

Complete Wallingford Greenways Draft Plan

Public Involvement: *This draft plan was developed by 36 people from all over Wallingford, as well as representatives from Phinney Greenways, University Greenways, and Eastlake, the school nurse at Hamilton International Middle School, the head of the Wallingford Chamber of Commerce, the Wallingford Community Council, people who walk, people who bike, people who are elderly and need to drive and use public transit, people who bike and walk the neighborhood with young children. Note: There are 25 people in the Complete Wallingford Greenway group group/wallingford-greenways/ and over the past three years at least 50 people have participated in discussions about Wallingford Greenways. The local Wallingford greenway group is in the midst of carrying out a survey before and after the first greenway is installed.*

Our Top Three Priorities for Complete Wallingford Greenways

Wallingford will get Seattle's first Neighborhood Greenway, a pilot project with Neighborhood Project Funds applied for in 2009 and installed in 2012 along North 44th St. and North 43rd St. between Latona Ave NE & Stone Way N.

- 1. Upgrade our first stretch of greenway to prioritize children and adult pedestrians & people who bike by using traffic signs, speed bumps and other engineered solutions as used successfully on Portland greenways.**
- 2. Develop a north-south connection (possibly Sunnyside Avenue North) that links the South Wallingford/Burke-Gilman Trail area to the Tangletown area of Wallingford. A pedestrian/bicycle activated light will be required to cross N 40th Street.**
- 3. Connect the first Wallingford greenway to adjacent neighborhoods east to west, University to Fremont/Phinney – our recommendation is along 45th/46th. These connections are tricky!**

Significant Community Destinations in Wallingford

Business districts, Schools, UW, Churches, Parks, Transit corridors including trails, light rail and Metro lines

Additional Needs

Push button for bikes at arterial crossing lights ** Automatic pedestrian crossing lights (not push-button) at all arterials ** Bike parking, especially for odd bike sizes and trailers – bikes are different! ** Better enforcement for pedestrians trying to cross arterials ** Plan for walking, children walking to school, seniors walking, and plan for people who bike with families.

What are Neighborhood Greenways?

- Greenways are low volume residential streets generally one off of the main arterial that maintain motorized vehicle traffic at low enough speeds to encourage people to walk and bike.
- Complete greenway systems increase public safety and connect community resources such as schools, community buildings, parks, and neighborhood business districts.
- Greenways are designed to make all people feel comfortable using the public right-of-way, including children, seniors, people with strollers, walking dogs, in wheelchairs, and our most vulnerable people.
- Greenways are often but not always designed to create a more park-like setting in the public right-of-way with green infrastructure features such street trees, community gardens, and bio-swales.
- Greenways build resilient communities. They connect people to their local lives and businesses.
- Greenways separate slower moving pedestrians and people who bike from corridors carrying public transit, emergency service vehicles, and freight delivery vehicles.
- Greenways are not bikeways, but do prioritize walking and biking and slow vehicles to speeds designed to decrease traffic injuries and fatalities. People can continue to park and drive on their greenways.
- By 2015, 85% of Portland residents will live within ½ mile of a greenway: 220+ miles are planned.

Complete Wallingford Greenways

groups.google.com/group/wallingford-greenways
 FB WallingfordGreenways @WallGreenways

groups.google.com/group/seattle-greenways-organizers FBSeaGreenways @SNGreenways

Existing Greenway (2011)

Proposed Greenways

Future Greenway extension

Existing separated or slowed ped/bike pathways

