District Concept Plan (June 2004)
Columbia City	<i>Edmonds Station</i> - need east/west bike improvements between Rainier/Columbia City and station, possibly along Alaskan/Columbian and continuing across Beacon Hill to the west and Genesee Park to the east.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Columbia City / MLK, Jr @ Holly St	<i>East/West Routing</i> - Consider removing Orcas as a recommended bike route on the map, and investigate alternative routes with fewer hills and more connections, perhaps on Othello/Myrtle/Swift and Alaska/Columbian with improvements (road diet and/or bike lanes). Improve connection on Columbian Way at I-5.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
Columbia City	Street-level station with side platforms in the center of Martin Luther King Jr. Way South between South Alaska and South Edmunds streets.	1	Sound Transit: http://www.soundtransit.org/projects/svc/link/rainier/edmunds.asp
Columbia City	New pedestrian crossings along MLK in vicinity of station.	1	Sound Transit: http://www.soundtransit.org/projects/svc/link/rainier/edmunds.asp
Columbia City	Streetscape improvements on Edmunds south of LRT station.	1	Sound Transit: http://www.soundtransit.org/projects/svc/link/rainier/edmunds.asp
Columbia City	Rainier Valley Square II commercial and housing development project	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc
Columbia City	Station-area planning	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc
Columbia City	Develop commercial property along Rainier Avenue north of the Rainier Valley Square shopping mall (acquire, assemble, and package development sites in order to create a mixed-use, urban, transit-oriented commercial center	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc
Columbia City	Establish limitations on auto-oriented uses on C1-40 opportunity sites south of station.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/04Edmunds.pdf
Columbia City	Main Street Program	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc

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MLK Jr at Holly	Holly Park community redevelopment	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrsa.doc
MLK Jr at Holly	Limit auto-oriented uses on MLK for C1 and NC3 opportunity sites. Provide incentives for TOD, including increased height and density for C1-40 area adjacent to station, and contract rezone of L-2 within Holly Park Phase 3.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/02Othello.pdf
MLK Jr at Holly	Improve linkages to adjacent neighborhoods, particularly Holly Park. Linkage to Chief Seattle Trail in powerline right-of-way.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/02Othello.pdf
MLK Jr at Holly	Establish RPZs in Holly Park and adjacent residential neighborhoods, if needed. Explore shared parking for retail development, with reduced parking ratios at Holly Park Redevelopment Phase 3 (coincident with start of light rail service).	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/02Othello.pdf
MLK Jr at Holly	Provide expedited review/SEPA clearance for TOD projects.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/02Othello.pdf
MLK Jr at Holly	Provide bus service to Holly Park Campus of Learners and South Beacon Hill neighborhoods.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/02Othello.pdf
MLK Jr at Holly	A-9 Improve pedestrian scale street lighting in commercial areas along MLK Way South and Othello Street.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	A-10 Expand Metro bus stop maintenance and clean-up programs.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-2 Evaluate future conditions of arterial streets relative to development of light rail station.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf

Neighborhood Area (consistent with neighborhood planning boundaries)	Project/Proposed Improvement (includes neighborhood plan matrix number if applicable)	Source in 'Background Studies Matrix.xls'	Source of Information
MLK Jr at Holly	B-3 Coordinate public transit modes to minimize parking impacts.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-4 Develop Residential Parking Zone programs to mitigate parking impacts of light rail station.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-5 Require bicycle parking areas for transit oriented development.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-7 Inventory, plan and develop pedestrian and bike path connections between Sound Transit light rail station and Holly Park, multi-family zones, Othello Park, Van Asselt Community Center, Brighton Playfield and Sharples School.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-8. Plan and develop streetscape improvement program along MLK Way South in the area of the Town Center to improve non-motorized access and the pedestrian environment .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-9. Plan and develop traffic calming strategies for MLK Way South and South Othello Street, including a landscaped median and crosswalks, in the area of the Town Center .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-10. Develop a community plaza as part of the light rail station .	4	http://www2.cityofseattle.net/neighborhoods/planning/
MLK Jr at Holly	B-11. Develop community information kiosk in Sound Transit station .	4	http://www2.cityofseattle.net/neighborhoods/planning/
MLK Jr at Holly	B-12. Plan and develop non-motorized and public transit connections to neighboring Urban Villages, including Columbia City and Rainier Beach .	4	http://www2.cityofseattle.net/neighborhoods/planning/
