

**Date:** December 2, 2011

**To:** Seattle Mayor Mike McGinn, Seattle City Council, Members of Seattle Bicycle Advisory Board, Peter Hahn, Director Seattle Department of Transportation

**From:** Seattle Neighborhood Greenways Organizers (Anne Gantt, University Greenways; Bob Edmiston, Madison Park Greenways; Cathy Tuttle, Wallingford Greenways; Chris Saleeba, Ballard Greenways; Dylan Ahearn, Beacon BIKES; Eli Goldberg, University Greenways; Jennifer Litowski, Ballard Greenways; Robin Randels, Greenwood-Phinney Greenways; Stu Hennessey, West Seattle/Delridge Greenways)

At the October 2011 meeting of the Seattle Bicycle Advisory Board, the idea of Seattle neighborhood greenways received enthusiastic support from guests, City Council, and SBAB members. Our group of 92 Seattle Neighborhood Greenway Organizers was delighted to read in the minutes of this meeting, "*SBAB would like to see more bike lanes and high quality bike facilities and fewer sharrows.*" Individual SBAB members were quoted saying, "*Greenways are great*" "[SBAB] *supports greenways. Don't put in miles and miles of sharrows.*" "*A lot of people are scared to bike due to traffic. Greenways would help this.*"

Seattle Neighborhood Greenway Organizers are also enthusiastic about greenways for many reasons. Greenways serve pedestrians and people who bike (particularly people who Portland transportation planners describe as the "willing but wary"). Greenways extend park-like amenities in the public right-of-way, increase public safety, public health, and social equity. We like greenways!

Our group was therefore surprised when the Draft Proposed 2012 Bicycle Projects introduced at the November 2011 SBAB meeting included no greenways and quite a few sharrow projects. While greenways are in the Bicycle Master Plan (referred to in the current version of the BMP as Bicycle Boulevards: Appendix E p. 96), specific locations for these facilities are not as yet defined. We are using this letter as an opportunity to define greenway locations and priority projects for development in 2012 – the low-hanging fruit of greenways citywide.

**The priority greenways we propose meet five criteria:**

- Street already chosen and preferred for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact

One of the most important activities Neighborhood Greenway Organizers are engaged in is mapping potential greenway locations through a comprehensive crowd-sourced map and scouting program. Our group is geographically broad and represents active community-based groups of greenway organizers including Ballard, Beacon Hill, Delridge/West Seattle, Greenwood/Phinney, Laurelhurst/Ravenna, Madison Park, U-District, and Wallingford.

The greenways we propose will serve Seattle well now and ultimately link to a complete and well-defined citywide system. To develop this list a group of us held extensive public on-line and in-person discussions and negotiations.

**We have identified five priority greenways that meet our criteria. We believe all of these are links that can be easily developed in 2012.**

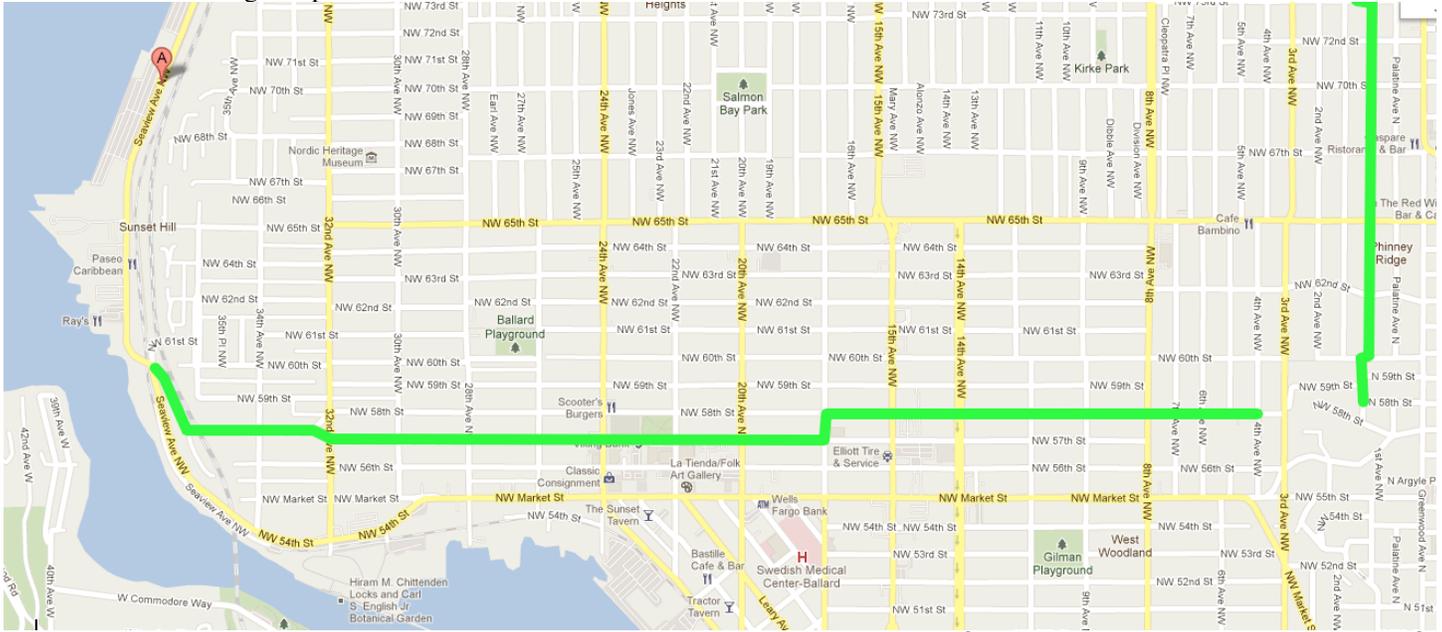
- **Ballard:** NW 57<sup>th</sup>/58th St. (2.14 miles)
- **Beacon Hill:** 12th/13th S (1.10 miles)
- **Delridge/West Seattle:** 21st Avenue SW (1.41 miles)
- **Phinney/Greenwood:** 1<sup>st</sup> Avenue NW (1.37 miles)
- **University District:** 12th Avenue NE (1.09 miles)

