

Date: October 3, 2012

To: Seattle Mayor Mike McGinn; Seattle City Council; Seattle Bicycle Advisory Board, Seattle Pedestrian Advisory Board, and Bridging the Gap Citizens Oversight Committee; Peter Hahn, Mary Rutherford, Dongho Chang and Sandra Woods Seattle Department of Transportation

From: Seattle Neighborhood Greenways Core Steering Group

During the past year and a half, Seattle Neighborhood Greenways has grown from an informal affiliation of three groups to a non-profit coalition of 19 community groups: Ballard Greenways, Beacon BIKES, Central Greenways, Eastlake Greenways, Fremont Greenways, Green Lake Greenways, Greenwood-Phinney Greenways, Lake City Greenways, Madison Greenways, Maple Leaf Greenways, Montlake Greenways, NE Seattle Greenways, Queen Anne Greenways, Rainier Valley Greenways, Seattle Children's Hospital Greenways, University Greenways, Wallingford Greenways, and West Seattle Greenways. We all enthusiastically support safe and healthy streets.

At this time last year, our coalition had eight groups and we made our first requests for funding from the City. Thank you so much for supporting Greenways projects all over Seattle in 2012 through Bridging the Gap, Safe Routes to Schools, Neighborhood Street Funds, Neighborhood Project Funds, Neighborhood Matching Funds, and other funding sources. We look forward to these funded projects being completed soon!

Today, our 19 community Greenways groups each have a strong network of active citizens and one or more representatives on a Seattle Neighborhood Greenways Core Group that meets regularly. During the past year, in addition to producing multiple events and meetups intended to teach about and activate a Seattle-wide Greenway system, all of our groups have begun the process of creating crowd-sourced maps of locally significant places, connected by low-volume residential streets – the low-hanging fruit of Greenways citywide. We have submitted our community-generated maps in GIS form to SDOT planners working on the Bicycle Master Plan update. We will continue to add to this crowd-sourced local knowledge as our Greenways network expands.

For the past four months, Seattle Neighborhood Greenways leaders have been collectively evaluating our top-priority Greenways routes and intersections that we wish to propose for development in the coming year.

There are so many “top priorities”! At our September 23 Seattle Neighborhood Greenways Core Group meeting, we heard proposals from all of our Greenways groups about their top priorities: a total of 31 miles and 33 intersections. Given City funding and staff constraints, we wish to propose no more than a total of 25 routes and/or intersections. Our September meeting was dedicated to identifying “priorities of our priorities” – our top choices of routes and intersections that can build the backbone of what will soon be a system of safe and healthy streets linking all Seattle neighborhoods. Here is our request for 18.14-miles of greenway and 7 safe intersections. Our collective choices reflect geographic diversity and serve diverse communities. Here are the criteria we used to make our decisions:

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Has strong community support; Already used for walking and biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit; Green infrastructure potential

The routes / intersections we prioritized are in these neighborhoods (we have attached a matrix of all the routes we considered):

- **Ballard:** The Ballard Box (3.9 miles); 17th & 65th and 17th & 85th (2 intersections)
- **Central:** Judkins Ridge and connectors (3.85 miles)
- **Green Lake:** The Tangletown Trail (2 miles); Sunnyside Ave N & N 50th St (intersection)
- **Greenwood/Phinney:** The Wiggle. 1st Avenue NW (1.9 miles); N 80th St. & 1st Ave NW (intersection)
- **Lake City:** Olympic Hills Greenway 27th Avenue NE (1.07 miles)
- **Madison:** McGilvra Greenway to School (0.29 miles)
- **NE Seattle:** NE 68th St. (0.6 miles); NE 68th St. & 35th Ave NE (intersection)
- **Rainier Valley:** Intersections tbd by community (2 intersections)
- **University District:** 12th Avenue NE (1.7 miles)
- **West Seattle/Delridge:** Puget Ridge Neighborhoods Greenway 21st Avenue SW (3.9 miles)

We have attached separate fact sheets from each Neighborhood Greenway group and look for your support to see them developed in 2013. We look forward to working with you on many greenway projects in the future!

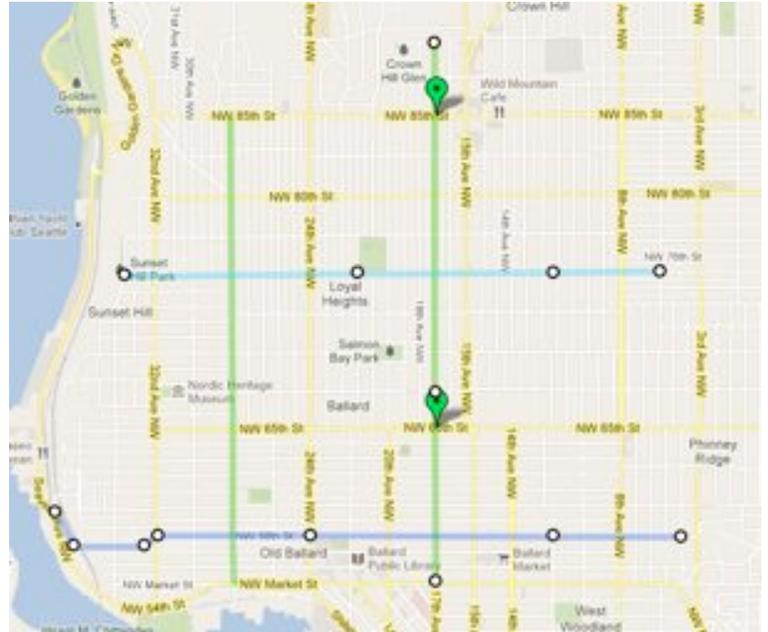
BALLARD GREENWAYS 2013 Priority

Route: The Ballard Box (17th Ave NW & 28th Ave NW) 3.9 miles

Intersections: (17th Ave NW & NW 65th St. AND 17th Ave NW & NW 85th St.)

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Has strong community support; Already used for walking & biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit; Green Infrastructure.

- **Project location** Two routes and two intersections. 17th Ave NW from NW 89th St. to Market St. (1.7 mi) and 28th Ave NW from NW 80th St. to NW Market St. (1.2 mi). Intersection treatments at 17th Ave NW & NW 65th St. and 17th Ave NW & NW 85th St.
- **Project description:** The Ballard Box is a set of 4 proposed neighborhood greenway routes that form the basis of an All Ages & Abilities Network. Ballard Greenways requests funding for the east and west sides (17th & 28th Ave NW) in 2013. The south side of the Ballard Box is NW 58th St., which received Bridging the Gap funding in 2012. Ballard Greenways will request funding for the north side (NW 75th St.) in 2014. Both 17th Ave NW and 28th Ave NW are popular routes for walking and biking and are indicated on the Seattle Bike Map. Existing traffic-calming measures include speed bumps and traffic circles. Both streets have relatively shallow grades, providing easy routes up Crown Hill. Currently, crossing NW 65th St. and NW 85th St. is very challenging on 17th Ave NW because of the high volume and speed of traffic.