MLK Jr at Holly	B-13. Assemble a development team, secure financial resources, and identify appropriate property to build a mixed use, transit-oriented town center. Developers, DON proactively to identify development strategies that will attract developers and capital to station area locations .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-15. Develop criteria for tax abatement program for transit oriented development .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-16. Develop criteria for expedited permitting process for transit oriented development .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-17. Consider refining NC zoning district development standards to provide incentives for transit oriented development .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-18. Consider modifying NC zoning so that development necessary for a transit station can be allowed as a conditional use .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-19. Evaluate rezoning the area of the intersection of MLK Way South and South Othello Street to encourage mixed-use, transit oriented development .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	B-20. Develop resources to assemble large parcels along MLK Way South for transit-oriented development and regional retail and service uses .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	D-10. Expand existing transportation and support services for seniors.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	F-6. Develop information kiosks in Holly Park and at intersection of MLK Way South and South Graham Street .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	F-7. Plan, design, and develop landscaped Urban Village gateways at MLK Way South and South Orcas Street, MLK Way South and South Kenyon Street, South Myrtle Street and 32nd Avenue South, and South Othello Street and 44th Avenue South.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	C-5. Evaluate potential rezones along MLK Way South to establish commercial "nodes" of activity. Requires further planning and development of a more specific proposal by the neighborhood before the City can respond .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf

Neighborhood Area (consistent with neighborhood planning boundaries)	Project/Proposed Improvement (includes neighborhood plan matrix number if applicable)	Source in 'Background Studies Matrix.xls'	Source of Information
MLK Jr at Holly	C-6. Evaluate rezoning the area of the intersection of MLK Way South and South Graham Street to NC2/NC3 or alternative zoning designations to encourage mixed-use, pedestrian oriented development. SPO: Can be addressed as part of station area planning .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	C-7. Evaluate the creation of a P2 overlay for the area of the intersection of MLK Way South and South Graham Street. Requires further planning and development of a more specific proposal by the neighborhood before the City can respond .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	C-8. Evaluate refinement of parking requirements and parking lot design standards for C zones on MLK Way South to mitigate aesthetic and pedestrian impacts. SPO: Can be addressed as part of station area planning .	4	http://www2.cityofseattle.net/neighborhoods/planning/
MLK Jr at Holly	C-9. Plan and develop traffic calming strategies for MLK Way South and South Graham Street. Requires further planning and development of a more specific proposal by the neighborhood before the City can respond .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	C-10. Develop resources and implement a program to plan and install streetscape improvements in the commercial district along MLK Way South and South Graham Street to help promote pedestrian activity in the area. Requires further planning and development of a more specific proposal by the neighborhood before the City can respond .	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	F-3. Develop funding mechanisms for sidewalk development and maintenance. SPO: Can be addressed as part of station area planning .	4	http://www2.cityofseattle.net/neighborhoods/planning/
MLK Jr at Holly	F-4. Expand capacity of sidewalk repair grant programs. Requires further planning and development of a more specific proposal by the neighborhood before the City can respond.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/mlkholly.pdf
MLK Jr at Holly	Station-area planning	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc
MLK Jr at Holly	All curb ramps on arterial streets within the 1/4 mile station area (and some residential streets on a negotiated basis) will be brought up to ADA standards	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Pedestrian crossing improvements at MLK Way and S. Myrtle, S. Othello St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Pedestrian crossing improvements at S. Othello St. and 43rd Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Sidewalk improvements along S. Myrtle between 39th and 42nd.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Pedestrian crossing improvements at S. Othello St. between Othello Park and Beacon Hill Avenue	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Improve streetscape on MLK Way S. corridor, including pedestrian lighting, street trees, widening sidewalks.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Consider striping bike lane west along Othello to Beacon in conjunction with Myrtle St. connection. Explore striping Othello east of MLK with bike lanes.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Storage for 20 bicycles in 2006	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Work with SHA New Holly development to include pedestrian and bike path along Myrtle-connecting MLK to Chief Sealth and Beacon. Assume bikes will cross MLK at Myrtle and travel south on 42nd Ave S. to reach station so will need public space.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Station plaza with seating, pedestrian lighting, and other activities to enliven space.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	Full or partial street vacation of cul-de-sac south end of 42nd Ave. S. between S. Othello and S. Myrtle Streets.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.