We have attached separate fact sheets about these greenways and look for your support to see them developed in 2012. We understand that a greenway is proposed in the Rainier Valley and that additional greenway work will be done on the Beacon and Wallingford links. We welcome these additional projects in creating a comprehensive citywide greenway system. We look forward to working with you on many greenway projects in the future!

# Ballard 2012 Priority Greenway

## Seattle Greenways Organizers' Criteria For Priority Greenways:

- Street already used for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact



**Ballard's top priority for greenway development extends along NW 57<sup>th</sup> St. from Seaview Ave NW to 17<sup>th</sup> Ave NW and then along NW 58<sup>th</sup> St. from 17<sup>th</sup> Ave NW to 4<sup>th</sup> Ave NW.**

This 2.14-mile route is already used by many pedestrians and bicyclists as a pleasant, quiet alternative to walking or riding along Market St.

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. NW 57<sup>th</sup>/58<sup>th</sup> St. provides a vital east-west route connecting residents with many nearby amenities:

- **Commercial district:** Market St. and Ballard Ave
- **Popular destinations:** Ballard Public Library, Ballard Commons Park, Ballard Farmers' Market, Post Office
- **Schools:** West Woodland Elementary, St. Alphonsus School
- **Grocery stores:** QFC, Ballard Market, Safeway

The western end of the greenway connects to the Burke-Gilman Trail and the eastern end of the greenway connects with 6<sup>th</sup> Ave NW, a popular north-south route for pedestrians and cyclists.

The slow vehicle speeds and low vehicle use through the residential portions of NW 57<sup>th</sup>/58<sup>th</sup> St. and existing traffic lights at major arterials (NW 24<sup>th</sup>, 15<sup>th</sup>, and 8<sup>th</sup> Ave NW) make this route well suited for greenway designation without significant additional infrastructure development.

In addition, NW 57<sup>th</sup>/58<sup>th</sup> St. is quite level, with no steep segments between 32<sup>nd</sup> Ave NW and 4<sup>th</sup> Ave NW, making it an easy geography to transverse on foot or by bike.