- **Other project funding.** There is currently no existing funding for these routes, but they will intersect with the NW 58th St. Greenway funded through Bridging the Gap in 2012.
- **Community network.** Building the Ballard Box will create a network of safe streets that will allow people of all ages to travel to multiple neighborhood destinations. 17th Ave. NW and 28th Ave. NW pass within 0.25 miles of six schools (Adams, Ballard, Loyal Heights, Salmon Bay, Whitman, and Whittier), two community centers (Ballard and Loyal Heights), the Ballard Commercial District (on NW Market St. and Ballard Ave), two parks (Salmon Bay and Ballard Corners), and the Chittenden Locks.
- **Community support.** Ballard Greenways has done community outreach for the past year and a half. We have spoken with the Ballard District Council, Whittier School PTA, St. Alphonsus School, Groundswell NW, as well as hosting neighborhood walks and bike rides. We have had tables at the Ballard Farmer's Market, Sustainable Ballard Festival and the Bike to Work After Party. In addition, we have an online network of over 100 people.
- **Community diversity.** Ballard's residents span a wide range of ages, with large populations of families with young children and of senior citizens, who need safe and comfortable routes through the neighborhood and across streets. 17th & 28th Avenues NW provide vital north-south routes, enabling active neighborhood travel for people of all ages.

CENTRAL SEATTLE GREENWAYS 2013 Priority

Route Judkins Ridge + Denny & Republican Spurs 3.85 miles

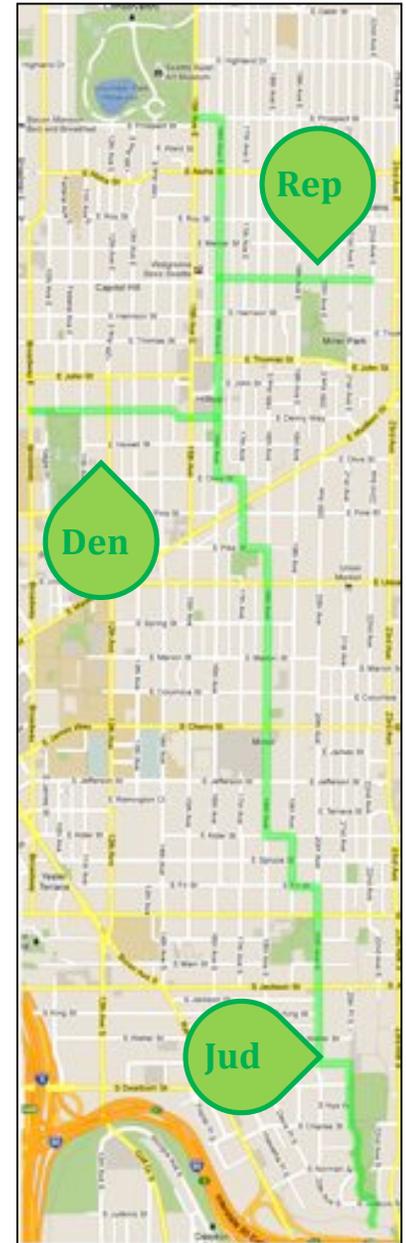
Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Has strong community support; Already used for walking & biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit; Green Infrastructure.

Project Location: The Judkins Ridge route (3.00 miles) connects I-90/Judkins Park to Volunteer Park through the Central District and Capitol Hill. The southern terminus is at S. Judkins St. near 22nd Ave S, while the northern terminus is located at E. Prospect St. & 15th Ave E. The route follows 16th Ave E. in the northern section, 18th Ave. in the central section, and then “wiggles” to Judkins Park. In the central section, 19th Ave. may be used as an alternative. There are two spurs that connect the neighborhood East/West: The first is the Denny Spur (0.45 miles), from Broadway to 16th Ave E. on E. Denny Way. The other, the Republican Spur (0.4 miles), is from 16th Ave E. to 22nd Ave. E. on E. Republican St.

Project Description: Judkins Ridge connects a wide range of neighborhoods, schools, hospitals, and businesses along what is already today one of the most preferred North/South routes in central Seattle. The route selected minimizes slopes and makes use of already existing infrastructure such as intersection signals at E. Madison St and E. Union St as well as traffic calming treatments on 18th or 19th Ave. This greenway will provide for a protected, verdant environment for people of all ages and abilities to walk and bike to neighborhood destinations. The two spurs that have been selected minimize the burden of east/west travel due to hills and directly connect the greenways network with the new Sound Transit Broadway Link Station and the Seattle Streetcar. In addition, these two spurs serve Group Health Cooperative, a major institution and employer on Capitol Hill, and the residential neighborhood in eastern Capitol Hill.

Community Network: As one of the densest areas in Seattle, greenways in Central Seattle connect an extensive list of neighborhood destinations within two blocks of the proposed route. The Judkins Ridge will enable households to more easily access grocery stores, cafes, schools, healthcare providers, and other services without a car. From South to North, Judkins Ridge directly connects to: Judkins Park, Washington Middle School, Pratt Park & Fine Arts Center, Odessa Brown Children's Clinic, businesses at 20th and Yesler, Rotary Boys & Girls Club, Swedish Hospital, DSHS-DDD Headquarters, Centerstone Services & Foodbank, a P-Patch, Hamlin Robinson School, businesses at 18th and Union, Council House Senior Housing, Trader Joe's, Central Coop Madison Market, the new Bullitt Center, Olive Ridge Public Housing, Polish Home Association, Group Health, Safeway, QFC, and businesses located along the entire 15th Ave commercial corridor. In addition, numerous houses of worship are along the route, including Immaculate Conception, Temple De Hirsch Sinai, and Mt. Zion Baptist Church. The Denny Spur links Judkins Ridge to businesses on Broadway, the future light rail and streetcar stations, the Broadway cycletrack, and Cal Anderson Park. The Republican Spur will provide residents in the eastern area of Capitol Hill better access to neighborhood destinations, while also creating new connections to Nova High School, the Country Doctor Community Clinic, and Miller Community Center. The route also connects with Metro routes (#2, 3, 4, 8, 10, 11, 12, 14, 43, 48, and 49).

Community Diversity: Central Seattle Greenways covers a large and dense area. The routes selected connect different neighborhoods and areas with a wide range ethnic backgrounds, ages, and household incomes. Central Seattle is a growing neighborhood and has seen an influx of children who bike and walk to school. In addition, hospital patients and visitors from all over the region stand to benefit by having access to a relief from the hospital environment enabled through greenways and community street furniture.