Neighborhood Area (consistent with neighborhood planning boundaries)	Project/Proposed Improvement (includes neighborhood plan matrix number if applicable)	Source in 'Background Studies Matrix.xls'	Source of Information
MLK Jr at Holly	Residential side street on west side of MLK Way S., south of S. Othello Street, to create transition zone between arterial traffic and Holly Park phase 3 residences.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
MLK Jr at Holly	<i>Othello</i> – need east/west bike access improvements, possibly along Swift/Myrtle/Othello. Also consider adding a bike path connection between 42 nd Street and Renton Ave S, just east of the Othello Station.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
MLK Jr at Holly / Rainier Beach	The new Rainier Ave bike lane is a major improvement for this regional bicycle route. Improve pavement on new Rainier bike lanes south of Seward Park	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
MLK Jr at Holly	<i>Othello</i> Station – need east/west bike access improvements, possibly along Swift/Myrtle/Othello. Also consider adding a bike path connection between 42 nd Street and Renton Ave S, just east of the Othello Station.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Beacon Hill	Provide incentives for neighborhood-scale TOD adjacent to station.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/06BeaconHill.pdf
North Beacon Hill	Establish POZ around station and improve linkages to adjacent neighborhoods.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/06BeaconHill.pdf
North Beacon Hill	Reduce number of parking spaces required as a TOD incentive; establish RPZs, if needed, in adjacent neighborhoods.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/06BeaconHill.pdf
North Beacon Hill	Provide feeder bus service and neighborhood circulator.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/06BeaconHill.pdf
North Beacon Hill	LU 2 Designate Beacon Avenue as a Key Pedestrian Street between S. Holgate Street and S. Stevens Street.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	PE 1 - Pedestrian Paths/Cultural Walk/Edges: Design and construct new walking/jog paths and improve edge areas.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	T1 Install a pedestrian signal and crosswalk at S. Lander St. and Beacon Ave S.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T2 Repaint all existing crosswalks with the "ladder-type" configuration at: " 14th Ave S. and Beacon Ave S. " 15th Ave S. and Beacon Ave S. " S. McClellan St. and Beacon Ave S. " S. Forest St. and Beacon Ave S. " S. Hanford St. and Beacon Ave. S. " S. Spokane St. and Beacon Ave S. " 17th Ave S. and S. McClellan St.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	T3 Install curb bulbs at intersections to reduce pedestrian walking distance at the following locations. At all intersections specified in the previous paragraph, plus these additional intersections: " S. Stevens St. and Beacon Ave S. " S. Horton St. and Beacon Ave S. " S. Hinds St. and Beacon Ave S.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T4 Install appropriate pedestrian enhancements at the new proposed Beacon Hill Library (location to be determined).	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T5 Install a free right arrow signal at Beacon Ave. S. and 15th Avenue S. (from Beacon Ave S. southbound to 15th Ave S. southbound), similar to the northbound to northbound movement. This would allow autos to make a free right turn on the 15th Ave S. northbound movement cycle, and hopefully dissuade people from using 14th Avenue S. as a shortcut. Install traffic circles at 14th Ave S. and S. Lander St., to reduce short-cut through arterial traffic on residential streets.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf

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North Beacon Hill	T6 Turn 14th Ave. S. between S. Bayview St. and Beacon Ave. (a short one block segment) into a one-way northbound street with a chicane at 14th Ave. and Beacon Ave. S. intersection (SW corner) to reduce speeding and cut through problems.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T7 If measures listed in TPI B. I are not fully successful, then install additional traffic calming devices on 14th Ave S. between S. Lander St. and S. Stevens St. to reduce cut through traffic to 15th Ave. S. / Beacon Ave. S. and to inhibit cut-through arterial traffic on residential streets.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T8 Complete Beacon Avenue Median Project between S. Spokane St. and Cheasty Blvd. S. through Jefferson Park: median reconstruction will take place in Fall 1998. Construction will be complete by June 1999.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T9 McClellan St. between 15th Ave S. and 17th Ave S.: " Provide left turn pockets for eastbound and westbound S. McClellan St. traffic at the Beacon Ave S. intersection for those turning onto Beacon Ave S. " Study traffic signal timing at Beacon Ave S. and McClellan St.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf

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North Beacon Hill	T10 Establish a Restricted Parking Zone (RPZ) around the PAC-MED Center as mitigation for redevelopment of campus and to reduce parking impacts to residents.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	T11 Improve Rt. 36 night and weekend schedule with more frequent service or explore replacing standard (40 ft.) buses to articulated (60 ft.) buses to relieve standee loads (standing room only).	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T12 Extend Rt. 38 to serve the SODO (south of downtown) neighborhood, to provide work and shopping access for Urban Village patrons and provide some inter-SODO circulation. This route extension will be jointly discussed and planned with the Greater Duwamish Industrial planning effort. Reduce headways of Rt. 38 to every 30 minutes.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T13 Rt. 36 Local Weekday: add additional peak trips as appropriate to alleviate overcrowding including midday and reverse peak periods. Ensure a consistent 10-minute headway between Beacon/Myrtle and Downtown, and a 20-minute headway between Rainier Beach and Beacon/Myrtle. Improvements could include: " AM Peak: Ensure a 7.5-minute headway between Beacon/Myrtle and Downtown. " PM Peak: Ensure a 20-minute headway on the diesel Rainier Beach trips.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T14 Reroute Rt. 36 express to serve the Urban Village, so that this route would serve as a backup to the local route, and not duplicate service on Columbian Way. Add one (1) PM trip to serve the 3:30 PM work shifts.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T15 Install additional bus shelters and trash containers along Rt. 36 inbound stops.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T16 Work with governmental agencies and the Beacon Hill Chamber and Adopt-A-Street volunteers to resolve the litter problems at bus shelters.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	OS -2 Develop Beacon Avenue Boulevard streetscape standards that include sidewalk widening at key pedestrian crosswalks, special street lighting, hanging seasonal flower baskets, banners, unified street furniture such as pedestrian benches, trash containers, newspaper vending machines/stands and message kiosks.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	OS 3 Fill in the "gaps" of missing street trees along key pedestrian streets within the urban village.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	OS 5 Create "gateway entrances" to the urban village at key locations such as Beacon Ave and S. Stevens Street/Beacon and 14th and 15th Avenues through the inclusion of public art works, special banners or signage, improved landscaping and special paving materials on street and sidewalks.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf http://www2.cityofseattle.net/neighborhoods/planning/
North Beacon Hill	T-16 Install a traffic signal and "ladder-type" crosswalk marking at S. McClellan St. and 15th Ave S. intersection.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-17 Provide sidewalks on both sides of every street within the Urban Village area where there are currently none, as redevelopment occurs. Examine the possibility of wider sidewalks (8 foot wide minimum), on Beacon Avenue in the Urban Village core area.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-18 Install traffic circles at: " 17th Ave. S. and S. Stevens St. " 18th Ave. S. and S. Hanford St. " 18th Ave. S. and S. Horton St. " 18th Ave. S. and S. Hinds St. " 16th Ave. S. and S. Hinds St. " 17th Ave. S. and S. Horton St.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf

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North Beacon Hill	T-19 Between S. Spokane St. and 14th Avenue S., reconfigure Beacon Ave. into a three-lane configuration (one travel lane in each direction, and center turn lane); bicycle signed street and on-street parking on both sides of the street. Provide curb cuts for parking, repair broken curbs or unnecessary curb cuts, and get rid of parking over curb that is common on Beacon Hill streets. Also provide additional street lighting, and street trees as appropriate. This lane reconfiguration would continue the same proposed traffic pattern as in the median redesign within Jefferson Park. " The first phase would implement all neighborhood-calming recommendations mentioned in the plan. " The second phase would have SEATRAN perform a traffic modeling study. " Later phases would implement the plan. " Further studies will determine if a landscaped median is appropriate.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-20 14th Avenue S. between Beacon Ave S. and S. Massachusetts St.: Continue the Beacon Avenue "boulevard treatment" with street trees, improved street lighting, curb extensions, and channelization to define one vehicular lane and one bicycle lane in each direction.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-21 Combine the existing Rt. 36 (at Beacon and McClellan) and Rt. 60 (at 16th and McClellan) stops into a new northbound combined Beacon and Lander stop, once the pedestrian signal is installed there as part of a transit transfer station on Beacon Ave.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-22 Provide Rt. 60 nighttime service until midnight every night. Examine use of smaller vehicles if possible for night operations.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-23 Ensure that the two routes with a high level of service connect the urban village to a Rainier Valley Link light rail stations, (Rt. 36 at Holly Park Station and Rt. 38 at McClellan St. Station).	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-24 Install in-line bus stops along Beacon Ave. S. as part of Beacon Ave. reconfiguration to a three lane boulevard design.