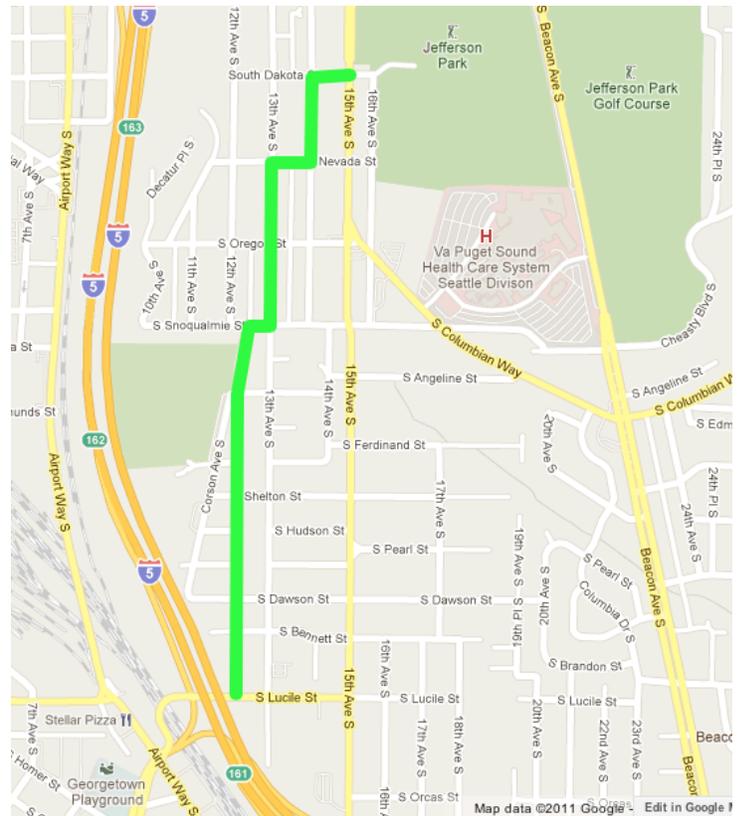
This greenway is a low cost, high impact investment that will improve the livability of Ballard now and for many years in the future.

## Beacon Hill 2012 Priority Greenway

### *Seattle Greenways Organizers' Criteria for Priority Greenways:*

- Street already used for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact

**Beacon BIKES' (Better Infrastructure Keeping Everyone Safe) top priority for greenway development in 2012 is the 12<sup>th</sup>/13<sup>th</sup> Ave South Greenway which extends from Jefferson Park at South Dakota Street and 15<sup>th</sup> Avenue South to South Lucile Street at the junction of Lucile and 12<sup>th</sup> Avenue South.** This route is identified in the 2011 Beacon Hill Family Bicycle and Pedestrian Circulation Plan.



This 1.1-mile route is already used by many pedestrians and bicyclists as a pleasant, quiet alternative to walking or riding along 15<sup>th</sup> Avenue South.

This route provides vital intra- and inter-neighborhood links. The route provides safe access to Jefferson Park, Maplewood Park, Asa Mercer Middle School, Saint George School, Maple Elementary, and Cleveland High school. It is rare that a short 1.1 mile route can provide access to so many community destinations. This route is also the primary connection between the North Beacon Hill and Georgetown neighborhoods and connects to the existing 17<sup>th</sup>/18<sup>th</sup> Neighborhood Greenway via Jefferson Park. The result is a connection all the way from Georgetown to the Mountains to Sound Trail via safe, quiet neighborhood streets.

The slow vehicle speeds and low average daily traffic along 12<sup>th</sup>/13<sup>th</sup> Avenue South make it ideally suited for Greenway designation without significant additional infrastructure development. In fact, this section of greenway has only one arterial crossing at South Dakota Street and 15<sup>th</sup> Avenue South and there is already a pedestrian activated signal installed there. Consequently, it would require minimal investment to create this greenway.

In addition, the gentle slope of 12th Avenue South and 13<sup>th</sup> Avenue South from the south to the north makes this an ideal route to access the Beacon Hill neighborhood. Beacon Hill is located on a steep ridge and there are very few routes to get on and off the hill that are not steep, this is one of them.

This greenway is a low cost, high impact investment that will improve the access to schools, parks, and between neighborhoods.

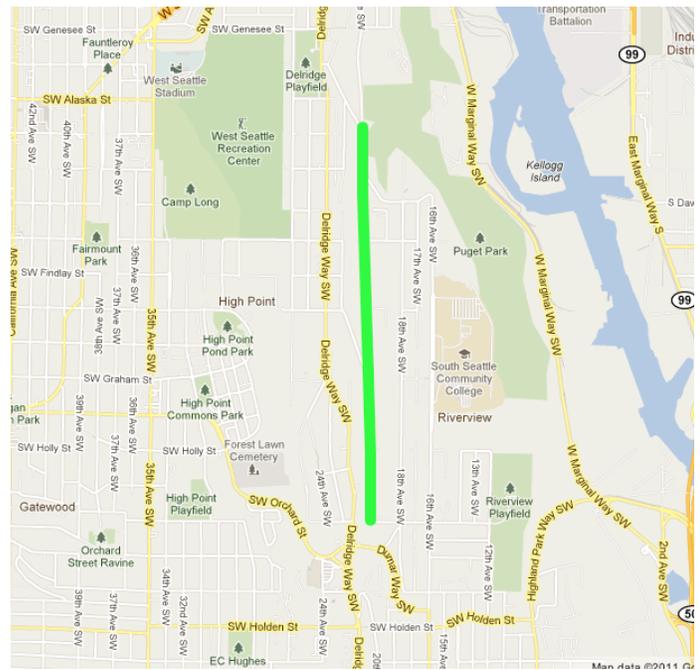
## Delridge/West Seattle 2012 Priority Greenway

