

COMMUNITY WORKSHOP #1: SHARE, LEARN & VISION

October 13, 2018

9:30 - 11:30 @ Crown Hill Center Gymnasium

Summary: Common Themes

1. **Safer, better connections for pedestrians:** More sidewalks, especially to make it safer for children and seniors. Concern over losing on-street parking. Desire to slow down traffic on major streets for safety and to improve pedestrian experience; others have concerns about keeping traffic moving efficiently.
2. **More green:** Desire for retaining and adding both trees and open spaces.
3. **Variety and affordability of homes:** More family-sized, affordable housing. Desire to maintain existing smaller-scale detached houses. Concern about price of new construction. Concern about displacement of existing residents.
4. **Design aesthetic & scale:** Desire to shape the quality of new buildings (setbacks, light and advance distinct design (setbacks, light, and air access, etc.). Concern over contemporary architecture and scale of new development.
5. **Fostering a "center" and business district:** Desire for a walkable "center" with mix of retail uses. May need two smaller nodes to serve the whole village. More small and/or affordable spaces for local businesses. More "public life" and improving safety.
6. **Drainage:** Improve flooding controls, especially in areas where pooled water during times of heavy precipitation impacts pedestrian safety.
7. **Transit connections:** Desire for more frequent, more convenient bus service, including safe pedestrian pathways to get to bus stops.
8. **Public life and community identity:** The Dane, Dick's, Crown Hill Park (and skatepark), pedestrian overpass, Taki's, Baker Park, Turtle Coffee, were mentioned as places people like. However, there is a desire for more local retail, and to create a distinct identity that is not "north Ballard". Concern over public safety, especially in parks and at night.

The notes below are transcribed exactly as written by community members at the workshop, except where handwriting was difficult to read. Images of the workshop boards with notes are available.

1. SHAPING GROWTH

1a. Where and how could new development help foster a strong "center" for the urban village?

- Look at 70th; Delancey's etc. as an example
- More neighborhood (not destination) businesses and retail
- Consider even more active uses at Crown Hill Center
- Better and faster transit
- Look at better plan to implement trees/greenery in a cohesive way for entire area
- Improve pedestrian experience

- Slower speeds
- More trees along 15th
- Transit is necessary to get people out of cars, but new buildings need to provide some parking
- Maybe look at two smaller centers; 85th/15th area and 90th/Holman to Greenwood; Crown Hill is a very long and narrow, not sure 1 center would serve all stakeholders

1b. How and where should new development go to minimize displacement of existing residents and businesses?

- Taxes are too high for people on fixed incomes, which causes displacement
- Non-urban village areas should be required to pay yearly fee to be invested in urban villages to mitigate displacement of long-time urban village residents
- Displacement of residents is the more important problem
- Arterials maintain existing community

2. MOBILITY AND ACCESS

Notes from map:

- Shoulder is torn up during construction of development, private development should be required to leave it how they found it
- 14th slow down traffic, connect Holman to Blue Ridge
- Parking is an issue, especially around the Crown Hill Center
- 92nd Street: better, safer connections between CHC and middle school
- Dick's: lots of neighbors walk there; lots of cars so make it a safe place for peds
- Revisit this connection; bad sightlines at 90th and 12th
- Speeding issues on 90th
- 12th: speeding an issue, add speed humps
- @15th and 85th: Signals should be more in favor of pedestrians, not cars; lights not long enough for peds
- Park & Ride for 15th/85th
- [drawing] 17th, include angled parking on one side, one lane of traffic, a bike lane, and a sidewalk, and a culvert
- People run the light at 15th and Holman
- People are left behind at bus stops, more frequency needed!
- Need treatments to reduce cut through traffic on 16th @ 80th; people wanting to avoid the light at 15th and 80th
- Safeway to be redeveloped to allow delivery trucks, require a transit plan
- Bento Sushi redevelopment is a senior center, with no parking on site; parking is going to be an issue
- Flooding at NE corner of 15th and 85th
- Improve sidewalks along Holman road (tree root uplift)
- Backside of big box on Mary Ave is dangerous

2a. What are the most important issues to address related to how people move around and to Crown Hill?