Green Lake Greenways 2013 Priority The Tangletown Trail 2 miles Route and Intersection improvement

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Has strong community support; Already used for walking & biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit; Green Infrastructure.

Project Location. The Tangletown Trail is 2 miles long. The route begins at Sunnyside Ave N and N Pacific Street and the Burke Gilman Trail. It continues on Sunnyside until N 50th St., then continues on Keystone Pl N, east on N 54th Street, extends along NE 1st Ave to N 65th Street, then heads north on Sunnyside Ave N. The Tangletown Trail route ends at East Green Lake Way N (Green Lake Park).

- The intersection improvement requested is at N 50th Street, Sunnyside Ave N, and Keystone Pl N.

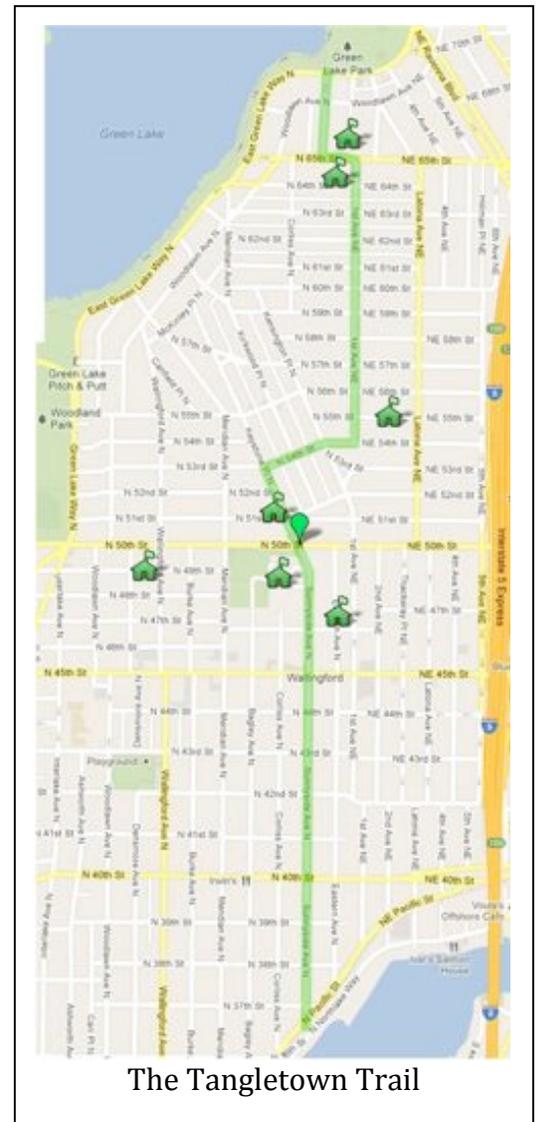
Project description: The Tangletown Trail connects the existing Wallingford greenway to Green Lake and to the Burke Gilman Trail. The Tangletown Trail will be a strong corridor linking many elementary and preschools, parks and business districts. For most of its length, the route is very flat and easy to walk and bike, even for small children. The steepest grade is at the north end where the Trail descends to Green Lake Park.

The requested intersection improvement already has a pedestrian-activated signal, but several issues that make that signal less than ideal for people who walk and bike. Children from the nearby Wallingford Co-op Preschool must make a three-leg crossing to get to Meridian Park. The north-south crossing signal timing is very short for children and slow moving pedestrians crossing N 50th Street. The signal is placed so that it also lacks visibility to motorists.

Community network: The Tangletown Trail serves McDonald International, Meridian, and Green Lake Elementary schools. A majority of this greenway aligns directly with the [existing Walking Zone routes](#) created by SDOT for Seattle Public Schools. The Wallingford Co-op Preschool, the preschools at Elim Baptist Church and Green Lake United Methodist Church are all right on this greenway route. The Green Lake and Wallingford business districts and the small but vibrant Tangletown and Latona districts are connected to this route. Green Lake Park is at the northern end of the greenway, the Wallingford Greenway and Meridian Park is near the mid-point and the regional Burke Gilman Trail links to the south.

Community support: We have done significant outreach with the McDonald International School, where we are organizing walking audits and walking school buses along the proposed route. We also have representatives from Green Lake Elementary School and John Stanford International School in our neighborhood greenway group. We are about to embark on an expanded community outreach program, which will extend through the fall and winter. This program will communicate with and build support among the many schools, churches, businesses, and residents along the route.

Placemaking: The Tangletown Trail takes advantage of existing school walking zone routes to create a multi-use greenway connecting four business districts, three elementary schools and many preschools, as well as regional parks and major transit corridors. This is a common-sense route that serves many communities and a variety of users. This segment is our highest priority among a set of greenways that extend to North Seattle Community College. The Tangletown Trail is a thread that ties together a unique set of separate but close-together communities. It will create a new sense of place for Green Lake—an urban greenway that unites us with the rest of north-central Seattle.



The Tangletown Trail

GREENWOOD-PHINNEY GREENWAYS 2013 Priority

1st Ave NW “Wiggle” from Greenwood to the Woodland Park Zoo 1.9 miles

Project Location: 1st Ave NW, Palatine Ave N, Greenwood Ave N – The Greenway “wiggle” route from N 90th Street to N 56th Street. 1.9 miles. Intersections funded/partially funded through SR2S and Neighborhood Project Fund.

Project Description: The Wiggle begins at N 90th St on 1st Ave NW at Sandel Park. It continues along 1st Ave NW passing by Pipers Creek development, through the busy Greenwood business district, into the Phinney core business district and ends at Woodland Park Zoo. In order to climb to the top of Phinney Ridge gradually, the route “wiggles” at several places – N 73rd continuing on 1st Ave NW, N 72nd up to Palatine Ave N, crossing N 65th for better sightlines, and wiggling one last time at N 62nd to Greenwood Ave N where there is a signalized crossing of Greenwood Ave N at N 60th Street. This Wiggle terminates at N 57th/N 56th where it connects to the Ballard Greenway at West Woodland School at 4th Ave NW and NW 56th.

Community Network: The greenway runs parallel to Greenwood Ave and Phinney Ave N. The proposed streets have low traffic volumes and are currently used by dog walkers and people walking to enjoy local gardens and homes. Traffic speeds are low enough that the street boasts several basketball hoops where children often play ball in the street. Bike riders have discovered the Wiggle as a low-elevation way to get to Woodland Park Zoo at the top of the ridge at N 60th Street. The Wiggle joins the Greenwood Business district and Piper Creek development to the Phinney Business District, connects three schools – St John Catholic School, Greenwood Elementary, and West Woodland Elementary, the Phinney Neighborhood Center and preschool, the Greenwood Public Library, the Woodland Park Zoo and five churches. The Wiggle connects to future “Greenways Go to School” route along 70th St and the Ballard Greenways route along 58th St.