### *Seattle Greenways Organizers' Criteria For Priority Greenways:*

- Street already used for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact

### **West Seattle Greenway's top priority for greenway development in 2012 extends along 21<sup>st</sup> Avenue SW from SW Myrtle to 22<sup>nd</sup> Avenue SW.**

This 1.41-mile route is already heavily used by many pedestrians and bicyclists and is a pleasant, quiet street through the cooperative Sustainable Puget Ridge community.



This West Seattle greenway link has no sidewalks but has traffic calming with many speed bumps. More greenway development would be most welcome for pedestrian use, particularly for many Metro bus users who use this link to catch the popular 120 and 125 bus lines. Puget Ridge has Sanislo Elementary School and three co-housing villages with many young children. 21<sup>st</sup> Avenue SW also connects to Puget Ridge Creek that has had significant investment with a major SPU clean up effort.

The 2012 priority 21<sup>st</sup> Avenue SW will link to the 16<sup>th</sup> Avenue SW route at SW Roxbury. East access points on the west side of the route are at SW Thistle St., SW Holden St. and SW Orchard St. SW Orchard connects to the High Point neighborhood with Sylvan Way SW and 35<sup>th</sup> Avenue SW. Finding less hilly routes in West Seattle is problematic. The elevation gain in 3.9 miles of this complete route is only 109 feet. Perhaps the most important link of this complete greenway route is its ability to deliver riders directly to the West Seattle Bridge bike path via Pigeon Point without any major road crossings or dangerous intersections, avoiding the multiple safety issues for people who walk and cycling along Delridge Way SW.

This greenway will lay the groundwork for connecting local residents to many nearby amenities, both those that exist currently, and those that will be developed over the next several years, including Puget Ridge Edible Park, Puget Ridge Playground, multiple business districts including White Center, Delridge and Alki Beach. Delridge Community Center, Pathfinder and Sanislo elementary schools, Louisa Brown Jr. High School, and South Seattle Community College near or along this link serve many children and families.

The slow vehicle speeds and low vehicle use along 21st Avenue SW make it ideally suited for greenway designation without significant additional infrastructure development. In addition, the gentle slope of 21st Ave SW makes it an easy geography to traverse on foot or on bike. The greenway will provide a better pedestrian facility than the sidewalk option currently being discussed and would help control runoff to Puget Creek running parallel to 21st Ave SW.

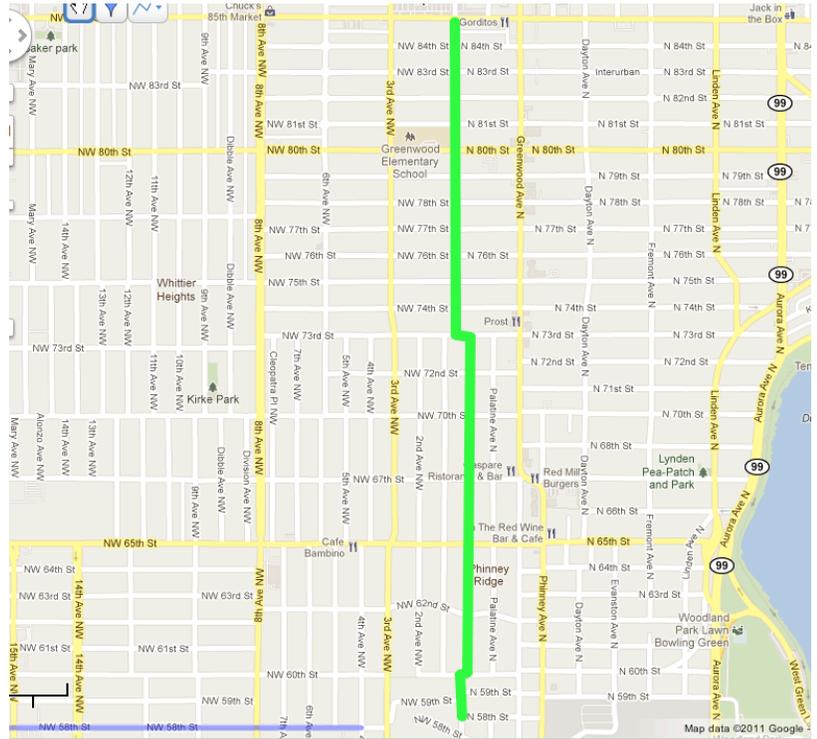
This greenway is a low cost, high impact investment that will improve the livability of West Seattle now and for many years in the future.