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-25 Relocate existing Metro bus stop at S. Hinds St. further north for better spacing between the Spokane St. and Hanford St. bus zones. The existing Spokane St. bus zone will remain where it is.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-26 Consider through-routing for Routes #36 and #70 to provide one-seat service between Beacon Hill and the University District to better serve UW students and University staff living on Beacon Hill.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	T-27 Move the existing S. Horton St. far side bus stop to near side S. Hinds St. (in front of Holland Dutch), to allow better usage for those living near Spokane St. and improve spacing between bus stops.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nbeacon.pdf
North Beacon Hill	West Station Entrance Sidewalks Provide 17' (Type B) sidewalks along south side of South Lander between alley and 15th Ave. S. and along west side of 15th Ave S. between S. Lander and S. McClellan Streets.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	East Station Entrance Sidewalks 17' sidewalks on Lander, north and south sides. Continue south on Beacon one half block. 10' 6" sidewalks on 16th Ave. north of Lander on half block and on 17th Ave. S. north/south of Lander on half block.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	Beacon Avenue: 3 Lane Option Re-configure Beacon Avenue S. between 15th and Spokane St. to two lanes of traffic with a two-way left turn lane, bikes lanes and on-street parking.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	Crossing at Beacon & Lander Improve crossing at Beacon and Lander with pedestrian half signal, median or other appropriate device.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	Lander Street Improvements Parallel parking both sides of street with 2 hour restrictions. Traffic calm the block between Beacon and 17th with wider sidewalks, decorative paving, street trees, etc. Improve streetscape west of Beacon with sidewalk, crossing and landscape improvements	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	Bicycle Storage Facilities Kwik cleaners site, revise existing proposal	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	14th Avenue: City to consider continuing bike lane connection from Beacon Ave to 14th Ave north	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Beacon Hill	<i>Hill Climbing Assistance</i> – Arterials on hills should include hill climbing lanes for bikes. Also, consider bike/ped elevators up steep cliffs (such as Dearborn to Jose Rizal, or leveraging Beacon Hill tunnel station elevators) to increase bike/ped accessibility.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Beacon Hill / MLK Jr at Holly	<i>North/South Beacon Hill Routing</i> – Add 15 th Ave S to route map, connecting to Swift/Morgan/Othello to the South.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)

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North Beacon Hill, North Rainier Valley	Add "Bike/Ped Access" signage on so-called "Dead End" streets Examples: 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	Station-area planning	5	http://www.seattle.gov/humanservices/director/consolidatedplan/southeastnrs_a.doc
North Rainier Valley	Provide incentives for TOD adjacent to station and for mixed use along Rainier Avenue; establish limitations on auto-oriented uses along Rainier Avenue and consider live-work in NC3 zones.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/05McClellan.pdf
North Rainier Valley	Establish POZ around station and improve linkages to adjacent neighborhoods.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/05McClellan.pdf
North Rainier Valley	Parking management - Consider RPZ west and east of station.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/05McClellan.pdf
North Rainier Valley	Provide light rail station and local east/west service.	2	http://www.ci.seattle.wa.us/transportation/SAP/Atlas/05McClellan.pdf
North Rainier Valley	C-1.1 For the purposes of station area planning, delineate the Town Center's boundaries approximately as properties abutting South McClellan Street to the north, South Winthrop/Hanford Streets to the south, the Cheasty Greenbelt to the west, and MLK Jr. Way South/Rainier Avenue South to the east. As part of Station Area Planning, develop and implement strategies to assemble land and finance the type of development envisioned by this neighborhood plan around the light rail station.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C-1.2 As part of the station area plan (based on the content of this neighborhood plan) for the North Rainier Light Rail station, amend land use and zoning designations as needed to facilitate transit oriented development. Explore changing general commercial zoning (C1 and C2) to allow for more residential or mixed-use projects. It is envisioned that this would be limited to properties south of South McClellan Street to the pedestrian overpass spanning Rainier Avenue South and MLK Jr. Way South.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C-1.3 For area where light rail transit station will be developed, reconfigure streets as necessary to facilitate pedestrian environment. Provide for a minimum of 12-foot sidewalks, install decorative crosswalks, add streetscape elements and appropriate signage.	