- Keep pedestrian overpass
- More traffic calming; redesign local residential streets
- Lights/crossings should respond to pedestrians and
- Holman Road bisects the neighborhood
- Keep 15th/Holman as faster route in, through and out

- Give more bus priority in rush hours thru 15th/Holman
- Parking?
- We need slower speeds on Holman
- Tow cars at 7:00am when parked in a bus zone
- More greenways and sidewalks north of 85th
- Provide connections from neighborhood to 15th/85th transit hub and CH hub center

2b. What are your ideas for improving walkability and pedestrian safety in Crown Hill for all ages and abilities?

- More sidewalks on the blocks directly adjacent to Whitman
- Flooding at Holman, can't walk on sidewalk
- Plan for more walkable connections/improvements in Whittier Heights to 85th and to Holman commercial
- Enhance and widen ROW in select locations for focused pedestrian use
- Need more pedestrian crossings across Holman road

Notes on map

- Visibility concern at 12th Ave and 92nd Greenway
- Busses going up on sidewalk to go around traffic on 85th, west of 15th
- @ 21st & 85th: Light for safer crossing to access transit stops, like at 17th

Notes from pad

- Look at safety for middle schoolers walking. Make the sidewalk usable
- Cars are parking out into the road
- Look at increasing student population; bubble or trend? 35 new students at North Beach
- Put affordable homes in the new buildings
- Put 3 bed 1 bath for family use
- Require developers to pay significant compensatory fees when their projects reduce trees and greenspace in residential urban villages
- Require MF projects to submit and adhere to a construction parking management plan; violators to be denied further building rights within urban villages
- More ground-related housing or housing with elevators for people with mobility challenges
- Use lower-level landscaping on the streets, shrubs and flowering plants. Combine with drainage improvements. Asphalt sidewalks through landscaped areas.

3. HOUSING

3a. How and where would more housing fit into the neighborhood?

- Some 2-3 bedroom 1-2 bath "small footprint" homes, i.e. 1,000 square feet for families at a (subsidized?) price point for income levels of 30-40k. Upper Crown Hill is very much a family neighborhood.
- Apartments along arterial 15th Ave in both directions
- Apartments on top of stores, along 15th and along Holman from 90th to 83rd
- Look at what Shoreline is doing with the old Sears lot at Westminster Way and Aurora...good ideas there!
- More gradient of zoning out from 15th and 85th to transition and step down more, higher zoning in single-family zones

3b. What kind of housing does the neighborhood need more of to ensure that households of all incomes, ages and abilities can find a home and stay in the community?

- Single-family with ADUs/DADUs
- Require rowhouses to build parking
- MFTE units
- Ensure housing has setbacks
- No more apartments they do not work
- More RSL off of the arterial roads
- New senior housing on 85th and 15th must have onsite parking
- More 5-7 story mixed-use with retail along 15th and 85th to create walkable business corridor
- More homes above good retail, like the new PCC in Green Lake
- Greater than 75' heights in center at 15th/85th and other central areas

4. COMMUNITY ASSETS & IDENTITY

4a. How can new development contribute to enhancing the identity of crown hill?

- Distinct architecture and brick
- Neon signs, want more color looks good
- Impact fees/mitigation for development should go to community benefit projects
- Wallingford Center - smaller retail spaces co-located can be more affordable
- Need a community heart and retail center
- I go to Greenwood because it has more life (to go walking and shopping)
- New development at 15th and 85th - want more businesses there
- Give it a walkable neighborhood character
- Businesses must partner with the community
- Shop at PCC and Fred Meyer because groceries aren't great
- Need more small office space, diverse commercial space
- Lost walkable restaurants
- Third Place Books - retail mix in one space is good model
- Want way to guide development and have community input
- Live/work developments don't work to provide retail
- Need restaurants and coffee shops
- Safeway is being reconfigured for delivery and pick up becomes less pedestrian
- New development is not required to have parking and it clogs streets
- Retail is changing to cater to younger tastes
- Need design standards
- Drive through espresso, etc. very tailored to autos, not good for walking
- Need some parking, for groceries, want more underground parking
- Need more parks; urination and needles are a problem
- Construction trucks tear up street and make walking worse; they aren't repairing it
- Historic preservation of houses near urban villages

4b. What cultural assets contribute to crown hill's identity, and how can these have a more visual presence in the neighborhood.