Project funding: Neighborhood Project Fund awarded \$75,000 in 2012 for improvements to two intersections – 1st Ave NW and N 80th and Palatine Ave N and N 65th. Safe Routes to School Funding for Greenways Go to School was submitted by SDOT (\$250,000 to be divided between Beacon B.I.K.E.S and Greenwood-Phinney Greenways Go to School projects.)

Community Diversity: Many Greenwood residents north of N 85th St have no sidewalks and are eager to realize the safety benefits of a traffic-calmed greenway. N 90th St. has been identified by the community as a potential East/West route for future Greenway development connecting with NE Seattle Greenways, North Seattle Community College and Northgate transit station access.

Community Support: Greenwood-Phinney Greenways held a series of informational and planning meetings at the Greenwood Library where neighbors mapped routes, voiced concerns and made suggestions. Greenwood-Phinney Greenway organizers attended our District Council meetings, applied for and were awarded a Neighborhood Project Fund grant in the amount of \$75,000 for intersection improvements. Greenwood-Phinney Greenways distributed flyers along the length of the proposed greenway and held walkabouts to meet neighbors and scout possible routes.

Placemaking: The Wiggle route is a lovely place to walk and enjoy the homes and gardens in the southern segment of the route although dangerous crossings at N 65th and N 80th make it unsafe for children or seniors crossing those streets on foot or bikes. Intersection improvements already funded will help children get to school. Pedestrian improvements north of 85th along with tree planting, bioswale projects (in conjunction with Seattle Public Utilities) and traffic calming around the new Fred Meyer development, will make the Pipers Creek area an inviting community space in which to gather, access the business core or play in Sandel Park.



LAKE CITY GREENWAYS 2013 Priority

Route: Olympic Hills Greenway (27th Avenue Northeast Greenway) 1.07 miles

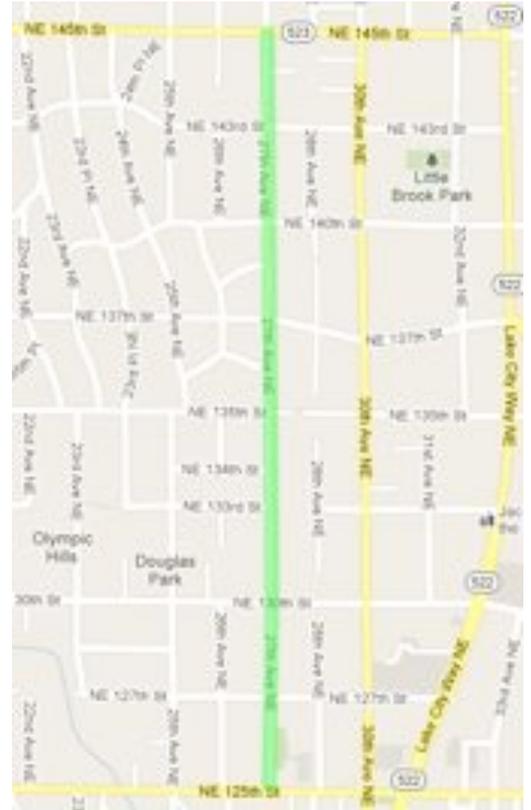
Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Already used for walking and biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit.

Project Location. The Olympic Hills Greenway route runs north-south along 27th Ave NE from NE 145th St to NE 125th St. The segment length is 1.07 miles and has low traffic volumes.

Project description. Route. The proposed Greenway is heavily used by pedestrians of all ages, runners, and bicyclists. Many people use 27th Ave NE to access the Civic Core and the business district from all parts of the Olympic Hills neighborhood, as well as to walk dogs or stroll. The street is virtually flat for the entire length of the route. Several intersections already have traffic circles. The proposed Greenway has low volume and cross-traffic because two intersections, NE 133rd St and NE 135th St, do not have ingress onto 27th from the east, as they are undeveloped right-of-way dead ends. One, NE 135th St, includes a stream.

Other project funding. There is no existing project funding for the route, but it would intersect a funded and committed Safe Route to School route on NE 130th St from 25th Ave NE to 28th Ave NE, scheduled for completion in Summer 2013.

Community network. The route would terminate near the west entrance to the Lake City Library and adjacent park. Because Olympic Hills Elementary would be connected to the Greenway via the SR2S project described above, the route would provide the safe way for students to walk from school to library that residents have long desired. The route would also provide direct access to the Neighborhood Service Center, the Lake City Community Center, and the Lake City Farmer's Market. At both NE 130th St and NE 127th St the proposed Olympic Hills Greenway would link to cross streets with partial sidewalks connecting to the commercial center.



Community support. At this writing, Lake City Greenways has officially existed for just over one month. Our group is the newest in the Seattle Neighborhood Greenways network and has received an enthusiastic welcome from the Lake City community. The lack of sidewalks in Lake City is a notorious issue, yet because our neighborhoods are so pleasant people value walking and biking here. We have presented information to and received preliminary support from the Lake City Community Council; Lake City Community Alliance; Douglas Park Cooperative; Families for Lake City; and more than 75 individuals who have joined our online network. We were present at two major events (Pioneer Days and Fun Meet at the Market) to inform and engage citizens. We are working with a local Girl Scout troop leader to create a service project for Girl Scouts related to Greenways. We plan outreach at many venues, including businesses and senior housing organizations.