4, 1	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C-1.4 Ensure the City works with King County Metro and Sound Transit (RTA) to provide a transit facility that accommodates a bus transfer center and vehicle drop-off point in the immediate vicinity of the North Rainier light rail station. As appropriate, encourage the development of a mixed-use parking structure (with ground-floor retail), and possibly housing/office above, to serve as the single parking point for the entire Town Center.	4, 1	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C- 1.6.1 Include urban amenities such as seating, plaza spaces, and lighting as part of station area development. Develop pedestrian improvements between the Town Center and the Cheasty Greenbelt, the Mount Baker area, and along the major arterials of Rainier Avenue South and MLK Jr. Way South.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 1.6.2 Build new open spaces and require public/civic spaces as part of new transit-oriented development.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C-1.7 Provide connection to the regional light rail transit system to the Town Center with a station near South McClellan Street. Ensure that the future light rail alignment mitigates impacts to this area through an all-tunnel Rainier Valley alignment and North Rainier/South McClellan Street Tunnel Station, or services the area via a Rainier Avenue South tunnel to South McClellan Street west of Rainier, or through the Beacon Hill/Lander Street tunnel alternative. Ensure that Sound Transit, in partnership with the City of Seattle and its elected officials, effectively mitigates concerns related to a surface and/or elevated light rail alignment. The community strongly recommends that mitigation strategies adequately address the	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C-3.1 Establish a Citywide definition for key pedestrian streets and key bicycle paths. Define what elements of street design, lane configuration, and urban amenities will be required of new development and invested in by the City for those streets and paths prioritized by the neighborhood.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf

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North Rainier Valley	C- 3.2.1 Require new development to allow for a minimum 12-foot sidewalks with street trees, while also accounting for the needs of the disabled (e.g., those wheelchair-bound, the blind). Additional pedestrian amenities should be encouraged, including but not limited to seating, trash cans, kiosks/bulletin boards, and street lighting.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 3.2.2 Key Pedestrian Streets. Designate the following as key pedestrian streets: · Rainier Avenue South from 23rd to MLK Jr. Way South. · South Walker Street from Rainier Avenue South to MLK Jr. Way South. · South McClellan Street from Rainier Avenue South to Mt. Baker Drive. · Cheasty Boulevard- pedestrian path. · All streets within the Town Center.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C- 3.2.3 Develop a pedestrian network from upland neighborhoods along street ends and street rights of- way to connect down to the Town Center.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C-3.3 Key Bicycle Streets. The following streets should be designated as bicycle lanes/paths/routes to facilitate the safe and efficient movement of nonmotorized wheeled travelers (i.e., cyclists, rollerbladers) within and through the North Rainier Neighborhood.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C- 4A.1 Preserve Mount Rainier vistas. Ensure that the future light rail alignment travels either below Rainier Avenue South, to the west of Rainier Avenue South, or services the North Rainier Valley	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C- 4A.2 Create incentives through development standards and other regulatory mechanisms to encourage new development to build small pocket parks or landscaped spaces to soften the appearance of the street and allow for pedestrian refuge areas.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4A.3 Provide for well-marked, ladder crosswalks at more intersections. Provide for decorative, paved crosswalks at South Massachusetts, South Walker, South McClellan, and in the Town Center area.	4, 1	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4A.4 Build on Rainier Chamber's community identity and beautification efforts by installing banners and gateway markers.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4A.5 Retain the current lane capacity of two travel lanes in each direction and a center median. Where business access is not needed, consider developing landscaped islands in the center median.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4B.1 Establish a planted median from South McClellan to the I-90 lid, connecting with the proposed median in the Central Area neighborhood. Allow	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4B.2 Reduce traffic to one lane in each direction as currently exists north of South Massachusetts. Create a bicycle lane and street parking along MLK Way Jr. South from South McClellan to South Massachusetts.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C- 4B.3 Make bike lanes distinctive by painting the stripe or entire lane a different color.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 4B.4 Build sidewalks along MLK Jr. Way South where there are none between South Massachusetts and South McClellan.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and PriorityReport_NorthRainier.pdf