- Grumpy D's is a big loss; was community gathering space
- Dick's
- "Upper Ballard"
- Pedestrian overpass
- New park at Mary Ave and 84th has challenges
- The place where they almost put the Monorail stop at 15th and 85th
- Views have been lost by development
- Cemetery serves as a park but is private; is good for biking
- Big box stores are good, but not good for walking. Lots of parking lots.
- Nice, quiet little neighborhood
- Thai Siam
- Taki's Greek
- Swanson's Nursery
- You know you are here when you see the pedestrian overpass
- Arts was bought by QFC, which was a loss. Arts supplied the fishing industry with a mix of goods
- Small Faces playground and skatepark important
- Sidewalks
- Hardware store is gone
- Wish we had more shops like on 70th
- Townhouses with brick facades add to character
- Dentist & Bob Johnson's Pharmacy

Notes from mapping exercise

- Places you shop:
 - Dick's, Value Village, The Dane, Bob Johnson's, Safeway, hardware store
- Places you recreate
 - Cemetery, Crown Hill Park, Soundview Playfield, Baker Park
- Community Hearts
 - Existing: The Dane, Crown Hill Center
 - Aspirational:
 - Area around 14th/Mary and 90th street - McDonalds, Turtle Coffee, Title & Escrow
 - 15th & 85th
- Landmarks
 - Pedestrian bridge
 - Safeway, Talta Townhouses

Notes from pad

- Maintaining the identity and character of the community; impacts of light, access to sun, residential gardens, plantings, trees
- Parking for residents - what will be the impact
- Density - impacts to long-standing residents

- Impacts to sewer and drainage
- Interested in location of central retail hub
- Waiting for zoning change to decide on upgrading home or selling
- Developing a unique identity to the Crown Hill Urban Village that we are not North Ballard
- Preserving unique presence of tree groves throughout Crown Hill
- Making routes to retail more walkable with sidewalks, bike lanes; no more sidewalks to nowhere
- If you do away with cars, you won't be able to pay for Sound Transit
- Crossing streets is dangerous, even at major intersections with signals.
- Need to understand what this process will lead to-what the plan is-how does this relate to the zoning process
- Want to see all the responses unfiltered, and want to see the results
- Any urban village should have its own public community center
- Don't want sidewalks because it reduces parking
- Don't have city amenities of an urban village
- Losing too many amenities, such as trees, green space, "mom and pop" businesses, to upscale multifamily housing. MF housing that displaces commercial should be required to go mixed-use with street level retail

5. DRAINAGE AND NATURAL FEATURES

5a. How can we enhance and integrate more "green" elements and nature into crown hill?

- More trees, yes, but don't block sightlines coming out of alleys and cross streets.
- More drainage requirements for new development
- More rain gardens and bio swales
- More trees
- Trees to shade the streets
- More collaboration with Groundswell NW and Parks Dept in OPCD & in new plan
- More density to protect forests on urban edge/rural King County
- Trees down center of 15th
- More drainage and vegetation requirements/mitigation for new development
- Raingardens/sidewalks in area with no sidewalks and flooding
- Improve & activate existing parks
- Pocket parks
- Stronger tree protections to save our tree groves
- Have developers pay for upgrades to parks and sidewalks
- Retrofit current drainage issues and integrate as mandatory for new construction

5b. What are the most critical environmental issues to address in Crown Hill?

- More green and less asphalt at big box stores and huge parking lots.
- Litter - need more trash bins on corners.
- Flooding on the 17th Greenway
- Reforestation in available areas - ROW and open space
- Fix flooding along Holman east side in front of Petco; can't walk down sidewalk in rain
- More trees, less density

- Concentrating people in already urban areas vs. suburban fringe or Tacoma/etc.
- Walkable/bikeable and safe feeling can help carbon and climate change
- Density and access to transit can help combat climate change

5c. Notes from pad

- Issues with drainage cannot redevelop property; too much flooding; what can a homeowner do to redevelop?
- Issues with flooding on Greenway, cannot walk on sides
- Drainage overflow on 85th
- Continued connectivity for pedestrians
- More cross-departmental collaboration
- What is the % tree coverage in Crown Hill?
- GSI vs. street parking
- 12th - fast traffic, need sidewalks lots of trucks, lots of kids
- Make walking scenic
- Water-wise gardens, low-maintenance shrubs in parking strips; keep sightlines clear with landscaping
- Don't make rain gardens too deep
- Woonerfs in commercial areas and traffic calming. Create attractive nodes for people to gather.
- Educational opportunities

6. WHAT IS YOUR BIG IDEA FOR CROWN HILL?

- Speed bumps on 14th
- A walkable neighborhood center that people can congregate in the heart of the village
- A roundabout at 87th and 12th or 90th and 12th to slow down speeders.
- More retail and central shopping area—set back from sidewalks
- More pedestrian-friendly infrastructure, sidewalks
- A mini skyline of taller buildings in the center will give area identity and welcome neighbors
- A center area with small shops and space to hang out-walkable from everywhere
- Some place to gather/meet my neighbors, with shops, restaurants, services, that is walkable
- Requirements for more on site parking for all developments
- More restaurants and businesses to walk to on 15th
- More friendly for walkers trying to cross 85th to get to bus stops
- No new sidewalks because it reduces parking. There are too many developments that provide no parking spaces.