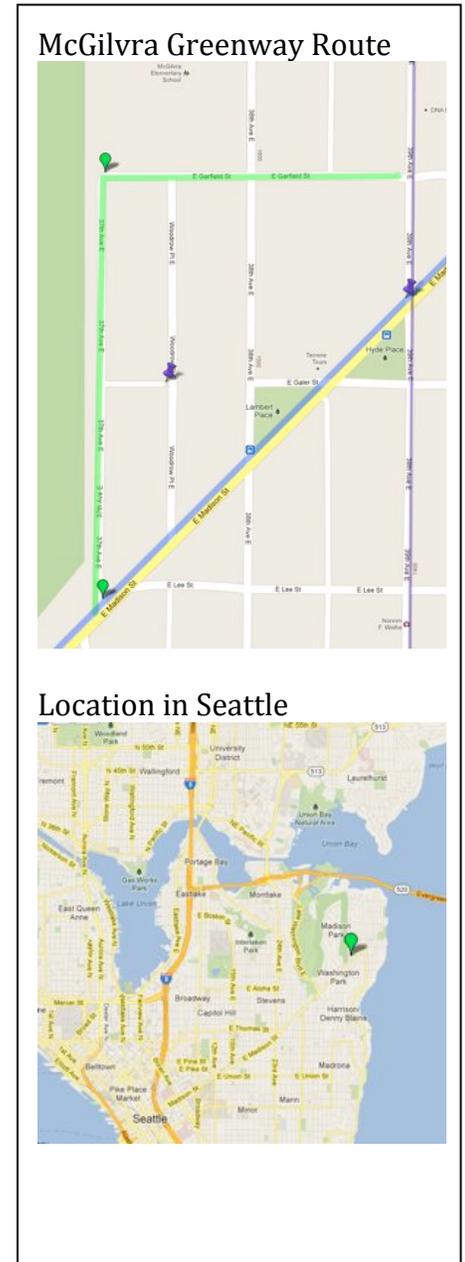
Community Diversity. Lake City encompasses great diversity in ethnicity, age, income, and political access. Many residents do not drive and depend on public transportation or walking. Our burgeoning population of young people (evident in the planned growth of our schools) also makes safe, healthy streets a critical priority in this community.

Placemaking. The street-ends at NE 133rd St and NE 135th St (east side of the Greenway) would make excellent pocket parks and/or sites for a wayside bench or community bulletin board. Both are popular pedestrian pass-throughs to 30th Ave. NE. Green infrastructure could be incorporated into our proposed Greenway, including a persistent rainwater "pond" on 27th NE north of NE 130th that could be improved with drainage to a bioswale.

2013 Priority Intersection / Route Madison Park / The McGilvra Greenway 0.29 miles

The McGilvra Greenway route along 37th Ave E and E Garfield St is heavily used not just by elementary school students walking and biking to school from the west half of the McGilvra school district, it is also a busy walking, jogging and bicycle route for people of all ages throughout the day. This route is the least hilly way to access McGilvra Elementary school from two directions and contains only a very slight grade. It is also the most common alternative for westward bound cyclists and pedestrians leaving Madison Park.

- **Project location for the McGilvra Greenway.** – 0.29 total miles.
 - The route begins at the intersection of 37th Ave E and East Madison Street. We are asking that this intersection receive a bulb out and sidewalk repair to address known dangers.
 - The route continues north for two blocks (0.17 mi) until it turns right onto East Garfield Street. We are asking for two speed bumps along this corridor to normalize traffic speeds.
 - The 37th & Garfield intersection is where children cross the street to go to school. It's also a busy and blind corner. We are asking for a safe n/s crosswalk with sightline improvements.
 - The route continues east for two blocks (0.12 mi) on East Garfield Street where it connects with 39th Ave E. These two final blocks will not likely need any changes as they are short and vehicle speeds and volumes are already low.
- **Project description:** This project takes advantage of existing natural traffic calming (pavement panel heaves caused by massive tree roots) on E Garfield Street and crosses 38th Ave E where there is an existing four way stop sign. Our traffic study showed that the volume on 37th Ave E is less than 250 cars per day during the school year and only requires minimal traffic calming.
- **Other project funding.** The 37th and Madison intersection improvement is in the Mayor's budget as part of the city's commitment to the Safe Routes to School program. The residents along the greenway route intend to apply for additional Neighborhood Matching Fund grants as well as other available grants in order to implement the remaining components. There is no other secured funding.
- **Community network.** Via E Garfield, this greenway segment connects to the future 39th Ave/Hillside Greenway that could provide SR2S functionality for the remainder of the district by serving McGilvra Elementary, Bush School, Epiphany School, Valley School and BRIGHT Preschool.
- **Community support.** While the community has considered this enhancement since January of 2012, neighbors along 37th have been advocating to address the 37th and Madison intersection danger for five years. The plan has been developed and refined by the residents along the greenway and is supported by the residents along the Greenway route, the Madison Park Community Council, Madison Valley Community Council and the McGilvra Elementary School PTA.
- **Community diversity.** Madison Valley is part of the Central District in Seattle and has historically been a lower income area. Madison Valley is in the McGilvra Elementary school district, but access from Madison Valley is dangerous. This greenway resolves some the top dangers.
- **Placemaking.** A mature weeping willow tree at the intersection of 37th and Madison currently acts as the welcome totem to the entrance of Madison Park. Completing the intersection improvement at that location will showcase the willow tree and thereby beautify the neighborhood. Existing drainage problems may be addressed by the addition of bioswales along the route.

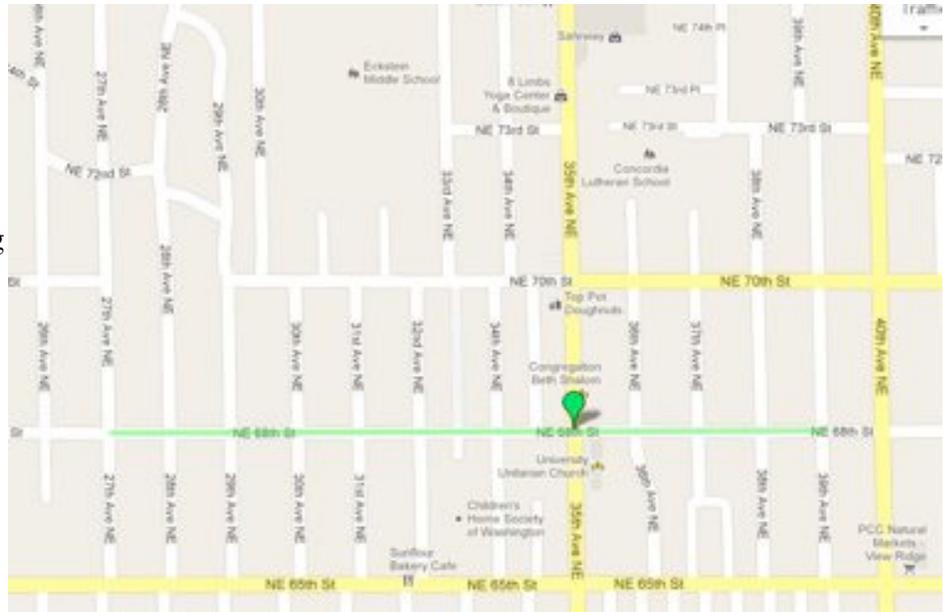


NE SEATTLE GREENWAYS 2013 Priorities

Route 0.6 miles NE 68th Street Greenway / Intersection NE 68th St and 35th Ave E

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Already used for walking and biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit.