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North Rainier Valley	C-5.3 Develop alternative possibilities for Cheasty Boulevard to promote non-motorized use of the street and to calm existing traffic. Where feasible, extend non-motorized paths onto the landscaped shoulder of the right-of-way.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C-5.4 Provide for decorative, textured crosswalks at hillclimbs and street intersections.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C-5.5 Improve safety and discourage street parking and loitering by placing billiards (cut-up telephone polls resembling tree stumps) (like those that already exist in some portions of the parkway) along the landscaped parkway.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C-5.6 Consider allowing an at-grade crossing for bicyclists and pedestrians between Mount Baker and Cheasty Boulevards. Accomplish this by moving the limit line on northbound Rainier Avenue South south of the overhead pedestrian bridge.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf

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North Rainier Valley	C-5.7 Develop a physical connection between Mount Baker and Cheasty Boulevards. Plant street trees in the landscaped median of Mount Baker Boulevard. Develop public artworks that could be integrated into the pedestrian bridge to create a community gateway. As an alternative, explore the possibility of a new pedestrian bridge to physically connect the two boulevards; work with the City to seek such a facility through Sound Transit light rail impact mitigation.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	C-6.2 Provide future transit routes that establish direct and immediate access (i.e., efficient circulator routes connecting North Rainier's neighborhoods with the proposed light rail station and town center, as well as with neighborhoods on connecting arterials (down to Genessee and up to the Central Area)) to the Town Center and regional light rail system, as well as to the commercial area anchored by Rainier Valley Square.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	C- 6.3.1 Because several of the local streets have no sidewalks and difficult crossings, make improvements along Walker, Hill, and/or Plum Streets. Enhance crossing of Rainier Avenue South and MLK Jr. Way South to address the needs of local users, many of whom are disabled.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and PriorityReport_NorthRainier.pdf
North Rainier Valley	C-7.3 Charlestown to Genessee Pedestrian Overlay Zone. Create a Pedestrian Overlay Zone (P2) along Rainier Avenue South from Charlestown to Dakota Streets to connect to the proposed P2 zone recommended by the Columbia City Neighborhood Plan. CL- 4.2 Pave major arterials and add sidewalks for all streets in the urban village. CL- 4.8 Work with King County Metro to allow bikes to travel into the Downtown Free Ride Zone during peak hour travel. (This is related to Metro's policy to not let bikes load and unload in the free ride zone).	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	T-1.1 Work with King County Metro to provide for additional east-west bus service. Expand and promote the existing Route 38 Shuttle bus route, and add new routes in the future to link residential areas to regional light rail system.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and PriorityReport_NorthRainier.pdf
North Rainier Valley	T-1.2 Work with King County Metro to create new Rainier Valley-serving routes to replace those that may be terminated with the construction of the Link Light Rail System. Ensure consideration for intra-Valley connections and frequency of service.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and PriorityReport_NorthRainier.pdf
North Rainier Valley	T-1.3 Require development of a bus transit center as part of the proposed Town Center concept. Ensure that both east-west and north-south routes provide clear and efficient access to the light rail station.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp
North Rainier Valley	T-1.4 Enhance the quality of the bus transfer station at Rainier Avenue South and I-90. Add durable and vandal-proof bus shelters, benches, kiosks/bulletin boards, make the environment more hospitable, and improve the overall experience for transit riders at both the Rainier Avenue South street level and I-90 bridge deck.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf
North Rainier Valley	T-2.1 Address concerns about residential cut-through traffic and heavy peak-hour volumes on Rainier Avenue South. Conduct a traffic circulation analysis to assess: · The unusual and uneven lane configurations on Rainier Avenue South. · Pedestrian safety on Rainier Avenue South and MLK Jr. Way South. · Improving signal timing on Rainier Avenue South from South Dearborn Street to MLK Jr. Way South. · Reconfiguration of 31st Avenue South to calm traffic and increase pedestrian safety. · Residential cut-through traffic throughout the North Rainier Valley. · Existing and potential future "park-and-ride" impacts.	4	http://www.seattle.gov/dclu/planning/comprehensive/pdf/nrainier.pdf and http://www2.cityofseattle.net/neighborhoods/planning/test2.asp