SHAPING GROWTH

Seattle's Growth Strategy

Seattle's Comprehensive Plan sets a 30-year vision for how Seattle and its neighborhoods grow. The foundation of the **urban village strategy**, which guides most future job and housing growth to those areas best able to welcome it due to existing or planned transportation assets, local retail, parks, schools, and other services and amenities.

By encouraging both business and housing growth in these areas, we make it possible for more people to live near job opportunities and services that can meet their everyday needs. At the same time, the urban village strategy prioritizes new investments in these areas to improve livability in these communities so more people call them home.

Seattle's Urban Villages



Livability

"Livability" comes not from any one thing, but rather from access to the many elements that lead to a high quality of life: good jobs, housing, essential services, parks, natural areas, stores, and vibrant public spaces.

The community planning process in the Crown Hill Urban Village will seek to explore strategies for maintaining and improving what people feel is essential to their quality of life as the physical environment is changing to accommodate more people.

Equity

As our city grows, we must ensure that we are investing in our current and future generations while at the same time ensuring that the benefits and burdens of growth are shared equitably both within our neighborhoods and from neighborhood to neighborhood.

Crown Hill Today

As more people continue to call Crown Hill home, it will be critical to have a community plan that guides future decisions and investment in the neighborhood to ensure that current and future generations have access to what they need to thrive.

Urban Village Size & Density

Urban Village	Housing Units	Net Acres	Housing Density (per net acre)
Green Lake	2,000	37	45.7
Greenwood/Phinney Ridge	1,757	64	27.5
Magnolia Junction	1,362	75	18.2
Aurora-Lickton Springs	1,424	252	14.9
Colman City	2,487	216	12.4
Green Hill	3,887	281	13.8
South Park	1,282	184	7.0

By population, the CHUV is one of the smaller Residential Urban Villages, with around 2,500 people and about 1,500 housing units. It has fewer units per acre of land than many urban villages.

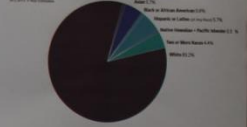
Urban Village Population



Citywide	Seattle
Percent of State	16.8%
Population	\$76,401
Percent of State	10.9%
Population	\$65,270



Population by Race & Ethnicity



Story of Development in Crown Hill

- 1800s:** Prior to white settlement, Native people long inhabited this land. Permanent villages were located along the shores of Shilshole Bay. The area that is now Crown Hill was heavily forested with stands of Douglas fir, hemlock and spruce.
- 1880s:** Seattle's growth spurt in the 1880s brought more people to what is now Ballard. The area north of Ballard, including Crown Hill, remained relatively untouched by development until the early 1900s.
- 1930s-50s:** Broad clearing land of trees increased in the 30's and through the 50's, when post-war growth brought a boom in population to the areas north of the then city boundary at NW 85th Street.
- 1954:** The area north of NW 85th Street was annexed by Seattle. At this point, much of the area had been platted and built out, largely without sidewalks or a formal drainage system.
- 1994:** The 1994 Comprehensive Plan designates "urban villages" across Seattle, including Crown Hill. The boundary for the urban village is adopted in 1998.
- 1998:** The area continues to grow along the corridors of 15th Ave NW/Holman Road and NW 85th Street.
- 2010s:** As part of the implementation of Mandatory Housing Affordability, expanding the boundary of the Crown Hill Urban Village for the first time in 30 years and zoning for more housing is proposed.

Growing Crown Hill

Commercial Uses & Business Diversity

In recent years, small and/or local businesses in Crown Hill have closed, been displaced, or are currently at risk of displacement with new development.

Currently, most commercial zoning that would allow a mix of uses, including ground floor retail and upper level residential, is located directly along Holman Road, 15th Ave NW, and NW 85th Street.

Residential Uses

A few larger mixed-use developments have provided most of the new housing units, while townhouses have added to the variety of housing types in the neighborhood.

