

## Complete Wallingford Greenways 10-12-11

[groups.google.com/group/wallingford-greenways/](https://groups.google.com/group/wallingford-greenways/) events at [www.facebook.com/Spokespeople](https://www.facebook.com/Spokespeople)

**Next meeting: Tuesday, October 18, 6:30-8:30 pm (location to be confirmed but probably in the Mosaic Coffeehouse children's room) The purpose of the Oct 18 meeting is to review the destinations, barriers and proposed priority routes to be submitted for consideration to the City.**

### Oct 12 Meeting summary

**Who was there?** *About 20 people were at the meeting from all over Wallingford, Tangletown, and representatives from Phinney Ridge Greenways, University Greenways, an Eastlake resident who brings her child to daycare in Wallingford, the Department of Neighborhood Service Center representative, 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.*

### There was discussion about the "Goals of Greenways"

- Where the goals came from – derived from Portland street use
- Long discussion about this paragraph: "Greenways are not bikeways. Greenways do NOT remove cars or parking from the road, but do slow vehicles to a speed designed to decrease traffic injuries and fatalities." Comment was made that there are definitely times when Greenways could remove parking – for visibility, next to new traffic lights or stop signs, to install bike parking. More discussion about number of vehicles, engineering to slow speeds, what speeds were appropriate, what number of vehicles should be maintained. Sentence was modified to "Greenways are not intended to remove cars or parking from the road. People can continue to use greenways to drive and park on, but Greenways do maintain and engineer slower speeds designed to decrease traffic injuries and fatalities."

**Discussion about evaluation:** how 1-mile of 43<sup>rd</sup> /44<sup>th</sup> will be evaluated after greenway signs and engineering are completed. Number of cyclists using it, traffic volumes and speeds could be monitored.

**Proposed priority future greenways.** People would like to discuss more what criteria and why these were selected for pedestrians, kids, seniors, and people who bike.

Several N-S connections: Woodland Park Ave, Sunnyside, Densmore  
East-West along 46<sup>th</sup>/47<sup>th</sup> and 42<sup>nd</sup> connection to JSIS.

Google map of planned improvements (that you can edit):

<http://maps.google.com/maps/ms?msa=0&msid=204294333985464696148.0004a88203b25841c4062&authuser=0>  
<http://maps.google.com/maps/ms?hl=en&vpsrc=1&ctz=420&vps=2&jsv=373i&ie=UTF8&oe=UTF8&msa=0&msid=204294333985464696148.0004af467e02a79cf4b57> is a map of barriers to walking and biking in Wallingford.

### Significant destinations in Wallingford.

**Business districts:** 45<sup>th</sup> St. Corridor, Tangletown, Essential and Dump, Gasworks, Stone Way Corridor, Post Office/Stone nodule, businesses along Wallingford Ave at 40<sup>th</sup>, 65<sup>th</sup> and Latona, Frequent trips to Fremont business district, U-District Trader Joes and theater. *Note Chamber is working on a crosswalk plan w SDOT.*

**Call out bike businesses:** Speedy Reedy, Performance Cycle, Stone & 41<sup>st</sup>  
**Schools:** Public, private, preschools. Public: Hamilton, JSIS, MacDonald, Lincoln, Greenlake. B.F. Day  
Private: St. Benedicts, Meridian, Billings. Major preschools: Waldorf, 43<sup>rd</sup> and Bagley, many in churches, (18 total preschools). *Note JSIS is working on a Safe Routes to School walking plan with SDOT.*

**Churches:** 4401 2<sup>nd</sup>, 2410 N 46<sup>th</sup>, 2102 N 40<sup>th</sup>, 5019 Keystone Pl N, 2214 N 56<sup>th</sup>, 3902 Woodland Park N, 1805 N 49<sup>th</sup>, 3710 Burke Ave N, 1414 N 42<sup>nd</sup>, 2115 N 42<sup>nd</sup>

**Parks:** Green Lake, Wallingford, Meridian, Gas Works, Zoo, Woodland Park Playfields

**Transit corridors:** Burke Gilman Trail, future light rail stations (Stadium, Brooklyn, Roosevelt), bus lines

**There was pretty strong consensus that links to nearby neighborhoods might be more important to advocate for than developing internal connections:** UW North & South campus, University District, Fremont, Ballard, Eastlake, Phinney, South Lake Union, Roosevelt, Green Lake *"We can figure out how to get around, but bike trails always seem to end just when you want to move to the next neighborhood."* *"If we can get to 45<sup>th</sup> we can start talking about getting over I-5, but we need to get to 45<sup>th</sup> first!"*

