

Please describe the problem your project addresses:

City policy is to direct growth to urban villages and enhance their livability and safe transportation options. The Aurora-Licton Urban Village needs visible markers to enhance its identity, safety and livability.

- Aurora divides this urban village into isolated halves and fails to recognize the Urban Village's existence.
- Aurora is heavily trafficked, often at unsafe speeds. It is hard to cross safely. In 2017, 1,700 children will begin attending new schools one block east of Aurora. More children, parents, and school buses will be crossing Aurora Ave on foot, by bike and in vehicles.

Describe your proposed solution:

We propose a small step to create a distinct identity for the Aurora Licton Urban Village for both drivers on Aurora, and for the area's residents.

We propose creating 5 distinct special crossing points at existing signalized intersections. This would start to knit the two halves of the community together and help form community identity. Implementation of this proposal will alert drivers on Aurora that they are in a special place and heighten their caution.

1. Restripe all 4 existing crosswalks at each of 5 existing signalized intersections (Aurora at N. 85th/90th/95th/100th/105th) with distinctive background color and striping marking the entire crosswalk area. The color would be consistent throughout the Urban Village.
2. Include distinctive art signage at multiple points along Aurora, but especially at North 85th & 105th, the two major intersections that bookend this urban village. Signage also on both sides of the pedestrian bridge at 102nd.
3. Relocate 2 deficient curb ramps at 100th and repair deficient ramps.

This proposal would be a first step. In the future, distinctive signage and markings could be expanded to include special street furniture, lighting, and art.

The scale of this project, its purpose, and its impact will be far greater than the normal painted neighborhood crosswalks throughout Seattle.

This project would be a demonstration project to test how well the concept works on a major arterial like Aurora. Similar installations have worked well on Capitol Hill and on Aurora in Shoreline.

What is the physical location of the proposed project or problem; provide the EXACT address and/or cross streets. If possible, please add a link to the project location in Google Maps.

The proposed crossing background paint and re-striping are at existing traffic signals at Aurora & N. 85th Street, Aurora & North 90th Street, Aurora & North 95th Street, Aurora & North 100th Street, and Aurora and North 105th Street.

The distinctive art signage for Aurora Licton Urban Village would be at multiple points along Aurora, between 85th & 105th, the two main intersections that bookend the urban village. Additionally, provide a distinctive and artistic sign on both sides of the existing pedestrian overpass over Aurora at North 102nd Street.

The proposed deficient curb ramps to be replaced are at Aurora and 100th, a location with high pedestrian traffic because of adjacent Rapid Ride stops and retail establishments.

A map is at

https://www.google.com/maps/d/edit?mid=zz35Uw_G05jl.kUeSC958B8QY&usp=sharing

If it is near a school, please identify which school:

3 new schools for 1,700 students will open in the fall of 2017. The schools will be co-located on a single campus on 90th, one block east of Aurora.

- Cascadia Elementary will be the APP elementary school for all of Seattle north of the ship canal.
- Licton Springs K-8 is an option school serving much of North Seattle.
- Eagle Staff Middle School will serve students from a wide area extending from Green Lake to the north city limits to Puget Sound.

Students will be traveling in significant numbers from this wide attendance area on foot and via bicycles, autos, and school buses.

How does the project address maintenance upgrades or repairs to existing city parks and/or streets?

The project will implement the City's policy to promote Urban Villages by upgrading the identity and awareness of the Aurora-Licton Springs Residential Urban Village.

It will significantly upgrade the visibility and awareness of crosswalks on Aurora prior to the 1,700 students arriving at the new school site on 90th in the fall of 2017.

It will renew and enhance the badly deteriorated crosswalk striping at 85th, 90th & Aurora and the progressively deteriorating striping at 100th & Aurora (the conditions as of early February 2016).

At the 100th street intersection all curb ramps are missing colored tactile warning appliques.

Two curb ramps are misplaced on 100th relative to the crosswalk striping, and must be relocated/replaced along with implementation of new crosswalk and intersections painting and restriping.

Shoreline has already implemented similar strategies crossing Aurora at 10 intersections. Those intersections have proven that upgraded and more visible crosswalks are effective; Shoreline is extending the same upgrade to additional Aurora/Highway 99 intersections.

Does the project improve access for people with disabilities?

The difference in background color from the standard gray concrete/asphalt with white should draw driver's attention, making it safer for all people, especially those with disabilities, to cross the street.

All of the proposed intersections have existing curb ramps in varying conditions. The ramps should be repaired as needed and be painted with the new distinctive color.

Pedestrian traffic on Aurora at 85th, 90th, 95th, 100th and 105th is heavy due to the adjacent Rapid Ride stops and retail businesses. At the 100th street intersection all curb ramps are missing colored tactile warning appliques. The required markings could be provided at the time of background painting and conversion to striping. Also at 100th, two curb ramps are now misplaced relative to the existing crosswalk striping and direct handicapped users into a traffic lane. They must be relocated/replaced along with implementation of new crosswalk and intersections painting and restriping.

Does the project address safety needs? If so, how?

Aurora Ave is a highly trafficked state highway. The difference in color from the normal white striping will draw drivers' attention and heighten their awareness and alert them that they are in a special

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place, making it safer for all who use the intersections, from students to business customers, bus riders, and the disabled. Similar installations have proven effective on Aurora in Shoreline.

SDOT could document driver and pedestrian behavior prior to, and after, installation to determine whether this is a low-cost improvement that could be used on other similar major arteries.

In which [Neighborhood District](#) is your project located?

The Northwest District

Please identify the community group(s) you worked with or contacted regarding this proposal, with contact information (300 word max):

Licton Springs Community Council, Jan Brucker, President, bruckerjan@gmail.com

Aurora Licton Urban Village Alliance, Leah Anderson, Chair, lkanderson25@gmail.com

Licton Haller Greenways, Lee Bruch, Chair, Lee.Bruch@outlook.com

Greenwood Community Council, Rob Fellows, President, rob.fellows@mac.com

Greenwood-Phinney Greenways, Justin Martin, Chair, jm.justin@gmail.com

Greenlake Community Council

Haller Lake Community Council

Broadview Community Council

Our proposal for special treatment of Aurora crosswalks, curb cuts and signage arose, in part, from the current work of Masters Students in the University of Washington College of Built Environments - Department of Landscape Architecture's Capstone Studio. They are engaged in a 6-month-long study of the Licton Springs and Haller Lake areas. Several students are focusing on Aurora for their Masters Thesis projects. As the students complete their design work in the Spring of 2016, we hope to share with SDOT, the NW District Council and our North Seattle neighbors a series of concept drawings and to give credit to students for their design submissions.

Please identify the City of Seattle staff and the department that you worked with on this proposal:

Thomas Whitmore, Dept. of Neighborhoods

Ashley Rhead, SDOT

Howard Wu, SDOT