Some new construction has been one-to-one replacement of smaller, detached single-family houses.

Urban Village by Growth in Housing Units



Risk of Displacement

With more people moving into the city, property values could continue to increase or existing buildings and homes could be replaced with new and more expensive ones. Changes like these will affect some communities more than others and could make it more difficult for residents or businesses to remain in their current neighborhoods.

Physical displacement is direct displacement, usually because the current tenants are evicted or the building is demolished.

Economic displacement occurs when residents and businesses can no longer afford escalating rents or property taxes.

Because land is limited, most new development has been redevelopment of existing lots and buildings. The residents or businesses in existing buildings being demolished may be physically displaced, and may further be economically displaced if there is a lack of other available housing or commercial space that they can afford and meets their needs.

What We've Heard So Far

What We've Heard So Far	Agree?	Disagree?
Crown Hill does not currently feel like a "village". It is lacking a compact, walkable retail core or central gathering space.	Agree	Disagree
New development should minimize the displacement of existing businesses and residents.	Agree	Disagree
Growth and new development should be concentrated along the corridors.	Agree	Disagree
Growth should support a more walkable, pedestrian-friendly retail shopping experience and vibrant public life.	Agree	Disagree
Retain and increase space available for local businesses.	Agree	Disagree
Traffic volumes on Holman Road/NW 15th Street will prevent this corridor from being pedestrian-friendly retail. Consider shifting the "pedestrian retail core" to another street or node.	Agree	Disagree
Investments and growth should strengthen the community identity and make Crown Hill a destination, instead of a pass-through.	Agree	Disagree

SHAPING GROWTH

New Development & Opportunities to Shape Growth

Most of the new development in Crown Hill is adjacent to arterials (and bus routes) and parks and schools. One significant challenge facing Seattle, including Crown Hill, is how to redevelop and add housing and space for businesses while at the same time retain existing residents and businesses.

New growth can be shaped to help meet community desires, such as growing a walkable, pedestrian-priority "center", and improving the conditions along Holman Road and NW 85th Street to be more pedestrian-friendly.

Project Type (permits since 2010)

- Multi-Family
- Single-Family
- Commercial/Mixed-Use

Development Opportunities:

- 3 townhouses in bulk of existing house
- 8 rowhouses
- 4 townhouses
- 78 units in compact housing
- 3 townhouses
- 24 apartments over commercial

Notes:

- Potential to shape a compact "center" with mix of residential and pedestrian-oriented commercial on secondary streets.
- "Retail" opportunities "between" secondary streets.
- Development along corridors can improve pedestrian experience but may displace existing businesses.
- Potential to grow a secondary pedestrian-oriented commercial hub.

Where and how could new development help foster a strong "center" for the Urban Village?

Let us know what you think!

- LOOK AT 70th & DELANCEY'S ETC. AS AN EXAMPLE.
- MORE NEIGHBORHOOD (NOT DESTINATION) BUSINESSES
- CONSIDER EVEN MORE ACTIVE USES AT CROWN HILL CENTER.
- Better bike transit
- More of this kind of development
- Improve pedestrian experience slower speed more open more LED's
- This is a way to improve a neighborhood

How and where should new development go to minimize displacement of existing residents and businesses?

- TAXES ARE TOO HIGH FOR PEOPLE ON FIXED INCOMES, → CAUSES DISPLACEMENT.
- Non-Urban village areas should be required to pay yearly fees to be invested in Urban Villages to mitigate displacement of long-time U.V. residents
- Displacement of residents is the more important problem
- At least community equity

MOBILITY & ACCESS

Street Network & Transit

Connectivity & Character

Crown Hill developed as a suburban area that could be accessed quickly by car from Ballard and downtown Seattle. But as the city grew, Crown Hill ceased to be an outlying suburban neighborhood—and roads became more congested.

Holman Road/15th Ave NW and NW 85th Street are major arterials that connect Crown Hill to surrounding neighborhoods and bring heavy traffic volumes through the neighborhood.

Traffic Flow Volumes: Weekday Average



Heavy traffic volume, a little right-of-way, and lack of pedestrian crossings make Holman Road/NW 15th Street challenging for pedestrians to cross the urban village from east to west.



Much of the Holman Road/NW 15th Street corridor has car-oriented development, with frequent driveways that cross sidewalks and buildings set back from the street. These elements do not enhance the pedestrian experience along this commercial corridor.