## Phinney-Wood 2012 Priority Greenway

### *Seattle Greenways Organizers' Criteria For Priority Greenways:*

- Street already used for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact

**The Phinney/Greenwood (Phinney-Wood) Greenway priority on 1<sup>st</sup> Avenue NW runs from the heart of the business district at NW 85<sup>th</sup> Street on the north, through the Phinney business district and connects with Woodland Park Zoo to NW 58<sup>th</sup> Street to the south. In subsequent greenway development phases, this priority link will join to the Wallingford Greenway and then to the U-district and continue south to link with the Burke Gilman trail. This Phinney-Wood priority link also can connect to the adjoining Ballard Greenway at 6<sup>th</sup> Ave NW via NW 57/56<sup>th</sup> St.**



This 1.37 mile, traffic calmed, route is a commonly used by pedestrians and bicyclists as an alternative to walking or riding along busy Greenwood and Phinney Avenues. Investing in the development of the 1<sup>st</sup> Ave NW Greenway will lay the groundwork for students riding to schools and local residents heading to many nearby amenities, both those that exist currently, and those that will be developed over the next several years as the urban village continues to expand. 1st Ave NW provides easy access to:

- **Business districts:** Phinney/Greenwood, including high traffic businesses Greenwood Market, Fred Meyer, Safeway, Pipers Village, Ken's Market, Greenwood Hardware, yoga studios, art galleries and wellness centers
- **Parks:** Woodland Park, Greenwood Park, Sandel Park (north of 85<sup>th</sup>)
- **Community centers:** Phinney Neighborhood Center, Greenwood Senior Center, Greenwood Library, Sakya Buddhist Monastery, St John's Catholic Church
- **Schools and daycares:** Greenwood Elementary, St John's Catholic School and Montessori preschool, West Woodland Elementary, Phinney Neighborhood daycare

As the Phinney-Wood Greenway connects west to the proposed Ballard Greenway, it will link students to West Woodland Elementary School. To the east, the Phinney-Wood Greenway will link to Bagley Wright Elementary School and Blanchett High School.

The slow vehicle speeds and low vehicle use along 1<sup>st</sup> Ave NW make it ideally suited for greenway designation without significant additional infrastructure development. In addition, the easy grade of 1<sup>st</sup> Ave NW from NW 85<sup>th</sup> St. to NW 80<sup>th</sup> St. makes it an ideal route choice for taking a walk, hauling groceries or toting small children to school and daycare by bike or on foot.

This greenway is a low cost, high impact investment that will improve the livability in "PhinneyWood" now and for many years in the future.

## University District 2012 Priority Greenway

### *Seattle Greenways Organizers' Criteria For Priority Greenways:*

- Street already used for walking and biking
- Connects to other neighborhoods and/or major destinations
- Complements existing street infrastructure, such as easy arterial crossings
- Geography (minimal slopes)
- Low cost, high impact

### **The University District's top priority for greenway development in 2012 extends along 12th Avenue NE from NE Campus Parkway in the south to NE Ravenna Boulevard at the north.**

This tree-lined, 1.09 mile route is already used by many pedestrians and bicyclists as a pleasant, quiet alternative to walking or riding along Brooklyn Avenue NE or The Ave.

Investing in the development of the 12th Avenue NE Greenway will lay the groundwork for connecting students and local residents to many nearby amenities, both those that exist currently, and those that will be developed over the next several years. 12th Avenue NE provides convenient access to:

- **Business districts:** The Ave., 50th Street NE, University Farmers' Market
- **Parks:** University Playground, Cowen and Ravenna Parks
- **Community centers:** University Family Y, The University Heights Center
- **Schools and daycares:** UCDS, UW, UW West Campus Child Care Center

With new construction south of Campus Parkway and with the development of the light rail stations on Brooklyn and Roosevelt, 12th Avenue NE will be an integral link between the Burke Gilman trail, the light rail stations, and the existing bike lane on NE Ravenna Boulevard.

The slow vehicle speeds and low vehicle use along 12th Avenue NE make it ideally suited for greenway designation without significant additional infrastructure development.

In addition, the gently slope of 12th Avenue NE from the south to the north has no steep segments, making it a easy geography to traverse on foot or on bike.

This greenway is a low cost, high impact investment that will improve the livability of the University District now and for many years in the future.