**Barriers:** (starting from the South) Going from Burke Gilman Trail across Corliss & 36<sup>th</sup>, 36<sup>th</sup> & Densmore, Interlake, Bridge Way. University Bridge entries both north and south. Multiple issues crossing 40<sup>th</sup>, 45<sup>th</sup> and 2<sup>nd</sup> (at Dick's) and other 45<sup>th</sup> St. crossings. 52<sup>nd</sup> and Green Lake Way, Stone Way and 50<sup>th</sup> mess, 65<sup>th</sup> and Latona. Getting across I-5 at 50<sup>th</sup>, 45<sup>th</sup>, Pacific. Getting across Aurora at 50<sup>th</sup>, 46<sup>th</sup>, Bridge Way, and the ped bridge at 41<sup>st</sup>.

### **Additional Needs**

- Push button for bikes across arterial crossing lights
- Shouldn't need to press button to cross arterials
- Bike parking, especially for odd bike sizes and trailers, bikes are different!
- Better enforcement for pedestrians trying to cross arterials
- Fascinating discussion between a man who cycles as primary transportation with a young woman who bikes daily also, but with young children. They face completely different challenges using the streets.
- Many useful comments from people who were intimidated and reluctant to bike. And people who walked and did not intend to bike at all.

### **What are the Goals of 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, 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 are not bikeways. Greenways do NOT remove cars or parking from the road, but do slow vehicles to a speed designed to decrease traffic injuries and fatalities.
- By 2015, 85% of Portland residents will live within ½ mile of a greenway: 220+ miles are planned.
- In Seattle, community groups in at least 7 neighborhoods are advocating for greenways in their neighborhoods: Ballard, Beacon, Delridge, Phinney, U-District, View Ridge, Wallingford. Wallingford will get the first greenway in Seattle in 2011.

### **Greenways Address Public Safety and Public Health**

- Greenways reduce zones of conflict on arterials. Greenway speeds are engineered to less than 20 mph and daily traffic is maintained to 1000 or fewer (ideally 300) vehicles/day.
- People choose greenways to walk and bike within and between neighborhoods.
- Most money for greenway infrastructure in Portland is spent to engineer safe arterial crossings.
- Greenways increase walking and biking, encourage everyday exercise, and combat obesity.
- Greenways remove people from higher air pollution and place them in quieter, cleaner streets.
- Portland focuses on Engineering, Enforcement, and Education: Portland finds greenways and Safe Routes to Schools most cost effective investments in decreasing transportation injuries and fatalities.

## **Greenways Build Resilient Neighborhoods**

- Greenways build resilient communities. They connect people to their local lives and businesses.
- Greenways are designed first for children, seniors, and vulnerable people.
- Greenways separate slower moving pedestrians and people who bike from arterials carrying public transit, emergency service vehicles, and freight delivery vehicles.

## **Agenda Complete Wallingford Greenways 10-12-11**

### **1) Wallingford Greenway Phase 1**

Latona & 44<sup>th</sup> to Burke & 44<sup>th</sup>, South on Burke to 43<sup>rd</sup>, Burke & 43<sup>rd</sup> to Stone Way & 43<sup>rd</sup> will happen 2011

### **In this meeting and a meeting to follow can we agree on:**

- 2) What our significant destinations we want children and adults to be able to get to easily on foot or by bike in Wallingford, such as schools, business districts and parks.
- 3) Approximate locations of greenway routes -- every 1/2 mile? near Stone Way and I-5?
- 4) What plans large and small will influence where Wallingford greenways go? such as Chamber street crossing study, JSIS Safe Routes, Ped & Bike Master Plans, Combined Sewer Overflow, Light Rail
- 5) Arterial crossings we know we'll need to make safer for kids & seniors -- 50th, Stone, 40th, Latona, 35<sup>th</sup>
- 6) Figure out approximately where the links need to be to connect to neighboring greenways in Fremont, Ballard, U-District, Greenlake, Greenwood
- 7) The goals of greenways (see above).

### **8) Decide on the time and place for the next meet-up in October and who would like to help out.**

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