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North Rainier Valley	All curb ramps on arterial streets within the 1/4 mile station area (and some residential streets on a negotiated basis) will be brought up to ADA standards.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Pedestrian crossing improvements at Rainier Ave. S and MLK Way S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Pedestrian crossing improvements at Rainier Ave. S and S. Forest Street.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Pedestrian crossing improvements at South McClellan and MLK Way S; S. Stevens and MLK Way S.		Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on MLK south of intersection with Rainier Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on S. Stevens and 27th Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on S. Forest between 27th Ave. S. and 26th Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on 26th Ave. S. between McClellan and S. Forest St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on Rainier Ave. S. between S. Forest St. and S. Winthrop St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on S McClellan between 25th and MLK	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements on Rainier Ave. S. between S. Hanford and S. Water St.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Improvements along S. Winthrop Street between Cheasty Blvd and MLK (plantings, bollards, sidewalks)	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk from Transit Center to crosswalk at S. Forest St. and Rainier Ave. S.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk along MLK from S. McClellan St. to Transit Center.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Preserve S. Winthrop/Cheasty Blvd and protect from bus and traffic impacts. Reconnect boulevards with appropriate alternative to pedestrian overpass. The priority should be to create a safe at-grade crossing.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Sidewalk improvements and accessible intersection elements as necessary to provide access between station and Center Park/Lighthouse for the Blind area	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Consider bike crossing from Cheasty/Mt. Baker Blvd and McClellan as part of intersection treatment.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Extend bike lanes South from I-90 to MLK/Rainier intersection.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	City stripe or sign McClellan and Mt Baker/Cheasty for east-west bike connection to station from Mt Baker and Beacon.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Storage space for 20 bicycles in 2006 and 40 in 2020	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	Station plaza with seating, lighting, etc.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.

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North Rainier Valley	Traffic impacts analysis and development of mitigation strategies, with special attention to cut-through traffic on S. Della.	3	Sound Transit & City of Seattle's Agreement on Pedestrian & Bicycle Improvements Associated with Light Rail.
North Rainier Valley	<i>Remove Dangerous Pole Stubs</i> – Pole stubs at trail entrances should be replaced with recessed holes that pose less danger to peds and bikes. The I-90 bike path has many of these dangerous pole stubs at its entrances. These are especially dangerous at night.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>I-90 route signage</i> - Destination signage should be added on the I-90 bike route at all forks and entrances indicating where routes will take you.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	I-90 path is a great facility for access to the East, but could use better signage to help cyclists find their way between the bridge and Lake Washington Blvd.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>McClellan</i> - bike lanes and road diet on MLK between Rainier and I-90; provide a better route around MLK/Rainier Ave intersection; improve access south to new high density development north of Charlestown.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>North/South Rainier Valley Routing</i> – The purple 'zig-zag' route through the Rainier Valley is difficult to follow, and crossings at some major arterials have poor sight lines. Install wayfinding signs and adjust 'zig-zag' route to reduce the number of turns.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>I-90 route signage</i> - Destination signage should be added on the I-90 bike route at all forks and entrances.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	A sign directing bikes and peds to the I-90 path should be placed at the Dead End sign at 25 th Ave S and S Massachusetts St.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>North/South Routing</i> – The purple 'zig-zag' route through the Rainier Valley is difficult to follow, and crossings at some major arterials have poor sight lines. To address this, install wayfinding signs and adjust 'zig-zag' route to reduce the number of turns.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)
North Rainier Valley	<i>McClellan Station</i> - bike lanes and road diet on MLK between Rainier and I-90; provide a better route around MLK/Rainier Ave intersection; improve access south to new high density development north of Charlestown.	34	Southeast Sector Bikeability Report (October 12, 2004, Bicycle Alliance)