- **Project location.** Northeast 68th Street east from 27th Avenue Northeast to the 39th Avenue Northeast Greenway (currently under construction). The segment length is 0.6 miles and has low traffic volumes. An arterial crossing at 35th Avenue Northeast and Northeast 68th Street identified by NE Seattle Greenways as a priority intersection is also in need of additional crossing treatments.



- **Project description: Route** East-west routes in NE Seattle are difficult for people to navigate by walking and biking, given steep topography. This priority Greenway segment would provide a much-needed east-west connection to the Northeast Branch Library, to the 39th Ave NE Greenway, and future planned north-south greenways, allowing those who live on either side of the hill to get to the top without needing to walk or bike on one of the parallel arterials (NE 65th St, NE 70th St).

Project description: Intersection Improvement While the intersection at 35th Avenue NE and NE 68th Street was recently improved with a flashing crosswalk signal, improved curb ramps, and a marked crosswalk, this has not had significant impact on driver behavior. This intersection is particularly bad with sun glare. Arterial traffic could be slowed with a median island or other traffic calming measures such as speed humps to provide safer crossing at this busy corner that includes many children.

- **Community network.** The proposed Greenway segment would directly connect NE Seattle's first Neighborhood Greenway on 39th Ave NE, with the NE Branch Seattle Public Library, two religious centers (Beth Shalom and University Unitarian), a preschool (Wedgwood Montessori), the Theodora residential community for seniors and developmentally challenged, Metro stops, and links to another commonly used N-S bicycle route at 27th Ave NE that links to Dahl Playfield to the north and the Burke Gilman Trail to the south. Eckstein Middle School is one block to the north, and the proposed Greenway is within a few blocks of a number of businesses along NE 65th St, as well as on 35th Ave NE (the future Wedgwood business district).
- **Placemaking.** The intersection of NE 68th St and 35th Ave NE is active with foot and bicycle traffic because of the destinations, but the arterial crossing, even with recent City improvements, is not effective. This highly residential area, surrounded by fast-moving arterials and perceived unsafe crossings have divided up the neighborhood and discouraged active transportation. The NE 68th Street Greenway and improved intersection could help encourage many people to walk or bike instead of making local treks by car.

RAINIER VALLEY GREENWAYS 2013 Priority Two (2) Intersections

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Already used for walking and biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit.

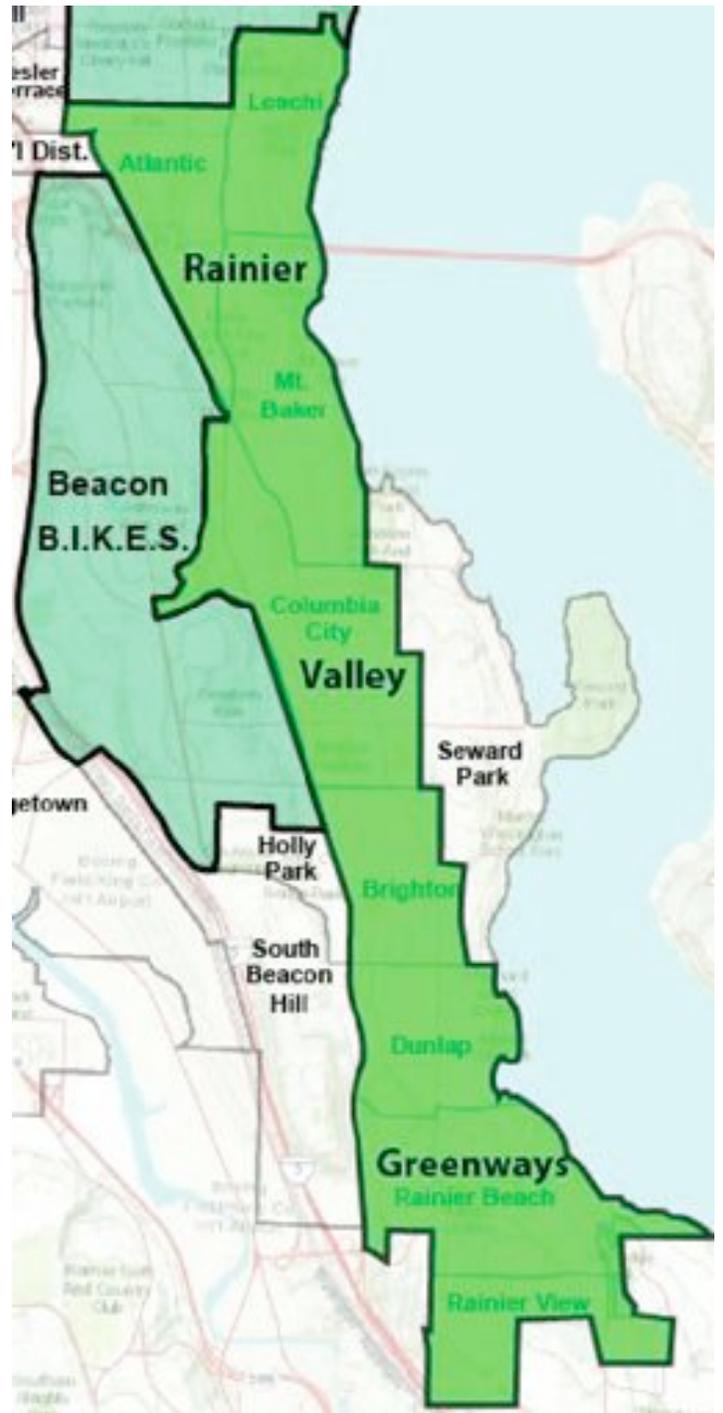
Project Location. Seattle Neighborhood Greenways organizers selected Rainier Valley Greenways intersections as their highest priority intersection project. Rainier Valley Greenways started in the summer of 2012 and now has an active group ready to prioritize safe intersection crossings for people who walk and bike.

Project description. Intersections (2 recommended). Rainier Valley Greenways seeks to develop safe healthy routes for walking and biking from Rainier Beach to the Central District. This community group will continue to meet in November and December to discuss and prioritize intersections in Rainier Valley that may become part of a greenway network. There is a clear need for multiple intersection improvements to make it safer for people of all ages and abilities to get across the street.

Other project funding. Rainier Valley Greenways has received start-up funding from the Office of Sustainability and Environment Climate Action Now program, and is seeking funding from the Bullitt Foundation, National Parks Service, and Seattle Parks Opportunity Fund.

Community support. At this writing, Rainier Valley Greenways has a strong partnership relationship with Bike Works. Many other individuals and agencies are helping with the work of this group including representatives from Beacon BIKES, Central Greenways, UW Physicians for Social Responsibility, King County Public Health, Touchstones, Whistle Stop Café, Seattle Parks Foundation, Feet First, Cascade Bicycle Club, SDOT Summer Streets, Seattle Mayor's Office, King County Metro, Urban Impact, Rainier Beach Empowerment Coalition, and Seattle Parks Sound Steps.