Transit

Three frequent transit lines connect in the heart of Crown Hill providing providing Crown Hill residents with reliable access to several other urban centers and villages. Each of these lines provides service every 15 minutes or less for more than 12 hours per day.

- Rapid Ride D line runs north south along 15th Ave. NW from the Holman Rd. plaza to downtown.
- Metro Route 40 runs from the Northgate Transit Center along Holman Rd. and 85th St., south to Ballard and on to South Lake Union.
- Metro 45 line runs from Loyal Heights west of Crown Hill along NW 85th St. through Green Lake and to the University of Washington.

At peak times each of these bus routes experiences high demand. Sometimes with full buses at stops in Crown Hill. Transit riders are pedestrians at least twice, when walking to and from bus stops.



A Rapid Ride stop on Holman Road

What We've Heard

- A lack of pedestrian crossings across major arterials
- Constrained resources to implement traditional curb and gutter sidewalks in areas currently lacking
- Long blocks, a lack of pedestrian pathways and sidewalks, and space dedicated to surface parking prevents a challenge for fostering an inviting, walkable, pedestrian-friendly urban environment, especially along Holman Road where many businesses are located.
- In residential areas, traffic calming on long blocks with few crossings where cars drive at high speeds.
- Improving transit options and accessibility
- Managing parking needs and expectations

Pedestrian Travel

Sidewalks

Much of the residential area north of 85th St. that was annexed in 1954 was developed without sidewalks and formalized drainage. This has led to poor walking conditions on most residential streets.

Improving Pedestrian Infrastructure

Private development: Most new development over a certain size is required to build pedestrian infrastructure. However, this can leave gaps in the sidewalk network.

Public funding: Traditional concrete, curb and gutter sidewalks can cost over \$400,000 per block to construct, and the City has limited funding each year to construct new sidewalks. SDOT works to maximize resources by using lower-cost pathway improvements on non-arterial streets as a means to provide more safe pedestrian routes over a larger area of the city, but drainage needs to be taken care of at the same time.

Neighborhood Greenways

Neighborhood greenways are safer, calmer residential streets for you, your family, and neighbors that make people walking and biking the priority. Improvements on these streets can include traffic calming, signs and pavement markings to help people find their way and safer crossings on busy streets. Once built, neighborhood greenways can create safe pathways for students to walk to school, opportunities for play, and routes for getting to popular destination schools, parks, and business districts.

Crown Hill has an existing Greenway on NW, connecting Soundview Playfield to Bay Park in Ballard.

The 32nd St. Greenway, currently being constructed, provides access east into Greenwood, Seattle Community College, eventually the pedestrian bridge over I-5 Northgate Light Rail Station.



The 17th Ave NW Greenway has speed humps to help slow down traffic.

Transportation Facilities



MOBILITY & ACCESS

As Crown Hill continues to grow with more homes and jobs, ease of movement within the neighborhood will be more important because more local trips to services, community activities, and amenities could be done without a car.

Observations

This diagram illustrates observations about mobility and access in and around the Crown Hill Urban Village.



Many of the commercial uses along Holman Road are oriented toward parking lots, set back from the street, and not designed for pedestrians as the primary user.

What are the most important issues to address related to how people move around and to Crown Hill?

- Let us know what you think!
- KEEP RESIDENTIAL SIDEWALKS AND DRIVEWAYS AS LOW AS POSSIBLE TO MAINTAIN VISIBILITY
- WIDE TRAFFIC CALMING DEVICES IN LOCAL RESIDENTIAL STREETS
- WALKING
- KEEP HOLMAN + 15th AS A BUSY ROUTE TO NEIGHBORHOODS
- Holman Rd works for neighborhood
- More green ways with 15th
- NO MORE BUS STOPPING IN BUSY HOLES ON HOLMAN
- NO MORE SLOWER SPEEDS ON HOLMAN
- NO MORE CAR STOPPING AT 7:00 AM WHEN PARKED ON A BUS STOP!
- NO MORE CAR STOPPING AT 7:00 AM WHEN PARKED ON A BUS STOP!

What are your ideas for improving walkability and pedestrian safety in Crown Hill for all ages and abilities?

- More sidewalks on the blocks immediately adjacent to Holman
- Need more pedestrian crossing across Holman Rd
- Flashing at Holman and 85th
- More sidewalks on the blocks immediately adjacent to Holman
- Need more pedestrian crossing across Holman Rd
- NO MORE CAR STOPPING AT 7:00 AM WHEN PARKED ON A BUS STOP!