Community Diversity. The 2010 Census shows the 98118 zip code as the most diverse in America. Over 78 languages are spoken, and there is great diversity in ethnicity, age, and income in this area. Many residents do not drive and depend on public transportation or walking. There are many schools throughout Rainier Valley that include children without safe routes to school, making safe, healthy streets a critical priority in this community.



University Greenways 2013 Priority Route 12th Avenue NE 1.7 miles

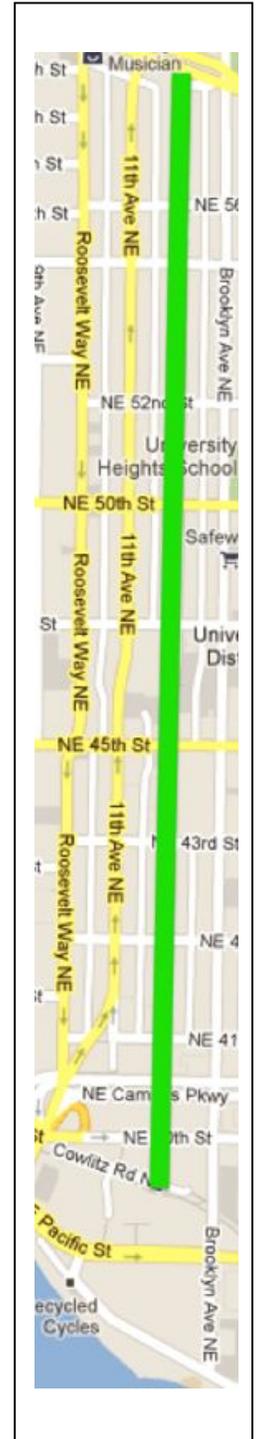
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This tree-lined, 1.7 mile route already offers a pleasant, quiet alternative to walking or biking along high-speed auto traffic on 15th Ave or University Way – and will help divert cut-through traffic resulting from the 7-year Brooklyn Ave. closure due to light rail construction that’s expected to divert 5,000 vehicles a day, beginning January 2013. With minor updates, this street can serve as a fully realized active transportation corridor.

- **Project location.** The proposed project extends 1.7 miles along 12th Avenue NE from the Burke-Gilman in the south to NE Ravenna Boulevard at the north. The blocks that form the core of this route have received the highest possible priority ranking in the Seattle Pedestrian Master Plan’s analysis of the places in Seattle where people need to walk the most.
- **Project description:** U-District residents heavily rely upon active transportation, with only 37% of working core residents owning an automobile, vs. 84% for the rest of Seattle. But we don’t have safe streets necessary to accommodate our community’s needs: 70+ people per year have been injured while walking or biking in the U-District in the past 10 years; with one pedestrian and one bicyclist killed in the past 3 years.

This project will create the U-District’s first street that’s prioritized for the mobility needs of the nearly 10,000+ people who live in the U-District core.

- **Other project funding.** The major project expense (a new traffic light at 12th & 50th) has been covered by NE 50th St. Corridor Safety funding and is slated for 2013 construction (Amy Patton, SDOT).
- **Community network.** A 12th Avenue NE Greenway will provide convenient access to a remarkably broad set of neighborhood facilities of vital interest to residential, business and UW constituencies, including:
 - Business districts: The Ave, 50th Street NE and U-District Farmers’ Market
 - Parks: University Playground, Cowen and Ravenna Parks
 - Community centers: University Family YMCA, University Heights Center
 - Schools and daycare centers: University Child Development School, UW and UW West Campus Child Care Center
 - University of Washington: West Campus Dormitories, UW Tower and numerous other campus buildings.
- **Community support.** Community support has been expressed from a variety of key U-District organizations including the Greater University Chamber of Commerce, Associated Students of University of Washington, University Park Community Club, Low Income Housing Institute, UW Transportation Services, UW Office of Regional Affairs, and the UW Office of Planning and Development.
- **Community diversity.** The U-District is a low-income community, with a median income of \$17,400 among employed workers (2000 Census).



West Seattle Greenways 2013 Priority Puget Ridge Greenway 3.9 miles

Seattle Neighborhood Greenways Criteria For Priority Greenways: Creates a safe healthy street network; Has strong community support; Already used for walking & biking; Connects to important community destinations and existing All Ages & Abilities links; Serves diverse communities; Makes good use of existing street infrastructure; Low cost, high benefit; Green Infrastructure.

This Greenway proposal creates a safe route from Seattle to White Center and a safer and healthier neighborhood along the way. Puget Ridge has a strong and active community group that is involved in all forms of neighborhoods advocacy, from crime prevention to environmental stewardship and invasive removal efforts in our Puget Creek Watershed. This greenway complements the 26th Ave greenway to the west, which serves the Delridge neighborhood with pedestrian links to Puget Ridge and Highpoint. 26th Ave SW is currently in planning stages, and work is scheduled to begin next spring. The two routes are separated by a steep hill with very little east/west access, and thus serve two different geographical communities.

Project location. Puget Ridge Neighborhood. North/South along 21st Ave. S.W. and 16th Ave S.W from the West Seattle trail on the north end to White Center on the south end. 3.9 miles total, The highest priority section is along 21st from the West Seattle Bridge to Myrtle Street and is approximately 2.2 miles.

Project description: The core of the 21st Ave. S.W. corridor serves the quiet Puget Ridge neighborhood adjacent the busy Delridge corridor. It is already a quiet, low volume road with traffic-calming measures in place, and despite a lack of sidewalks, residents use it to walk or bike to school or work, as well as for recreational activities.

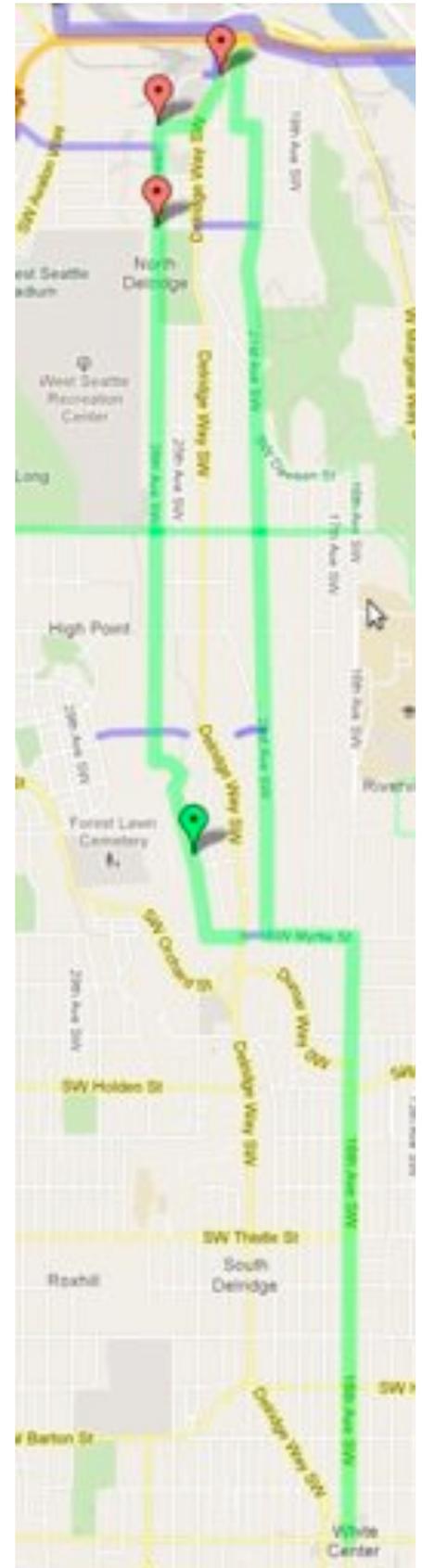
Other project funding. Sanislo Elementary School has applied and is a candidate for Safe Routes to School funding in 2012.

Community network. The Puget Ridge Greenway serves Sanislo, Pathfinder, and Boren schools, as well as South Seattle Community College. The corridor is adjacent to Puget Park, Croft Place Park playground, to all of West Seattle's three community Co-housing sites, as well as to the proposed Puget Ridge Edible Park. At the north and south ends, the route has existing connections to the 26th Ave SW Greenway.

Community support. The Puget Ridge Greenway is supported by the Puget Ridge Neighborhood Association, the North Delridge Neighborhood Association. Sustainable West Seattle, Feet First, West Seattle Spokespeople, the West Seattle Blog and the West Seattle Herald.

Community diversity. Puget Ridge and adjacent neighborhoods are some of the most diverse in the City, with a variety of cultures and income levels represented.

Placemaking. The 21st Ave. S.W. corridor looks down onto the Puget Creek Ravine. This watershed has been a long-term project for many in the neighborhood who have dedicated thousands of hours to invasive removal and the mitigation of storm water. The corridor has no sidewalks and is under consideration for nature paths incorporating bio-swales and native plants to beautify and mitigate storm runoff pollution.



Seattle Neighborhood Greenways
Bridging the Gap funding request
\$2.5 million



1 mile greenway construction=\$100,000

1 intersection development=\$100,000

2013 Citywide Distribution Map
18.14 miles of greenways = \$1.8 million
seven intersections = \$700,000



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Seattle Neighborhood Greenways
www.seattlegreenways.org
Safe Healthy Streets

neighborhood	project	#miles	inter-section	comments	decision miles	decision intersection
Ballard	17th N-S	1.2		with already funded 58th E-W route this route choice will complete Ballard Box	1.2	
	28th N-S	1.7			1.7	
	70th E-W	2		this segment can be completed in 2014		
	17th & 65th		1	Ballard Box		1
	17th & 85th		1	Ballard Box		1
Beacon	Spokane St to George	1		will open Beacon Hill to the west		
	Columbia 15th Bradford		1	connects schools and light rail		
Central	Judkins Ridge	3		connects Central to Capitol Hill	3	
	Denny spur	0.45		connects to north and east	0.45	
	Republican spur	0.4		connects to west and north	0.4	
	Melrose Promenade	0.5				
	Broadway cycletrack connector		1			
	Crossing Madison		1			
Eastlake	University Bridge on-ramp		1	currently not a safe option		
	University Bridge off-ramp		1	currently not a safe option		
	Complete Eastlake connection/acquire property	1		expensive & a necessary acquisition for SLU & Eastlake community		
Fremont	Intersection tbd by community		1			
Green Lake	Sunnyside N-S	2		connects the Green Lake to Burke Gilman	2	
	improve Sunnyside & 50th		1	preschools and schools rely on this crossing		1
	Greenlake to North Se	2		connection to North Seattle CC & Light Rail		
	53rd & Meridian		1			
Greenwood F	73rd E-W	3				
	90th 1st Palatine	1.9		Ridge connection N-S	1.9	
	80th		1	partial funding through Safe Routes to School. Connect		1
	65th		1	\$75,000 funding by Neighborhood Street Fund 2012		
Lake City	125th to 145th on 27th	1		important community route	1	
Madison	Elementary School	0.29		vital school improvement	0.29	
	Safety control at 37th		1	these crossings part of Mayor's budget		
	Safety Control bulb		1	these crossings part of Mayor's budget		
Maple Leaf	85th to 1st to Northgat	2		important to connect Maple Leaf to Northgate Light Rail, Green Lake, and neighborhoods south and west. route selection and community buy-in will take additional time		
	Intersection 1		1			
	Intersection 2		1			
	Intersection 3		1			
	Intersection 4		1			
	Intersection 5		1			
	Intersection 6		1			
	Intersection 7		1			
Montlake	Boyer Clinic Crossing		1	safe crossing for clinic and school		
NE Seattle/CI	68th E-W from 27th to	0.6		connects to 39th NE Greenway	0.6	
	35th and 68th		1	improve crossing for school, library, religious, seniors		1

	62nd E-W to Ravenna	0.7	extends NE to University area		
	62nd crossing 1		1		
	62nd crossing 2		1		
	62nd crossing 3		1		
Queen Anne	"Crown" of QA	4	current Olmsted Blvd. is this a Metro route. Resolve access before project commences		
	Crown crossing 1		1		
	Crown crossing 2		1		
Rainier Valley	Intersection tbd by RVGreenway		1	several likely candidates for ped/bike crossings. Choice tbd by RV	1
	Intersection tbd by RVGreenway		1	Greenways	1
U-District	12th N-S from BG to F	1.7	connects BG thru U to NE Greenway. 50th crossing already funded, other crossings have signals	1.7	
Wallingford	Sunnyside from BG Trail to 50th	1	connects BG Trail to Green Lake		
	40th & Sunnyside		1	connects Wallingford community and provides a single safe crossing for ped/bike & schoolkids between U-District and Wallingford Ave	
West Seattle	21st Ave	3.9	potential for ped connection with funded 26th Ave project	3.9	
	16th and Austin/Holden				

Total miles requested by community 35.34
Total intersections requested 31

Final miles selected by Seattle Neighborhood Greenways Core organizers	18.14	
Final # of intersections selected by Seattle Neighborhood Greenways Core organizers	7	

18.14

7